

AGENDA

Meeting: SALISBURY AREA BOARD
Place: Alamein Suite - City Hall, Malthouse Lane, Salisbury, SP2 7TU
Date: Thursday 9 March 2017
Time: 7.00 pm

Representatives from Salisbury City Council
and Laverstock and Ford Parish Council

If you have any requirements that would make your attendance at the meeting easier,
please contact your Democratic Services Officer.

Networking opportunities will be available from 6:30pm.

Please direct any enquiries on this Agenda to Lisa Moore (Democratic Services Officer),
on 01722 434560 or email lisa.moore@wiltshire.gov.uk

All the papers connected with this meeting are available on the Council's website at
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Press enquiries to Communications on direct lines (01225) 713114 / 713115.

Wiltshire Councillors

Richard Clewer (Chairman)	Salisbury St Paul's
Brian Dalton	Salisbury Harnham
Mary Douglas	Salisbury St Francis & Stratford
Bill Moss	Salisbury St Mark's & Bishopdown
Atiqul Hoque	Salisbury St Edmund & Milford
Ricky Rogers	Salisbury Bemerton
John Walsh (Vice Chairman)	Salisbury Fisherton & Bemerton Village
Ian Tomes	Salisbury St Martin's & Cathedral

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Items to be considered		Time
1	Welcome and Introductions	7.00pm
2	Apologies for Absence	
3	Minutes (<i>Pages 5 - 16</i>) To confirm the minutes of the meeting held on Thursday 5 January 2017, as attached to the agenda.	
4	Declarations of Interest To receive any declarations of disclosable interests or dispensations granted by the Standards Committee.	
5	Chairman's Updates The Chairman will give an update on outcomes and actions arising from previous meetings of the Area Board, including: <ul style="list-style-type: none"> • Highways England meeting held on 8 February 2017. 	
6	Information items (<i>Pages 17 - 20</i>) <ul style="list-style-type: none"> a. Healthwatch Wiltshire – February & March 	
7	Young People Update and Youth Funding (<i>Pages 21 - 26</i>) To receive an update from the Local Youth Network (LYN) and to consider any funding applications for Youth Funding, as detailed in the attached papers.	7.15pm
8	Wellbeing Project for 15 year olds + (<i>Pages 27 - 30</i>) A report on the progress of this Area Board initiative.	7.25pm

9	<p>Partner and Community Updates (Pages 31 - 42)</p> <ul style="list-style-type: none"> a) Salisbury City Council (SCC) b) Laverstock and Ford Parish Council c) Police d) Fire e) Salisbury BID f) Child Wellbeing Group Update g) Health & Wellbeing Group Update h) Community Engagement Manager i) Air Quality Group – End of Year Report <p><i>Note: Speakers are reminded that they each have a 3 minutes slot, unless they have previously discussed alternative arrangements with the Chairman.</i></p>	7.45pm
10	<p>Salisbury a 24 Hour City?</p> <p>To debate the idea of Salisbury becoming a 24 hour city.</p>	8.05pm
11	<p>Highways schemes proposals 2017/18 (Pages 43 - 76)</p> <p>The Board is asked to review these proposals, and to suggest any amendments or potential future sites for treatment are forwarded to the Highways Asset Management Team for further investigation.</p>	8.25pm
12	<p>Community Area Transport Group (CATG) (Pages 77 - 98)</p> <p>To note the actions arising from the last CATG meeting held on Tuesday 14 February 2017 and to consider the recommendations arising from that meeting, as detailed in the attached report.</p>	8.40pm
13	<p>Community Funding: To Ratify a Delegated Decision (Pages 99 - 108)</p> <p>The Board is asked to ratify a funding decision taken under delegated authority by the Community Engagement Manager on 31 January 2017. To allocate £2,500 to the Home Run project, as detailed in the attached report.</p>	8.50pm
14	<p>Close</p> <p>The date of the next meeting is Wednesday 24 May 2017, 7pm at the Five Rivers Health & Wellbeing Centre.</p>	9.00pm

Future Meeting Dates 2017

(usually on) Thursday's at 7.00pm

Wednesday 24 May, 5 Rivers

6 July, City Hall Salisbury

14 September, City Hall Salisbury

9 November, City Hall Salisbury

11 January 2018, City Hall Salisbury

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MINUTES

Meeting: SALISBURY AREA BOARD
Place: Alamein Suite - City Hall, Malthouse Lane, Salisbury, SP2 7TU
Date: 5 January 2017
Start Time: 7.00 pm
Finish Time: 9.11 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 Atiqul Hoque, Cllr Ricky Rogers, Cllr Richard Clewer (Chairman), Cllr Bill Moss, Cllr Ian Tomes and Cllr John Walsh (Vice Chairman)

Wiltshire Council Officers

Karen Linaker, Salisbury Community Engagement Manager
Lisa Moore, Democratic Services Officer

Town and Parish Councils

Salisbury City Council – C Froude, J Robertson, R Williams & M Willmot
Laverstock and Ford Parish Council – D Burton & V Bussereau

Partners

Wiltshire Police – Inspector Pete Sparrow
Wiltshire Fire and Rescue – Tom Brolan

Total in attendance: 44

<u>Agenda Item No.</u>	<u>Summary of Issues Discussed and Decision</u>
1	<p><u>Welcome and Introductions</u></p> <p>The Chairman, Councillor Richard Clewer welcomed everyone to the meeting of the Salisbury Area Board and invited the members of the Board to introduce themselves.</p>
2	<p><u>Apologies for Absence</u></p> <p>Apologies for absence had been received from:</p> <p>Cllr Mary Douglas, Wiltshire Council Cllr Brian Dalton, Wiltshire Council Steve Godwin, Salisbury BID Tom Ward, Public Health Specialist – Wiltshire Council</p>
3	<p><u>Minutes</u></p> <p><u>Decision</u> The minutes of the meeting held on Thursday 10 November 2016 were agreed as a correct record and signed by the Chairman.</p>
4	<p><u>Declarations of Interest</u></p> <p>There were none.</p>
5	<p><u>Chairman's Updates</u></p> <p>The Chairman gave the following updates:</p> <ul style="list-style-type: none"> • “Consultation on Draft Wiltshire Playing Pitch Strategy and Wiltshire Open Space Study Community Area Profiles” Please open link for details. <p><u>Question:</u> SCC Cllr Colin Froude – Stated that SCC had only become aware of the consultation a couple of days ago. He had looked at the document and found it to be poorly written and factually incorrect. He asked that the Board requested the document be withdrawn and rewritten before being put back in the public domain.</p> <p>The Chairman added that the document contained a number of things taken from planning strategy documents from Salisbury District Council days.</p>

	<p>Cllr Walsh noted that the document talks about Laverstock which was not in Salisbury area.</p> <p>Laverstock and Ford Parish Council also had not known about the document until recently.</p> <p><u>Decision</u> The Salisbury Area Board would contact the Portfolio holder and relevant Officer to request for the document to be withdrawn, and corrected before being released in to the public domain.</p>
6	<p><u>Information items</u></p> <p>The Board noted the written updates attached to the agenda from:</p> <ul style="list-style-type: none"> • CCG • Healthwatch Wiltshire • Rural Crime Partnership Update • Police and Fire Updates were circulated at the meeting and will be attached to these minutes for info.
7	<p><u>Local Youth Network (LYN) Update and Youth Funding</u></p> <p>The Board received an update from Karen Linaker following the last LYN Management meeting held on 14 December 2016, as detailed in the attached report.</p> <p>Matters discussed at the last meeting included a useful discussion with Transition City who were keen to set up a youth arm of its group.</p> <p>The Board considered 3 recommendations for funding from the youth budget for 2016/17.</p> <p><u>Decision</u> The Salisbury Area Board approved the recommendation to awarded £2,500 of Youth Funding to the Youth Festival project as detailed in the report.</p> <p><u>Decision</u> The Salisbury Area Board approved the recommendation to award £2,000 (1,750 of revenue and 250 of capital) of Youth Funding to the Salisbury City Council Parkour Park project as detailed in the report.</p> <p><u>Decision</u> The Salisbury Area Board approved the recommendation to award £4,000 of Youth Funding to the Child Contact Centre, as detailed in the report.</p>

8	<p><u>Discussion concerning A36 (Southampton Rd) with Highways England</u></p> <p>Richard Ormerod and Rachel Sandy from Highways England were in attendance to present information concerning the A36, Southampton Road in Salisbury.</p> <p>Part of their remit was to look after the traffic operational side of things in the south west road network, as well as an improvement and consultative role for the network near the roadwork.</p> <p>In December 2014 there had been a series of announcements about the A303 at Stonehenge and other areas. That announcement was the first road investment strategy that the UK Government had had. The Road Investment Strategy was a requirement of the Infrastructure Act 2013.</p> <p>The Government and Highways England were now required to produce these strategies every 5 years. This enabled longer term funding rather than asking for funds every year.</p> <p>Work was currently underway on the second Road Investment Strategy which would run for 2020 – 2025.</p> <p>Route strategies were primarily there to advise the Secretary of State of Transport of what he might like to put in the Strategy. They were a product of engagement between Highways England and their partners, such as Wiltshire Council.</p> <p>Work was in progress to produce new route strategies for the A36 and the A303. The deadline for Route Strategies for whole country to be produced was 31 March 2017. Stakeholders had been asked to feed in their representations into a consultation. Substantial representation had been received from Wiltshire Council and Swindon Council. Work was still in process.</p> <p>Rachel's local work included providing input on planning applications and performance issues for the Salisbury area.</p> <p>She was due to start work to commission a study to look at Southampton road. This was designed to identify, develop and test some possible options available.</p> <p>Salisbury was a challenging area, with a trunk road through the city, which was quite constrained. Strategic traffic came through from the south to west country.</p> <p>The constraints of the road were a big consideration, so options were limited for what could be taken forward along the Southampton road.</p> <p><u>The following questions and comments were taken:</u></p>

- The A36 slip road which comes off to Waitrose had lots of potholes, however there had been much debate between Wiltshire Council (WC) and Highways England (HE), as to who owns that road. Answer: At the moment, the A303 carriageway was HE responsibility and the side roads were WC. That side road was considered to be WC responsibility.

Adrian Hampton – HE had been working with the WC Wilton team, but according to WC maps that slip road was HE.

HE agreed to go back and look in to the matter further, adding that there were a lot of slip roads where it needed to be work out who owns them. He agreed to feedback.

- Cllr James Robertson SCC – If there was nothing much that could be done for Southampton road then another mode should be considered. The better alternative means of transport was organised the easier it would be for the government to attain better standards for air quality. Answer - HE would be supportive for modal shift as it would alleviate some of the traffic from the roads.

A key policy doc, states that we work to seek ways to reduce the demand of travel and manage the demand of travel (working through a hierarchal process) HE was working with WC on transport strategy.

One of the innovative aspects of the license HE had to run the roads, was that they were able to contribute to fund transport networks if they improved the running of the networks.

- Cllr Margaret Willmott SCC – some years ago the A36 was in the process of being de-trunked. Now given the fact that the A36 was unsuitable for de-trunking, was there any thought to this now? Answer: The trunk road situation came about under a Labour government, from a policy which distinguished between roads, however that policy has now gone and now the A36 was well and truly a trunk road.

Air quality had been raised as a high profile concern of WC and the Air Quality Group. HE had made sure that that the issue had been logged. The next step would not be known until the end of March at the earliest. The Route Strategy was an examination of the A36, A303, and A35 as a whole. Other representations been made by other stakeholders for improved north south connectivity, there were options for the A36 in play for that.

- Milford Preservation Group – Would the A36 study take into account the ever seemingly increasing amount of outlets along that road? Answer: In the more localised Southampton road study HE would look at what was

expected to come forward in terms of growth. HE was consulted on planning applications.

- The retail situation would be a growing problem, the real highways problem would be to separate the retail from the other traffic. You would need to look at solutions for this. Would it be possible to cut out some junctions and bypass the trunk road?

Answer: A tidal traffic system was operated in other areas; the concept was not a new thing for HE. It could be considered when looking at the studies for the A36.

Salisbury did not have a movable system control on the traffic system, HE was working toward installing this at some junctions when the funding becomes available.

- Cllr Colin Froude SCC Transportation Committee – There were a couple of issues relating to Southampton Road, Mc Donald's had been given permission to build, despite SCC being against it. Their traffic model was flooded.

The yellow junction box on the roundabout had started to wear out, when this was reported he had been told it could not be replaced. There was a lot of local information which never gets picked up. He asked HE to please visit SCC transportation committee to speak to them.

- What grant funding could HE access for the impact of traffic on public health. Could they support grant applications for air quality work in Salisbury?

Answer: There was an environmental designated fund which allowed HE to invest in biodiversity – part of this was allocated to a series of national works, so there was that funding but it was currently all allocated to a national study programme. If there was a particular idea, by all means send it in, HE could put people in touch with the team which looked after that fund. There was no other funding available for this work.

- Would it be possible to implement a punitive toll for any vehicle above 7.5t leaving the M27 to use the A36 road?

Answer: The department of Transport would need to be asked that question.

- When you look at Southampton road, would you also look at the impact of any works on Wilton Road, as the road traffic was getting more congested each year?

Answer: The issue of air quality had been fed into the process. The A36 through Salisbury was regarded as a unit; it would be looked at as a whole.

- There had been problems with flooding under the A36, at the Castle Road underpass, where it had flooded frequently. This came down to

gully's not being cleaned out, could you feedback later about who owned the gully's in the underpass areas?

Answer: The pump was changed 18 months ago, however it got damaged so HE was looking at this again. HE was targeting some areas where there were problems and had increased the frequency of clearing the gulleys.

- There had been an issue with a tree near the church for 3 years now. Was there a plan to do anything about it?

Answer: There had been a discussion before Christmas, HE was trying to speak with the Tree Officer to get the go ahead to remove the tree, it was hoped that this would be resolved by march.

- It was felt that there was currently a maintenance issue with the area running through the city, should we be looking at a different contractor, one who would generally keep a better eye on it? The HE road was skirting the medieval heart of Salisbury, a remedy was needed to address this

Answer: The area was as an unusual situation, a new set of contracts were due in July, it was not currently known whether there was an opportunity to look at this but agreed to feedback.

SCC Clerk noted that some time ago there had been a situation where HE paid the District Council a sum of money to maintain the area.

- With planning applications for retail outlets on A36, how congested did HE think Southampton road was, as it seemed to get busier and busier and more congested all of the time. Normally HE had no comment or no objection on planning applications.

Answer: At peak times the road operated over and above capacity, which extends back to the dual carriage way. At peak times it did get busy but then there were periods of free flowing traffic. It was recognised that due to cars slowing to let vehicles in and out there was often long periods of high capacity.

In terms of retail it was very difficult, it did not increase the amount of traffic, but it did impact on the number of turning routes.

The aim of the study was that when we have applications which would impact on the network we would have the study to support any comments.

HE did look to try and apply conditions where they could, however they could be tested on any comments under appeal so they had to be careful. If we felt that something could not be robustly defend at appeal then they could not include the comment.

- Would the study look at the rat run through Millford Hill?

	<p><u>Answer:</u> The study would look at College roundabout HE did not want to see a rat run anywhere. The traffic westbound on A36 was having to give way to traffic coming out of Tesco, HE was looking at options.</p> <ul style="list-style-type: none"> • Small business owners and others must waste lots of money stuck in traffic on the A36. A trunk road should flow and not give way to a retail park. Any innovation you could do to try and keep traffic moving would be beneficial. <p><u>Answer:</u> What was very clear was that Rachel would come back when she started writing the study to look at possible options. An update would be brought back to the Board in the future.</p> <ul style="list-style-type: none"> • In the case of a bad flood we lose the A36 and the A30 had there been any headway there? <p><u>Answer:</u> Discussions were ongoing on what options were available to improve this. HE was at present trying to improve the drainage.</p>
9	<p><u>Salisbury's Flood Plan</u></p> <p>The production of a Flood Plan had been developing over the last 2 years. The flood problem in Salisbury was relatively significant. A number of flood wardens had been recruited and were currently being trained.</p> <p>Flood zones and key indicators had been identified, further work included meeting with Laverstock and Ford (L&F) Parish Council.</p> <p>A copy of the Plan would be available on the Salisbury City Council website in the next week or so.</p> <p>It was recognised that if we were unable to access the hospital there would be issues with that.</p> <p>A Voluntary Flood Warden event was scheduled for Tuesday 26 January. Andrew Thorny would be attending to discuss insurance for business owners on insuring against flooding.</p> <p>L&F had met with the Flood Officer at WC and taken on board the comments raised. These points would be included in their draft flood plan. The high schools were also working on emergency procedures should they be flooded.</p> <p>A training session would be held at 6pm on 12 and 19 January in Salisbury fire station – for anyone interested please contact Reg from SCC.</p>
10	<p><u>Pavement Repairs List for Salisbury</u></p> <p>The Chairman noted that in previous years the Board had received a list of highways repairs, which did not include pavements. The Board had met with highways and asked for some of the pavements to be repaired. Some funding</p>

	<p>had been found and as a result a list of proposed pavements had been put together, which was included in the agenda pack.</p> <p>We await the recommendation of Officers as to which order these are done in. They would not be carried out in the order which they were listed, but it was more likely that the funding would be used to carry out several of the smaller works rather than one large one.</p> <p><u>Comments:</u></p> <ul style="list-style-type: none"> • Could Butchers Row be included in the list? <u>Answer:</u> Additional recommendations would be considered; however the budget would not cover all of the works on the list.
11	<p><u>Salisbury Public Spaces Protection Order</u></p> <p>The Community Engagement Manager explained that there was a Public Spaces Protection Order (PSPO) which was due to expire in October 2017, thereafter there would be a need to renew a new order.</p> <p>The Board was tasked to set up a group to take this work forward – Cllr Tomes was to be the Area Board representative and SCC would be looked to for 3 representatives.</p> <p>The Order may need to include other issues outside alcohol and the area may also need to be enlarged.</p> <p><u>Decision</u> That Salisbury Area Board appoint Cllr Tomes as its PSPO working group lead on evidencing and consulting on possible conditions to be contained within the order.</p>
12	<p><u>Partner and Community Updates</u></p> <p>The Board received the following updates from Partners and Community Groups:</p> <p><u>Salisbury City Council – Reg Williams, Clerk</u></p> <ul style="list-style-type: none"> • Charter Sunday 12 February – A church service would be held to look back at when the charter was first awarded to the city. • The WC to SCC Asset Transfer would take place soon. • Budget setting discussions were taking place for 2017 – to invest in asset transfer.

- The Harnham bunker project was extremely advanced now, and should be ready in a few weeks.

Laverstock and Ford – David Burton

- The Country Park development at Hampton Park 2 – had experienced delays on the legal side, with developer issues over overspill. L&F was doing everything they could to speed this up.
- A handover at Longhedge with a community open space and public space with a football pitch had taken place.
- At Old Sarum a new local equipment area of play had started construction, and should be complete in February.

Question: Was there any news on a link between Longhenge and Old Sarum?

Answer: L&F was keen to liaise with necessary parties to find a solution.

