

AGENDA

Meeting: AMESBURY AREA BOARD
Place: Figheldean Village Hall, Pollen Lane, Figheldean SP4 8JR
Date: Thursday 29 May 2014
Time: 7.00 pm

Including the Parishes of Allington, Amesbury, Berwick St James, Bulford, Cholderton, Durnford, Durrington, Figheldean, Great Wishford, Idmiston, Milston, Newton Toney, Orcheston, Shrewton, Stapleford, Steeple Langford, Tilshead, Wilsford Cum Lake, Winterbourne, Winterbourne Stoke, Woodford and Wylve.

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

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

Refreshments and networking opportunities will be available from 6:30pm.

Please direct any enquiries on this Agenda to Jessica Croman Democratic Services Officer, on 01225 718262 or email jessica.croman@wiltshire.gov.uk

or Karen Linaker (Amesbury Community Area Manager), Tel: 01722 434697 or 07917 751728, or email karen.linaker@wiltshire.gov.uk

All the papers connected with this meeting are available on the Council's website at www.wiltshire.gov.uk

Press enquiries to Communications on direct lines (01225) 713114 / 713115.

Wiltshire Councillors

Mike Hewitt (**Vice Chairman**)
John Noeken
John Smale (**Chairman**)
Ian West
Fred Westmoreland
Graham Wright

Bourne and Woodford Valley
Amesbury East
Bulford, Allington & Figheldean
Till & Wylve Valley
Amesbury West
Durrington & Larkhill

Future Meeting Dates

Thursday, 31 July 2014
7.00 pm
Shrewton Village Hall

Thursday, 2 October 2014
7 pm
Figcheldean Village Hall, Pollen Lane, Figcheldean SP4 8JR

Thursday, 20 Nov 2014
7 pm
Antrobus House, Amesbury

Items to be considered

1 **Election of Chairman**

To elect a Chairman for the Amesbury Area Board for the forthcoming year 2014/15.

2 **Election of Vice-Chairman**

To elect a Vice-Chairman for Amesbury Area Board for the forthcoming year 2014/15.

3 **Welcome and Introductions**

4 **Apologies for Absence**

5 **Minutes** (*Pages 1 - 12*)

To approve and sign as a correct record the minutes of the meeting held on 27 March 2014.

6 **Declarations of Interest**

To receive any declarations of disclosable interests or dispensations granted by the Standards Committee.

7 **Chairman's Announcements** (*Pages 13 - 18*)

- Recycling Success
- Idmiston Neighbourhood Area

8 **Your Local Issues**

To receive a verbal update from the Community Area Manager on local issues.

9 **Updates from Partners and Town/Parish Councils** (*Pages 19 - 22*)

To receive updates from the Town and Parish Council Representatives, and from other partner organisations, including outside bodies on which the Area Board is represented.

10 **The Area's Community Priorities for the Next Two Years** (*Pages 23 - 32*)

To update members on the outcome of the 'What matters to you?' conference held on the 20 February 2014 and to recommend that the Area Board uses the outcomes from the event to stimulate local action and to inform its priorities for the next two years.

11 **Community Football Pitches & Facilities**

To receive an update regarding Community Football Pitches & Facilities

- Over 300 young people, 50% are army kids, are members of Local football Clubs; Porton-Amesbury-Durrington, this number has been steadily rising over the past years and has become a Team Club group with all the positives that this type of activity brings.
- They used to use the quality all weather floodlit pitches at the MoD facilities in Larkhill, Bulford and Tidworth. Aspire have raised the charges to a point where it is not viable for the clubs to use them they are over a £100 a session. They just can't raise the sort of monies required £25 to £30 a session would be more realistic.
- Now the clubs are starting to lose momentum and may fragment and even disband.
- The issue needs sorting before the autumn draws in just 5 months.

12 **Wylve Parish Plan** (*Pages 33 - 40*)

The board is asked to note the plan and to thank the committee for its work, which will be heeded in all future community planning initiatives and in any future neighbourhood planning aspirations which the villages may have.

13 **Youth Review**

Wiltshire Council's Cabinet decided on a new community led model for youth provision on the 15th May. This means that each area will have a well trained and named community youth officer to co-ordinate and facilitate youth services. Each area board will have a budget to spend on youth services that will be guided by a new body to be called a Local Youth Network in which young people will have a leading voice. In addition to the community youth officers, a number of specialist youth workers will ensure that those who are vulnerable will also get the right help when they need it to enable them to tackle problems before they reach crisis point.

14 **A303 Update** (*Pages 41 - 54*)

To receive an update on the A303.

15 **Local Highways Investment Fund 2014-2015** (*Pages 55 - 74*)

The Area Board is asked to consider the list of proposed highway maintenance schemes in your area for 2014/15, and agree the final list for implementation.

The list of potential schemes for future years could also be reviewed, and consideration given to priorities for treatment in 2015/16. A draft list of sites will be prepared for comment later this year, but an early indication of local priorities would be helpful.

16 **Update from the Community Area Transport Group (CATG)** (*Pages 75 - 82*)

To consider an update and any recommendations from the Community Area Transport Group (CATG) in relation to the funding available towards Local Transport Projects.

The Minutes of the latest CATG meeting are attached for information.

17 **Amesbury Shadow Community Operations Board Update**

To receive an update from the Chairman of the Amesbury Shadow Community Operations Board.

18 **Community Area Grants** (*Pages 83 - 90*)

To determine any applications for Community Area Grant funding.

19 **Appointment to Outside Bodies and Working Groups** (*Pages 91 - 106*)

To consider the report of the Democratic Services Officer asking the Board to reappoint Councillor representatives to Outside Bodies, reconstitute and appoint to working groups and note terms of reference for the working groups.

20 **Future Meeting Dates and Close**

The next meeting of the Amesbury Area Board will be held on:

Thursday 31 July 2014 at the Shrewton Village Hall, 7pm.

MINUTES

Meeting: AMESBURY AREA BOARD
Place: Durrington Village Hall, High St, Durrington SP4 4AD
Date: 27 March 2014
Start Time: 7.10 pm
Finish Time: 9.20 pm

Please direct any enquiries on these minutes to:

Jessica Croman Democratic Services Officer, Tel: 01225 718262 or (e-mail) jessica.croman@wiltshire.gov.uk

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

In Attendance:

Wiltshire Councillors

Cllr Mike Hewitt (Vice Chairman), Cllr John Noeken, Cllr John Smale (Chairman), Cllr Ian West, Cllr Fred Westmoreland and Cllr Graham Wright

Cllr Laura Mayes (Cabinet Member for Children's Services) and Cllr Jonathon Seed (Cabinet Member for Communities, Campuses, Area Boards, Leisure, Libraries and Flooding)

Wiltshire Council Officers

Karen Linaker – Community Area Manager
Jessica Croman – Democratic Services Officer
Kirsty Butcher – Senior Democratic Services officer
Sharon Smith – Senior Democratic Services officer
Paul Shore – Communications
Katy Salter – Tenancy Participation Officer
Dot Kronka – Tenancy participation Manager
Andy Cole – Engineer – Local Highways

Town and Parish Councils

Amesbury Town Council – Paddy Allen, R.W Fisher, W. Bawn

Allington Parish Council – Richard Noon

Berwick St James Parish Council – Neil MacDougall

Idmiston Parish Council – Andy Tidd

Newton Toney Parish Council – C Andrews

Shrewton Parish Council – Anne Woodman, Ken Lovlock

Steeple Langford Parish Council – David Grover

Winterbourne Parish Council – David Baker

Partners

Police – Inspector Christian Lange

Total in attendance: 98

<u>Agenda Item No.</u>	<u>Summary of Issues Discussed and Decision</u>
1	<p><u>Welcome and Introductions</u></p> <p>The Chairman welcomed everyone to the meeting of the Amesbury Area Board and thanked Durrington Village Hall for hosting the meeting.</p> <p>At the Chairman's invitation, the Councillors introduced themselves.</p>
2	<p><u>Apologies for Absence</u></p> <p>No apologies were received.</p>
3	<p><u>Minutes</u></p> <p>Decision The minutes of the meeting held on 30 January 2014 were agreed as a correct record and signed by the Chairman.</p>
4	<p><u>Declarations of Interest</u></p> <p>Cllr Ian West disclosed his interest on grant application 3 – Winterbourne Stoke Parish Council as he is the Chairman of the Parish Council.</p> <p>Cllr Noeken disclosed his interest on grant application 6 – Amesbury Carnival and Show as he is a board member of the Amesbury Carnival.</p> <p>Councillor's Noeken and West confirmed that they would leave the room during consideration of their respective items.</p>
5	<p><u>Chairman's Announcements</u></p> <p>The Chairman made the following announcements:</p> <p>(a) Dementia Strategy</p> <p>The Chairman drew attention to the report seen at agenda page 11 highlighting the current consultation on the dementia strategy.</p> <p>(b) Library Memory Groups</p> <p>The Chairman drew attention to report on agenda page 13 and the current library memory groups in Warminster, Mere, Purton and Pewsey.</p> <p>(c) Late Item - Integrated Performance Report – CCG</p> <p>The Chairman introduced a late item which was available as a handout.</p>

Youth Activity Review

The Chairman welcomed Cllr Laura Mayes, Cabinet Member for Children's Services at Wiltshire Council.

Cllr Mayes gave a presentation on the youth activity review currently taking place and confirmed that the Council were keen to have the involvement of as many people as possible.

In order to address the changing needs of young people a report was submitted to Cabinet on 21 January.

Out of the amount of children who are eligible to use the service only 7-10% actually had.

The budget for 2014/15 had been set at Council on 25 February and included a need for Integrated Youth Services to make savings of £191,000.

This was also in line with Campus proposals which it was noted would provide new opportunities and would affect the way in which services were currently provided. The first campus was due to open in Corsham in June 2014.

The authority had a statutory duty to secure access to leisure time activities for young people. The Department of Education changed the guidance approximately 18 months ago that authorities should 'enable' services and not just 'provide' with an enhanced role for the voluntary sector in the community.

It was noted that the Area Board had clearly supported the youths in the area with a number of the grants being awarded for their projects.

The 4 options being consulted were:

- Retain the current in-house service but reduce the cost
- Outsource the service
- Encourage and support staff to form a Public Service Mutual
- Develop a community led approach

Cabinet at its meeting held on 21 January had expressed an interest in Option 4.

There is a possibility that funding could be provided in a similar way to CATG funding although this had not been finalised.

The consultation process started on Friday 31 January and will end in mid April with the final report with recommendations for future provision expected to be presented to Cabinet in May and the new service rolled out on the 1 October 2014.

The outcome of the consultation should:

- Provide a better service for young people

	<ul style="list-style-type: none"> • Give greater influence to young people on local provision • Target resources and funding to those who needed it most • Protect the vulnerable with safeguarding a top priority • Deliver youth services in a different way • Provide value for money and use of resources • Improve the future environment (the Campus programme would provide this) • Reflect the revised government guidance <p>Safeguarding was also a key element and at least 8 targeted youth workers would be available to work with the vulnerable.</p> <p>All were encouraged to submit their views via the following websites:</p> <p>voiceandinfluenceteam@wiltshire.gov.uk</p> <p>Further information could also be found at:</p> <p>http://www.wiltshire.gov.uk/latestnews.htm?aid=149213</p> <p>A comment was raised about the lack of facilities in the area in particular football fields and provisions. This was highlighted as a perfect example of what the consultation was hoping to highlight. The comment was then referred to the Community Area Manage to pursue further.</p> <p>Another comment raised highlighted the problems of transport within the rural area and the running costs associated with current projects. It was noted that these were the kinds of projects that the funding option would cover.</p> <p>Cllr Mayes explained that the review on how the services are provided will enable to service to be more sustainable.</p> <p>The Area Board voted on the options considered and option 4 was favoured.</p> <p>The Chairman thanked Cllr Mayes for the presentation and encouraged all to participate in the consultation.</p>
7	<p><u>Wiltshire Council Tenants - Your Issues</u></p> <p>The Chairman welcomed Katy Salter, Tenancy Participation Officer of Wiltshire Council. It was explained that the housing inspections would only involve Wiltshire Council tenants i.e. those who pay rent to Wiltshire Council and provided an opportunity for tenants to give feedback and raise any issues.</p> <p>The process of the inspections was explained and noted that the inspections would cover the communal areas and parking. A method is being developed to be more inclusive which could include evening inspections and online feedback.</p>