Police – Inspector Pete Sparrow

- The Anti-social behaviour in Culver Street car park had seemed to have been reduced as the Police had displaced a lot of people who were sleeping rough or causing a nuisance there.
- One contract has been relaxed after behaviour improved and two were given a final warning.
- Operation numerate was a new initiative for the city centre to reduce anti-social behaviour.
- There had been an increase in purse thefts around market place, trying to promote our work, and offering purse chains.
- Shoplifters had been in operation over last week.
- Street drinking and begging was always an issue; the Police had spoken to their colleagues in Bath to see how they addressed the issue. A Community Protection Warning could be issued. If people did not comply with the warning, then this could escalate to a community protection notice. This made it a more effective way to deal with begging.
- Operation Let related to Essex Square. They were looking at how to change the makeup of the characters there.
- A key area of Police work was to focus on vulnerable people.
- Over last 2 months there had been an arson incident where 6 cars, a portaloos and a light aircraft had all been set alight in one night. Using the

	<p>ANPR cameras they had been able to track down the person. One person was remanded in custody and 2 further people had also been involved.</p> <ul style="list-style-type: none"> • Cannabis factories had been raided where in one approximately £17,000 of goods had being grown, and in the second £15,000. <p><u>Dorset and Wiltshire Fire & Rescue – Tom Brolan</u></p> <ul style="list-style-type: none"> • Highlighted the importance of checking home smoke alarms to ensure that they were in good working order. • Officers had Been proactive at supporting local events at schools. • Training provision had branched out to include the Flood Warden training which would be held at the fire station. • Flu clinics were now promoting the Safe and Well initiative. • The statistics showed that the numbers of fire call outs were going down. • A written update was circulated at the meeting. <p><u>Community Engagement Manager – Karen Linaker</u></p> <p>A DVD was shown detailing a recap of events over the last year.</p> <p>One of the Legacy events which would be returning was the Clean for the Queen initiative. In 2017 this would be called the Big Spring Clean. Further information would be circulated in due course.</p> <p>A new initiative following on from the Big Pledge would be taking place which involved people taking part in a variety of physical activity challenges. This year London would be holding the athletics championships for the first time, so Wiltshire Council would be setting a range of new challenges, which would also include a disability challenge. More information would be coming out shortly.</p> <p><u>Air Quality Management Group</u></p> <ul style="list-style-type: none"> • The Group had met and work to plant trees had continued. • Ongoing work included looking at routes for non-vehicular activities.
13	<p><u>Our Community Matters Conference</u></p> <p>The Board held the Community Matters conference at the end of 2016, where a number of people met to look at several priorities.</p> <p>5 key priorities were established, these were:</p>

	<p>1. Mental Health 2. Older People – Inclusion 3. Homelessness 4. Healthy lifestyles and physical activities 5. Strengthen local economy – improved skills and training.</p> <p>The Board would be assigning a Councillor to each group.</p> <p><u>Questions</u> Citizen advice – how do we help you pick up on zero hours contract employment?</p> <p><u>Health & Wellbeing Group – Lead Cllr John Walsh</u> Work was ongoing to try and improve the H&WB of the City.</p>
14	<p><u>Community Area Grants</u></p> <p>The Board considered 3 applications for funding from the Community Area Grant Scheme for 2016/17. Applicants present were invited to speak in support of their projects, following discussion the Board members then voted on each application.</p> <p>The Board noted that as there was only £1,402 remaining in its Capital budget, any award could only total this amount. After discussion the Board decided to support one project and invite the other two applicants to reapply in the new financial year.</p> <p><u>Decision</u> Salisbury Contact Centre was invited to come back in the new financial year.</p> <p><u>Decision</u> Salisbury Stingrays ASC was awarded £1,402 towards the purchase of new timing pads. <i>Reason – The application met the Community Area Grants Criteria for 2016/17.</i></p> <p><u>Decision</u> Salisbury City Council was invited to come back in the new financial year.</p>
15	<p><u>Close</u></p> <p>The Chairman thanked everyone for attending and noted that the next meeting of the Salisbury Area Board would be held on Thursday 9 March 2017, at City Hall Salisbury.</p>

Area Board Update - February 2017

Healthwatch Wiltshire is a local independent organisation which exists to speak up for people on health and care. If you have used a service recently then we would like to hear from you. We use what people tell us when we meet with the commissioners and providers of services to make sure that they take account of your views and experiences.

S.A.I.L.

The Your Care Your Support Wiltshire (YCYSW) website team are adding forms to help people do some of the business of social care online. Recently we added a S.A.I.L (Safe and Independent Living) form. S.A.I.L is a partnership between Dorset & Wiltshire Fire & Rescue Service and Wiltshire Council to offer anyone an assessment promoting safe and independent living in your own home. A Dorset & Wiltshire Fire & Rescue Service representative can offer a Fire Safety risk assessment, safety advice, advice on night-time routines, making an escape plan, checking smoke alarms, and signpost to benefits advice and debt advice. To request a visit, you can log in to Your Care Your Support, and with an activated account, complete the SAIL request form online: www.yourcareyoursupportwiltshire.org.uk/care-and-support/safe-and-independent-living.aspx.



The Pressure on Beds

The national media has been full of stories about pressures on the NHS. In Wiltshire, hospitals and the NHS Wiltshire Clinical Commissioning Group have been urging people to only go to Emergency Departments if necessary. You are asked to consider other services, such as your GP, minor injury units or your pharmacist to ask if they can treat your condition.

We have been hearing peoples' experiences of being discharged from hospital to other care settings around the county. We heard that, for most people, the system is working well with 71% of people saying they were 'very satisfied' or 'satisfied' with their discharge. However, we have also heard of problems from people who didn't feel informed or included in decisions about their care, and difficulties arranging care at home for people who need it. Problems with transport to get home, and knowing who is responsible for care after discharge were also issues for some of the people we spoke to. Our full report has been published at www.healthwatchwiltshire.co.uk/wp-content/uploads/2017/01/Transfers-of-Care.pdf. We have fed this information back to the people who run the services, so they know where the system is and is not working well.

Contact us:

Tel 01225 434218

info@healthwatchwiltshire.co.uk

www.healthwatchwiltshire.co.uk

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Area Board Update - March 2017

Healthwatch Wiltshire is a local independent organisation which exists to speak up for people on health and care. If you have used a service recently then we would like to hear from you. We use what people tell us when we meet with the commissioners and providers of services to make sure that they take account of your views and experiences.

End Of Life Care

New End of Life Care pages are live on the Your Care Your Support Wiltshire Website:

www.yourcareyoursupportwiltshire.org.uk/endoflifecare. We have consulted with the Wiltshire Carers Action Group, Wiltshire End Of Life Programme Board and end of life specialist staff at Bath RUH and Wiltshire Health & Care. The pages are a good starting point for people who have questions about end of life care.



We are working on listing providers of end of life services for the service directory, which does include providers of palliative medicines. If anyone has any suggestions about other providers to share, then please let us know.

During the course of our research, we have found that Marie Curie have also drafted pages which will help health and social care workers expand their knowledge of palliative care - www.mariecurie.org.uk/professionals/palliative-care-knowledge-zone

Similarly, Facebook have addressed the digital legacy issue by allowing you to nominate someone who can be your legacy contact. You can add, change or remove a legacy contact on Facebook through this link: www.facebook.com/help/1070665206293088?helpref=related, but chat to the person you're nominating first though!

Finally, March 2017 is Free Wills Month. Members of the public aged 55 and over can contact one of the firms of solicitors participating in the Free Wills Month campaign to request an appointment. There is also a downloadable will planner at <https://freewillsmoonth.org.uk/>.

These links will be worked into the end of life pages shortly.

Would you like to join the Healthwatch Wiltshire board?

Change is an inevitable part of the successful development of any organisation, and Healthwatch Wiltshire is no exception. Since it was set up in March 2013, Healthwatch Wiltshire has evolved to become a trusted and valued part of the local health and social care scene.

The original directors were appointed for a period of three years, with an option to extend their terms of office for a further two years. This ensures that membership of the Board is periodically refreshed, at the same time as ensuring continuity and a smooth handover of responsibilities. We are always on the lookout for local people who would like to use their passion and commitment to support others to speak out and influence the future of health and care in Wiltshire! If you would like to be considered, please download the recruitment pack from the Healthwatch Wiltshire website www.healthwatchwiltshire.co.uk/wp-content/uploads/2016/12/Board-Pack-Final.pdf



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Local Youth Network Management Group Meeting

Notes Record template

Area	Salisbury				
Date	22/02/2017	Times	6.30pm	Venue	Five Rivers Health & Wellbeing Centre
Present	1 young person, Annie Scadden and Karen Linaker				
Apologies	Ricky Rogers, Mary Douglas, Carolyn Stammers, Peter Williams, Dot Kronka and Karlene Jammeh				
Agenda Items					
1	Welcome and apologies				
2	Wiltshire Anti-Bullying Charter				
3	Salisbury's Youth Festival				
4	Grant Applications				
5	Date of Next Meeting				
Decisions					
1	All were welcomed to the meeting and the apologies were noted				
2	Wiltshire Anti-Bullying Charter (see attached) – we discussed the new Charter that has been produced by the Wiltshire Children & Young People's Trust in partnership with the Children in Care Council and the Wiltshire Assembly of Youth. We discussed the LYNMGs role in disseminating the charter, and decided that one way could be to set up a new Facebook page and post messages on there to generate responses and stimulate an online conversation about young people's experience of bullying and attempts to tackle bullying in Salisbury.				
3	We discussed the plans that are taking shape for the Easter Youth Festival and noted that publicity for the event would be out soon.				
4	We discussed the 2 applications, and resolved to support each with a contribution from the Youth Fund (please refer to the separate Local Youth Funding report). In addition, subject to further information being received, we felt that a contribution could be made to facilitate an activity at the Youth Festival – procuring the services of Go Active for some alternative sporting activities.				
5	Date of Next Meeting: 10 th May 2017, 6.30pm – Five Rivers HWC				
Recommendations to Area Board					
1	Creative Workshops for Adopted Teenagers – recommend £1000 for the reasons stated in the attached report.				
2	Any Body Can Cook – Cookery Sessions – recommend £4060 for the reasons stated in the attached report.				
3	Go Active – recommend £500 for the reasons stated in the attached report				
Notes Taken By					
Karen Linaker		Position		CEM	

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Report to Salisbury Area Board
Date of meeting 9 March 2017
Title of report Youth Grant Funding

Purpose of the Report:

To consider the applications for funding listed below together with the recommendations of the Local Youth Network (LYN) Management Group.

Applicant	Amount requested	LYN Management recommendation	Group
Post Adoption Group	£4660	£1000	
Any Body Can Cook	£4060	£4060	
GO Active	£500	£500	

1. Background

The recommendation from the LYN Management Group has been made in accordance with the following guidelines:

- Leaders guidance for Community Area Boards on Positive Activities for Young People
- Positive Activities for Young People local Youth Network Terms of Reference
- Positive Activities Toolkit for Community Area Boards

Young people have considered this application and identified it as a priority for Area Board funding.

2. Main Considerations

- 2.1. Councillors will need to be satisfied that Youth Grant Funding awarded in the 2016/2017 year are made to projects that can realistically proceed within a year of it being awarded.
- 2.2. Councillors will need to decide and be assured that young people and the community will benefit from the funding being awarded and the project/positive activity proceeding. The application should meet the identified needs, priorities and outcomes for young people in the areas, as identified in the LYN Needs Assessment and Strategic Plan.
- 2.3. Councillors will need to ensure measures have been taken in relation to safeguarding children and young people.
- 2.4. Councillors will need to ensure that young people have been central to each stage of this Youth Grant Funding application.

3. Environmental & Community Implications

Youth 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

Financial provision had been made to cover this expenditure.

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

Ensuring that Community Area Boards and LYNs fully consider the equality impacts of their decisions in designing local positive activities for young people is essential to meeting the Council’s Public Sector Equality Duty.

8. Safeguarding Implications

The Area Board has ensured that the necessary policies and procedures are in place to safeguard children and young people. The Locality Youth Facilitator has assessed this application agreed it meets safeguarding requirements.

9. Applications for consideration

Application ID	Applicant	Project Proposal	Requested
ID430	Post Adoption Support Group	Creative Workshops for Adopted Teenagers	£4660
<p>Project description</p> <p>A need has been highlighted through our local Post Adoption Support Group for our adopted teenagers to have access to creative activity based workshops with fellow adopted young people, in a supportive non judgmental environment. Adopted young people are often vulnerable due to their early years experience and can have low self esteem, poor confidence, lack in social skills. Their mental health often suffers and can affect their functioning within the education system as well as at home. During our initial project in October 2016, delivered during National Adoption Week the young people involved gave their feedback where they felt that a regular project during every school holiday would help to build their confidence and give them time with their peers who like them have been adopted. We have carried out further research and spread the word within the adoption community and through the Local Authority and we would hope to be reaching around 10 to 20 young people, possibly more, during this project. These workshops will be open to all adopted young people in Secondary School Further Education in Salisbury and the surrounding area, and would be free to participate in. It would be inclusive within the adoption target group and will be accessible to all abilities. We have forged a positive relationship with River Bourne Community Farm where we will be holding our creative workshops and with Roche Court Education Trust New Art Centre Sculpture Park. We will be looking to engage in a few trips throughout the project to both Salisbury Arts Centre and Salisbury Playhouse and possibly Southampton Mayflower, offering the opportunity for the young people to experience live theatre performance. Our adoptive parents will be encouraged to stay as volunteers as well as meeting with other parents within the adoption community. We would like to build up a group over the coming 2 years that is supportive of our young people, encouraging them to be creative and expressive to try out new art forms and to experiment within the arts in the company of their peers. There is also the possibility of them producing work that can be shared with the wider community through exhibitions or the local teenage market once they become established and confident in their abilities.</p>			
<p>Recommendation of the Local Youth Network Management Group</p> <p>That the application meets the grant criteria and is approved for the amount of £1000 to fund the Easter and Spring holidays. The group is invited to return in 2017/18 to request the remaining £3,660.</p>			

Application ID	Applicant	Project Proposal	Requested
ID426	Any Body Can Cook	Cookery Sessions	£4060

Project description

Some of the local youth groups have approached us requesting some cookery sessions. When the city council researched options for the youth festival in April 2017 cookery workshops were one of the most requested activities. The project supports the JSA priorities of addressing child poverty and childhood obesity, promoting healthy lifestyles and children in need through the opportunities to prepare and cook simple nutritious and economic meals. From the sessions, there are possible progression routes that could be accessed and we can support young people to do so. We are looking to gain some funding so the cookery sessions can be accredited through AQAs unit award scheme giving external recognition of the skills gained to each individual. Historically Any Body Can Cook has a number of learners who have progressed onto both further accredited courses and work in the catering industry. By increasing employment opportunities and youth activities through the social nature of the sessions, new networks may develop and self confidence and other softer skills increase which support participants when accessing employment and other activities. The sessions also support young people to connect with their communities enabling them to belong and contribute to society - through engagement with peers and other agencies who can offer opportunities or support. The sessions will provide opportunities for young people to take part in a range of activities where they can socialise safely with their peers and develop relationships including with adults they can trust - through the provision of a safe environment where everyone is valued and respected. This will encourage young people's personal and social development - through the acquisition of essential transferable life skills and sharing food they have cooked together. It will improve young peoples physical and mental health and emotional well-being - through the development of new skills by participating in a positive activity in a safe and stimulating environment, learning how to cook and eat healthily and the development of friendships and support networks within the group. This project will also help young people to achieve in education, work or training - through the development of new skills. This project has the potential to prevent and divert young people away from risky behaviours e.g. teenage pregnancy, substance misuse and involvement in crime and anti-social behaviour - through partnership support and signposting as well. We would anticipate working with approximately 50 young people over a series of sessions. The project will be accessible as will run through existing youth club venues that are convenient to get to and has access for all. The sessions will be affordable as they will be free to attend. The content will be flexible and the young people who engage will have some ability to negotiate content in order that it meets their individual needs and therefore empower them to actually use what they have learned. The project can accommodate those with additional learning or physical/medical needs as the facilitator ABC Cook has a variety of equipment and strategies to support every learners' individual requirements. Evidence and examples can be provided on request. Any special dietary requirements can also be catered for within sessions. Any Body Can Cook already has a large partnership base which will be accessed if appropriate to support delivery. Current partners include the fire service, health trainers and the city council. We will be working in partnership with the local youth groups and Five rivers childcare and SW Mencap during delivery.

Recommendation of the Local Youth Network Management Group

That the full amount requested be awarded.

Application ID	Applicant	Project Proposal	Requested
I	Go Active	Activity Day during the Youth Festival	£500

Project description

Salisbury City Council are co-ordinating partners who provide youth activities during the year,

to come together during the second week of the Easter Holidays on the 18-21 April to run free activities for 11-19 year olds (and up to 25 for those with LD). On the 20th April, there will be a number of activities taking place on the green opposite the Fire Station on Butts Lane. The proposal is that Go Active provides one of those activities, in the form of ???

Recommendation of the Local Youth Network Management Group

That Go Active be procured for the sum of £? to run an activity day on the 20th April for the Youth Festival.

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

Report Author

Karen Linaker

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WILTSHIRE COUNCIL

SALISBURY AREA BOARD
9th March 2017

SALISBURY COMMUNITY AREA'S WELLBEING PROJECT FOR 11s to 19s

1. Purpose of the Report

- 1.1. To update the board on the wellbeing and associated junior gym project that has been operating at Five Rivers since April 2016; and
- 1.2. To seek further funding to sustain this project for the next 3 years.

2. Background

- 2.1. In November 2015, the board committed just under £2,500 to encourage 11-25 year olds to join the new fitness suite at Five Rivers. This project had 2 elements: (a) junior gym for 11-17 year olds providing one session per week for a year; and (b) a wellbeing project for 16-25 year olds regarded as hard to reach/engage, i.e. NEETs, Children in Care or those living in poverty or with a learning disability of difficulty.
- 2.2. The projects have been supported by officers from Wiltshire Council's Leisure Team, Sports Development Team and the Community Engagement Manager.

3. Progress update on the junior gym/wellbeing projects

3.1. Junior Gym Take Up.

Age	Number of visits
12	88
13	158
14	146
15	113
16	33
17	8
25	1
Total	547

- 3.2. The junior gym project has proved very successful and the intention is to continue this project, without further subsidy from the area board, but by offering a membership fee of £2.50 per visit or £10 monthly subscription. Officers are confident that this will continue to encourage 11-17 year olds to take part in this fitness activity. There will be a re-launch of the project in September 2017.

3.3. Wellbeing Project Take Up

Age	Numbers attending
16	3
17	10
18	8
22	1
Total	22

- 3.4. The wellbeing gym project has also proved popular, with South Wilts Mencap, the Youth Offending Team, the NEET team, Street Games (Public Health and Sports Development teams) and these are continuing to refer young people onto the project. We would look to expand this engagement with new referrers such as Motiv8, youth groups, Community Police teams etc.
- 3.5. In continuing this project, we will want to work more closely with the referring agencies, and encourage them to attend with the young people for the first five visits. We have seen that, inevitably the young people taking up this offer have needed greater support whether that be to instil the discipline required to stick with the project, or to provide encouragement where the young person may lack confidence. This support needs to be a partnership between the referrer and the Wiltshire Council teams involved in this project.
- 3.6. We intend to meet with the referring agencies to discuss this, to ensure that the project moving forward builds in greater support for the young people.
- 3.7. We will write to all of the young people that have taken up this offer to see if they wish to continue attending the gym.
- 3.8. There are 4 young people in particular that we are keen to continue to support, based on their regular use of the gym, and potential to progress into skills and training opportunities at Five Rivers. Also, we would like to focus on one particular young person who could take on an ambassador role for other young people who would not otherwise venture into a gym or partake in any other means of positive activity.

4. Taking forward the Wellbeing Project

- 4.1. We would like to re-launch this project from September 2017 and open up the offer to also include 15 year olds, so that referrers such as Street Games can refer from this age, encouraging these young people to engage and change their behaviour earlier.
- 4.2. We would like to see the project run from Sept 2017 to September 2020, on the basis that this would signal to the young people, that support is available to help them into a positive activity, but that ultimately, the responsibility to

maintain healthy, physically active lifestyles is their own. We are looking to identify other funders to assist with the costs in years 2 and 3, but would like to ask the Area Board to grant fund the cost of year 1.

- 4.3. A new aspect to the project going forward would be facilitated by Sports Development Officers encouraging young people from The Friary and Bemerton Heath who already partake in the Doorsteps – Streetgames project. This would see officers supporting the young people in the form of transport for the first 6 months (during the colder/wetter months) – using the Five Rivers minibus, and in the form of mentoring and ongoing encouragement – just as we are requesting referrers to offer (see paragraph 3.6 above).

5. Recommendation

That the board notes the success of this project, and that a recommendation for funding will be put to the new area board in May 2017.

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WILTSHIRE COUNCIL

SALISBURY AREA BOARD
9th March 2017

SALISBURY'S CHILD WELLBEING GROUP UPDATE

1. Purpose of the Report

- 1.1. To update the board on matters debated and progressed by the Child Wellbeing Group in 2016/17.

2. Background

- 2.1 In January 2016, following the lead of nearly 100 people at the area board meeting, councillors agreed to set up a Child Wellbeing Group to seek to improve the lives of the nearly 1000 children living 'in poverty' in Salisbury.
- 2.2 The group was set up in response to discussion concerning updated public health statistics for children's health and wellbeing in Salisbury, and given the following mandate:
- Improve communication of information, advice and services
 - Strengthen support for parents
 - Strengthen support for children's mental and emotional wellbeing

3. Progress update

- 3.1. The group has met 4 times over the course of the year and, through collaboration with partners listed at appendix 1, and taking into account the vote on children and young people's issues at the Our Community Matters Conference in December 2016, has adopted the following plan of action:
- To focus on 0-5 year olds (as the first phase of work)
 - To focus on The Friary
 - To commission parenting support and advice to complement existing forms of intervention
 - To consider how marriage/relationship guidance might also be offered
- 3.2 Over the next 2 years, the group intends to commission projects, events and initiatives which deliver these actions, aiming to:
- Respect and complement existing work on The Friary
 - Strengthen partnership links with the Friary Action Group

- Work with those who have a track record for building and maintaining trust with children and families in poverty, e.g. pre school leaders, parent support advisers, children centre staff, Homestart, health visitors
- Seek to develop a number of parenting peer mentors
- Contribute to existing, or deliver new, events that are family-fun orientated and represent an attractive and winsome approach to local people
- Focus on children and families who are not at the stage of being referred to an early help/health service (i.e. 'children in need' or the subject of a 'common assessment framework', or under child protection) – but those who are 'just about managing' and could benefit from some parenting / relationship support and advice
- Offer a variety of activities for both children and parents , e.g. regular fun sporting activities, cookery, pampering for parents - with structured fun activities for children.

3.3 This work will be steered by a smaller sub-section of the Child Wellbeing Group, including Neighbourhood Officers on the Friary,(Salisbury City Council and Wiltshire Council Housing), Children's Centre Managers, Homestart, the Friary Action Group Chairman and Parent Support Advisors.

3.4 Work will take place over the coming few months to shape a proposal for the new Area Board to agree at the May 2017 meeting.

4. Recommendation

4.1 That the board notes this progress update and thanks all those involved in this work.

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Appendix 1

- Lead councillor from Salisbury Area Board
- City Councillor representative
- Churches
- Carers Support Wiltshire
- HomeStart
- SW Mencap
- Health Visitors
- Midwives
- Salisbury Hospital
- Pre schools
- Schools
- Children's Chance
- Salisbury Rotary – Our Children Our Future Group
- Children & Families Voluntary Sector Forum
- Wessex Community Action
- Wiltshire Parents & Carers Association
- Learning Curve
- Sports Development Officers
- Youth Leaders
- Parenting Specialists
- Early Years Service Managers
- Salisbury Arts Centre
- Family Counselling Trust
- Health Schools reps

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WILTSHIRE COUNCIL

SALISBURY AREA BOARD 9th March 2017

SALISBURY'S HEALTH & WELLBEING GROUP UPDATE

1. Purpose of the Report

- 1.1. To update the board on matters debated and progressed by the Health & Wellbeing Group in 2016/17.

2. Background

- 2.1 All area boards were asked to set up a Health & Wellbeing Group (HWG) in early 2016/17 with the following terms of reference:

The Health and Wellbeing Group is a sub group of the Community Area Board. It represents a wide range of community stakeholders who work in partnership to facilitate well-being across the community area. People and organisations living and working in the community play a direct role in setting the agenda for this group. The main responsibilities of the group are:

- Awarding grants that support the priorities identified in the local Joint Strategic Needs Assessment (JSNA).
- Ensuring that any grants and activities take into account any applicable safeguarding implications.
- Making recommendations to the Community Area Board on how priorities for funding should be determined (to include evaluating opportunities for applying for grants)
- Monitoring and reporting on the quality and effectiveness of local activities and grants.
- Based on the JSNAs, local intelligence and Area Board priorities coordinating joint working to deliver these objectives.
- Addressing any conflicts of interest that may arise as part of the local decision making process.

- 2.2 The first meeting of the Salisbury HWG took place in June 2016 when it began discussions with a set of local partners to agree priorities that would focus the groups work (see [appendix 1](#) for the list of partners associated with this group).

3. Progress update

- 3.1. The group has agreed the following set of priorities for the next 2 years (these support and complement those priorities agreed at the Our Community Matters event in December last year), and is working to the action plan in [appendix 2](#):

- men's health (for the over 65s)
- mental health of unpaid carers (over 65s)
- identifying the under-represented groups in Salisbury and discerning a plan that more effectively targets their health and wellbeing needs

3.2 At the February 2017 meeting of the group, partners discussed a range of local actions in regard to men's health, including :

- exploring opportunities to set up men's sheds
- set up new dementia men's groups to complement and build the capacity needed in relation to existing groups
- working with Age UK in regard to its 'tackling loneliness campaign'
- getting involved in the Big Lunch initiative on the 18th June
- organising some trips out for men using local community transport

3.3 In addition, at the February 2017 meeting, the group discussed:

- (a) the logistics, merits and scope of increasing the number of community defibrillators in Salisbury
- (b) the outcome of projects awarded grants from the HWG budget during 2017. These included the dementia dance project, the sheltered housing projects (zumba and oral history), the Domestic Abuse awareness raising event and the Safer Salisbury event. Approximately 100 people over the age of 60 have benefited from the projects funded this year – the Zumba project proving to be the most popular.
- (c) The need to ensure that the voice of older people was influencing how the HWG prioritised spend from its budget. This will be achieved through stronger collaboration with Age UK's Older People's Forum.

4. Recommendation

4.1 That the board notes this progress update and thanks all those involved in this work.

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Appendix 1

- Older Person's Champion
- Carers Champion
- Lead councillor from Salisbury Area Board
- City Councillor representative
- Age Uk
- Carers Support Wiltshire
- Alzheimer's Society
- SW Mencap
- Safe Places Scheme
- Community Health Team
- Salisbury Medical Practice
- Salisbury Hospital
- Healthwatch Wiltshire
- Citizen's Advice Wiltshire
- Swan Advocacy
- Wiltshire Council's Tenants Participation Service
- Salisbury Business Improvement District (BID)
- Salisbury Arts Festival
- Salisbury Churches Together
- Quaker's
- Salisbury Mosque
- Care Support Volunteers Charity
- Dorset & Wiltshire Fire Service
- PCSOs
- Sarum College Chaplain
- Rethink Mental Health
- South Wilts Mencap
- Wiltshire Mind
- Community Transport South Wilts

**SALISBURY COMMUNITY AREA'S
HEALTH & WELLBEING GROUP
ACTION PLAN**

1.	<p>Focus on the following three priority groups for 2017:</p> <ul style="list-style-type: none"> i. Men's health (over 65s) ii. The mental health of unpaid carers (over 65s) iii. People with autism (age band to be defined) <p><u>Possible Projects</u>: discuss the lists attached</p>
2.	<p>Strengthen the 'older people' and 'carers' champions' roles.</p> <ul style="list-style-type: none"> i. Provide some <u>local</u> training and development for the role ii. Focus on one division (as a pilot) and find some additional champions who can assist the main champions (work with the 'know your neighbour' idea)
3.	<p>Jointly with the Safer and Supportive Salisbury Group, devise a series of workshops / interactive activities on health and wellbeing issues, i.e. keeping diabetes at bay, trips and falls, alcohol dependency, dementia (aligned to the Joint Strategic Assessment data and to the priority groups listed in 1)</p>
4.	<p>Improve the communication and co-ordination of information on what is available to support/help the health and wellbeing of 55+ and vulnerable people</p> <ul style="list-style-type: none"> i. Invest in some community information boxes, to match the tourist info boxes around the city ii. Carer's Champion to work with Health Watch Wiltshire to ensure that the entries for Salisbury on the Your Care Your Support Directory include all groups, services, societies etc, in addition to the key charities and public services iii. Use the digital champions to help those people who might not be able to access the Your Care Your Support directory iv. Use the workshops and interactive activities (as in 3 above) as a means for signposting and disseminating info
5.	<p>Ensure the activities and projects of the group are fully inclusive</p> <ul style="list-style-type: none"> i. Map out Salisbury's hard to reach groups, i.e. mental health service users, LGBTG, BME, victims of DV, people on ASD

<p>6.</p>	<p>Ensure any new projects, initiatives or activities are fully accessible in terms of transport support</p> <ul style="list-style-type: none"> i. Devise a campaign to get more volunteers MIDAS trained – use the Five Rivers Community Bus ii. Liaise closely with local community bus providers about the new projects and activities. iii. Improve take up of the Shuttle for Five Rivers
<p>7.</p>	<p>Raise awareness/improve access to art, cultural and leisure activities</p> <ul style="list-style-type: none"> i. Facilitate a city-wide programme of taster sessions ii. Develop (to complement other similar schemes) a befriending scheme that is well populated with befrienders to help those in isolation who want to access cultural activities

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WILTSHIRE COUNCIL

SALISBURY AREA BOARD
9th March 2017

SALISBURY'S AIR QUALITY MANAGEMENT GROUP UPDATE

1. Purpose of the Report

- 1.1. To update the board on matters debated and progressed by the Air Quality Management Group in 2016/17

2. Background

- 2.1 Local authorities have a duty to monitor air quality within their areas having regard to national air quality objectives and standards and report this information to the Department for Environment, Food and Rural Affairs (DEFRA) on an annual basis. There are seven pollutants which we are required to consider under European and UK Law, these include lead, benzene and sulphur dioxide. Air quality in Wiltshire is predominantly good with the majority of the county having clean, unpolluted air. There are however a small number of locations (including Salisbury) where the combination of traffic, road layout and geography has resulted in exceedences of the annual average for nitrogen dioxide (NO₂) and fine particulates (PM₁₀).
- 2.2 Community involvement in air quality has been key to producing the Wiltshire Air Quality Action Plan. As part of this process Area Boards with an air quality management area have been tasked through whatever means they feel suitable to produce a plan of actions to help with the improvement of air quality in their area which is community lead. The plans form part of the Wiltshire wide air quality action plan. The community action plans and projects are continuously evolving; therefore each group has their own page to detail their work. - See more at: <http://www.wiltshire.gov.uk/env-health-air-quality#sthash.kyDF5kS9.dpuf>
- 2.3 In Salisbury, Wilton Road, Devizes Road and London Road are each the subject of an air quality management area.

3. Progress update

- 3.1. The main issues that have been debated and progressed by the Salisbury AQMG in 2016/17 are:

- (a) Improving air quality on the A36 – working in partnership with Highways England (HE), with the intention of influencing the next HE Road Investment Strategy for 2020
- (b) Results from air quality monitoring, which have flagged up increases in NO2 on South Western Rd, Wilton Rd, Devizes Rd, and Exeter St, London Rd (St Mark’s roundabout)
- (c) The links of early death with poor air quality
- (d) The development of a Mobile App to provide real-time air quality readings
- (e) The mapping of walking and cycling routes which require improved connectivity, especially between housing developments. This will be assisted by the imminent Salisbury Sustainable Transport Strategy review, changes to the strategic housing sites, to Highway’s England’s new transport funding model, and to Salisbury’s new flood plan. This will feed into the group’s aspiration for a supplementary planning guidance paper on green infrastructure and connectivity.
- (f) Tree planting (at Skew Bridge, UTC, watercourse along Waitrose, Fountains Way) (potential to fund new trees for Southampton roundabout by the Friary)
- (g) Promotion of green tourism
- (h) Success in securing £7500 of Community Infrastructure Levy from the new Salisbury ASDA development for green infrastructure
- (i) Work continues to encourage more cycling and walking, and to reduce reliance on the car (30 members now signed up to the car-share club)
- (j) Potential for a neighbourhood plan for the city
- (k) Potential for Salisbury to have a [‘clean air zone’](#)
- (l) Clean Bus technology solutions for Salisbury
- (m) Pursuing greater use of electric vehicles
- (n) Pursuing options to provide a bus service to Five Rivers Health & Wellbeing Centre

4. Recommendation

4.1 That the board notes this progress update.

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Wiltshire Council

Salisbury Area Board

DATE

Subject: Area Board Highways Information

Cabinet Member: Councillor Philip Whitehead – Highways and Transport

Key Decision: No

Executive Summary

The local highway network is vital to providing connectivity for businesses and communities, and effective maintenance to ensure its availability is essential to the economic development of the county. Wiltshire Council recognises the importance of maintaining and managing its highway network effectively.

The 'Local Highways Investment Fund 2014 – 2020' is addressing the long standing under investment in highways maintenance, which has been a problem nationally for many years.

The significant investment of £21 million annually for six years by Wiltshire Council has already seen a substantial improvement in the condition of the county's road network, with a 30% reduction in the carriageway maintenance backlog in the first two years of the investment.

Information has been prepared for each Area Board (see **Appendix 1**) showing the schemes completed in recent years, and a summary of road condition information.

An indicative list of priority sites for treatment in 2017/18 has been developed (see **Appendix 2**). The list includes repairs at A338 Downton Road and specialist reconstruction at Brunel Road in Churchfields.

In addition a footway repair programme for 2017/18 has been developed in conjunction with the CATG.

Proposals

It is recommended that:

- (i) It is noted that good progress has been made on implementing the 'Local Highways Investment Fund 2014 – 2020', and there has been a substantial improvement in road conditions in Wiltshire.
- (ii) The list of proposed are reviewed and any amendments or potential future sites for treatment are forwarded to the Highways Asset Management Team for further investigation.

Reason for Proposals

The highway network forms the Council's largest asset, and it is important that it is maintained in the most cost-effective way in order to show value for money. This includes the use of asset management and whole life costing approaches to inform investment decisions.

Asset management principles have been applied for many years in Wiltshire to ensure appropriate investment with longer term planning. The list of proposed sites for treatment in 2017/18 should further improve the condition of the Council's roads.

Parvis Khansari
Associate Director Highways and Transport

Wiltshire Council

Salisbury Area Board

DATE

Subject: Area Board Highways Information

Cabinet Member: Councillor Philip Whitehead – Highways and Transport

Key Decision: Yes

Purpose of Report

1. To provide an update on progress on the 'Local Highways Investment Fund 2014 – 2020', and to consider future road resurfacing sites.

Relevance to the Council's Business Plan

2. The highways service supports three priorities of the Council's Business Plan:
 - Outcome 2 – People in Wiltshire work together to solve problems locally and participate in decisions that affect them
 - Outcome 3 – People in Wiltshire have a high quality environment
 - Outcome 6 – People are as protected from harm as possible and feel safe

Background

3. The local highway network is vital in providing connectivity for businesses and communities; effective maintenance to ensure its availability is essential to the economic development of the county. Wiltshire Council recognises the importance of maintaining and managing its highway network effectively.
4. The highway network in Wiltshire comprises 4,400 kilometres of road, 3.9 million square metres of footway, 981 bridges and over 50,000 street lights and illuminated signs. The replacement value of the assets is over £5 billion, and it would cost over £330 million to resurface all of the Council's roads.
5. The condition of the county's roads is important to the public. This is demonstrated by the results of the Council's People's Voice and the National Highways and Transportation (NHT) surveys, which indicate low levels of public satisfaction with road conditions nationally.
6. In October 2013 Cabinet agreed to increase highway maintenance funding to £21 million for six years. This was subsequently included in the Council's future budget, and forms the basis of the 'Local Highways Investment Fund 2014 – 2020'. The increased investment in highways maintenance has enabled a large

number of schemes to be progressed to improve the condition of the network and its infrastructure.

7. The Council has applied the principles of asset management to the maintenance of the highway network, which involves taking into account the lifecycle of the assets and monitoring performance of the intervention and investment strategies. The Highways Asset Management Policy and Strategy were reviewed by the Environment Select Committee in October 2015 and subsequently adopted by Cabinet.

Main Considerations for the Council

Local Highways Investment Fund 2014 – 2020

8. The 'Local Highways Investment Fund 2014 – 2020' is addressing the long standing under investment in highways maintenance and consequent backlog, which has been a problem nationally for many years. The proposed significant investment of £21 million annually for six years by this Council is delivering substantial improvements in the condition of the highway network in Wiltshire.
9. A range of investment options was initially considered, which ranged from spending the minimum necessary to keep road conditions unchanged to treating the whole of the network. It was intended that the investment should be used to improve approximately 664 kilometres of the network (about 15%), and that annually up to 238 Kilometres of road could be surfaced, depending on the treatment required and the deterioration of the network.
10. In the first two years of the investment there were a number of sites which needed substantial reconstruction work and, as expected, the lengths of road treated were consequently less than the indicative target. In 2016/17 a substantial programme of surface dressing has been undertaken and the total length of road resurfaced has increased considerably.

Year	Length treated (km)
2014/15	148
2015/16	182
2016/17	250

11. A total of 580 kilometres of road has been resurfaced to date, and the Council is currently on target to achieve the anticipated improvement by 2020, subject to funding continuing at current levels. There have also been a significant number of smaller sites treated with hand patching, which has addressed localised areas in poor condition.
12. The detailed calculation of the backlog carried out by the Council's specialist consultants WDM indicates that there has been a significant reduction in the highways maintenance backlog in the first two years of the investment:

	2013/14	2014/15	2015/16
Calculated backlog	£69.4 million	£63.3 million	£48.2 million

13. The backlog has decreased by 30% since the 'Local Highways Investment Fund 2014 – 2020' started. Good progress has been made in reducing the backlog, but continuing investment, as originally planned, would be required to remove the remaining backlog.
14. A summary of road conditions and other highway information has been prepared for the Area Board (see **Appendix 1**). This information will form the basis of data to be made available on the Council's website, including regularly updated information on potholes and other reports through the My Wiltshire app, the website and by telephone. The website will also be developed to explain the Council's highway maintenance policies and strategies in greater detail.
15. The Council's highways maintenance investment strategy was developed using the Department for Transport funded Highways Maintenance Efficiency Programme (HMEP) toolkit, which identified that timely investment in surface dressing of the minor rural roads would be cost-effective given the current condition of the local road network.
16. The individual sites for treatment were identified from the technical surveys of the road conditions, and were assessed and confirmed by the highway engineers. The lists of proposed sites for treatment have been reviewed by the Area Boards where representatives of the town and parish councils have been given the opportunity to consider local priorities.
17. Surface dressing work was carried out on a number of minor roads across the county last summer. This work sometimes known as 'tar and chippings' is preventative maintenance to seal the road construction and restore skid resistance. It is a cost effective way of extending the useful life of the roads.
18. Not carrying out any maintenance on these minor roads may initially appear attractive in order to save money, but in the longer term that would be a false economy as the repairs would be substantially more expensive if the roads were allowed to deteriorate, and there would be an increasing risk of claims as a result of accidents. The cost of injury compensation claims can be significantly higher than the repair costs, and the cost of doing repairs once a road is in bad condition would be much higher.
19. The overall condition of the road network in Wiltshire is now broadly similar to other authorities in the south west. However, based on the 2015 survey results, which are the latest available nationally, the condition of Wiltshire A roads is the same as the national average, but is below the south-west average. The B and C road conditions in Wiltshire are better than both the national and south west averages, but still not as good as in some of the other authorities in the south west.

20. The condition of the unclassified roads is more difficult to compare as the assessment methods are not necessarily consistent across authorities. In general terms the condition of the more important unclassified roads in Wiltshire compares well with similar authorities, but further assessment will be required to get a better understanding of conditions across the south west.
21. The National Highways and Transportation (NHT) surveys indicate that public satisfaction with road conditions in Wiltshire is below the national average, and for some years has been consistently lower than for similar authorities in the south west. It is anticipated that the effects of the current investment strategy will improve the results of future public satisfaction surveys.

Proposed Surfacing Programme 2017/18

22. Road safety is the top priority, and it is important to treat those sites identified as having reduced skid resistance in accordance with the Council's Skid Resistance Policy. It is necessary to have adequate skid resistance in order to reduce accidents and avoid claims against the Council.
23. There are a number of processes used to improve the road surface:
 - a. Retexturing- the surface is roughened by high pressure steel shot or water to abrade the surface to produce a rougher surface texture. This is cost-effective and avoids the substantially more expensive resurfacing which would otherwise be required.
 - b. Surface dressing – the traditional 'tar and chip' where the road is sprayed with hot bitumen and stone chippings are spread and rolled in. This is a cheap solution to seal the road surface and protect the underlying construction. This process should ideally be repeated every six or seven years.
 - c. Resurfacing – the existing road surface is usually milled off and a new layer of bituminous material is laid. In many cases stone chippings are rolled in to provide additional texture. This is the most durable surfacing but is expensive compared to the other treatments.
24. Careful consideration is given to which treatment to use, taking into account the condition of the existing road surface, volume and type of traffic. In some cases deeper reconstruction is required on sections of road to ensure there is a suitable foundation for the new surface.
25. There are a number of sites which were identified for treatment in previous years which for various reasons it has not yet been possible to complete yet. These have been included in the proposed programme for 2017/18, and will generally be programmed for the start of the programme.
26. There was an extensive programme of surface dressing of rural roads across the county this year. Within the villages and the more built up areas this treatment can be less robust, especially where there are significant vehicle turning

movements, and other surfacing materials can be more effective in these locations. It is intended to carry out surfacing in many of the built up areas adjacent to these recently surface dressed roads.