	The Chairman thanked Katy for the information.
8	<p><u>Leader / Plain Action Project & Funding for Amesbury Area</u></p> <p>Sarah Dyke and Alan Truscott gave a presentation on local action groups (LAG) with LEADER funding and explained how local groups can get involved with the next round of funding in 2015. They explained how Wiltshire had 3 LAG's; Sowing Seeds, Plain Action and North Wessex Downs. A key aspect to the funding was that each project met the set criteria. 70% of the funding was targeting projects that create jobs and expansions and 30% for the local economic benefit.</p> <p>The Chairman thanked Sarah Dyke and Alan Truscott for their presentation.</p>
9	<p><u>Durrington Swimming & Fitness Centre Achievements</u></p> <p>The Chairman welcomed Andrew Whitney Martin, Leisure Centre Manager. Mr Whitney Martin introduced Jonathan Hargrave who gave a presentation on the achievements of Durrington's swimming and fitness centre highlighting:</p> <ul style="list-style-type: none"> • The new timetable • Coaching session were held to help Triathletes prepare for the Triathlon in June • The third annual Avon Aquathlon which was held in March 2013 • The 'Going for Goals' inter school football competition was held at Durrington Swimming and Fitness Centre • 8 Teams from the Wiltshire Council area including a team from the Amesbury community, travelled to Chelsea Football Clubs training facility in Cobham, Surrey and the overall winners – St. Marks Junior School, Salisbury • The renovations that took place throughout the year <p>Events the year included:</p> <ul style="list-style-type: none"> • Going for goals. • Triathlon Training Days – 2 this year adding video analysis of swimming strokes to help competitors improve. • 4th annual Avon Aquathlon. • Wiltshire Challenge 2014. • 2nd Durrington Triathlon Sunday 8th June 2014. <p>It was also mentioned that the centre are looking for help either competing in or marshalling at the events and to let them know if anyone will be available to help.</p> <p>A comment was raised about the fitness centre being too popular and the possibility of getting extra classes. The comment was noted and something the Durrington swimming and fitness centre was looking into.</p>

	<p>A question was raised about the mixed changing facilities and problems this might have on safeguarding children. It was explained that the changing facilities had changed to mixed changing due to safeguarding issue. The system now allowed the employees, teachers and parents to have more control on safeguarding as they were no able to supervise all the children in one area, the change also meant that the changing facilities would now be more busy discouraging any potential issues.</p> <p>Another question raised addressed the issue of the lack of communicating to the rural areas about the centre, noting that a number of the smaller villages did not know about Durringtons swimming and fitness centre. The comment was noted and would be looked into.</p> <p>The Chairman thanked Andy and Jon for their presentation.</p>
10	<p><u>2020 Re-basing Programme Update</u></p> <p>The Chairman drew attention to the written update on pages 15-16 in the agenda. Noting that there had been a recent meeting with Councillors and Officers to discuss the development although no firm decisions had been made at this point.</p> <p>The discussions pointed out that within Bulford the school was key for discussions and an option was discussed for a new road linking folly bottom to the A303. It was also mentioned that within Larkhill the proposed area covering the golf range was the most favourable with the possibility of a new school in the same location.</p> <p>The Chairman made it clear that the options explained were the views of Wiltshire Council's and not the Defence Infrastructure Organisation's (DIO), as such the DIO would report back and that any development would need to go through the planning process with applications expected in September 2014.</p> <p>It was noted that there would be another round of public consultation in May or June for 4 weeks.</p>
11	<p><u>Updates from Partners and Town/Parish Councils</u></p> <p>The Chairman referred to the updates set out in the agenda and invited further updates from Town/Parish Councils and other Partners, including outside bodies. It was noted that the preferred option was for written updates, to minimise time spent during the meeting.</p> <p>Police</p> <p>Inspector Lange referred to the written report on page 17 of the agenda drawing attention to the performance of the neighbourhood policing teams that look after the Amesbury area, noting the drop in crime figures.</p>

	<p>Attention was also drawn to the work with partner agencies tackling anti-social behaviour through parenting support classes and helping parent deal with challenging behaviour.</p> <p>Night time street pastors were to be launched at the end of March 2014 i the Amesbury area after being successful in Salisbury.</p> <p>Inspector Lange also expressed his concerns about the recent rise in sheds being broken into and encouraged the parish and town council's to promote the sale of shed alarms and to contact the local officer in-order to buy in bulk.</p> <p>Particular attention was drawn to a video of an offender captured on CCTV causing a number of crimes in the Amesbury area. Inspector Lange encouraged those present to be diligent and any help they could offer would be useful.</p> <p>An update to the A303 was given noting that in a recent meeting the issues of Stonehenge visitors centre and parking was discussed and English Heritage would devise a traffic management plan. Barriers would be situated along the road to avoid irresponsible parking and the highways agency would be tracking vehicle movement in the area.</p> <p>A question was raised about the offender if there had been any particular pattern to his crimes and Inspector Lange explained that they could not identify any patterns but the crimes had occurred in the Holders Field area in the early hours.</p> <p>Wiltshire Fire and Rescue Service</p> <p>The written report was noted.</p> <p>Amesbury – Housing, Economic Development, Planning & Tourism Panel</p> <p>The written report was noted.</p>
12	<p><u>A303 Update</u></p> <p>The Chairman drew attention to the update seen at agenda pages 25 to 26.</p> <p>It was noted that the Highways Agency would be reviewing the A303 including Countess and Longbarrow roundabouts.</p> <p>It was mentioned that all levels of government are currently discussing the A303 and the Area Board are now awaiting updates.</p>
13	<p><u>Update from the Community Area Transport Group (CATG)</u></p> <p>Cllr Hewitt drew attention to the report seen in the agenda and asked the Area Board to confirm support for the projects in Table 1 on page 28 of the agenda</p>

and encouraged the Parish Council to contribute to where possible to the Bulford crossing site.

A comment was raised on the traffic calming measures in Church Lane, Amesbury noting that the system was very dangerous and likely to cause accidents. Inspector Lange agreed and explained that the police have been monitoring the traffic calming measures which had been badly designed. The Chairman asked Cllr Hewitt to take the matter to CATG to be resolved.

Decision:

a. The Board noted the report and minutes of the latest CATG meeting

b. The Board agreed to support the schemes in Table 1 below:

	<u>Estimate</u> £	<u>Recommended</u> £
Winterbourne Gaters Lane – improved visibility splays	<12k	commit following assessment of other options
Bulford crossing sites	3,5k	commit following confirmation of parish council contribution
Bourne Cemetery Layby and associated works	11k	commit following outcome of trial holes to test location of gas pipes
Church Lane, Idmiston (kerb build out)	8k	request board approval on 27 March
A360 Shrewton bus stop – new dropped kerb	750	request board approval on 27 March
The Packway, speed improvement measures	Tbc	funding to be earmarked upon assessment of all possible options
Raleigh Crescent, Amesbury – new or relocated bus shelter	2k	request board approval on the 27 March
TOTAL	<u>£37,250</u>	

14

Community Speed Watch & SID Updated Procedural Note & programme

The Chairman introduced the item referring members to the written report on agenda page 37.

The update was noted.

15	<p><u>Amesbury Shadow Community Operations Board Update</u></p> <p>Cllr Westmoreland invited expressions of interest from representatives of the local community to sit on the Amesbury shadow community operations board. It was also mentioned that the response from the questionnaires had been overwhelming with positive feedback.</p> <p>Cllr Westmoreland explained that the expressions of interest applications would be open until the 2 May 2014, at that point the appointed person would be formally part of the board.</p> <p>The update was noted.</p>
16	<p><u>Community Priorities Report & Area Board Pledge</u></p> <p>It was decided to defer this item for a separate meeting to allow members to focus on the priorities.</p>
17	<p><u>Community Area Grants</u></p> <p>At the Chairman's invitation, Councillor John Noeken, Lead member for Grants, introduced this item.</p> <p>The Board considered the following grants.</p> <p>Decision</p> <p>Amesbury Street Pastors was awarded £1,623 towards project set-up costs.</p> <p><i>Reason - The application met the Community Area Grants Criteria 2013/14.</i></p> <p>Decision</p> <p>2nd Bulford St Leonards Scout Group was awarded £5,000 (£2,000 in 2013/2014 and £3,000 in 2014/2015) towards a new scout hut, conditional upon the balance of funding being in place.</p> <p><i>Reason - The application met the Community Area Grants Criteria 2013/14.</i></p> <p>Decision</p> <p>Winterbourne Stoke Parish Council was awarded £5,000 towards a multi-play unit and safety surface.</p> <p><i>Reason - The application met the Community Area Grants Criteria 2013/14.</i></p>

NOTE:

Cllr West left the room during the debate and decision making process and re-entered after the decision had been made.

Decision

Berwick St James Parish Council was awarded £247 towards the cost of two new litter bins.

Reason - The application met the Community Area Grants Criteria 2013/14.

Decision

Shrewton Recreational Ground Renovation was awarded £4,803 towards the cost of new steps and surrounding area.

Reason - The application met the Community Area Grants Criteria 2013/14

Decision

Durrington Walls Wind Band application for £1,260 was deferred to the next meeting.

Reason – The group had already benefited from Area Board funding in 2013/14 for the purpose of instrument renewal.

Decision

Bulford & Durrington Sunshine Club was awarded £500 as an emergency fund to ensure the organisation could remain open.

Reason - The application met the Community Area Grants Criteria 2013/14.

Decision

Newton-Toney Village Hall Committee was awarded £332 towards the cost of setting up a newsletter for the village.

Reason – The application met the Community Area Grants Criteria 2013/14.

	<p>Decision</p> <p>Shrewton Day Centre was awarded £340 towards the costs of arts and crafts materials to facilitate activities for the day centre services users.</p> <p><i>Reason - The application met the Community Area Grants Criteria 2013/14.</i></p> <p>Decision</p> <p>Amesbury Carnival and Show was awarded £2,710 in 2013/14 and £1,790 in 2014/15.</p> <p><i>Reason - The application met the Community Area Grants Criteria 2013/14.</i></p> <p>NOTE</p> <p>Cllr Noeken left the room during the debate and decision making process and re-entered after the decision had been made.</p> <p>(ACTION: Karen Linaker)</p>
18	<p><u>Future Meeting Dates, Evaluation and Close</u></p> <p>It was noted that the next meeting of the Amesbury Area Board would be held on 29 May 2014, 7pm at Figheldean Village Hall, Pollen Lane, Figheldean SP4 8JR.</p> <p>The Chairman thanked everyone for attending.</p>

Chairman's Announcements

Subject:

Recycling success means mini recycling sites are no longer needed

Summary of announcement:

The success of Wiltshire's kerbside collection of plastic bottles, cardboard, paper, cans, textiles, glass bottles and garden waste has led to a review of the county's mini-recycling sites.

Households across Wiltshire recycled more than 68,000 tonnes last year through the kerbside collections, including garden waste. 36,000 tonnes of this came from the black box and blue lidded bin collections meaning the smaller recycling sites in the county are now used very little – less than 3,000 tonnes is expected to be collected through the mini recycling sites this year.

Since the introduction of the new kerbside collections there has been a sharp fall in the amount of waste being taken to mini recycling sites, such as those in car parks. As a result, the remaining 126 mini-recycling sites in Wiltshire will be removed, with the money saved by reducing this service duplication being ploughed back into vital council services.

Signs informing people about the proposed changes will be displayed from early April, and the sites will close from 5 May. Recycling bins will be removed from the site before the end of May.

Any households without a blue lidded plastic bottle and cardboard bin or a black recycling box, can obtain one by contacting the council. Households can also have up to two black recycling boxes for recycling paper, glass, cans and textiles. On occasions where households have more recyclables than can fit into two black boxes, we ask that the extra materials are separated out into carrier bags and placed out for collection alongside the black box (mixed materials may not be collected). Anyone who feels they do not have space for extra bins or boxes can contact the council to discuss alternatives.

The key messages are:

- All mini recycling sites in Wiltshire will close on 5 May 2014 and the bins will be removed from the sites shortly afterwards.
- The sites collect materials that we already collect through the black box kerbside service. It is therefore a *duplication* of service.
- The use of these sites has declined dramatically over recent years, as the council has invested in more kerbside collections – we collected 36,000 tonnes of dry recyclables through the kerbside services last year, compared with less than 3,000 tonnes collected via the mini recycling centres.
- Householders can have up to two black boxes for their glass bottles and jars, newspapers, magazines and telephone directories, food and drinks cans and textiles. Any excess recycling can be placed out in carrier bags (one material type per carrier

Chairman's Announcements

bag please – mixed materials may not be collected). Residents unable to manage black boxes can be offered smaller black baskets with handles.

- Sites will be regularly cleaned after the containers have been removed to manage any littering or flytipping issues that may occur in the short term.

Application to designate Idmiston Parish Neighbourhood area

An application for the designation of Idmiston Parish as a neighbourhood area has been received from Idmiston Parish Council.

In order to prepare a neighbourhood plan, the first formal stage is to designate the neighbourhood area (see Neighbourhood Planning (General) Regulations 2012). The 'qualifying body' (usually a town or parish council) has to apply to Wiltshire Council to designate a neighbourhood area, state its reasons and submit a map of the proposed area. Following receipt of the application, Wiltshire Council must consult for at least six weeks before making a decision.

Please note this is a formal regulatory stage on the designation of the neighbourhood area and not consultation on the neighbourhood plan itself which will follow in due course.