27. It has been some years since there has been surface dressing on many of the county's minor roads and this is a process which should ideally be repeated every six or seven years. It is proposed to continue the programme of surface dressing in 2017/18, with a large number of sites in the south of the county identified for treatment.
28. A list of priority sites for carriageway resurfacing work has been identified for the Area Board in 2017/18 (see **Appendix 2**). The list of sites will be reviewed and developed in more detail following consideration by the relevant Area Board.
29. The condition of many of the footways in residential areas has been a concern for some years. It has been possible to treat some of these in conjunction with adjacent carriageways when they have been resurfaced, but there are many footways which would benefit from treatment even though the road is in reasonable condition.
30. A survey of the condition of the county's footways is approaching completion and is being used to develop a list of sites for treatment. In view of the amount of footway in need of treatment it is proposed to prioritise the renewal or resurfacing of those areas identified as being in worst condition. The local Highways Engineers are reviewing the sites for treatment, taking into account the survey data.

Safeguarding Implications

31. None.

Public Health Implications

32. The condition of roads and related infrastructure can have serious safety implications. Improving the condition of highways contributes to reducing accidents, especially with regard to improving skid resistance. Roads, bridges, highway structures, signs and street lighting need to be kept in good condition in order to protect the public and those maintaining the assets.
33. The investment through the 'Local Highways Investment Fund 2014 – 2020' is improving the condition of the highway network and safety.

Corporate Procurement Implications

34. There are no procurement implications at this stage.

Equalities Impact of the Proposal

35. The improved maintenance of the highway network, its management using sound asset management principles, and good performance by the highways

contractors, should benefit all road users, including public transport, and vulnerable road users such as cyclists and pedestrians.

Environmental and Climate Change Considerations

36. The effects of climate change could be significant for the highway network as was seen in the flooding of 2014, and the consequent damage to the roads, footways and drainage systems. Having robust maintenance strategies to improve the condition of the network helps build resilience into the infrastructure.
37. Where possible, suitable materials arising from road resurfacing schemes are recycled. Large quantities of road planings are used to repair damage on rights of way and on county farms, or provided to community groups. The presence of tar bound materials in older carriageways has caused problems on some sites as it has to be disposed of as contaminated waste, with consequent cost implications. Options for in-situ and other recycling processes are being examined in order to increase the recycling of highway materials.

Risk Assessment

38. The application of good asset management principles, including the planned maintenance of the highway infrastructure and the establishment of formalised asset management policies, helps reduce the risk of incidents and claims.

Risks that may arise if the proposed decision and related work is not taken

39. There is a risk of increased accidents, claims and public dissatisfaction if the programme of highway maintenance is not delivered or delayed. The principles of asset management have been followed by this Council for many years, but as future DfT funding will be dependent on demonstrating the application of good practise and asset management principles. Failure to do so will result in reduced funding in future years.

Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks

40. It is important to ensure that highways asset management and service delivery are implemented effectively. Processes are currently in place with Service Delivery Teams established. These include representatives from the Council, consultants and contractors involved in delivering the services, and report to the Contract Management Meeting comprising senior managers from those organisations.

Financial Implications

41. The highway network and related infrastructure forms the Council's largest asset, and has a replacement value of over £5 billion. It is important that they are maintained in the most cost-effective way in order to achieve value for money. This includes the use of a whole life costing approach to inform investment decisions.

42. The increasing drive for asset management from DfT will mean that failure to demonstrate the application of this approach will result in reduced funding from central government. An increasing proportion of available funding will be potentially withheld as an incentive. By 2020/21 Wiltshire could lose out on £2,782,000 of DfT funding if good asset management is not followed.
43. The financial pressures on the Council are well understood, and it may be necessary to reduce investment in the future. This would reduce the scope for consultation with the Area Boards as resurfacing work would need to be concentrated on those sites with serious safety defects.

Legal Implications

44. The Council has a duty under the Highways Act to maintain the county's roads. The highway inspection procedures, policies and improvement plans ensure that this duty is fulfilled. The increased investment and improved road conditions is helping the Council meet its responsibilities with regard to road maintenance.

Options Considered

45. There is a need to continue to apply asset management principles to the highway network and to ensure the performance of the contractors involved in delivering the service is good in order to keep the network in good condition and to ensure value for money.

Conclusions

46. The highway network forms the Council's largest asset, and it is important that it is maintained in the most cost-effective way in order to show value for money. This includes the use of whole life costing approaches to inform investment decisions.
47. The 'Local Highways Investment Fund 2014 – 2020' has provided the opportunity to address the long standing under investment in highways maintenance, which has been a problem nationally for many years. The significant investment of £21 million annually by Wiltshire Council is seeing a substantial improvement in the condition of the highways network.
48. Good progress has been made in delivering the programme of highway maintenance and has included the involvement of the Area Boards to help set local priorities. It is intended that this process should continue in future years.

Parvis Khansari
Associate Director Highways and Transport

Report Author:
Peter Binley
Head of Highways Asset Management and Commissioning
January 2017

The following unpublished documents have been relied on in the preparation of this report:

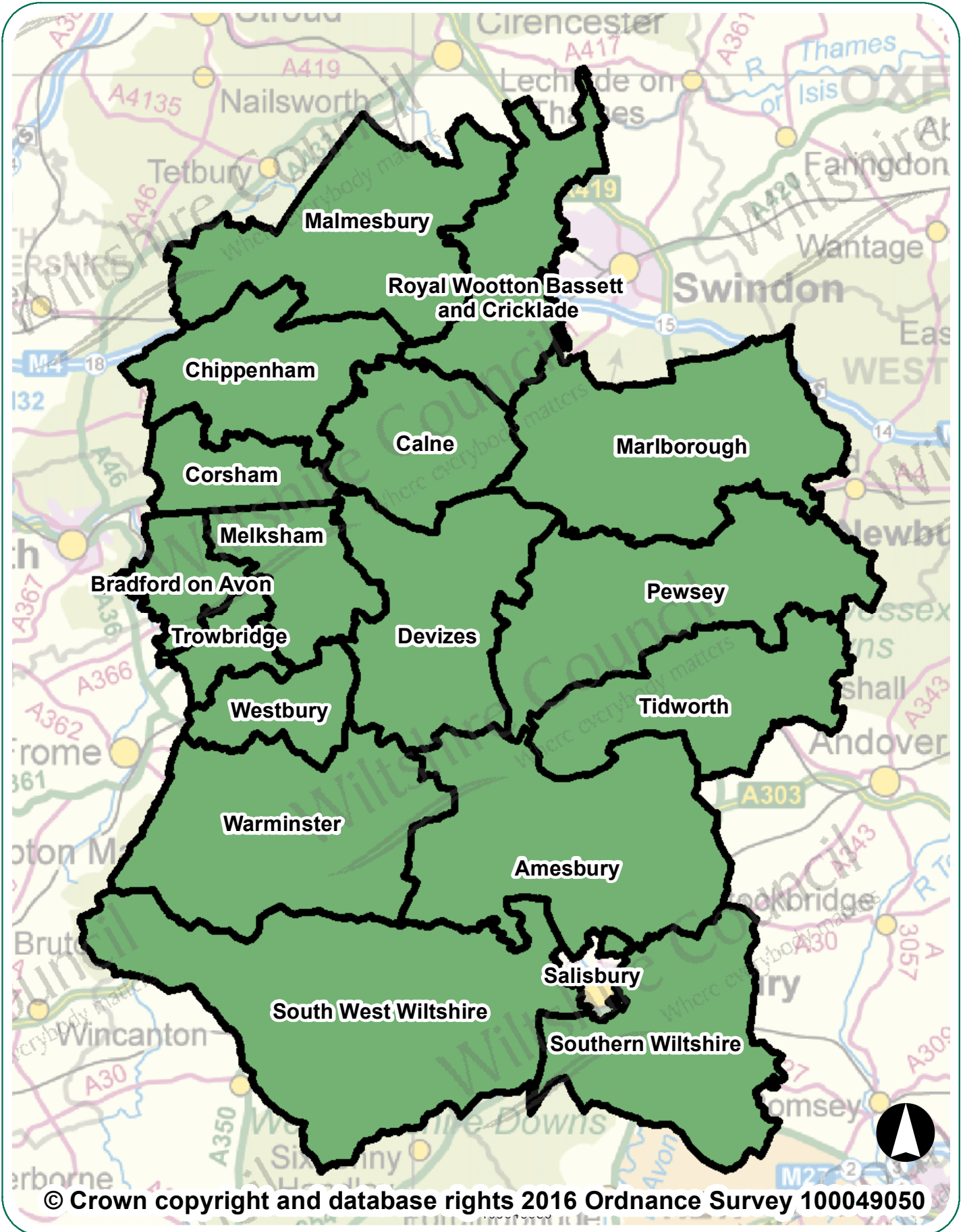
None

Appendices

Appendix 1 – Local Highways Information

Appendix 2 – Proposed priority surfacing sites for 2017/18

Salisbury Area Board Highway Information



Salisbury Area Board Highway Information

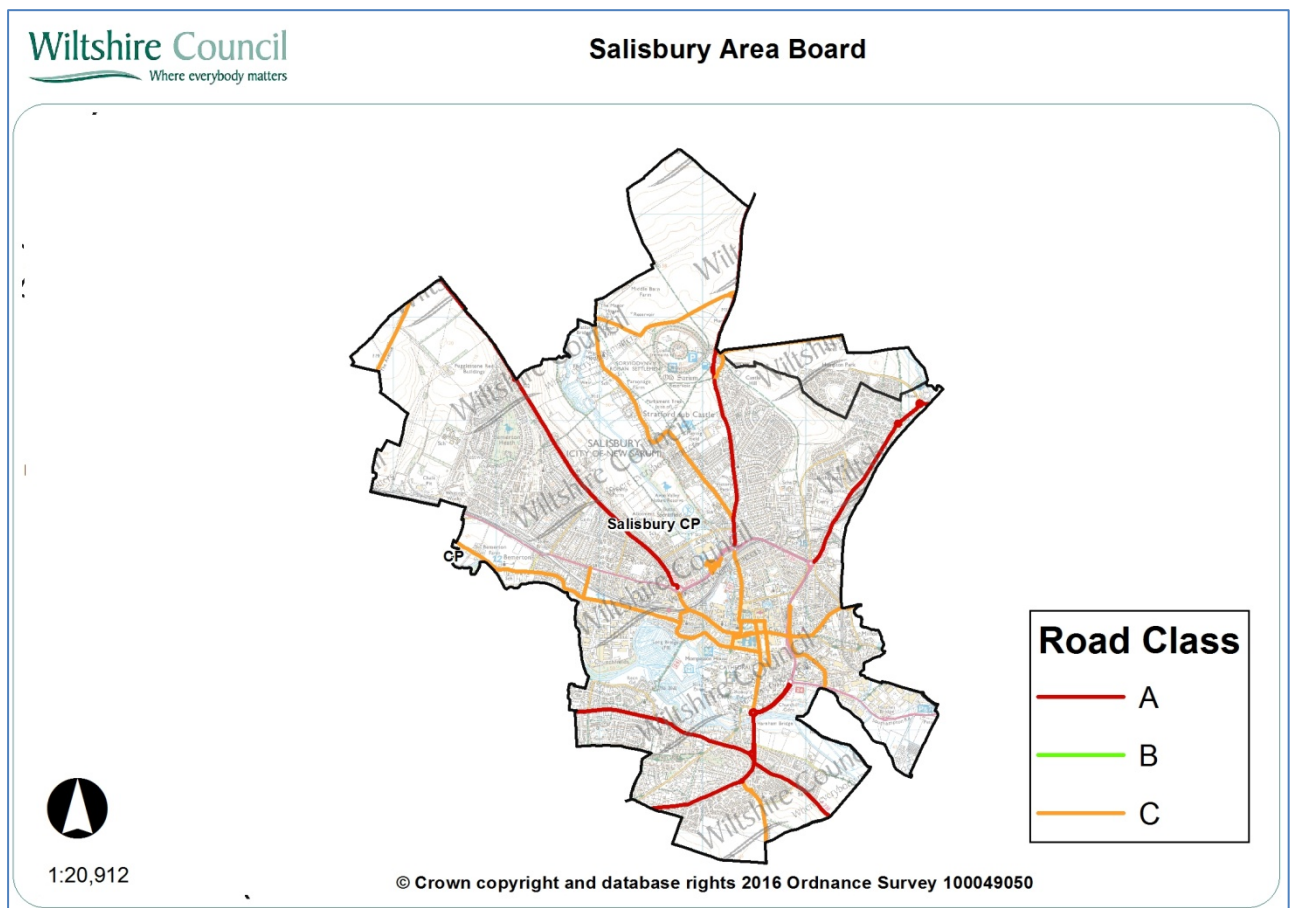
Introduction

This document summarises highway information for your area board. It lists the recent highway and related work carried out by Wiltshire Council, including the road resurfacing carried out during the first two years of the 'Local Highways Investment Fund 2014 – 2020', and includes other information which should be of interest.

Further information on the Council's activities is available at the website www.wiltshire.gov.uk. If you wish to report a specific highway issue please use My Wiltshire. Details are provided at the end of this document.

Parishes in the community area are:

Salisbury (including part of Laverstock & Ford)



Network statistics in your area

Road length by class

Road type	Urban (km)	Rural (km)
A Class Roads	14.29	1.36
B Class Roads	0	0
C Class Roads	13.97	3.1
Unclassified Roads	99.18	0.8
Total	127.44	5.26
	Overall Total	132.7

The council categorises its roads to reflect their importance. This enables an effective assignment of highway inspection frequencies and maintenance standards.

Highway assets in your area

The council keeps an inventory of its highway assets in order to assist planning its highway maintenance. Important statistics relating to your board area are:

Asset Type	Measure
Carriageway	132.7 km
Footways adjacent to road	212 km
Footways (linked)	24.51 km
White road centre lines	89 km
Road kerbs	221 km
Grass verge (maintained)	92 km
Drainage grips	83 number
Drainage pipe grips	8 number
Drainage gullies	5, 492 number
Road signs	2, 817number
Street lights	1, 424 number

Major highway maintenance

Road resurfacing

Wiltshire has over 3,000 miles of road. The Council's 'Local Highways Investment Fund 2014 – 2020' is making a massive investment to improve the condition of the roads in Wiltshire over six years. The programme of work started in April 2014, and is designed and supervised by the Council's consultants Atkins, with the work carried out by our main highway contractors Tarmac and Eurovia.

The work carried out in the first two years of the programme has improved a considerable number of the roads in previously poor condition. The locations of sites treated in recent years are shown below.

Carriageway repairs

As well as resurfacing roads other works are undertaken to make localised repairs to keep the roads safe. The works undertaken in your area since 2014 are shown on the map below.

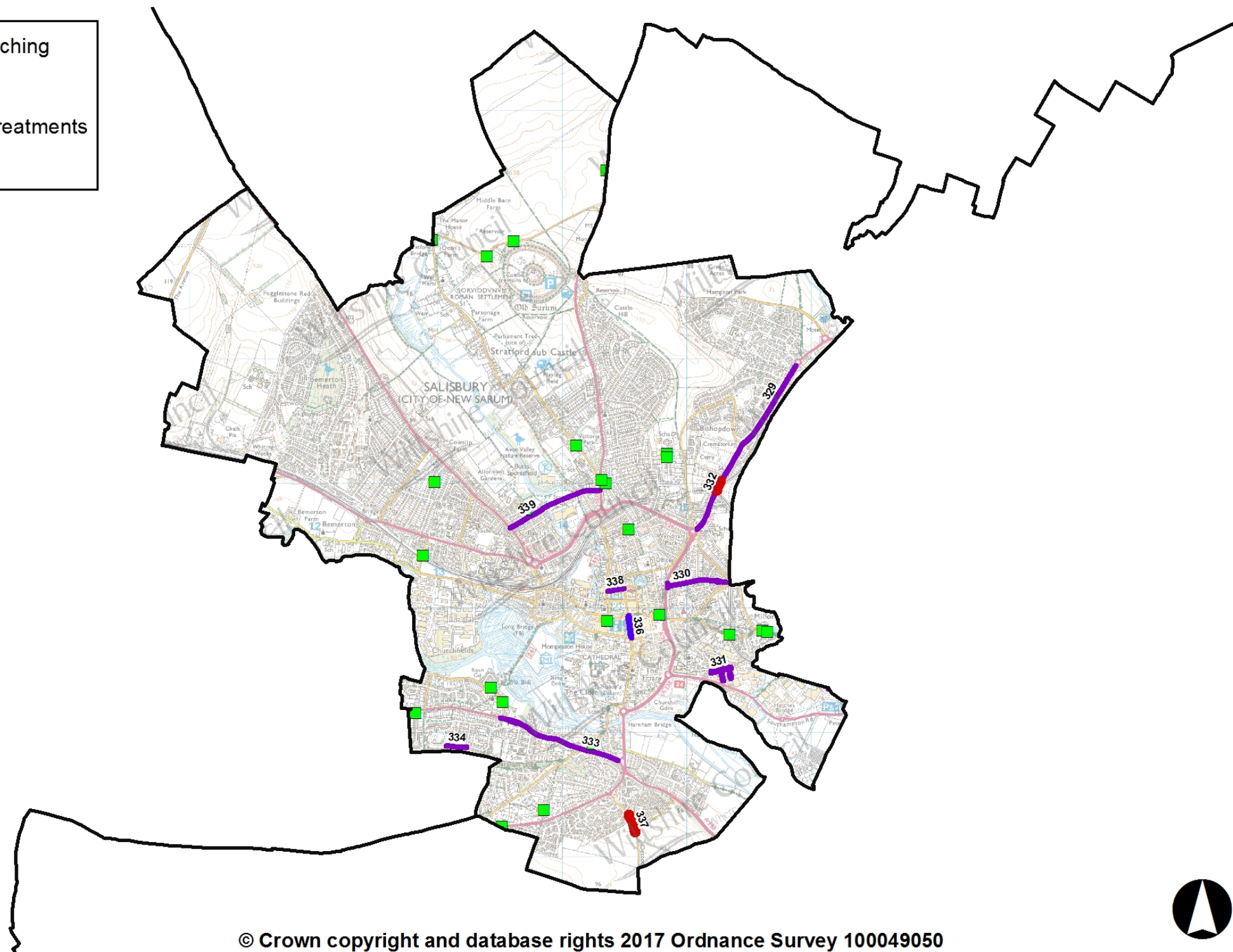
The wet winter and flooding in previous years has resulted in substantial damage to the road network. It is important that serious defects are treated promptly to keep the roads safe. The Council currently operates four Pothole teams that respond to urgent issues to keep the roads safe.

Plan showing major maintenance schemes & hand/machine patching sites completed since 2014



Salisbury Area Board

- Hand/Machine Patching
- Resurfacing
- Skid Resistance Treatments
- Surface Dressing



Major maintenance completed since 2014

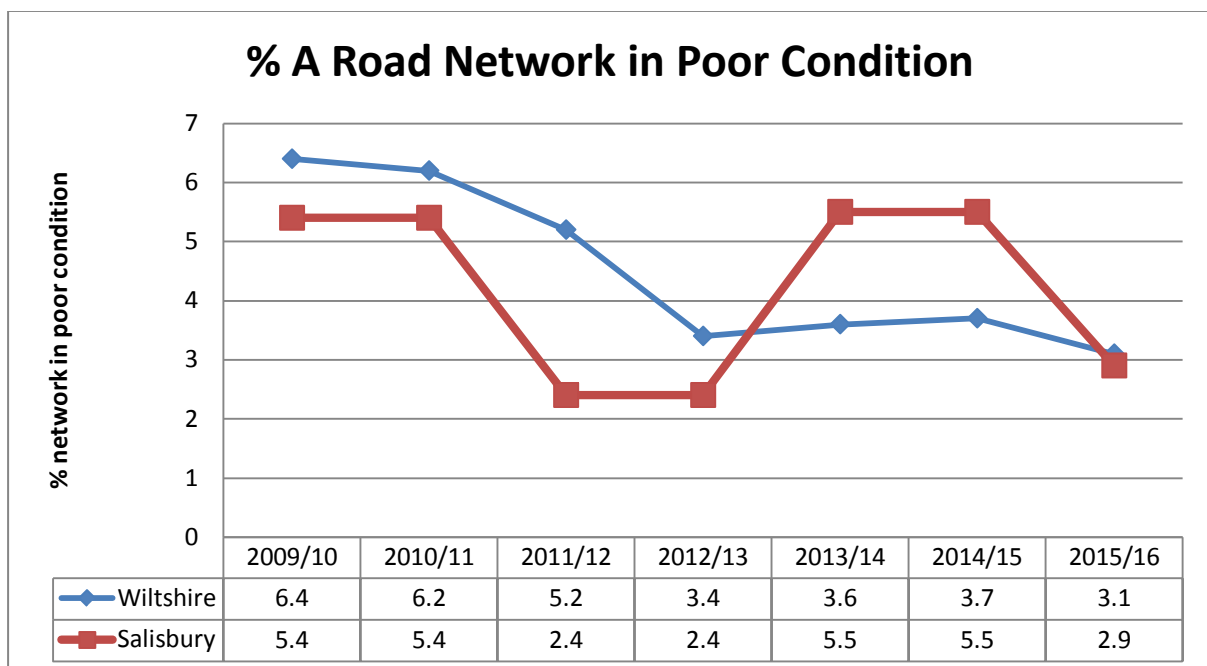
No	Location	Works
329	A30 London Road Salisbury - St Marks Roundabout to St Thomas Roundabout	Resurfacing
330	Kelsey Road	Resurfacing
331	Waterloo Road	Resurfacing
332	Weeping Cross Rbt To Bishopdown Rbt	Skid Resistance Improvements
333	A3094 Netherhampton Road, Salisbury	Resurfacing
334	Sussex Road, Salisbury	Resurfacing
335	Catherine Street, Salisbury	Resurfacing
336	Salisbury - C370 Catherine Street, Salisbury	Surface Dressing
337	Rowbarrow, Salisbury	Skid Resistance Improvements
338	Chipper Lane Salisbury	Resurfacing
339	Ashley Road/ Butts Road, Salisbury	Resurfacing

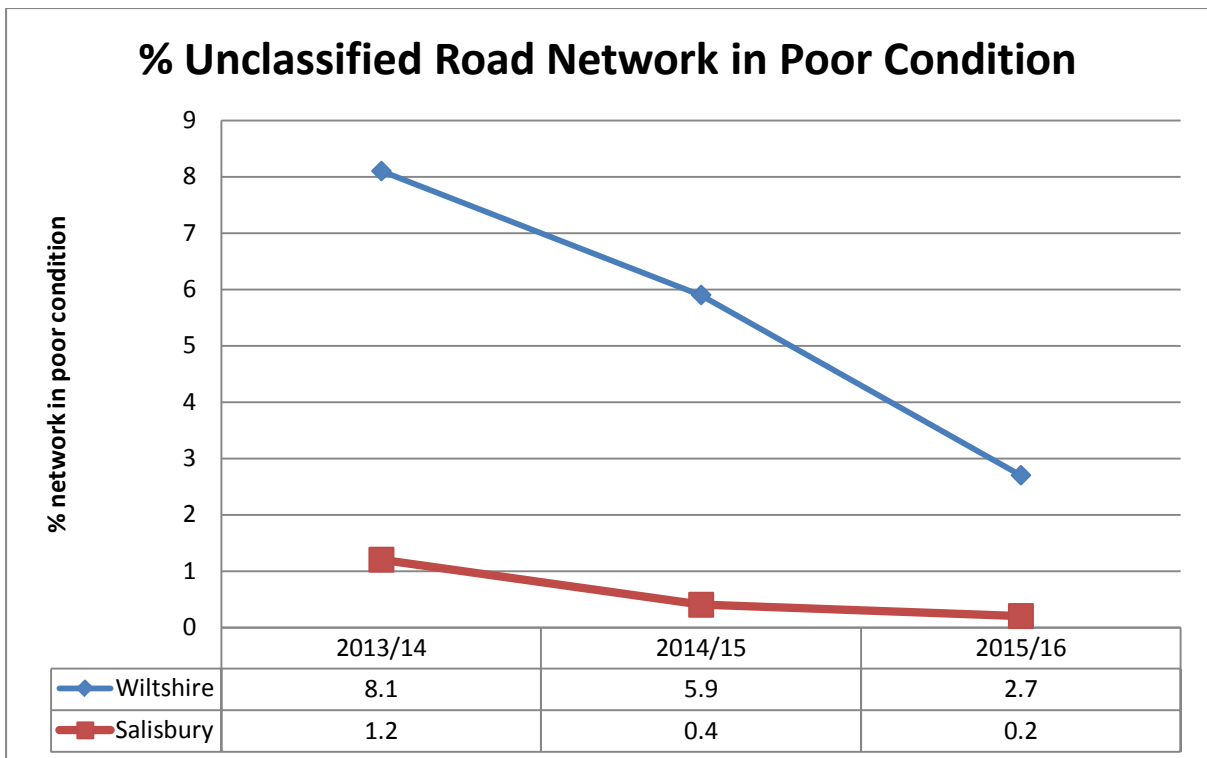
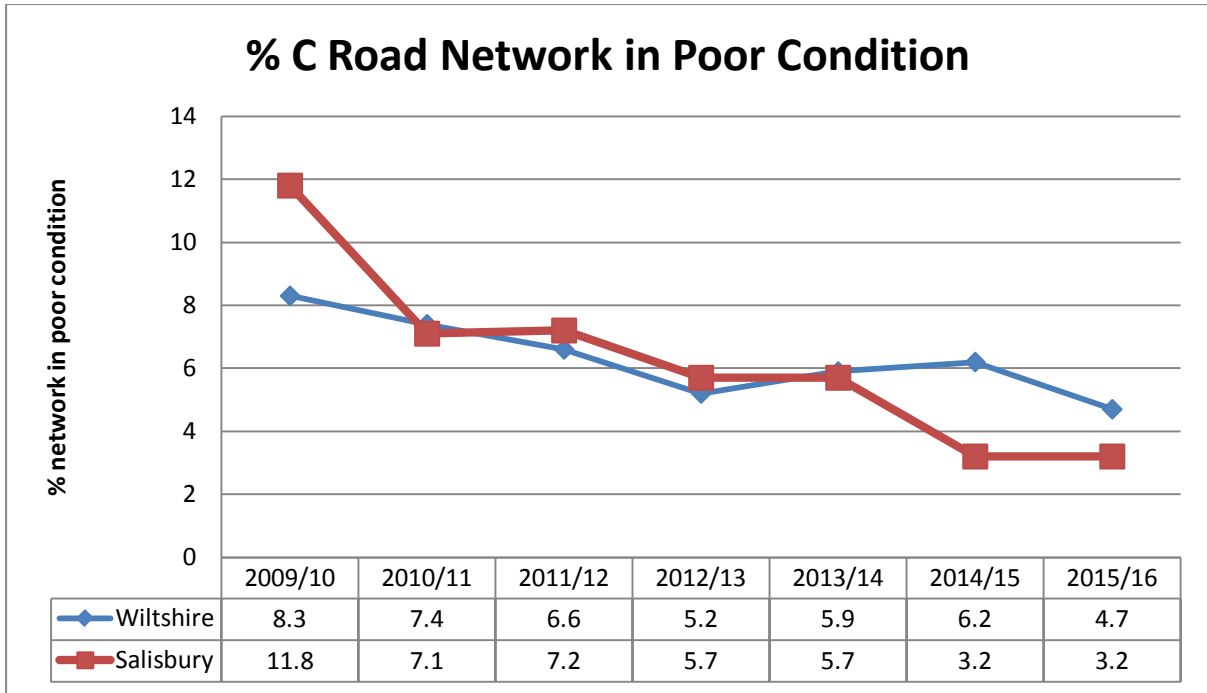
Highway conditions and technical surveys in your area

Roads deteriorate in condition because of various factors, including traffic volumes, ground conditions, and weather and drainage issues. Technical surveys of the condition of the highway network are carried out annually and the information is used to help prioritise schemes. Road safety is the priority, and maintaining adequate skid resistance on the busy high speed roads is vital.

The surveys include the use of a vehicle equipped with lasers and cameras to record road surface condition, which allows us to report on road conditions to the Department for Transport and to prioritise maintenance work. Other surveys include measuring skid resistance on the busier roads.

The road conditions in your area are shown below. It should be noted that low numbers are good because it indicates that less road length should be considered for treatment. More detailed information is shown in Appendix A.





Integrated transport, bridge and drainage works

Integrated transport

The Council's traffic engineering team work with our contractors to plan and deliver a range of projects to the local community, most notably through the Area Boards and Community Area Transport Groups (CATGs). The schemes range in size and complexity from simple sign installation through to more complex road safety and improvement schemes.

Bridges

The Council regularly inspects its bridges and other highway structures. There is a programme of renewal and refurbishment works to keep them in good condition, as well as having to respond to damage caused by collisions.

Drainage

Programmes of drainage investigations, repairs and flood alleviation schemes are undertaken throughout the year, but the flooding in recent years has meant that there has been a need to respond immediately to flooding issues, as well as dealing with previously identified problem sites. The drainage improvement and flood alleviation work is co-ordinated through the Council's Operational Flood Working Groups that include the Environment Agency, Wessex Water, other organisations and stakeholders.

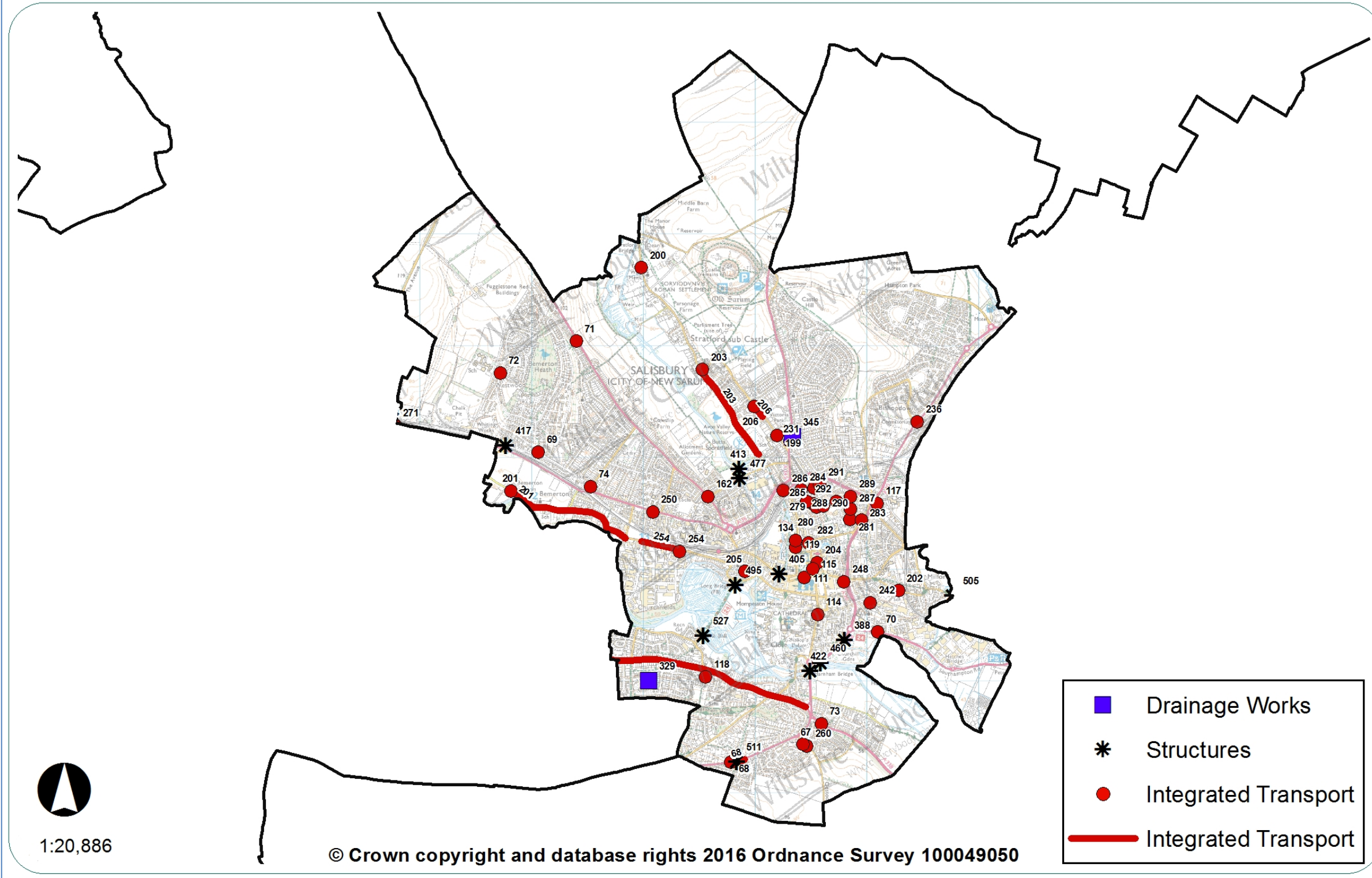
Recent work in your area

The Integrated Transport, Bridge and Drainage schemes carried out in your area since 2015 are listed below.

Plan showing completed integrated transport, bridge and drainage schemes since 2015



Salisbury Area Board



Integrated transport schemes since 2015

No	Location	Description
199	Stratford Road, Salisbury	Pedestrian crossing at South Wilts Grammar School
200	Stratford	Stafford Sub castle village gates
201	Salisbury	Lower Bemerton 20mph speed limit implementation
202	Salisbury	Shady Bower 20mph speed limit implementation
203	Salisbury	Avon Valley Path improved cyclerooute signs
204	Salisbury	Winchester street relocation of signs
205	Salisbury	Harcourt Terrace improved cycle route signs
206	Salisbury	Stratford Road tree bypasses
231	A345 Salisbury	Castle Road / Cornwall Road
236	A30 Barrington Road	Substantive Scheme A30 Barrington Road signals
242	Salisbury	St Martin's build out on Tollgate Road
248	Salisbury	Culver street car park additional cycle route signs
250	Salisbury	Charnwood Road private road sign
254	Salisbury	Churchfields ind est weight limit signs
260	Salisbury	Coombe Road / Odstock Road - direction signs
279	Salisbury	Residents parking zone A Salisbury - removal of NWAAT signs Albany Road
280	Salisbury	Residents parking zone A Salisbury - removal of NWAAT signs Belle Vue Road
281	Salisbury	Residents parking zone A Salisbury - removal of NWAAT signs College Street
282	Salisbury	Residents parking zone A Salisbury - removal of NWAAT signs Endless Street
283	Salisbury	Residents parking zone A Salisbury - removal of NWAAT signs Estcourt Street
284	Salisbury	Residents parking zone A Salisbury - removal of NWAAT signs Hamilton Road
285	Salisbury	Residents parking zone A Salisbury - removal of

Salisbury Area Board Highway Information

		NWAAT signs Marlborough Road
286	Salisbury	Residents parking zone A Salisbury - removal of NWAAT signs Nelson road
287	Salisbury	Residents parking zone A Salisbury - removal of NWAAT signs Park Street
288	Salisbury	Residents parking zone A Salisbury - removal of NWAAT signs Queens Road
289	Salisbury	Residents parking zone A Salisbury - removal of NWAAT signs St Mark's Road
290	Salisbury	Residents parking zone A Salisbury - removal of NWAAT signs Swaynes Close
291	Salisbury	Residents parking zone A Salisbury - removal of NWAAT signs Woodstock Road
292	Salisbury	Residents parking zone A Salisbury - removal of NWAAT signs Wyndham Road
67	Salisbury	Odstock Road Ridings Mead crossing point
68	Salisbury	Coombe Road pedestrian crossing warning signs
69	Salisbury	Bus shelter improvements various locations Pembroke Rd
70	Salisbury	Bus shelter improvements various locations Southampton Rd
71	Salisbury	Bus shelter improvements various locations Devizes rd
72	Salisbury	Bus shelter improvements various locations Westwood Rd
73	Salisbury	London road / Downton road cycle awareness at Filling stations
74	Salisbury	Roman Road Pembroke road amendments to traffic island
111	Salisbury	Salisbury New Canal - Loading & Bus Parking Signs
114	Salisbury	Exeter Street TTRO coach parking
115	Salisbury	Queen Street Salisbury
117	Salisbury	Chafyn Grove school direction signs
118	Salisbury	Parsonage Green waiting restrictions

119	Salisbury	Castle Street bus stop flag pole
134	Salisbury	Castle Street erection of sign post and loading only sign
162	Salisbury	Various roads - directions signs to Five Rivers Campus

Bridge schemes since 2014

No	Location	Description
388	Salisbury	Greyfriars Subway ongoing maintenance
405	Salisbury	Fisherton St Bridge Salisbury, Trial holes
413	Salisbury	Summerlock Head Footbridge, Replacement Works
417	Bemerton	Incursion work - Pullman Drive
422	Salisbury	New Bridge Harnham Trial Holes for joints
460	Salisbury	Churchil Gardens South, Repair / strengthen parapet
477	Salisbury	Ashley Road Bridge parapet repairs
495	Salisbury	Long Bridge, Approach rail replacement works
505	Laverstock & Ford	Milford Mill Bridge pilaster repair
511	Salisbury	Coombe Road, Post and handrail replacement
527	Salisbury	Harnham Mill

Drainage works since 2015

No	Location	Description
329	Salisbury	New parking bays and upgrade to SW system
345	Salisbury	New Gully and connecting pipework

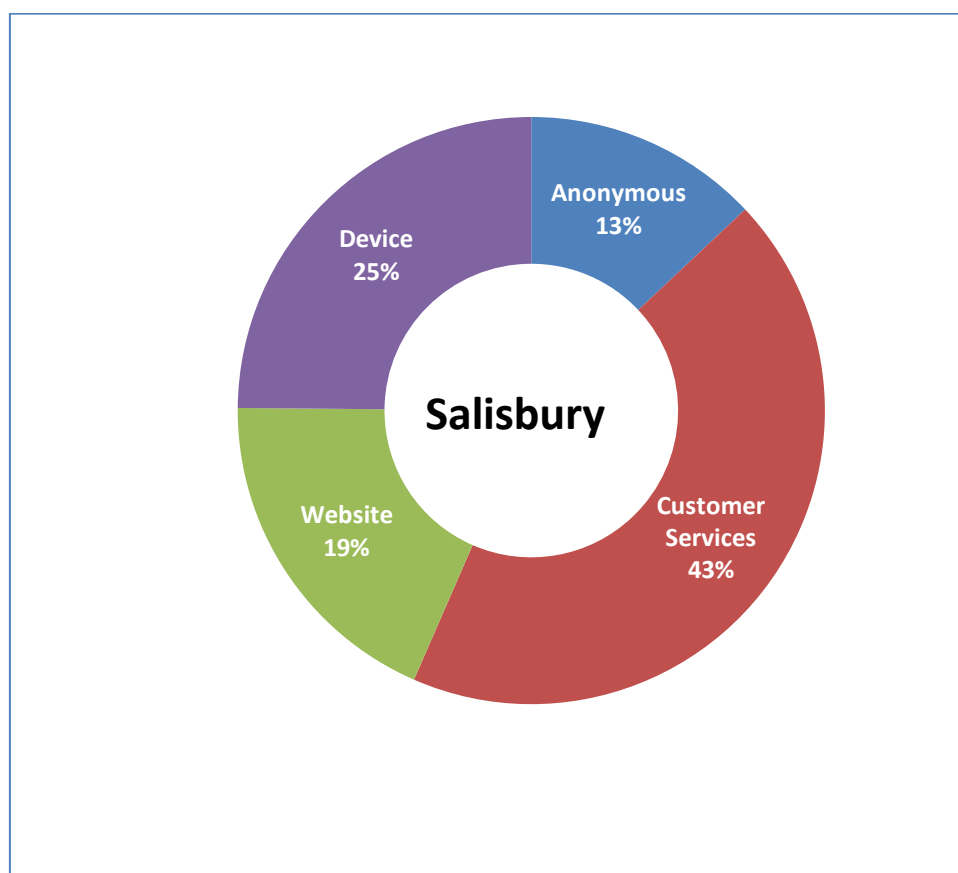
My Wiltshire



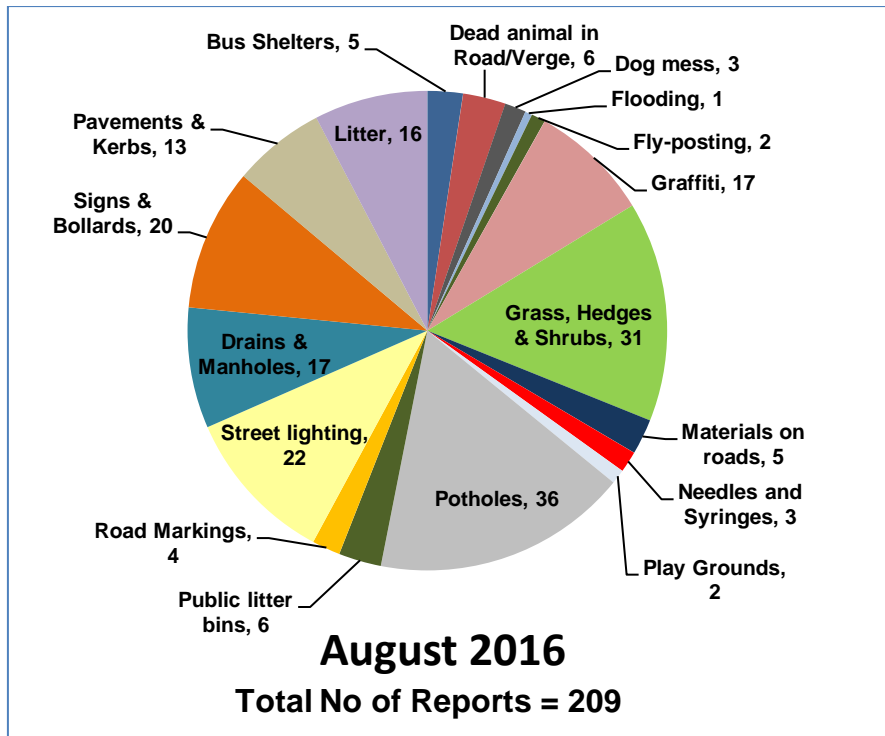
My Wiltshire provides an easy way to report highway issues, including using the Council's website. We have an app so you can report on the go using your smartphone. The My Wiltshire app is available to download at both the [App Store](#) (for iPhones and iPads), from [Google Play](#)[™] (for Android phones) and Windows Store. You can attach information such as photos or videos and pinpoint the location of your report using the mapping software on your phone.