Comments can be made on the application during the consultation period starting on **Monday 28th April until 5pm on Wednesday 11th June 2014.**

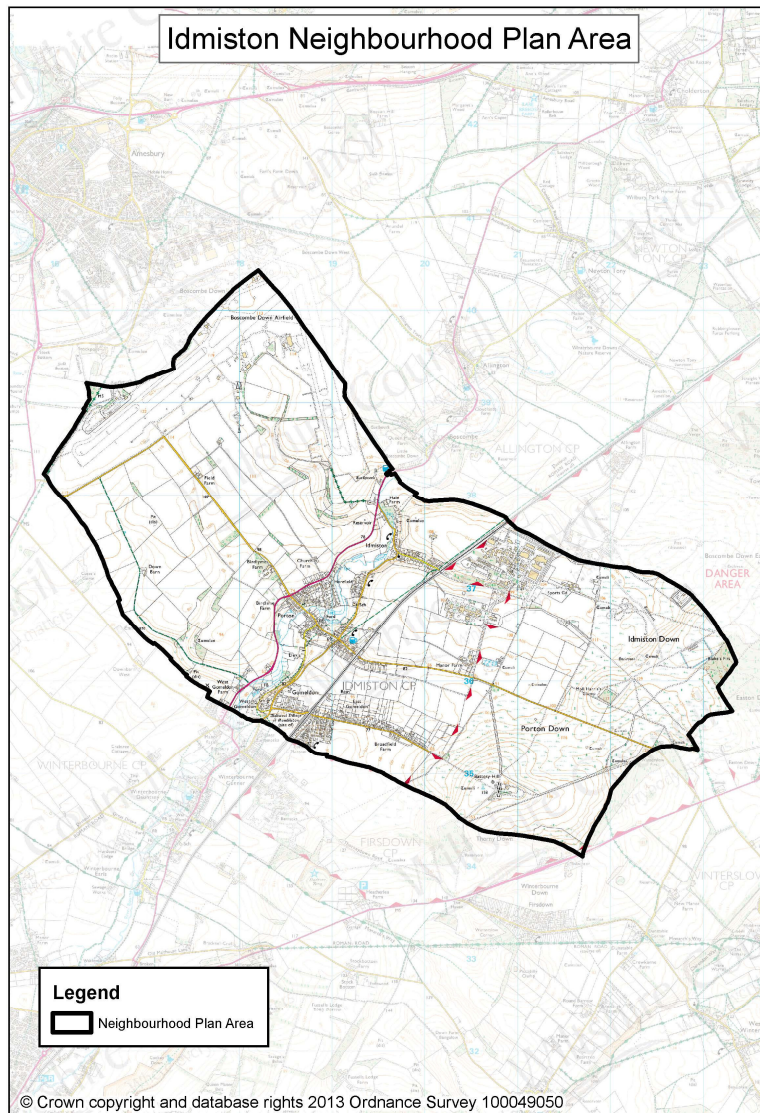
Following this consultation period Wiltshire Council will consider the comments received in determining the application to ensure that the area is appropriate. The decision will be published on the Council's website.

To make a representation on the proposed neighbourhood area we encourage people to view and respond to the consultation on-line via www.wiltshire.gov.uk/neighbourhoodplanning. However, we can also accept representations by e-mail to: neighbourhood.planning@wiltshire.gov.uk or by post to: Spatial Planning, Economic Development and Planning, County Hall, Bythesea Road, Trowbridge, Wiltshire, BA14 8JN.

Please note that your comments will be kept on a public file and they may be reproduced publicly in writing or on our website

Application for Designation of Idmiston Parish Neighbourhood Area

We have received an application for the designation of Idmiston Parish as a neighbourhood area from Idmiston Parish Council.



Proposed Idmiston Parish Neighbourhood Area

You can view and make comments on this proposal on our website at:

www.wiltshire.gov.uk/neighbourhoodplanning

You can also make comments by email (neighbourhood.planning@wiltshire.gov.uk) or by writing to us at Spatial Planning, Economic Development & Planning, Wiltshire Council, Bythesea Road, Trowbridge, Wiltshire BA14 8JN. A comment form can also be downloaded from the website address above.

THE CLOSING DATE FOR COMMENTS IS: WEDNESDAY 11th JUNE 2014

Army Basing Briefing for Amesbury, Pewsey, Salisbury, Tidworth and Warminster Area Boards - May 2014

Background

In March 2013, the government announced its Regular Army rebasing plans. These will see approximately 4,300 extra troops moving to Wiltshire. The troops relocating to Wiltshire will be accompanied by their families, bringing the total number of additional personnel to 7,700. These plans will require additional levels of services and provision of appropriate levels of infrastructure especially in relation to army housing, education provision, leisure facilities, transport and health facilities.

May 2014 Update

- The public consultation run by the Defence Infrastructure Organisation (DIO) ended on April 1. All responses and comments received from stakeholders are being reviewed by DIO and will be taken into consideration in developing the master plan. DIO welcomed the level of interest that has been shown during this consultation and was grateful for all of the comments received.
- Wiltshire Council's response was made taking into account the views and preferences of local members, to ensure community views were reflected, in addition to comments from its various specialist and planning officers. It was keen to ensure that DIO were fully aware of how the plans would affect services and issues such as education, transport, health facilities, sustainability of local settlements, the integration of military and civilian communities, preservation of the environment (including heritage assets) and the opportunity to facilitate economic growth for the area. It also underlined that central government funding would be required to provide additional community facilities if the planning applications were to be approved.
- There have been media reports which raised concerns about development potentially having an impact on views from Stonehenge. It is important to note that there are no proposals to build anywhere that could affect the views of the sunrise from this World Heritage Site.
- The DIO is continuing to carry out studies including transport, infrastructure and ecological assessments. It should have all the information available to complete the master plan in late May. Development options will be narrowed down to specific sites for housing and facilities within its bases. The master plan will be available for the public to consider the refined development proposals and submit comments to DIO. This is planned to run between late May and late June 2014, before being presented to Wiltshire Council's Strategic Planning Committee for consideration in July 2014. It will be accompanied by a Final Statement of Community Involvement which will provide a summary of the representations received, DIO's response to the representations and how the emerging master plan has been able to be amended as a result.
- Prior to DIO producing its master plan it is currently briefing key stakeholders of the changes it intends to make following the public consultation exercise. Such stakeholders include Wiltshire, Hampshire County and Test Valley Borough Council members; town and parish councils; the statutory authorities and Wiltshire Council planning and specialist officers. In addition, a further public meeting will be held in Tidworth on May 28 to outline the latest proposals. More details of the meeting will be available shortly.

- Planning applications are anticipated from September 2014 onwards, with the main construction programme commencing in 2016.
- Wiltshire Council continues to assess the level of services required including school provision, health, leisure, highways, waste and transport services.

Crime and Community Safety Briefing Paper Amesbury Community Area Board

May 2014



1. Neighbourhood Policing

Sector Commander: Christian Lange

Team Sgt: Ricky Lee

Amesbury Town

Beat Manager – PC Lucy Smith

PCSO – Jo Atkinson

PCSO – Wendy Leat

Amesbury Rural

Beat Manager – PC Ivor Noyce (from late November)

PCSO – Shona Maycock

PCSO – Will Todd

Durrington, Larkhill & Bulford

Beat Manager – PC Jayne Wilby

PCSO – Scott Young

2. NPTs - Current Priorities & Consultation Opportunities:

Up-to-date details about Neighbourhood Policing Teams including team membership, current priorities and forthcoming community consultation events can be found on our Wiltshire Police Website.

□ Visit NPT website at: www.wiltshire.police.uk

3. Performance and Other Local Issues

The crime figures for the Amesbury Community Area continue to go in the right direction with a 10% reduction in victims of crime compared to the same period last year. The most significant drops have been seen in the more rural areas. It is also pleasing to see that the occurrence of anti-social behaviour continues to drop.

In April we carried out another 'Operation Engage' where we carry out patrols with local farmers, the RMP, HMRC and colleagues from Hampshire Police to target rural crime. This operation involved over 40 people. I am sure that these regular operations help to deter criminals from targeting rural areas.

As we approach the Summer, Wiltshire Police are getting ready for a number of events in the community area. This year's Summer Solstice will be on a Friday night going into a Saturday morning (21st June) and it is therefore likely to be busier than previous years. This may lead to some disruption along the A303 or surrounding areas. The Amesbury Carnival on 14th June is also likely to be bigger than previous years with more attractions as this year it is linked to the WW1 commemorations.

The Response Officers who are currently based in Salisbury will be moving to Amesbury Police station in June on a temporary basis whilst the new facilities are built in Salisbury. This will mean that Amesbury Police station will be much busier as officers start their tour of duty at Amesbury before making their way to their areas of responsibility.

We are seeing a reoccurrence of thefts from vehicles, particularly at beauty spots. Despite the fact that police have been providing advice to the community about keeping property secure, we still find that some people leave handbags, wallets and other valuables in their cars. Hiding these under seats is no deterrent at all to thieves. Please encourage people never to leave valuables in vehicles.

Many thanks

Christian Lange
Sector Commander
Amesbury and Tidworth.

EM Amesbury NPT	Crime				Detections*	
	12 Months to April 2013	12 Months to April 2014	Volume Change	% Change	12 Months to April 2013	12 Months to April 2014
Victim Based Crime	1232	1090	-142	-11.5%	20%	14%
Domestic Burglary	30	18	-12	-40.0%	10%	6%
Non Domestic Burglary	155	128	-27	-17.4%	1%	7%
Vehicle Crime	115	107	-8	-7.0%	4%	13%
Criminal Damage & Arson	283	297	+14	+4.9%	14%	8%
Violence Against The Person	239	257	+18	+7.5%	48%	24%
ASB Incidents (YTD)	1028	782	-246	-23.9%		

* Detections include both Sanction Detections and Local Resolutions

**WILTSHIRE COUNCIL
AMESBURY AREA BOARD**

27 March 2014

**What matter to you in the Amesbury community area?
Conference report – local priorities for action**

1. Purpose of the Report

To update members on the outcome of the ‘What matters to you?’ conference held on the 20 February 2014 and to recommend that the Area Board uses the outcomes from the event to stimulate local action and to inform its priorities for the next two years.

2. Background

The ‘What matters to you?’ conference was held on 20 February 2014 and over 80 members of the public and partner agencies took part. The event focused on the data set out in the [Community Area Joint Strategic Assessment 2014-16](#), and used themed roundtable discussion to identify local priorities underpinned by JSA evidence. All participants had an opportunity to vote on the priorities and the results are set out in this report. Following identification and agreement on the priorities the themed roundtables then looked at practical community-led actions that could be taken to address the issues.

The purpose of the event was to:

- Gain a consensus around priorities for the area
- Provide the basis for community-led action and projects over the next two years
- Inform (or become) the community plan for the area
- Provide the Council and partners with a clear focus for actions

The Area Board is now invited to review the priorities and agree how it wishes to initiate and coordinate action working with partners, community groups and the public.

3. Priorities identified

The top 10 priorities identified at the event are set out at Appendix 1. These will be available to view on screen at the meeting. There were a total of 40 priorities identified, and these are listed at Appendix 2.

4. **Moving forward with community-led action**

To address the priorities, the Area Board will need to use its strategic influence and delegated powers to shape the delivery of local services and actions. It will also need to use its delegated resources to initiate and support community-led projects. Some of the actions will be easier to address than others and it is important to target areas where tangible outcomes and progress can be delivered. This will help to capitalise on the enthusiasm and momentum generated by the event.

To enable the Area Board to select such areas of focus, it is proposed that participants rank the top 10 priorities in terms of importance and by the ability of the community to make most impact. This may be facilitated by the use of hand held voting equipment at the meeting. This will provide the Area Board with a clear idea of those areas it can target most effectively. It will be up to the Area Board whether it wishes to champion a particular issue or theme over the next year and target its resources to support community-led initiatives around these themes and issues.

5. **Recommendations**

- That the Area Board adopts the priorities identified by the 'What matters to you' community event and works to facilitate local action to tackle those priorities.
- That the Board uses a participatory process to select a priority theme (s) and issues (s) to be targeted by the Board over the next 18 months.
- That the Board considers earmarking funding to promote, initiate and support community-led action around the selected priorities.
- That the Board considers appointing a lead member to champion any priority (priorities) adopted.
- That reports are submitted to the Board on progress made to address the priorities to ensure that positive outcomes are delivered.