A summary of recent reports in your area is shown below, and further details are shown in Appendix B.

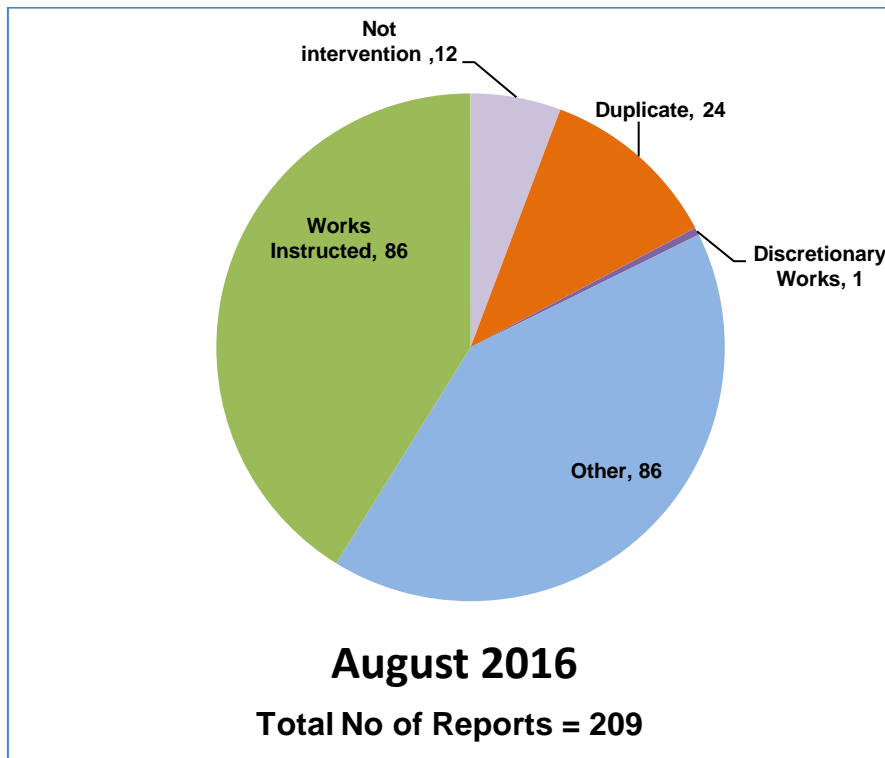
Customer reporting methods in your area



Customer reports in your area for the month of August 2016



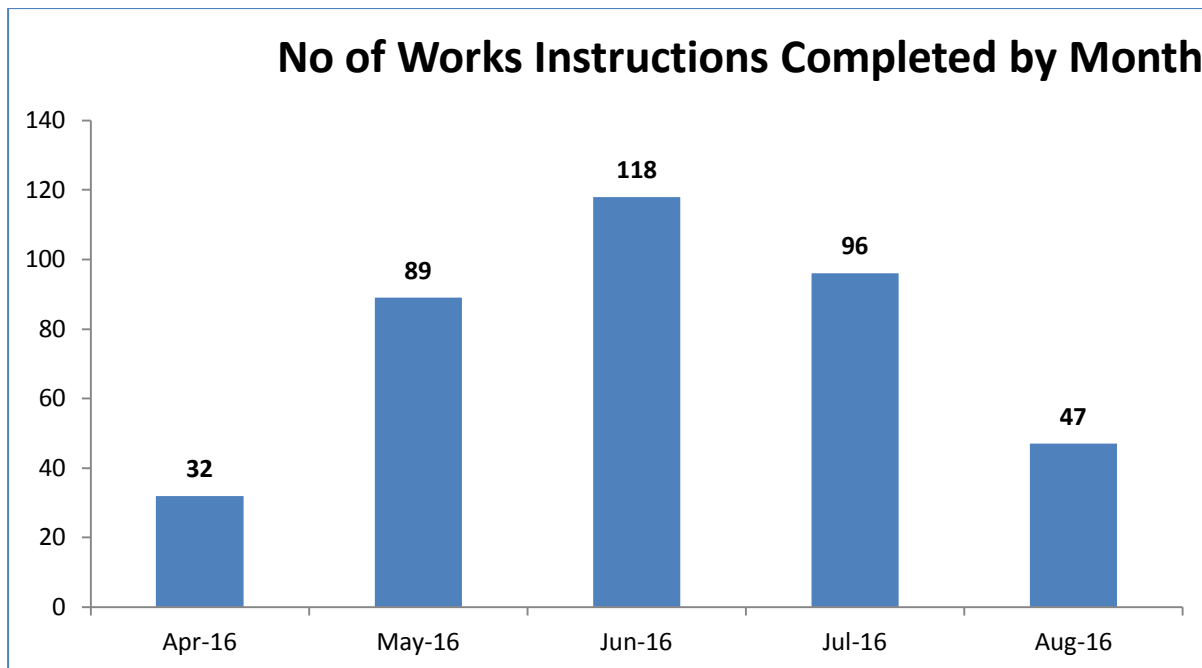
Actions following recent reports in your area

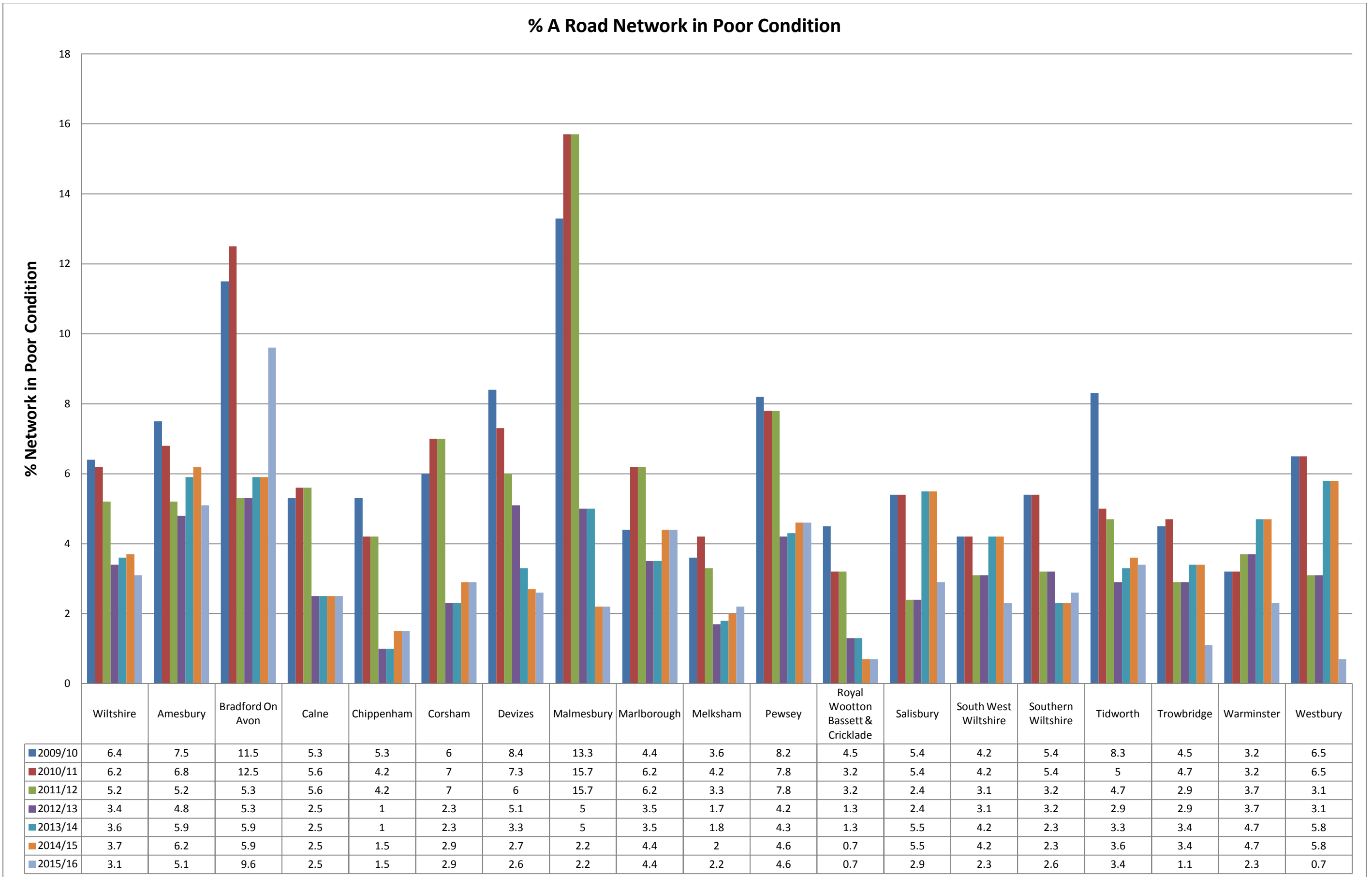


Action definitions

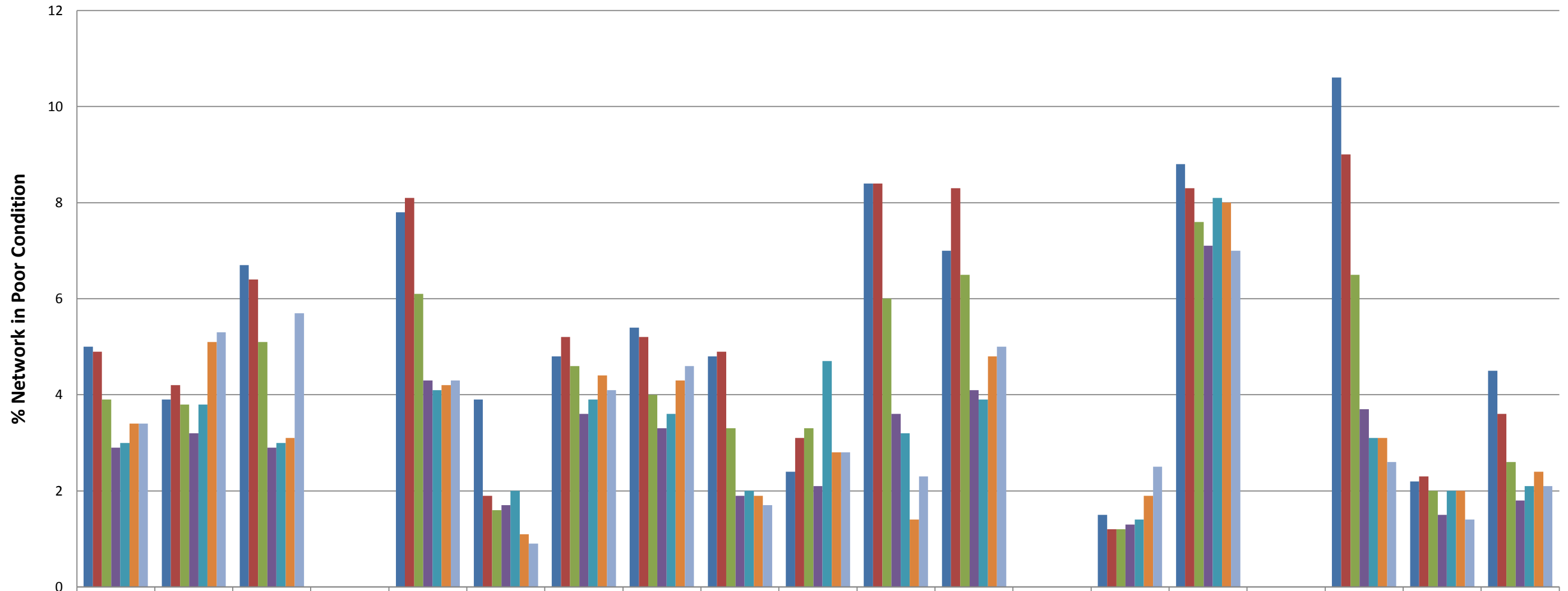
1. **Not Intervention** – the technician has attended site and classified the defect as not meeting intervention levels as per the Highway Inspection Manual 2013 or in the case of streetscene reports, service level agreements.
2. **Duplicate** – a report has already been received in relation to this issue and a works instruction has previously been passed to the contractor to undertake a repair/carry out the necessary works.
3. **Under Investigation** – this issue is currently with a Highways technician or engineer – they may be awaiting information from the customer or the issue requires further investigation e.g. wet weather inspection, drainage survey, exploratory excavation, ownership query.
4. **Discretionary works** – this issue is not a highway safety issue and has been identified as one which falls within the remit of the parish steward scheme.
5. **Other** – the issue has been identified as one which does not require any action by Local Highways. This could be for a number of reasons –
 - the report has been cancelled by the user,
 - there is insufficient information provided to assess the issue and the customer has not provided contact details,
 - the issue is not the responsibility of Wiltshire Council e.g. un-adopted highway, gas/electricity/telephone/water/cable company, Highways England, housing association,
 - the technician attended site and nothing was found at the stated location
 - the issue has been passed to another service within Wiltshire Council e.g. rights of way, bridges.
6. **Works Instructed** – the technician has assessed the issue as requiring works to be carried out and has either dealt with the issue personally or has referred it to the contractor for repair.

Highway defects completed in your area in recent months



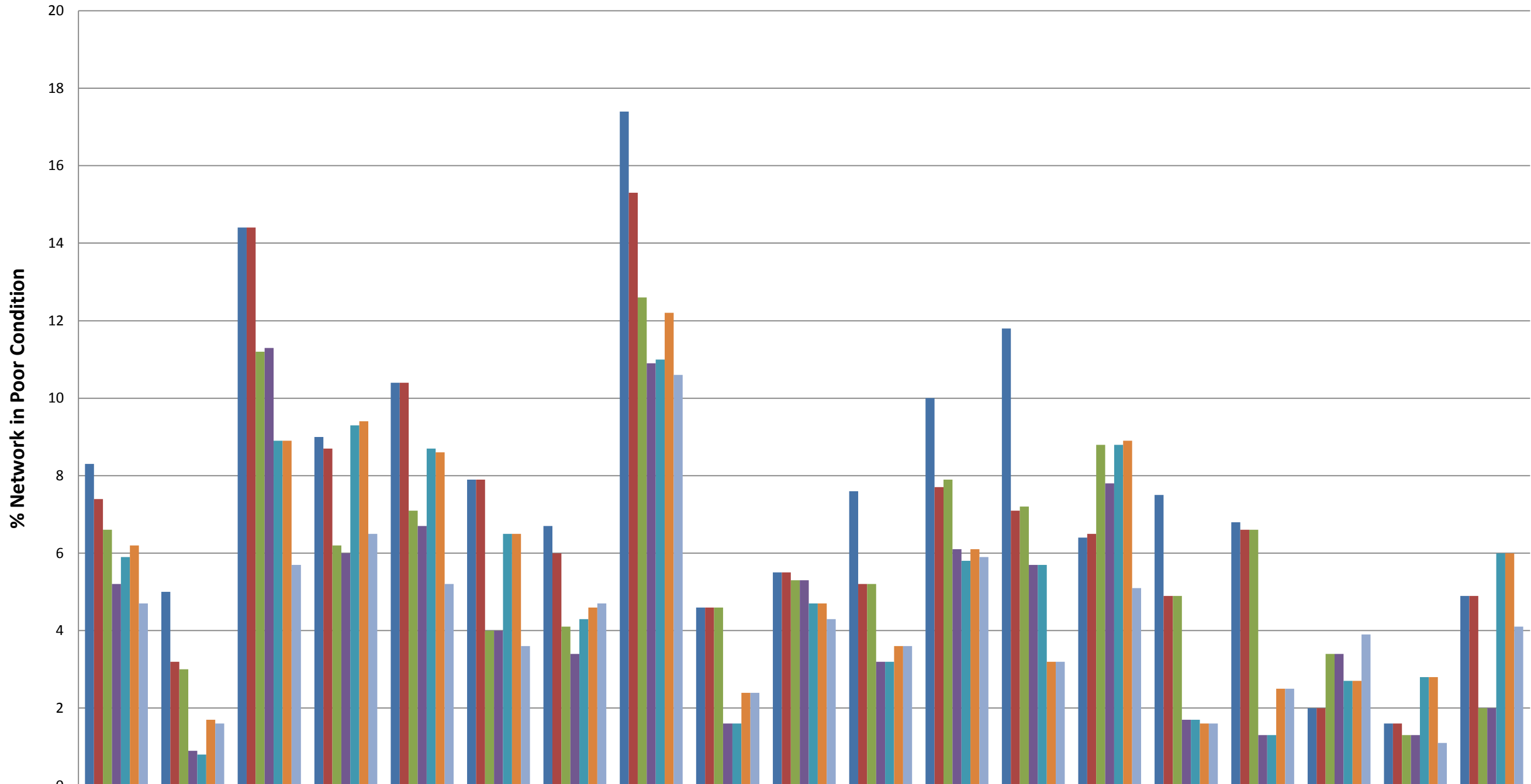


% B Road Network in Poor Condition



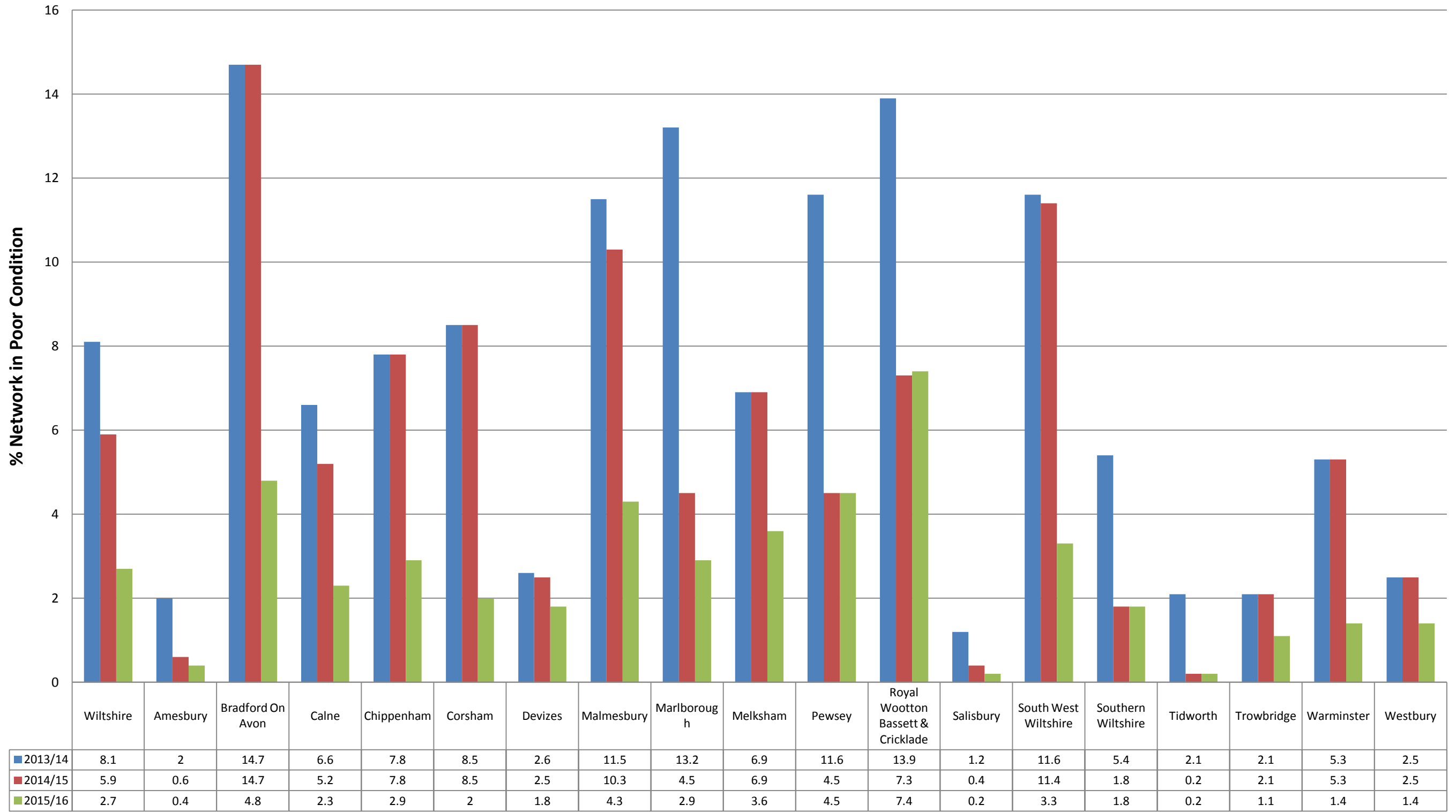
	Wiltshire	Amesbury	Bradford On Avon	Calne	Chippenham	Corsham	Devizes	Malmesbury	Marlborough	Melksham	Pewsey	Royal Wootton Bassett & Cricklade	Salisbury	South West Wiltshire	Southern Wiltshire	Tidworth	Trowbridge	Warminster	Westbury
2009/10	5	3.9	6.7	0	7.8	3.9	4.8	5.4	4.8	2.4	8.4	7	0	1.5	8.8	0	10.6	2.2	4.5
2010/11	4.9	4.2	6.4	0	8.1	1.9	5.2	5.2	4.9	3.1	8.4	8.3	0	1.2	8.3	0	9	2.3	3.6
2011/12	3.9	3.8	5.1	0	6.1	1.6	4.6	4	3.3	3.3	6	6.5	0	1.2	7.6	0	6.5	2	2.6
2012/13	2.9	3.2	2.9	0	4.3	1.7	3.6	3.3	1.9	2.1	3.6	4.1	0	1.3	7.1	0	3.7	1.5	1.8
2013/14	3	3.8	3	0	4.1	2	3.9	3.6	2	4.7	3.2	3.9	0	1.4	8.1	0	3.1	2	2.1
2014/15	3.4	5.1	3.1	0	4.2	1.1	4.4	4.3	1.9	2.8	1.4	4.8	0	1.9	8	0	3.1	2	2.4
2015/16	3.4	5.3	5.7	0	4.3	0.9	4.1	4.6	1.7	2.8	2.3	5	0	2.5	7	0	2.6	1.4	2.1