Report Author: Karen Linaker, Amesbury Community Area Manager
Tel No: 01722 434697
E-Mail: karen.linaker@wiltshire.gov.uk

Amesbury Community Area Joint Strategic Assessment 2013

Summary of Key Issues

(would be good to have a meeting with professionals to fully discuss the implications of and the impact they believe the Area Board could make on these issues)

Census / Population

- 33,660 – 4th most populous area in the county
- 6,400 (19%) under 15years (4th highest in the county)
- 21,000 (63%) of working age (2nd highest in the county)
- 5.800 (17%) of retirement age (2nd lowest in the county)

Children & Young People Outcomes are generally good, but could be better based on the overall levels of health and wealth in the county

- We do not have high incidents of child poverty, but there are pockets of deprivation that we need to understand more about
- We are the highest in the county with completed **CAFs**
- Also high numbers of children supported by social care
- We rank the highest in hospital admissions of under 17 year olds
- Educational performance at KS 2 (4-11) is just below average (majority of primary schools rated good or outstanding)
- Educational performance at KS4 is poor – lowest in wiltshire

Community Safety

- ASB – getting better, but still needs monitoring
- Deliberate fires – as above
- Violence – as above (includes night-time economy and domestic abuse)
- Road traffic collisions (second highest in county, Chippenham being the top)

Culture

- Much of it in terms of history and heritage – how much more could be made of it – linking with the economy issues
- The new campus has opportunities to make more of culture in the area

Economy

- Big changes – TJ Morris, Rebasing, Porton Science Park
- Make more of visitor and tourist potential to improve retail health of Amesbury town
- High number of young people claiming benefits due to the lack of unskilled / non-technical jobs locally

Environment

- Flooding
- The health of our rivers (water quality, banks, invasive species)
- Shortage of accessible greenspace in urban areas (promote benefits of elsewhere in the area)

Health & Wellbeing

- 17th highest for alcohol related admissions to hospitals
- 16th highest for falls related admissions to hospitals
- Worst in the county for food hygiene
- Worst in the county for underage drinking
- Worst in the county for falls in over 65s
- 18th highest in the county for heart disease related admissions to hospital

Housing

- 4th highest in county of population calling for more affordable housing (influenced by needs of service leavers)
- Rebasing Project

Leisure

- Get more young people active
- Need to improve in attracting more volunteers to help out at sports clubs
- High levels of teenage obesity
- 18th highest in the county for heart disease related admissions to hospital

Transport

- Levels of investment and work projected for minor road and pavement repairs are below average for the county
- Cycle routes are recognised as a priority locally and corporately
- A303

Our Community

- Still need to ask some questions about the areas of deprivation
- Volunteering – has improved, but we could be better

Top 10 Priorities

- (1) Provide opportunities for young people to demonstrate the positive contribution they can make to the community
- (2) Reduce underage drinking
- (3) Attract people and new businesses to the town centre, including tourists and local shoppers
- (4) Take action on litter especially in the estates around Amesbury
- (5) Quantify where and who are experiencing mental health difficulties and ensure support services and professional care are appropriately targeted
- (6) Ensure the provision of suitably sized new housing across the community area to (i) prevent the restriction of movement (ii) allow flexibility for down-sizing and (iii) accommodate new families in the right location(s) – allowing local community control/input of the housing stock and taking into account the Army 2020 rebasing project.
- (7) Update the area's leisure facilities, especially those in Amesbury
- (8) Improve A303 – get traffic off local roads and reduce rat running
- (9) Target deprivation in the area, understanding the groups affected
- (10) Help arts and cultural groups and clubs to better network and grow to ensure more people are able to access them and engage in arts and cultural activities

COMPLETE LIST OF PRIORITIES (RANKED IN ORDER)

CHILDREN & YOUNG PEOPLE		%
1.	Provide opportunities for young people to demonstrate the positive contribution they can make to the community	32
2.	Facilitate more activities that bring older and younger people together	30
3.	Preserve and develop levels of support for young people	24
4.	Develop a web presence to promote services, volunteering opportunities and to provide a forum for young people	14
COMMUNITY SAFETY		
1.	Reduce underage drinking	43
2.	Improve road safety including education of motorists and cyclists	28
3.	Reduce domestic abuse	15
4.	Reduce incidents of house fires particularly amongst vulnerable groups	10
5.	Reduce sexual offences	3
ECONOMY		
1.	Attract people and new businesses to the town centre, including tourists and local shoppers	69
2.	Improve parking in Amesbury town centre (provide free parking for employees)	9
3.	Set up a job club and vacancy board for the community area	9
4.	Improve young people's understanding of the local jobs' market in the area	8
5.	Amesbury business community to work more closely with the Wiltshire & Swindon Local Enterprise Partnership	5
ENVIRONMENT		
1.	Take action on litter especially in the estates around Amesbury	40
2.	Improve promotion of the Woodford Valley's network of footpaths and cycle ways as a free resource of leisure	37
3.	Improve water quality, conditions of the banks, and control of invasive species along the River Avon	23

HEALTH & WELLBEING		
1.	Quantify where and who are experiencing mental health difficulties and ensure support services and professional care are appropriately targeted	42
2.	Reduce underage drinking (research the where, why and who)	19
3.	Improve access to services for vulnerable people, via a one stop shop / campus model	19
4.	Ensure the most vulnerable have access to a named GP and dentist, and the opportunity to access these services within a reasonable timescale	15
5.	Improve partnership working of professionals and the community so that the elderly receive good support when leaving hospital to return home or to go into care	5
HOUSING		
1.	Ensure the provision of suitably sized new housing across the community area to (i) prevent the restriction of movement (ii) allow flexibility for down-sizing and (iii) accommodate new families in the right location(s) – allowing local community control/input of the housing stock and taking into account the Army 2020 rebasing project	46
2.	Improve the supply of housing (both social and private) for the growing elderly population	22
3.	Achieve a better balanced housing market taking into account the demographics of the area	12
4.	Build more small homes and facilitate improved community control of the housing market	12
5.	Ensure improved understanding of the needs and impact of the military population (both serving and retired) on the housing market in this area	8
LEISURE		
1.	Update leisure facilities, especially those in Amesbury	33
2.	Demonstrate effective planning for the provision of leisure facilities in the area, linking in with the campus project and the army rebasing project	25
3.	Provide more outdoor leisure facilities	19
4.	Improve access to leisure facilities across the area, especially in the rural outlying villages	17
5.	Map leisure facilities, activities and clubs currently available and then assess how these should be supported and improved	6

TRANSPORT		
1.	Improve A303 – get traffic off local roads and reduce rat running	44
2.	Improve bus services, especially those supplying rural villages	19
3.	Improve conditions for cyclists (infrastructure and signage), and promote this mode of transport, drawing on all funding opportunities	16
4.	Improve road and pavement conditions	16
5.	Reduce speeding and make road layouts more pedestrian / cyclist friendly	5
OUR COMMUNITY		
1.	Target deprivation in the area, understanding the groups affected	42
2.	Area Board to form a ‘community leadership and vision group’ to bring ideas together from the community to assess needs, resources and to ensure action is taken where needed	29
3.	Pursue opportunities offered by the community campus project, maximising on rural and urban engagement	16
4.	Set up community cafés to enhance community spirit and engagement	13

**WYLYE, FISHERTON DE LA MERE
AND DEPTFORD PARISH PLAN**

January 2014

The main conclusion you will see in the plan is that a working group must be formed to progress the recommendations. If you are willing to join a group to undertake this work – which should not be onerous – please contact me, Tom Cox, at 01985 248597 or tomcox4@aol.com , or Jenny MacDougall (Clerk to the Parish Council) at 01722 790339, or any members of the Parish Council itself

opened with trains stopping at many of the villages on the way. The station at Wylve in 1918/1919 employed around 10 full-time staff including those responsible for local track maintenance and level crossing gates. In nearby Codford at the same date the total recorded was 23 as this was a wartime freight centre. Many small village schools in the valley depended on these trains which only closed to passenger traffic in 1955. When the trains stopped running many of these schools closed as well. This together with the loss of affordable housing has led to many families with young children being forced to move away from the Wylve area with an inevitable impact on the average age of local communities.

It was the railway that began to open Wylve to the outside world followed by the gradual and then rapid spread of motor transport. The combination of these two forms of transport meant the inevitable end of the self-contained communities of permanent inhabitants who commonly lived and worked in one place for the whole of their lives. As late as 1908 the village of Heytesbury, although served by the railway, was the only village in the area with a main street coated with tar. A recent history of Wiltshire records the dust in summer as being damped down by sprinkling water from a barrel on a horse-drawn cart. The dust, the mud and the holes in the road which were filled with stones also presented problems for travellers.

Twenty two council houses were built at Wylve in the 1930s, 50s, 60s and 70s. Between 1970 and 1995 nine private houses were built in Church Street and 18 in terraces between Teapot Street and Town's End. The whole village was designated a conservation area in 1975. These new houses are reflected in the population figure, which rose by 100 between 1981 and 1991. The village still has a church, post office and pub, but sadly the school closed in 1973. Wylve was bypassed in 1975 when a section of the A303 was moved to farm land west of the village. The Swan Inn was a victim of this change as there was no longer enough passing trade to support two public houses.

During the 1980s the memories of several residents who had lived in Wylve during the 1920s and 30s were collected and preserved. At that time there were still farmers, a baker, a grocer and two butchers. A local man also ran a fish round. His fish was sent down to Wylve by train from Grimsby every Tuesday and Friday. Wylve also had a successful motor engineers and haulage contractors business called Smith Brothers. This firm started by supplying coal, coke and firewood, later opening a petrol station and car repair garage. It also charged wireless batteries, and in the 1930s it progressed to wiring houses for electricity although for quite a few years there was little demand for electricity or water to be supplied because of the cost involved. The villagers did not want to pay extra rates when they were happy drawing water from their wells. They felt the same about electricity; the Bull family was one of only six houses that had electricity installed c.1933. Mr Bull was very keen for his wife to have an electric iron. He paid £3 each year for three lights, one plug and the use of 120 units of electricity.

Wylve's long association with sport goes back to 1798. This was the year that a group of men from Salisbury and their opponents from Stockton met at an inn at Deptford to celebrate the first recorded cricket match in Wiltshire. The Deptford inn was also the meeting place of the first hare coursing club in Wiltshire, which was formed in 1819. Foxhunting was well established in the county by the 1820s, including the South and West Wilts Hunt. The Wylve Valley Hunt was formed in 1919. In the 1950s the river was rented by two clubs, the Wylve Club and the Wilton Fly Fishing Club, both having been formed in the 19th century. There was a Football Club in the village, many of the players being employed at the railway station. There was also a brass band in existence in the 1920s.

Dramatic and painful changes in village life also took place as a result of both World Wars. In the First World War many wounded survivors from the Australian and New Zealand forces were brought to the UK to recover before returning to their home countries and were housed in several of the large houses in the area that had been converted for use as nursing homes. Tragically many of these men, having survived the hell of the trenches, were then killed by the great influenza outbreak of 1918/1919. There is a memorial recording many of their names in a beautiful setting just outside Codford.

In the Second World War the area around Wylve was one of the congregation areas for the preparations for D-Day and the roadside camp on the A36 at Knook still exists as do some of the huts hidden among the trees just off the road to Dinton. Many crash sites of planes exist around Wylve and are increasingly being investigated and recorded by local historians while contemporary knowledge of these incidents is still available. The crash site of a French plane that had crossed the Channel in 1940 was excavated in 2007 near the river at Hanging Langford and the smell of the aircraft fuel that had saturated the ground was still easily recognisable.

The difficult bit will be in creating a framework which will best allow intentions to be fulfilled; a framework that will lead to action by all those living in Wylve. At the moment we have three main committees in the village – the Parish Council, the Wyvern Hall committee, and the Parochial Church Council (which manages our two churches). These cannot carry out the work alone. The Parish Council is three short of its needed strength and the churches run with only one church warden; the Wyvern Hall is well represented, but still needs more support. "Principal Recommendations" are listed here, but the important matter is in the following section: "The Way Forward". This section emphasises the need for an enabling team, probably about six to eight people. This team can decide on priorities and delegate specific parts of the work that should be done.

However work is needed not only in internal activities. There must be a constructive relationship with service providers and, above all, with the Wiltshire Council. This will become a major part of the enabling team's work.

Methodology

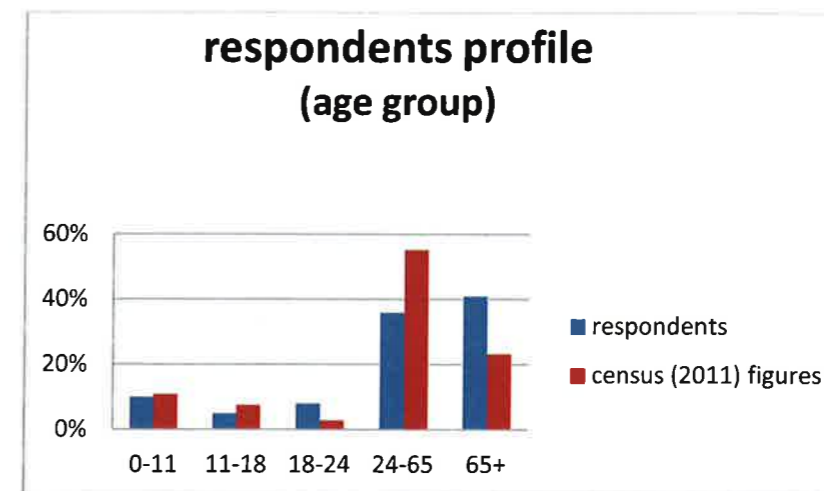
The idea of the Parish Plan was initiated towards the end of 2011, and presented to the village at a well-attended meeting in the Wyvern Hall. A committee, to progress the work, was then formed - the members being:

- | | |
|-----------------------|----------------------------------|
| Lucy Cassels | Emma Hussey |
| Ron Copp | Frances Richchardson (part time) |
| Tom Cox (chair) | Mark Saunders |
| John Emmerson | Mark Shuldham |
| Heather Everett | John Tarran |
| Katherine Heppinstall | Patrick Woodward (part time) |

Initially, a rough form of a questionnaire was put together. This was designed to obtain the basic information that, in turn, would show clearly the wants and concerns of the village. Early in 2012 there was a further village meeting where the more detailed form of the project was outlined and comments taken.

During the first quarter of 2012 the final questionnaire was formed, containing some fifty questions. The larger part were multiple choice or required simple yes/no responses. The document was circulated to all houses (200), and completed forms received by the end of September. Unfortunately the initial response (only 50 forms returned) was poor - this figure being insufficient to provide a meaningful profile of the village. It was therefore agreed to re-send the document in January 2013. The second response was much better with an ultimate total of 110 completed forms returned. This allowed a good profile of the village's views to be developed.

Although the responses were anonymous, we obtained some background to those who contributed. It is interesting to compare the responding age groups with the demographic profile of the village (The figures reflect the make-up of the households, rather than actual age of the respondents!):



The results show a weighting towards the older population, but, in general, the profile will give a good representation of the village's main concerns.

when dealing with matters such as the reinstatement of the bus service, possible negotiations with the owners of the Bell, etc.

I hope that all who read this will, at the least, see that we live in an active community. We may not cry out for great change, but we are aware of the short-comings that at present exist. I trust that there will be people who will come forward to make our recommendations happen.

Tom Cox 1 January 2014

Schools	1) Develop areas of communication and cooperation with schools. In particular, look at methods of supporting funding needs.	
The Bell, the Wyvern Hall, the church	1) Establish a programme of lectures, films, fitness classes etc to allow more social use of the Wyvern Hall.	
	2) Support the Parochial Church Council in working to enhance the importance of the church in the community.	
	3) Develop an approach that can lead to the Bell being restored to its former glory as a village pub.	
Village Appearance	1) Establish a programme of regular village clean-up days.	
	2) With Wiltshire Council, establish a reliable service from the parish steward.	
	3) Ensure, at suitable points, that bags are available for the collection of dog fouling.	
General Items	1) Ensure that information is available on methods and subsidies that can help with energy costs.	
	2) Encourage more participation in the parish committees - Parish Council, Parochial Church Council, and Wyvern Hall Committee.	
	3) Establish a village web site.	
	4) Investigate ways in which digital radio, mobile, and tv reception can be improved and press for high speed broadband.	

A Proposed Way Forward

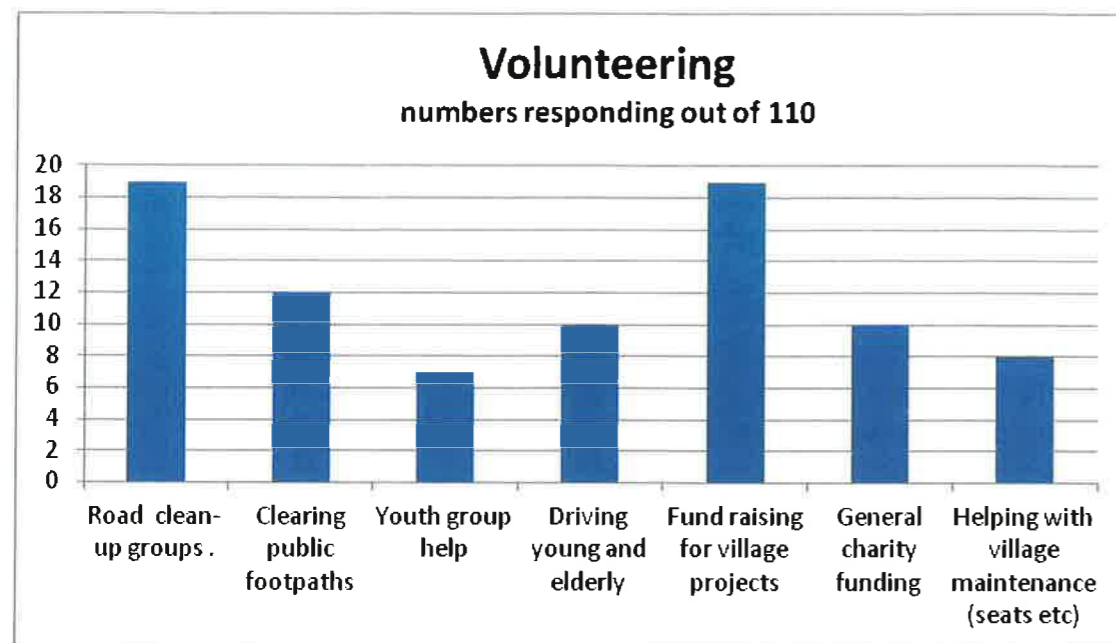
The recommendations for action give guidance as to what the village wants to see done and the form for the village in the future. The major problem will be in turning intentions into actions. Our principal need will be the formation of an enabling group that can delegate work to individuals. This group would be made up of some half dozen persons who, individually, would be willing to take responsibility for a particular tranche of the work. The group would keep in close contact with the Parish Council, the Parochial Church Council, and the Wyvern Hall Committee, to ensure that its actions had their full support.

There will be a great need to work with external agencies, Wiltshire Council, police, schools, highways, NHS etc. Therefore one must understand each of the relevant agencies. Only then can the optimum way be seen to achieve the individual goals. For example, with roads, the framework of Wiltshire roads and environmental maintenance must be determined. In addition, Highways must be contacted, so that matters that involve the A303/A36 intersection can be followed up.

We should see, initially, a brief information document being prepared for each agency – this would describe the agency, and identify which of the listed recommendations would involve dealing with it. There could be a case for sharing this work with neighbouring villages.

Once the external agency framework is understood, the individual needs and actions can be progressed. Again, this will need individuals to push the various projects.

Progress reports will be needed – we suggest quarterly, being directed to the Parish Council, the Parochial Church Council, and the Wyvern Hall Committee, as appropriate. Ideally the reports will be shown also on the village web site, when it comes into being. The plan itself will probably need a full review within 5 years.

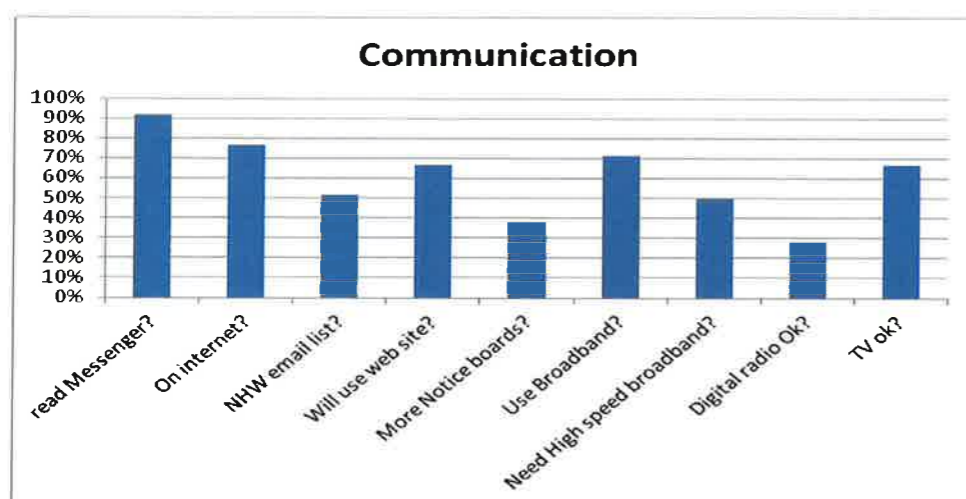


Recommendation

- Move to put together volunteer groups for the various topics. . (see “The Way Forward” above)

12 COMMUNICATION

We ended the questionnaire with enquiries about communication. Internet, which is now important in so many ways, is used by only 75% of the respondents. This is probably close to the national average for a village such as ours. Supplier used (predominantly BT) is seen as good to adequate by 80%, though 50% would like to see high speed broad-band. Other topic responses are shown on the graph below. Essentially, all read the Messenger, which is the prime source of regular village information. Digital radio, and possibly TV, reception still seems to be poor for many in the village. Virtually all those using the internet would expect to use a village web-site, when created.



2 History

An excellent short history of Wylde Parish has been prepared for this report by John Emmerson, and is given in Appendix 1. The following is a short summary.

The original Wylde parish boundary was defined in the 10th century and contained two distinct communities, Wylde and the tithing of Deptford; the land belonging to Deptford being north of the river, Wylde being south of the river. In 1934 the size of the parish increased from 936 hectares to 1,608 hectares when Fisherton de la Mere village and parish was added. The village is named after the river but its origins are uncertain.

The areas of high ground on both sides of Wylde were natural defensive positions with ready supplies of water and so became fortified areas of settlement from very early times. To the north of the river Wylde massive fortified remains are clearly visible from the A303 at Yarnbury Castle and to the south a similar but less dramatic site exists at Bilbury Rings or Wylde Camp.

Wylde itself was essentially an agricultural community with most of the land in the surrounding area being held by one or more of the great landowners. In 1086 the Manor of Wylde was acquired by Wilton Abbey and ownership remained unchanged for nearly 500 years until the dissolution of the monasteries. During the following years ownership passed to Sir William Herbert, who was created Earl of Pembroke in 1551.

The Pembroke Estate remained the owner of most of Wylde on the south side of the river until death duties led to its sale by auction in 1918 and the Manor was broken up into three farms (Manor Farm, Wylde Down Farm and East Farm). Deptford Manor on the north side was sold by the Duke of Somerset, also by auction, in 1919.

Farming for many centuries was the main source of employment throughout the parish of Wylde and the surrounding area. In 1851 the land in the parish supported six farms ranging from a 200 acre farm employing ten labourers to the 1,700 acre farm at Fisherton which employed 52 labourers. 30% of the population were working on a farm.

An important factor in the development of Wylde in the 19th century was the introduction of railways and the construction of the Andover to Exeter stretch of the GWR. A branch line between Salisbury and Warminster was opened with trains stopping at many of the villages on the way. The station at Wylde in 1918/1919 employed around 10 full-time staff.

It was the railway that began to open Wylde to the outside world followed by the gradual and then rapid spread of motor transport. The combination of these two meant the inevitable end of the self-contained communities of permanent inhabitants who commonly lived and worked in one place for the whole of their lives.

Twenty two council houses were built at Wylde in the 1930s, 50s, 60s and 70s. Between 1970 and 1995 nine private houses were built in Church Street and 18 in terraces between Teapot Street and Town's End. The whole village was designated a conservation area in 1975. These new houses are reflected in the population figure, which rose by 100 between 1981 and 1991. The village still has a church, post office and pub, but sadly the school closed in 1973. Wylde was bypassed in 1975 when a section of the A303 was moved to farm land west of the village.

In the First World War many wounded survivors from the Australian and New Zealand forces were brought to the UK to recover before returning to their home countries and were housed in several of the large houses in the area that had been converted for use as nursing homes.

In the Second World War the area around Wylde was one of the congregation areas for the preparations for D-Day and the roadside camp on the A36 at Knook still exists as do some of the huts hidden among the trees just off the road to Dinton.

Questionnaire Analysis

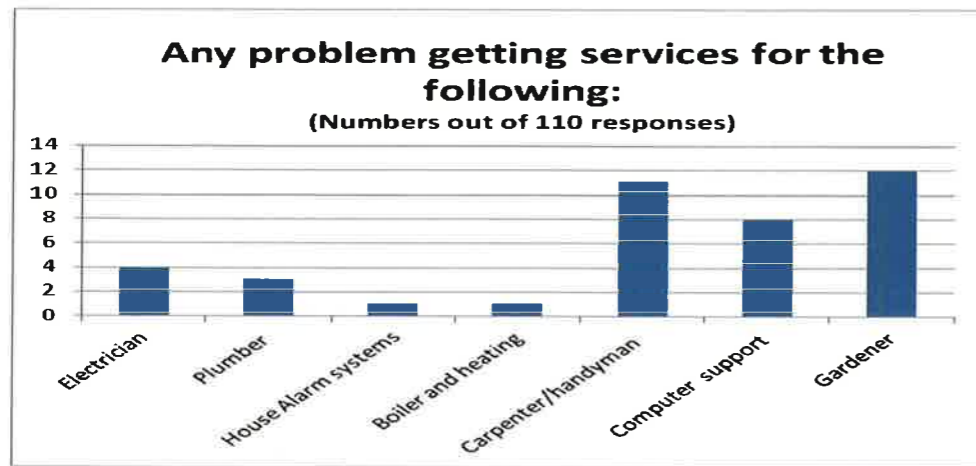
9 OTHER SERVICES AND FACILITIES

Medical Services.