% C Road Network in Poor Condition



	Wiltshire	Amesbury	Bradford On Avon	Calne	Chippenham	Corsham	Devizes	Malmesbury	Marlborough	Melksham	Pewsey	Royal Wootton Bassett & Cricklade	Salisbury	South West Wiltshire	Southern Wiltshire	Tidworth	Trowbridge	Warminster	Westbury
2009/10	8.3	5	14.4	9	10.4	7.9	6.7	17.4	4.6	5.5	7.6	10	11.8	6.4	7.5	6.8	2	1.6	4.9
2010/11	7.4	3.2	14.4	8.7	10.4	7.9	6	15.3	4.6	5.5	5.2	7.7	7.1	6.5	4.9	6.6	2	1.6	4.9
2011/12	6.6	3	11.2	6.2	7.1	4	4.1	12.6	4.6	5.3	5.2	7.9	7.2	8.8	4.9	6.6	3.4	1.3	2
2012/13	5.2	0.9	11.3	6	6.7	4	3.4	10.9	1.6	5.3	3.2	6.1	5.7	7.8	1.7	1.3	3.4	1.3	2
2013/14	5.9	0.8	8.9	9.3	8.7	6.5	4.3	11	1.6	4.7	3.2	5.8	5.7	8.8	1.7	1.3	2.7	2.8	6
2014/15	6.2	1.7	8.9	9.4	8.6	6.5	4.6	12.2	2.4	4.7	3.6	6.1	3.2	8.9	1.6	2.5	2.7	2.8	6
2015/16	4.7	1.6	5.7	6.5	5.2	3.6	4.7	10.6	2.4	4.3	3.6	5.9	3.2	5.1	1.6	2.5	3.9	1.1	4.1

% Unclassified Road Network in Poor Condition



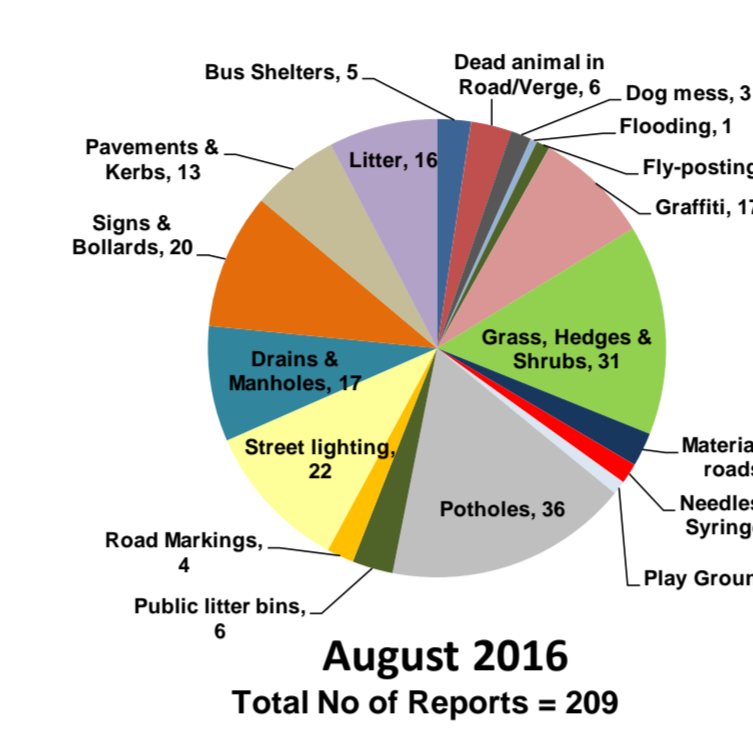
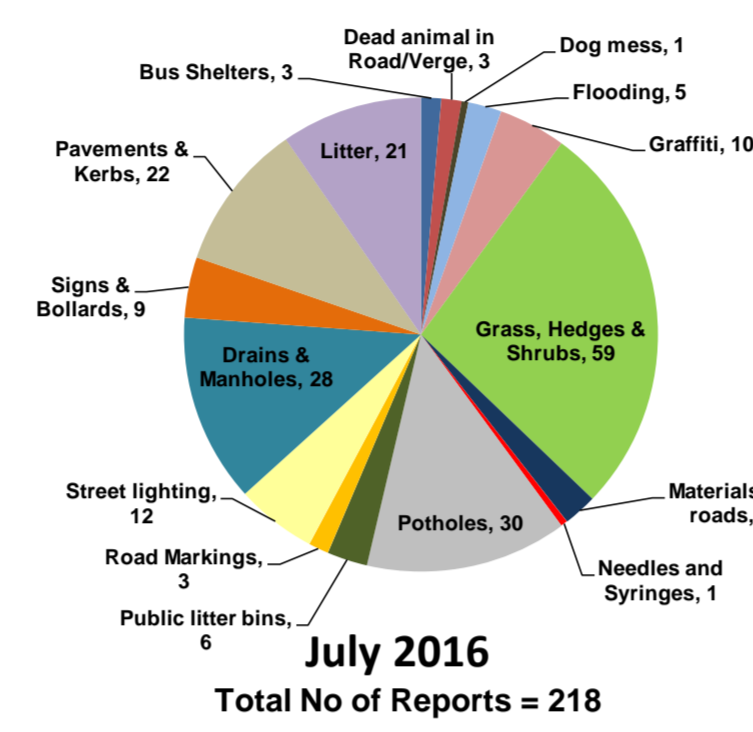
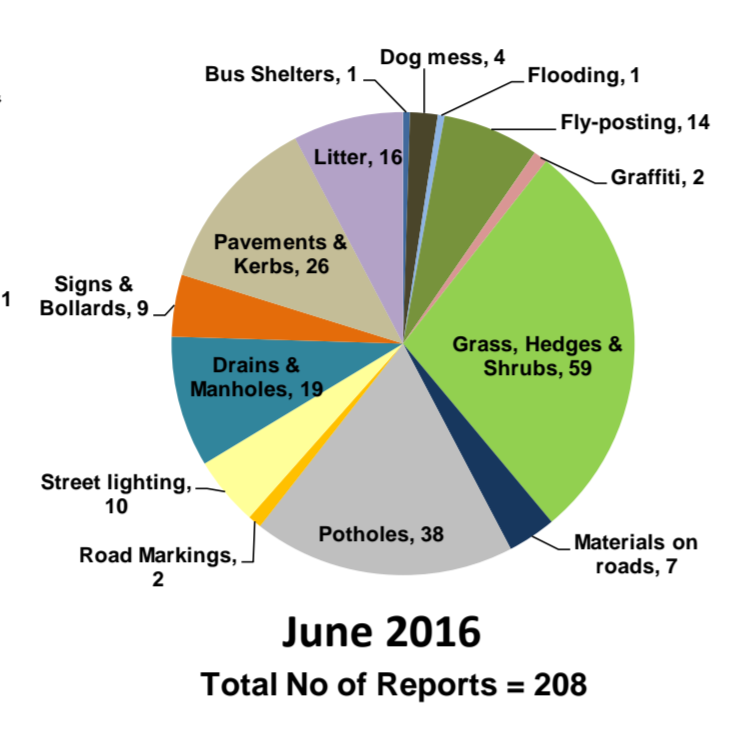
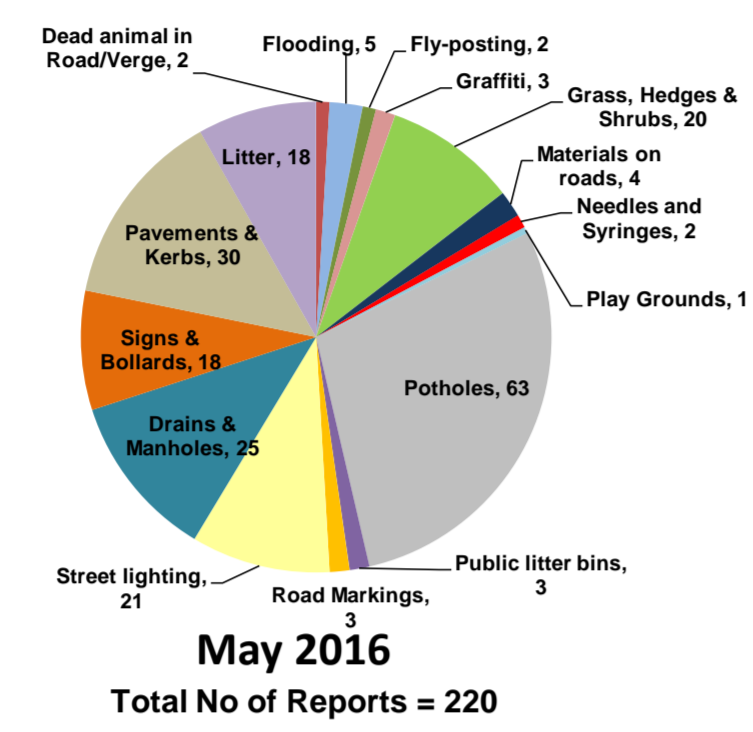
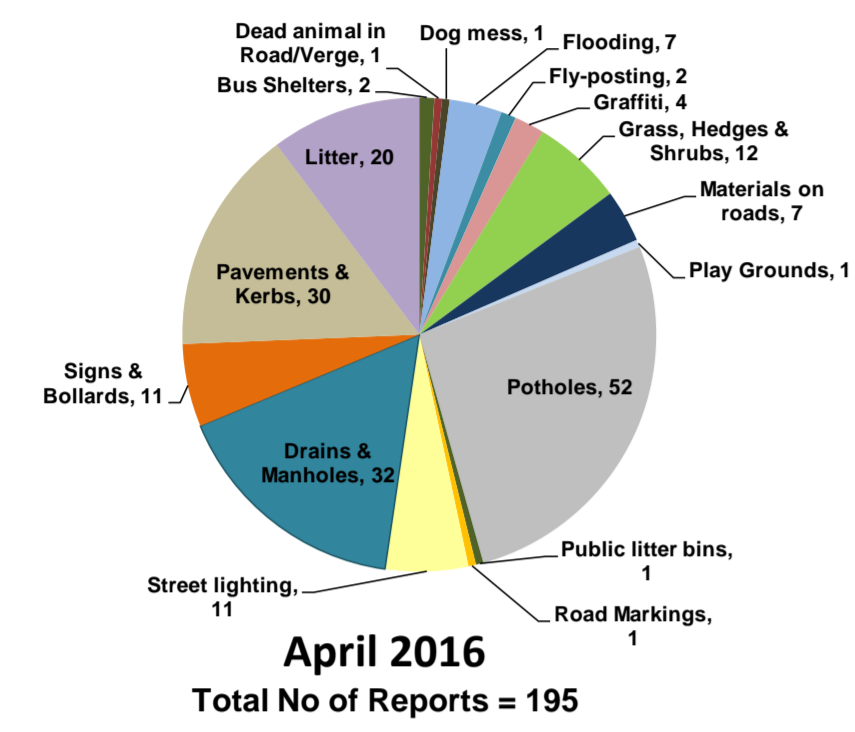
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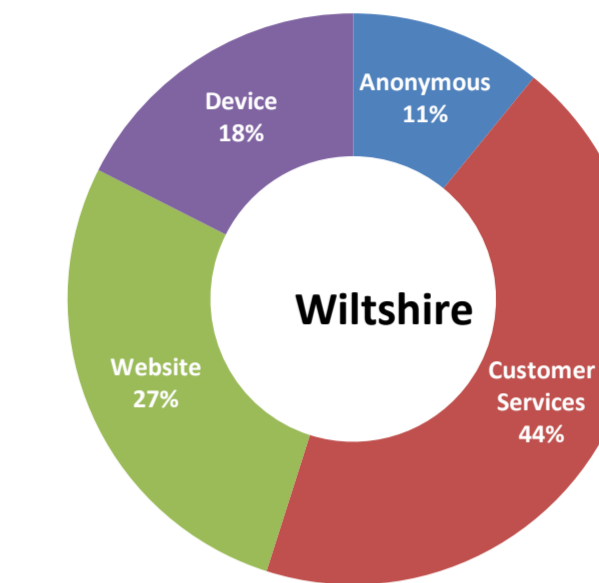
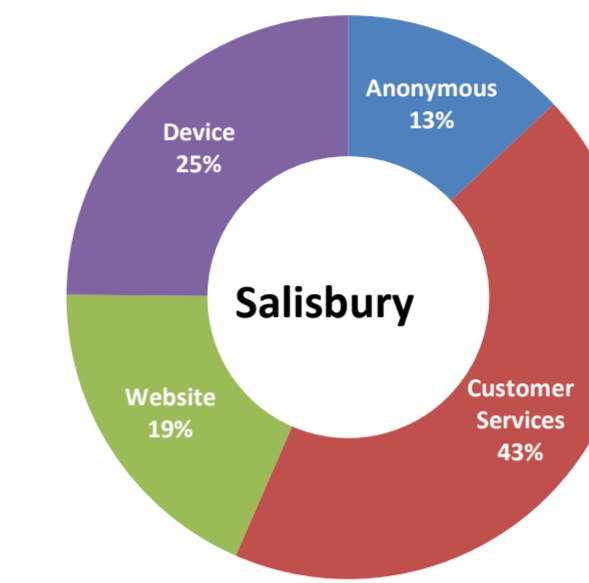
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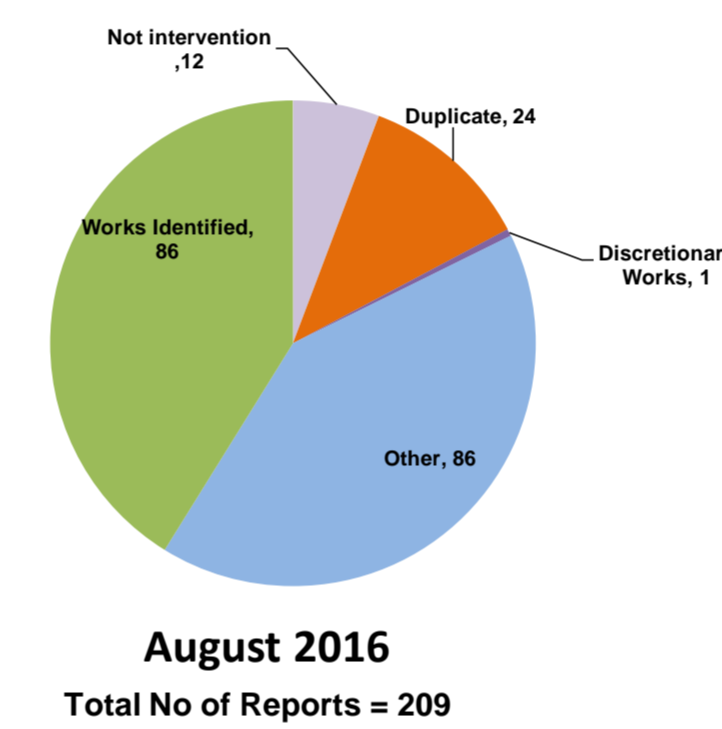
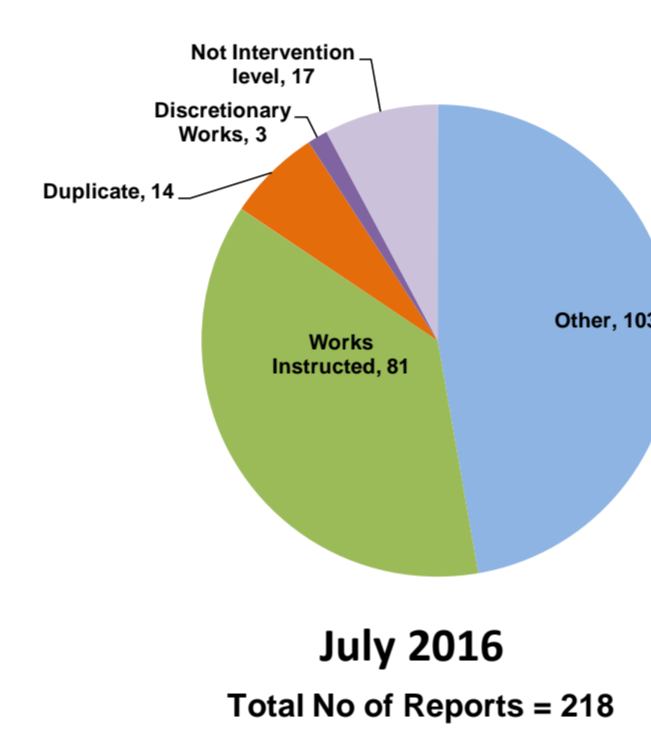
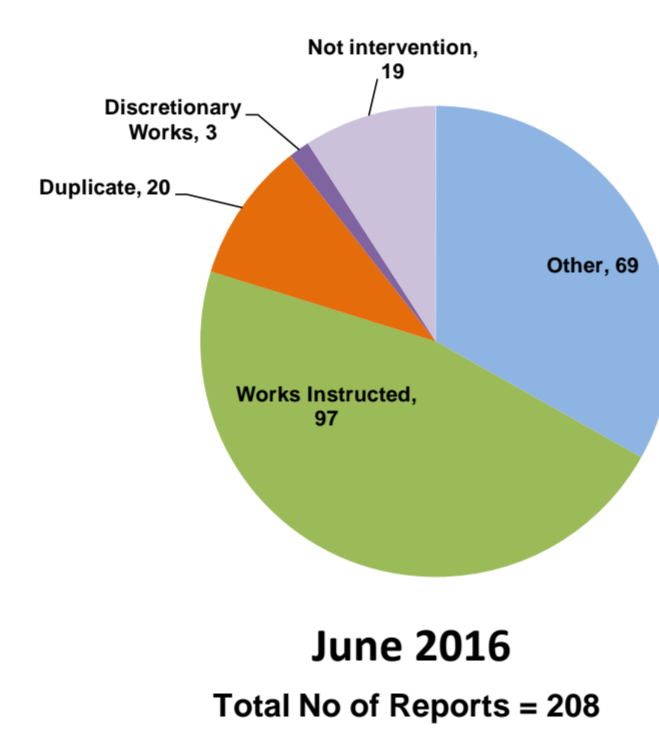
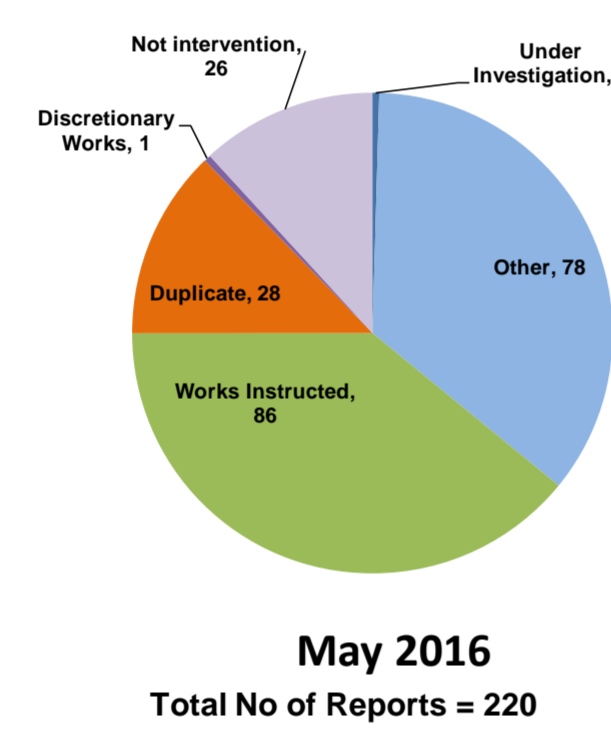
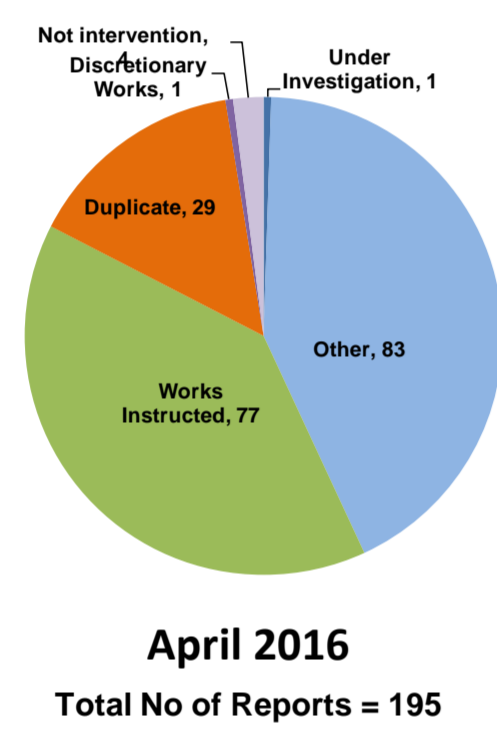
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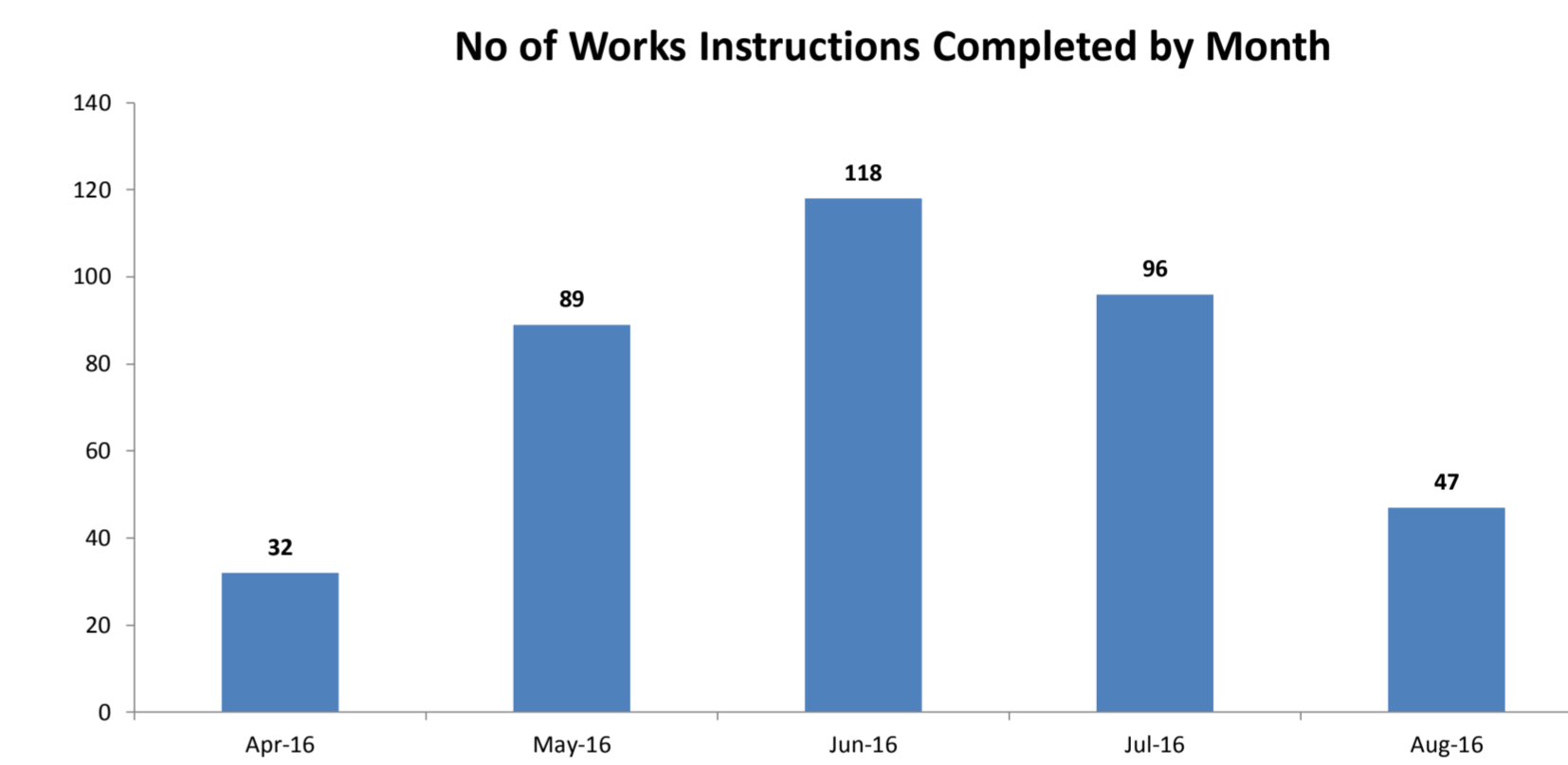
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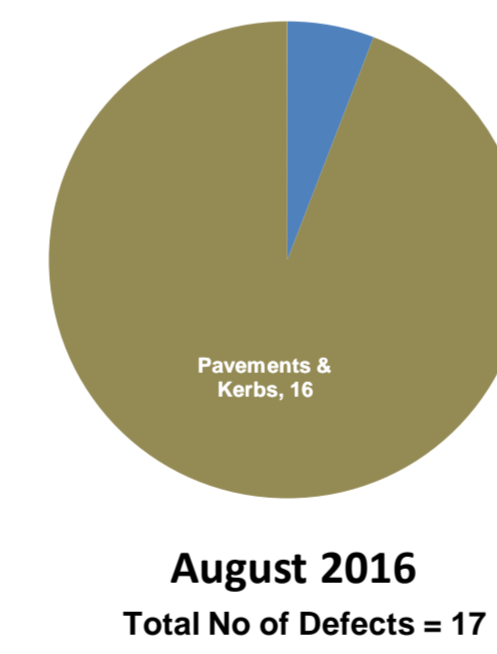
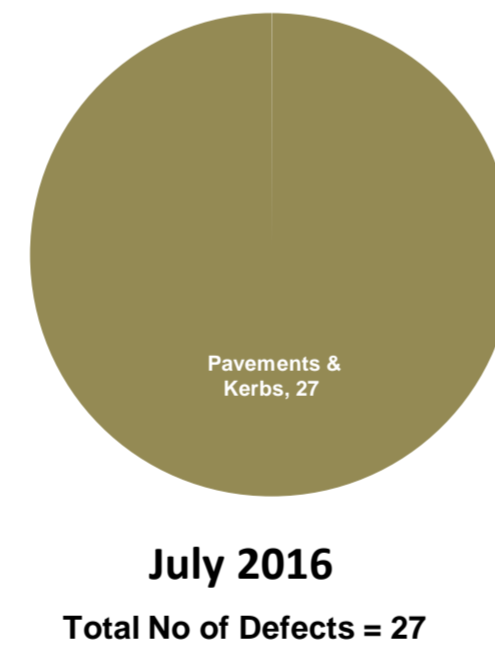
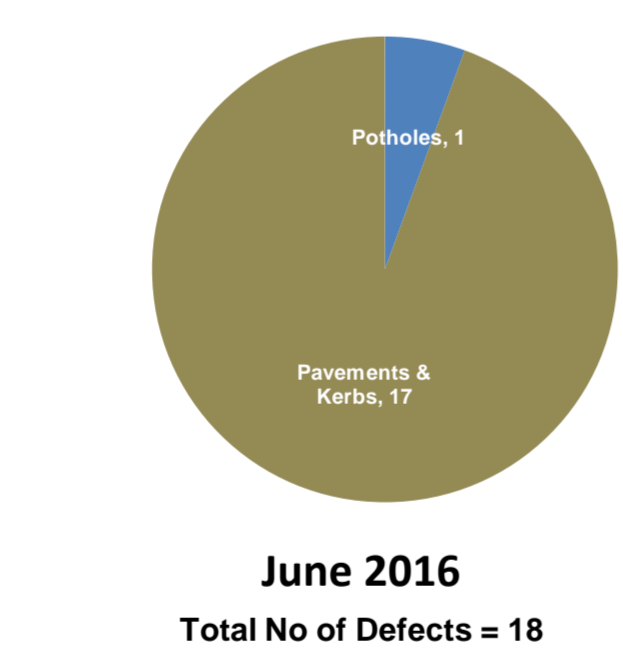
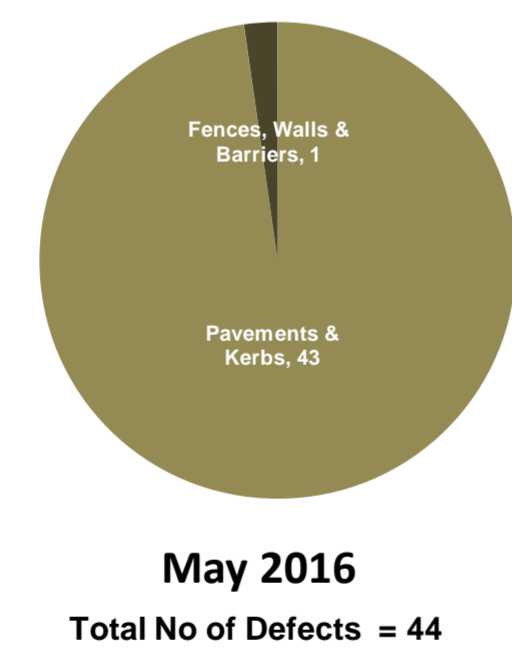
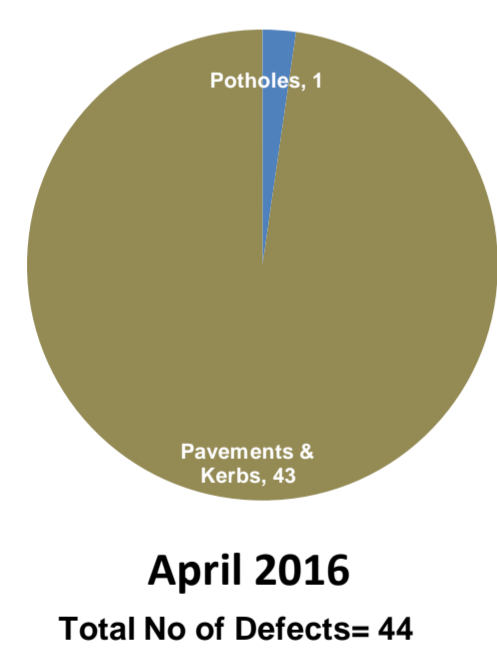
Customer Call Outcomes