The large majority of respondents (80%) use the services of the Codford surgery. All seem reasonably satisfied, though there was some demand (30%) for more general information on health services. Occasional newsletters in the Messenger were suggested. In fact, there is a regular piece in the Messenger every two months or so, discussing services. Surprisingly, only 30% used the shop delivery service for prescriptions. One area where help is needed is in the provision of transport for those that find problems in getting to Codford (see recommendations on transport – section 3 above.)

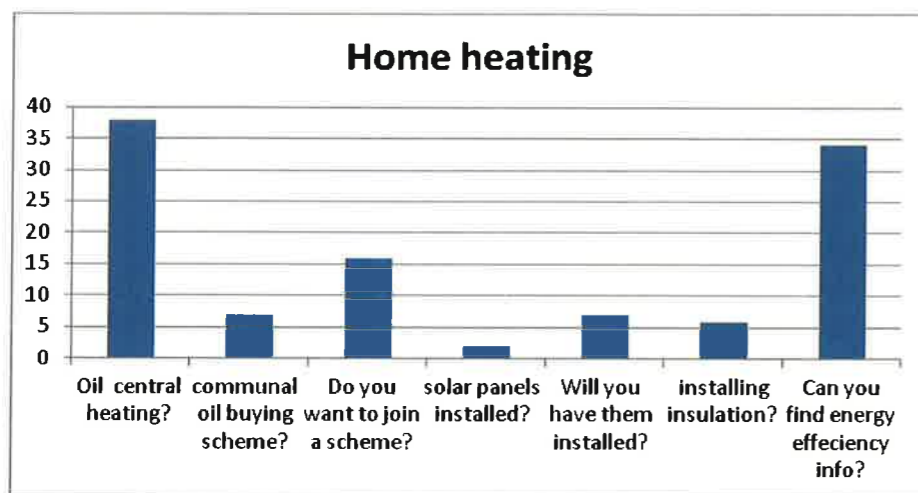
General services

We asked how difficult it was for people to get help with home maintenance. The results (see below) show that help is generally available – though there is some need for more carpenter/handyman services, and there is more work for gardeners. Possibly a list of service suppliers in the immediate area could be maintained – though this is essentially supplied by notices in the shop and the Messenger.



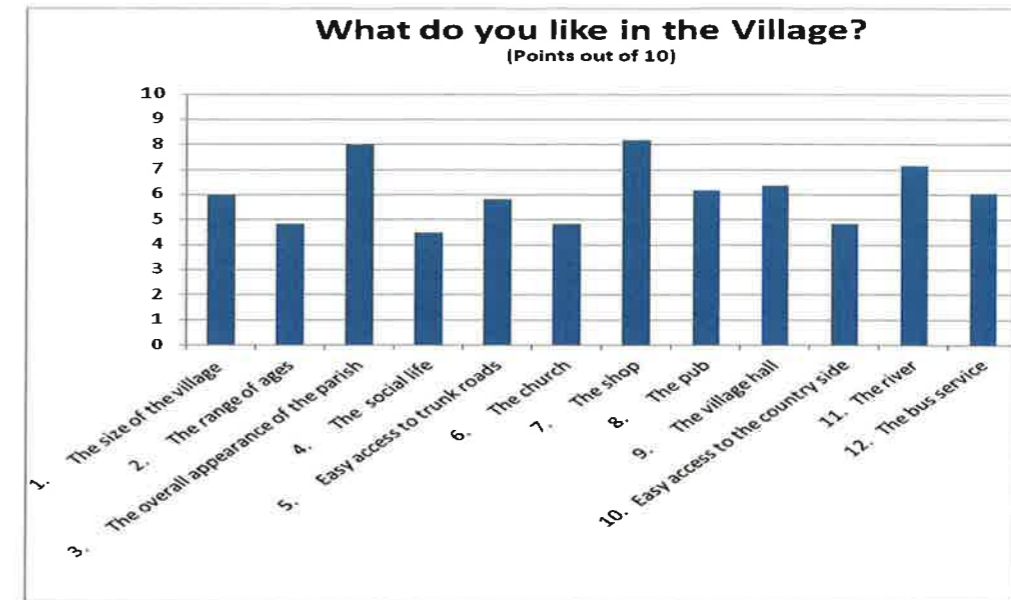
Page 37

We also asked about home heating. The responses are shown below.



As expected, the large majority use oil central heating. There is no great enthusiasm (20%) for communal oil buying, since supply needs and timing can vary so much from home to home. 55% know where to find energy

1 THE VILLAGE AND ITS APPEARANCE.



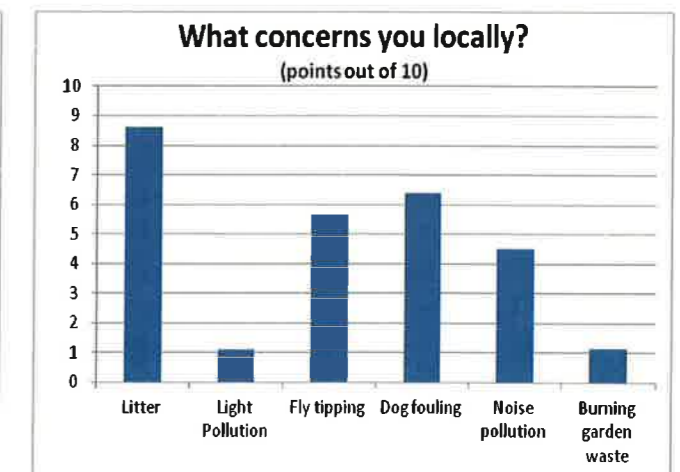
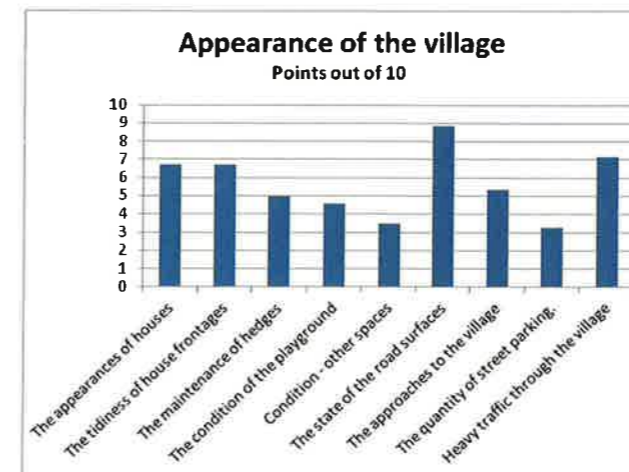
We asked what really influences your view on the quality of life in Wylve. Responses show that the four most appreciated factors are: the shop, the overall appearance of the parish - in particular the river, the pub, and the village Hall. This is to be expected, since they, in many ways, express the village as it is – particularly to visitors. Comments emphasised that effort was needed to support the shop and pub.

Recommendation

- Ensure that the Parish Council registers “an expression of interest” in the Bell and the shop with the Wiltshire Council. This will legally allow the village a period of time to look at options, should either be put up for sale or change of use. This was, in fact, completed in Summer 2013.

2 What concerns you locally?

The factors having the most important effect on the village are seen to be the state of the roads and the presence of heavy transport in transit. Litter, noise pollution from the A303/A36, and dog fouling (particularly in the playground area) are also seen as significant problems.

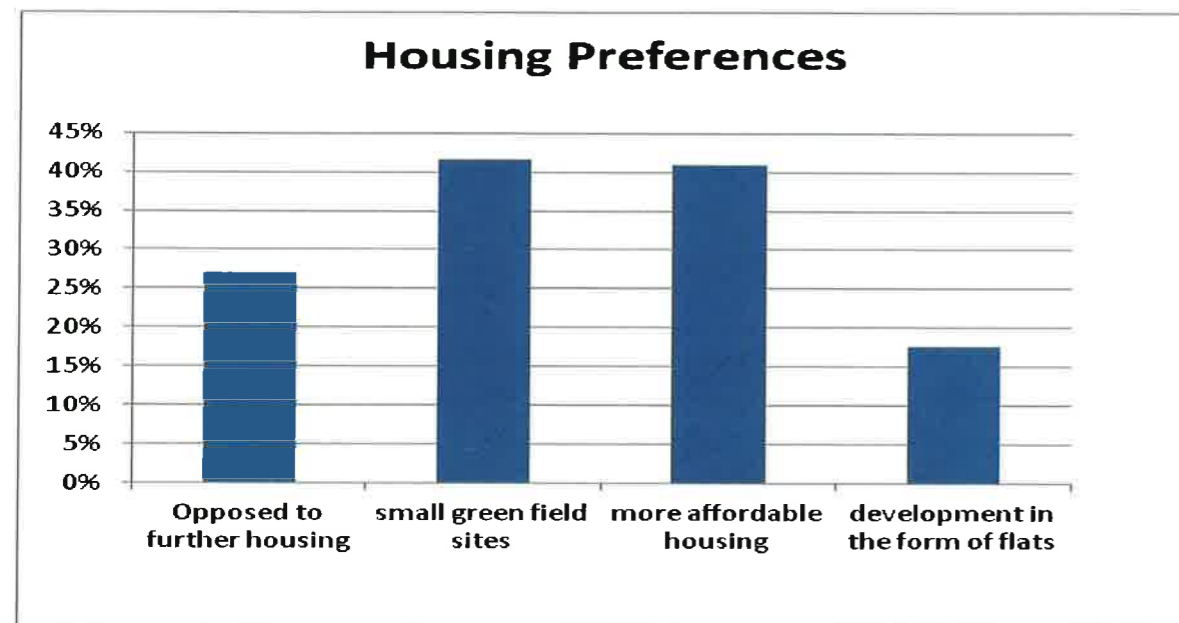


As can be seen from this graph, 27% of people are opposed to any housing growth, while, of the remaining 73%, 36% would support a growth of 1%-5% (up to 10 houses), 28% support a growth in housing of up to 10% and only 9% would support growth of up to 15%.

Of those who support housing growth, preference went to small green-field sites (42%). More affordable housing was also well supported with 41% agreeing. 23% of those questioned would accept development in the form of flats. There was a fairly equal division in the comments made between those who thought that any new development, whether it was flats or affordable housing, should be for young people who wanted to stay in the village, or for elderly people who might want to move into smaller accommodation in the village, thus freeing up the larger houses for younger families. Generally, all those who commented felt that any new developments should be in keeping with the general appearance of the village and should be no more than two stories high.

If affordable housing developments were to be considered, there would obviously need to be a careful examination of the criteria under which any such houses could be bought and sold. Another issue which would have to be considered if there were to be a growth of housing within the parish, which was not raised in the questionnaire, was the matter of services e.g. drainage and sewage. At the moment there are considerable problems on this front.

People also felt that it was important that the village remained compact in size and that any new housing did not straggle towards the neighbouring villages.



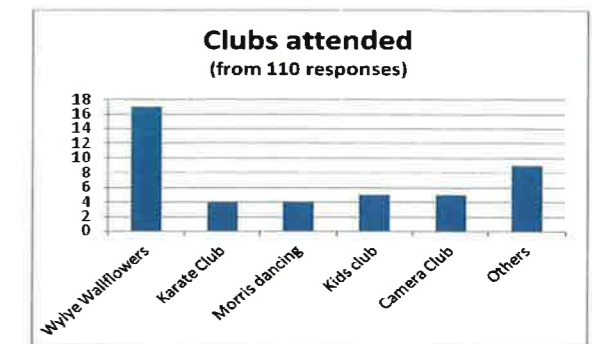
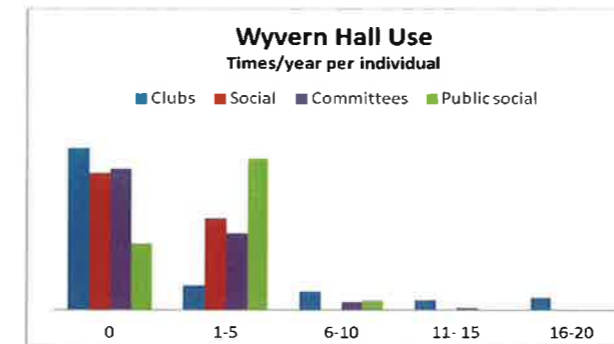
Recommendations

- Consider opposition to all future building in the village until the drainage infrastructure is improved.
- Ensure that any controversial planning applications are identified as early as possible and put up for open discussion at a meeting. If opposed, then ensure that a closely argued case against (with support from our councillor) is made to the Council's planning department.
- Ensure that planning constraints put upon builders, during the construction phase, are respected.
- Identify any green-field sites within the village boundary which would be acceptable for further development.
- Undertake further research into whether there is a real demand for affordable housing for young and elderly, and the feasibility of any such development.

7 POLICE

We are fortunate in that 85% see Wylve as a secure and low-crime village. Nevertheless, 70% percent would want there to be a greater police presence. With the current economic restrictions, any increase in policing is

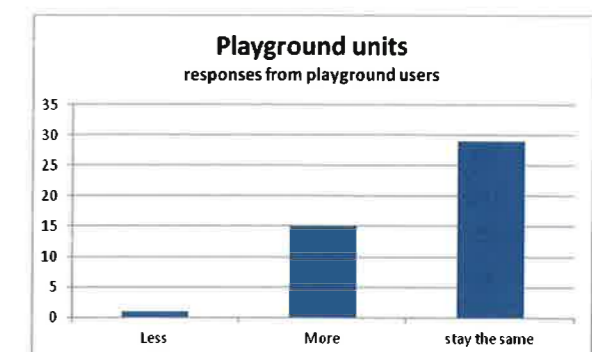
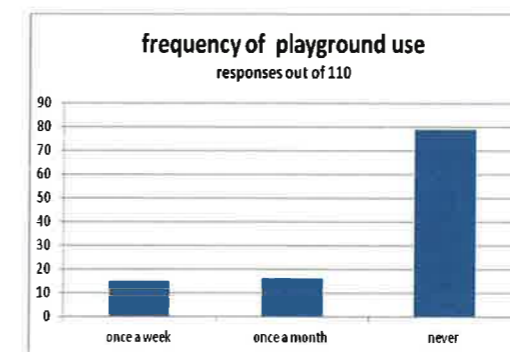
Wyvern Hall



Comments on the Hall were generally positive and the feeling was that we are lucky to have a large and functional hall in the midst of the village. Inclusive social events such as Harvest Suppers and charity lunches received good feedback with the majority of the village attending some form of social function between 1 and 5 times a year. Most clubs appear not to be very strongly attended with the exception of The Wylve Wallflowers, but those who do attend them voiced their appreciation and they are obviously worthwhile. Suggestions for new uses of the Hall showed that films and lectures were favoured, and written comments indicated the popular demand for various fitness classes. There was mention of the condition of the parking area and that resurfacing could improve it. Fund raising for this is currently under way.

Playground

The playground is another integral part of the village, providing not only recreation for children but also a venue for events such as the Fete and summer barbecues etc. The statistics below reflect the views of families with young children, and grandparents, who in particular feel positive about these facilities and how much they are enjoyed by visiting grandchildren.



Answers and comments show that there is no pressing need for a change in equipment although some suggested more structures for the very young. There was much mention of the need for the grass to be cut more often and this must be addressed.

The Shop

The village shop and post office are a particularly attractive feature of the village and a lifeline to many in the parish. 90% of respondents use the shop at least once a week and 30% go five or more times. 75% also use the post office once or more a week, and we all know how invaluable the newspaper delivery is and the amount of work that the present management puts into this.

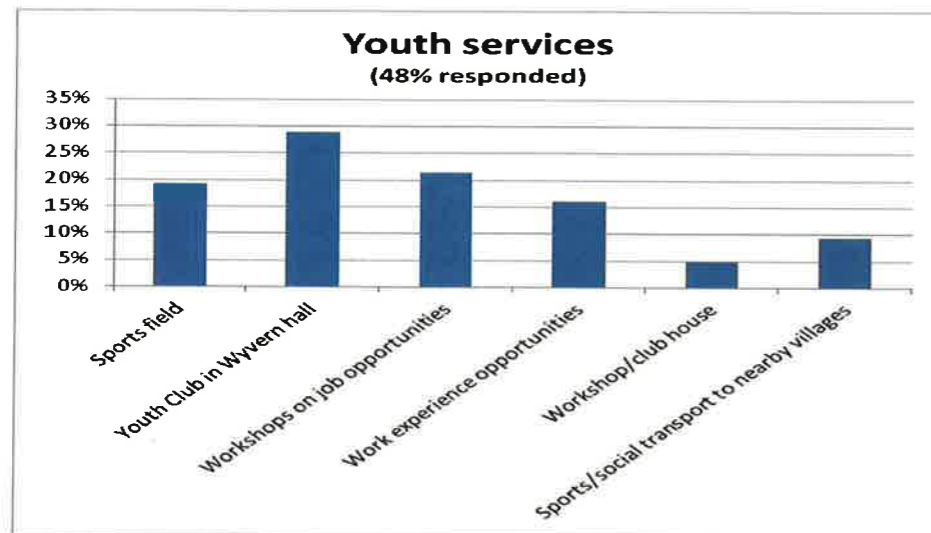
Recommendations

- Look more closely at any way in which the impact of HGV traffic can be reduced.
- Find ways to improve Wiltshire Council's performance on road maintenance, and street cleaning.
- Look into better access to the Deptford bus stop
- Switch off street lights at 01.00 hrs
- Set up communal street cleaning teams.
- Contact Highways re clearing litter on the A303/A36 intersection.

SERVICES FOR YOUNG AND OLD

The young in Wylde are offered limited facilities in the village. We have the play ground and a weekly playgroup for the very young (Monkey Doodle Play Group) but there is no sports ground, and the youth club closed in 2010. Clearly there is a need for some action. There are a reasonable number of families with young in the village, and justification for more support for them. For instance Monkey Doodle is well attended and draws mothers and children from neighbouring communities. It is nevertheless hard work for the organisers, and voluntary help is needed – also, as with the schools, fund raising is a must.

We asked for opinions on possible services that could be created. Of those proposed, those most favoured were: a youth club, workshops on job opportunities and how to find work, and development of work experience opportunities. Sports opportunities were not seen as so important. Nevertheless there is obviously a need for some sports support – probably in association with neighbouring villages.

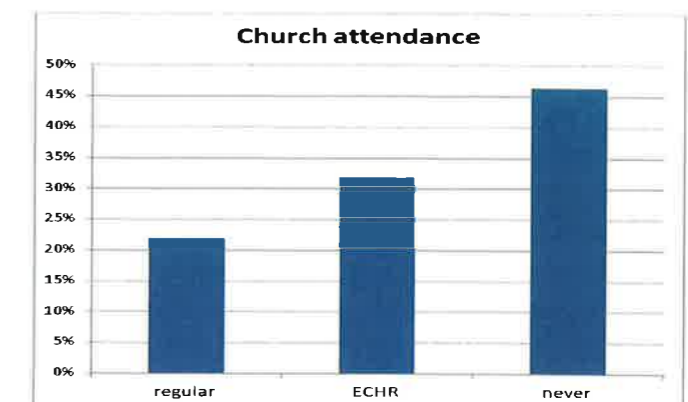
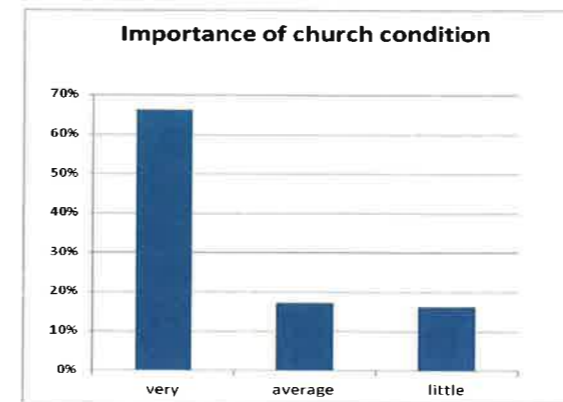


With the old, the main points were: regular visits by neighbours, and help in the home (and garden) and with transport. Visits and help by the young would be especially appreciated. Currently the elderly have access to support through the social services, and can obtain through Age UK (Salisbury) information on the many allied services that are available to them – there are some twenty relevant charities and organisations in Salisbury alone. The local Good Neighbour Coordinator (run through Community First) and the Age UK befriending services can provide help for those who feel isolated. The Wilton Link can help with transport and also some support services. None of this, however, can replace the day-to-day support from within the community.

Recommendations

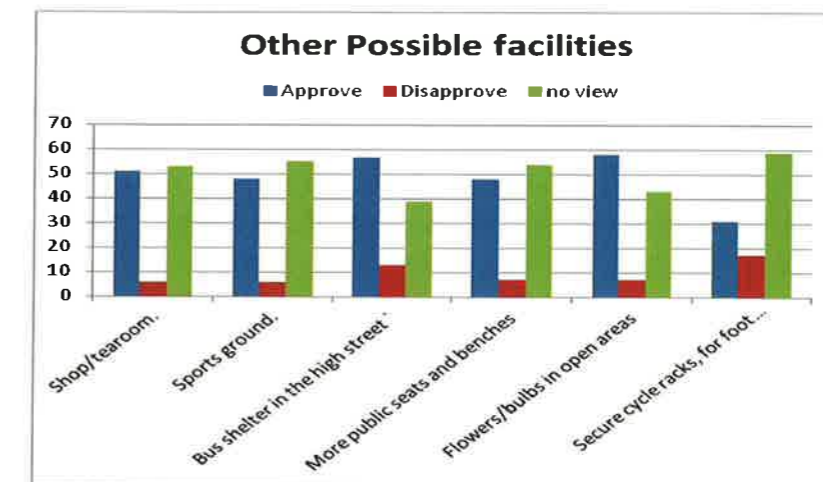
- Develop a youth club. From this could flow action on work-associated initiatives (work experience etc), sport initiatives, and general help in the community.
- Develop a group who would keep regular contact with the older members of the community.

A question on whether the church should be used for secular events produced a mixed response but as the Village Hall is located centrally and has all the amenities this is probably not worth pursuing. Comments showed that the type of secular event would have to be suitable and this could create problems.



Other Possible Facilities

The response showed no one new facility being singled out as overwhelmingly popular – the idea of a bus shelter was considered attractive although comments showed that some people felt the lych gate was shelter enough (sadly irrelevant at the moment, now that we have lost the bus service). Flowers and bulbs would need considerable attention and care to flourish, and a tearoom on its own would probably not be economic running alongside the shop and pub. It could be considered whether this might be a part of either of these two. Although there were requests for a tennis court it is not obvious where this could be, and other sports grounds were not commented on. The general feeling was that things work reasonably well as they are and that Wylde should not be turned into a model village.



Recommendations

- Establish a group to liaise with the Bell a) to encourage use, b) to help improve its image within the village, c) to negotiate with the owners (Wellington Pubs) to improve contract conditions for any landlords – present and future.
- In conjunction with the Hall Committee, look to developing film and lecture evenings; also consider a fitness club.
- Encourage the Parish Council to ensure regular cutting of the playground grass.

WILTSHIRE COUNCIL

AMESBURY AREA BOARD, 29 May 2014

A303 & Rat Running - Update

1. Purpose of the Report

- 1.1. To update the board on the actions taken on this matter since the last board meeting in March.

2. Background

- 2.1 This has been a local priority for many years, but since recent escalation of rat running and congestion associated with the opening of the Stonehenge Visitor Centre, the board agreed to more aggressively pursue this matter since its meeting with community representatives in July 2013.

3. Update

3.1. Outcome of Multi Agency Meeting on the 24th March 2014

The board met with representatives from the police, highways agency, affected parish councils, local interest groups, English Heritage, National Trust, Wiltshire Council Highways and Rights of Ways to discuss what was being done to minimise disruption and delays around the visitors' centre, particularly mindful of the looming spring holidays. An action list from that meeting is attached at Appendix A – this includes a subsequent update response from the Highways Agency (HA) in red type.

Also, attached Appendices B and C are the responses from English Heritage and Wiltshire Council.

Recent approval has also been secured to make a Traffic Regulation Order to prevent waiting at any time in the vicinity of Airman's Corner roundabout. See Appendix D.

3.2. Traffic Flow Monitoring on Routes Surrounding the A303 Stonehenge Visitor Site

A survey was undertaken using automatic number plate recognition (ANPR) cameras at a series of locations in March and a further survey is planned to be repeated in the week commencing 4th August. These surveys are to identify routes used through the area, with a view to establishing the degree

of re-routing from the A303, its correlation with route delays and local impacts.

Officers have been working with consultants White Young Green, acting for the DIO, who have undertaken surveys at 29 stations between the east of Andover and Deptford, on the A303 and roads north and south in connection with rebasing proposals. These surveys are principally to establish traffic flows and turning movements at specific junctions on local roads where impacts could be material as a result of the additional housing requirements.

A presentation in relation to the ANPR survey will be given by Paul Chase of Atkins, who will explain the purpose for the study, methodology and some of the findings from the initial survey.