Completed in Month



Safety Inspections



APPENDIX 2

Road	Salisbury	Recommended Treatment	Estimated Length (m)	Est Area of Site (m²)
A338	A338 Downton Rd, Britford	Repairs and surfacing	950	11,938
A338	A338 New Bridge Rd to Harnham Gyratory	Retexture	60	438
A30	A30 London Road Winterslow	Surfacing and High Friction	90	900
UC	Cherry Close, Salisbury	Surfacing	116	750
UC	Wain a long Rd Salisbury	Carriageway Repairs	33	101
UC	Brunel Road, Churchfields, Salisbury	Specialist Reconstruction	432	4,215

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AGENDA

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

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

AGENDA

Membership of the CATG

For membership please click on the link below:

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

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

The following information is included in the attached Note Tracker:

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

2 **Date of Next Meeting**

20th June 2017

SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

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

SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

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

SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

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

SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

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

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SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

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

SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

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

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NOT FOR PUBLICATION

SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

information relating to the review can be accessed on the council's website.

Following the completion of the aforementioned review process it was agreed by the Cabinet Member for Highways that speed limits on A and B class roads would not be subject to re-review unless substantive changes to the layout of the road had occurred. This stance remains the council's current position. Given that there have been no substantive changes to the section of the A30 London Road since the previous review was undertaken, the council will not be seeking to review the speed limits in place on this road. For the purpose of clarity the opening of the Aldi store is not considered a substantive change in the context of amending the speed limit in place as prior to its opening as there was already a building and access in situ in the shape of the former car salesroom, albeit that it had been unused for a number of years.

More generally, one of the key factors in determining whether or not an urban road should have a 30mph or 40mph speed limit is if there is frontage development on both sides of the road. Where there is development on both sides of the road a 30mph is considered appropriate. This is not the case on London Road once you have passed Glenmore Road. Although there is development it is not continuous and the vast majority of it is set back from the edge of London Road

Crossing Point

It may be possible to introduce an additional pedestrian crossing facility on the A30 London Road. Any request for a pedestrian crossing facility to be introduced is first assessed in accordance with Wiltshire Council best practice. The cost of undertaking

SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

		<p>such an assessment is approximately £1,000. The originator of this request has been asked to clarify where they feel a further crossing point is then needed. The CATG would then need to determine if they wished to fund a crossing assessment at the location identified.</p> <p>No further information has been received from the originator of the issue.</p>		
c)	<p>Issue No: 5011</p> <p>Request for a driveway protection (white bar) marking to be installed outside No. 11 Roman Road.</p>	<p>In this instance the laying of a driveway protection (white bar) marking would not stop the driveway from becoming obstructed because the width of the dropped kerb at the property is shorter than the width of the driveway. The originator of this issue should be advised that the need to extend the width of their dropped kerb and directed to following the council's procedure for dropped kerb applications – more information about this procedure can be found on the following webpage:</p> <p>http://www.wiltshire.gov.uk/parkingtransportandstreets/roadshighwaysstreetcare/roadsandtraffic/droppedkerbs.htm</p> <p>At this time there is no further action for the CATG.</p>		
d)	<p>Issue No: 5068</p> <p>Request for a directional sign on Devizes Road in advance of the Highbury Avenue mini roundabout to address confusion as to the alignment of the route of the A360.</p>	<p>The originator of this issue has indicated that traffic heading north along Devizes Road is experiencing some confusion at the Highbury Avenue mini-roundabout as to which of the roads at that junction is the main A360. This has resulted in some vehicles turning into Highbury Avenue and then finding they need to do a U-turn to re-join the A360.</p> <p>Whilst it would be possible to erect a sign of the type requested the need to do so has to be considered from a general street clutter perspective and how much of a problem this reported manoeuvre is.</p>		

SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

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

SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

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

SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

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

SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

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

SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

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

SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

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

Salisbury CATG Financial Summary - As of end of January 2017

BUDGET 2016-17

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

Commitments from previous years

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

New Schemes

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

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

Amount left to spend **£6,647.00**

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Year Received	Location	Request	Supported by SCC	SCC Priority	Comments
2012 Page 98	Fisherton Street	Remove waiting restrictions after 6pm	No	N/A	Was not supported by Salisbury City Council so cannot be progressed further.
	Junction of Laverstock Road & The Avenue	Introduction of No Waiting At Any Time restrictions	Yes	=1	The introduction of No Waiting At Any Time restrictions at this location could be taken forward as part of the request for residents parking scheme in Elm Grove Place or processed standalone if the group felt it is necessary.
	Ventry Close	Introduction of No Waiting At Any Time restrictions	Yes	5	
	Lower Road	Introduction of No Waiting At Any Time restrictions	No	N/A	Was not supported by Salisbury City Council so cannot be progressed further.
	Heronswood, Ridings Mead	Introduction of No Waiting At Any Time restrictions	Yes	2	The introduction of No Waiting At Any Time restrictions at this location could be taken forward however it may displace parking problems further into the Ridings Mead estate.
	Elm Grove Place	Request for residents parking	Yes	=1	Will be added into future residents parking work programme. (The residents parking work programme sits outside of the CATG's remit).
	Bouverie Avenue	Extend existing double yellow lines extended	Yes	3	The double yellow lines could be extended. However, even with a car parked adjacent to the driveway at the rear of No. 122 Coombe Road it is still possible for a vehicle to access / egress the driveway albeit that the turning manoeuvre is more difficult. If the parking prevents access or egress to the driveway at No. 122 Coombe Road the resident has the ability to report such matters to the Police who would be able to undertake enforcement action.
	Netherhampton Road	Introduction of No Waiting At Any Time restrictions in the vicinity of No. 114 Netherhampton Road to improve visibility for residents egressing driveway	Yes	4	The introduction of No Waiting At Any Time restrictions at this location could be taken forward however it may displace parking problems along the road. The recent removal of the Pelican crossing from Netherhampton Road may help address the problem.

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

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

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

WILTSHIRE COUNCIL

SALISBURY AREA BOARD
9th March 2017

URGENT GRANTS REQUIRING RATIFICATION

1. Purpose of the Report

1.1. To seek the board's ratification for a grant approved under the Community Engagement Manager's delegated authority in January 2017

2. Background

2.1. The area board agreed the following delegated authority in November 2016:

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, in consultation with the Chairman (or in their absence, the Vice-Chairman) of the Area Board, may authorise expenditure to support community projects from the delegated community grants budget of up to £5,000 in total, youth projects of up to £5,000 in total, and health and wellbeing projects of up to £1,000 in total, between meetings of the Area Board.

Decisions taken between meetings will be reported to the next meeting of the Area Board explaining why the matter was considered urgent or necessary to expedite the work of the Board and the Cabinet Member for Communities, Campuses, Area Boards and Broadband will also be kept informed of any such decisions.

3. Home Run Project

3.1. Two Salisbury Schools, Harnham Primary and Manor Fields Primary have agreed to take part in a pilot project – Home Run (see appendix 1 for full details).

3.2. Salisbury, Southern Wiltshire, Westbury, Devizes and Marlborough were nominated to take part, as each include air quality management areas. At the last forum of Air Quality Management Groups, tackling issues associated with the school run were prioritised, including poor air quality, congestion and childhood obesity.

3.3. The key objectives of the project are:

- (a) More engagement of children and families in sustainable modes of transport to school, e.g. car sharing, cycling, walking
- (b) More engagement of schools in promoting active sustainable modes of travel
- (c) A reduction in car journeys during the school run
- (d) An improvement in air quality
- (e) Wiltshire Schools have been invited to trial this brand new project, along with other schools elsewhere in the country

4. Financial Implications

4.1 This is a pilot, and in order for Salisbury schools to benefit from the 50% reduction in the cost of the scheme, an urgent decision was taken at the end of January, in order to meet the deadline for sign up on the 31st January

4.2 The total amount required was £2,500 (£1,250 per school) for the 12 month pilot

4.3 Support was secured from the Local Youth Network Management Group for a contribution of £500 from the Youth Budget, recognising that, whilst primary schools were the ones coming forward for the pilot, if the pilot is successful, secondary schools in Salisbury will be encouraged to sign up to the project.

4.4 The Salisbury Area Board's Air Quality Management Group also agreed a contribution of £2,000.

5. Recommendation

5.1 That the board ratifies this decision

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