Karen Linaker, Amesbury Community Area Manager. 01722 434697

Summary of A303 / Rat Running – Multi Agency meeting: 24 March 2014 (and responses in red by HA)

	Issue	Actions	Who	When
1.	Congestion around Airman's Cross Roundabout on the A360 because of queues into the Visitor Centre spilling out onto the road	<p>(a) Ensure the Traffic Management Plan for the Centre is submitted by EH to Wiltshire Council and Highways as soon as possible.</p> <p>(b) Negotiate use of the overflow park for more than just the summer season (secure relevant permission and carry out necessary preparation of the land to ensure it is suitable for use in all weathers)</p> <p>(c) Negotiate use of additional field normally used for the Summer Solstice to provide another option for over flow parking</p> <p>(d) Devise suitable signage for the short term (to ensure in place for spring / summer peak seasons this year), which informs traffic of the length of delay on the A303 and surrounding routes. This to be strategically placed on the A303 perhaps at Andover, and also on the M3 at junction 8</p> <p>(e) Revisit options for putting in place temporary diversion signs so that non visitor centre traffic can be diverted off of the A360 onto alternative routes</p> <p>(f) Devise suitable signage for the long term as for (c) and (d)</p> <p>(g) Review the Visitor Centre booking system to see if improvements can be made to ensure that the numbers of visitors do not exceed the onsite capacity for parking</p>	<p>EH</p> <p>EH</p> <p>EH</p> <p>EH / HA</p> <p>Awaiting proposals from EH</p> <p>Wilts Council / HA</p> <p>Wilts Council / HA</p> <p>EH</p>	<p>URGENT</p> <p>ASAP</p> <p>ASAP</p> <p>ASAP</p> <p>ASAP</p> <p>ASAP</p> <p>ASAP</p>

2.	Congestion caused by traffic turning right into and out of Byway 12	<p>(a) Improve the signage which is temporary at this time – to make it more obvious that there is “no right turn” into Byway 12.</p> <p>(b) Revisit reasons for not closing it</p>	<p>HA / Wilts Council Awaiting proposals from Wilts EH / Wilts Council</p>	By end of April 2014
3.	Parking on A303 at Stonehenge Bottom – highway safety hazard and contributor to congestion	<p>(a) Improve the signage instructing drivers not to park on the highway verge</p> <p>(b) Expedite the request to place bollards on this stretch of the highway verge</p> <p>(c) Put in place suitable enforcement</p>	<p>HA None found to be suitable</p> <p>HA In place</p> <p>Christian / Barney</p>	<p>end of Apr</p> <p>end of Apr</p> <p>ASAP</p>
4.	Introduce a bund to screen travellers view of the stones to deter slowing down of traffic and consequent congestion	Request previously put to English Heritage and response since received and published in March Area Board papers – not a feasible suggestion		
5	A303 Winterbourne Stoke (Longbarrow Roundabout) – despite changes to the new layout – lane confusion remains	A review is required and a return to 2 lanes on the approach to the roundabout, both east and west bound is required	HA We have changed the signage and lining in line with the observations of Safety auditors and are monitoring the situation with a Stage 4 Audit within the next 24 months	ASAP

6.	A303 Winterbourne Stoke (through village) – speeding when congestion isn't the issue	(a) Ensure SIDs are correctly positioned and have a fully charged battery (b) Explore potential for a speedwatch team in the village	KL / IW KL / IW	ASAP By end of Summer
7.	Rollestone Weight Limit requires reviewing	(a) Refer issue to traffic engineers and request a metrocount (b) Explore merits of the Lorry Watch Scheme for this route	KL KL / IW	By end of Summer
8.	B3083 - identify suitable spot and ask for this to be monitored in August as part of the monitoring exercise	Identify suitable spot and seek permission for this to be added to the monitoring map	KL / IW	By end of June

RESPONSE FROM ENGLISH HERITAGE TO ACTION REQUESTED ON 24TH MARCH

ISSUE: Congestion around Airman's Cross Roundabout on the A360 because of queues into the Visitor Centre spilling out onto the road

ACTIONS:

Visitor Centre car park management:

- Overflow car park is now open and we have purchased tracking to cover main areas of wear in overflow car park (i.e. entrance and exit) to ensure use in all weathers.
- Car park attendants employed on busy days and school holidays directing all cars on arrival, ensuring every space is utilised.
- A £5 car parking charge will be in operation to non-ticket holders on busy days and school holidays to deter people using the car park as a service station during busy times as we do not have the space to accommodate these people. We will charge £5 to all non-ticket holders refundable on the purchase of a ticket.
- We have contact numbers for AA Road-watch, National and local radio traffic bulletins, FRIXO etc. ready to send out messages when we are approaching capacity.
- We have drafted a Traffic Management plan but we are currently awaiting proposals from a variety of consultants to look at our plan to ensure it is as robust as possible. We will engage WC, HA and Wiltshire Police when we have developed the plan further.

Marketing:

- A large scale marketing campaign commenced in March to promote 'pre-book essential' message. This marketing included national campaign and regional London and South-West campaign in a variety of different formats (film, poster, digital etc). Digital adverts include placements on AA Routeplanner (these are activated when any journey passes the Stonehenge area).
- We also have a social media campaign to push pre-booking. As more people become aware of our timed-ticketing system, we'll have less visitor bottlenecks. We have seen a month-on-month increase in the number of people booking in advance.

- Our marketing activity is focused on pushing the 'pre-book essential' message to minimise any bottlenecks in the visitor arrival pattern. All coaches are pre-booked and we've seen a month-on-month increase of in individual visitors pre-booking their tickets.

Signage:

- We have temporary signage AA yellow signs to warn people when are car park is getting full
- We have also commissioned a feasibility study for variable message sign on the A303 via Highways Agency.

A303 / Rat Running – Multi Agency meeting: 24 March 2014

Response from WC Highways, in consultation with HA

An action arising from the above meeting relates to traffic on the A360, for joint action by the Council and the Highways Agency :

1 (e) Revisit options for putting in place temporary diversion signs so that non visitor centre traffic can be diverted off of the A360 onto alternative routes

It is understood that the action is intended to avoid through traffic on the A360 being obstructed in the event that the demand for parking at the visitor centre (VC) exceeds the available car parking capacity, and that queuing on the VC site access road becomes full to the extent that traffic backs onto the A360 at Airman's Corner, in effect blocking the junction to other (through) traffic.

It is the Council's view that the priority must be for English Heritage, as the body responsible for the operation of a 'private' leisure facility, must be responsible for managing the associated demand. It is far more appropriate that the EH make all efforts to find and negotiate additional temporary holding areas, or alternative parking areas on private land, and, possibly, the A344 as tasked under the actions from the 24th March meeting:

1(b) Negotiate use of the overflow park for more than just the summer season (secure relevant permission and carry out necessary preparation of the land to ensure it is suitable for use in all weathers)

Nevertheless, the action 1(e) has been addressed.

Any diversion of non visitor centre traffic would have to consider both south and northbound traffic.

Southbound traffic could quite easily be diverted at Shrewton:

A **Onto the B3086**, with decisions related to onward travel left to drivers at The Packway junction.

- (i) With local management of traffic at Airman's Corner (which could be organised by EH should the situation demand), the entry arm for southbound traffic could quite easily be kept free of obstruction, with all queuing on the A360, west and south arms of the roundabout, with onward southbound A360 trips being unimpeded. Departing coaches from the VC coachpark would also be free to get away from the site. However, should VC traffic arrive on this arm, and be unable to move into the A344, then blockage could occur. Traffic within the A344 without tickets could be encouraged to leave the area by being marshalled through the coach park to join the B3086 for onward travel (it is acknowledged that EH do not favour this arrangement because of the potential of visitors simply parking in a spare coach space, and because of potential pedestrian/vehicle conflict).
- (ii) Another option available for southbound traffic would be to proceed via The Packway to the A345, then to Countess. This would be an appropriate route for

southbound traffic wishing to proceed eastbound on the A303, and possibly for Salisbury bound traffic who could use the A345 through Amesbury; it would be a wholly inappropriate route for drivers to get back to the A360, as it is almost inevitable that if the VC is operating beyond car parking capacity, then the A303 will be operating over capacity; such diversions would therefore simply add to the delays for all concerned.

B Onto the B3083

- (i) Traffic could be diverted at Shrewton to Winterbourne Stoke, along the B3083. Traffic diverted onto this route could add to eastbound delays on the A303. It would be very unattractive for travel eastwards along the A303 beyond Longbarrow.

The prospect of diverting traffic via Shrewton onto the B3086 is likely to be wholly unacceptable to the residents of Shrewton, which, as a community, has raised concerns since the VC opened about the amount of traffic diverting from the A303 through the village. Any diversion of non visitor centre traffic through the village would inflame this situation. Concerns have also been expressed by the Winterbourne Stoke community, although the impact here is far less because of the already busy A303 through the village, and the lack of frontage development on the B3083 in the village.

Northbound traffic on the A360 arrives via both Countess and Longbarrow roundabouts. To avoid the approach to Airmans Corner, A303 westbound traffic could be signed northbound along the A345 Countess Road, then via Larkhill along The Packway and on to Shrewton. A345/Amesbury northbound traffic would either travel via Countess roundabout or via Old Stonehenge Road (thus avoiding some of the potential delay on the A303 east of Old Stonehenge Road junction). Traffic arriving at Longbarrow from Old Stonehenge Road would have to be either directed back to Countess, then via Larkhill, or onwards to Winterbourne Stoke, to turn right from the A303 to the B3083.

Traffic through Shrewton on the B3086 would raise the same issues as previously stated. For traffic travelling via Winterbourne Stoke, the concern relates to right turn movements at the B3083 junction, where no provision is made for waiting right turn vehicles, and potential safety concerns arise.

For both north and southbound A360 traffic drivers will assess the potential for delays, and many would risk there being delays at Airman's Corner; it is possible that satnav information relating to A303 delays might be the more significant determinant for routing decisions.

It is considered that options for diverting both south and northbound non visitor traffic away from the A360 would be unacceptable to the communities likely to be most affected. Furthermore it would require action on the part of the highway authorities to address problems related only to the (lack of adequate) provision of parking at a 'privately' controlled site.

It should be noted that visitor traffic represents a relatively small proportion of total traffic; it is highly questionable as to why the majority users of the highway should be diverted and inconvenienced to accommodate the traffic associated with the VC.

Diversion of VC traffic

As an alternative, if additional private parking cannot be sourced as an overflow car park, or holding area, another option is suggested here, likely to be less onerous in terms of signing and management than seeking to remove non visitor centre traffic from the A360. It should be considered only as an interim arrangement until such time as EH have resolved the problems caused by demand exceeding capacity.

It is known that the majority of VC visitors arrive along the A303 from the east. This has been a long established fact from traffic surveys undertaken at the site access etc (at least 60 % of vehicles at the former access departed to the east). It is also known that, of the three main arms of the Airman's Corner, the B3086 carries the minor flows (the TA for the VC site application shows 2012 forecast pm August flows as 209 on the B3086, 729 on the A360(W), and 1166 on the A360 (S)).

It would appear that it might be better to consider temporarily diverting local B3086 traffic away from Rollestone Road, and to seek to route westbound A303 visitor centre traffic via the B3086.

At first signs of over-demand, temporary signing at Countess roundabout could be erected to direct traffic along the A345 to The Packway, and onwards to the Rollestone Road junction. To the north of the coach park exit onto the B3086 traffic for the VC could be held in a queue (on an advisory basis only, by EH marshalls) on Rollestone Road. Traffic could then be drip fed to Airman's Corner junction as and when space was available in the A344 arm of the junction. Advisory signs could be placed at Rollestone cross roads for local traffic (209 vehicles August pm peak hour) to seek alternative routes. This arrangement would minimise the VC arrivals via the A360, and minimise the potential extraneous traffic through Shrewton, and through Winterbourne Stoke.

General Comment

It is highly unlikely that any of the above diversion schemes could be guaranteed to deliver the outcomes intended unless there was a local presence by the police at Airman's Corner roundabout to direct traffic, if necessary. EH marshalls have no powers to direct traffic and could only operate in an advisory role. There would be a need for a full risk assessment were EH staff to be engaged in such activities on the highway.

There has been insufficient operational experience of the VC site to be able to forecast when demand might cause a backup of traffic into the Airman's Corner roundabout. The issue has only arisen to date over the 2013/14 winter holiday period, and this was partly owing to saturated grassland used for circa 150 overflow parking spaces.

EH should be encouraged, through examination of their pre-booked and walk-up ticket sales, to establish a robust predictive model to forecast when demand will exceed capacity. There seems no way that walk-up ticket arrivals can be controlled. If they are to be refused access

because of over-demand, then a formal management arrangement to clear that traffic from the site must be established.

Measures need to be secured to ensure that all 500 spaces on the site are permanently usable, and not subject to closure as a result of inclement weather; all other potential overspill areas that could be used for parking should be fully considered. EH are tasked with addressing this issue.

Local drivers will use their own knowledge of the local road network to make decisions as to their choice of route. They could be helped in this regard by being given advance warning of delays on the A360 at Airman's Corner. This could be aided through the provision of temporary signs on the southbound approach to Shrewton and the north and westbound approaches to Longbarrow and Countess junctions. Such signs could be put in place relatively quickly by EH staff.

11/04/14

WILTSHIRE COUNCIL

ROAD TRAFFIC REGULATION ACT 1984
TRAFFIC MANAGEMENT ACT 2004

**THE COUNTY OF WILTSHIRE (VARIOUS ROADS, AIRMAN'S CORNER ROUNDABOUT,
WINTEROURNE STOKE) (PROHIBITION OF WAITING) ORDER 2013**

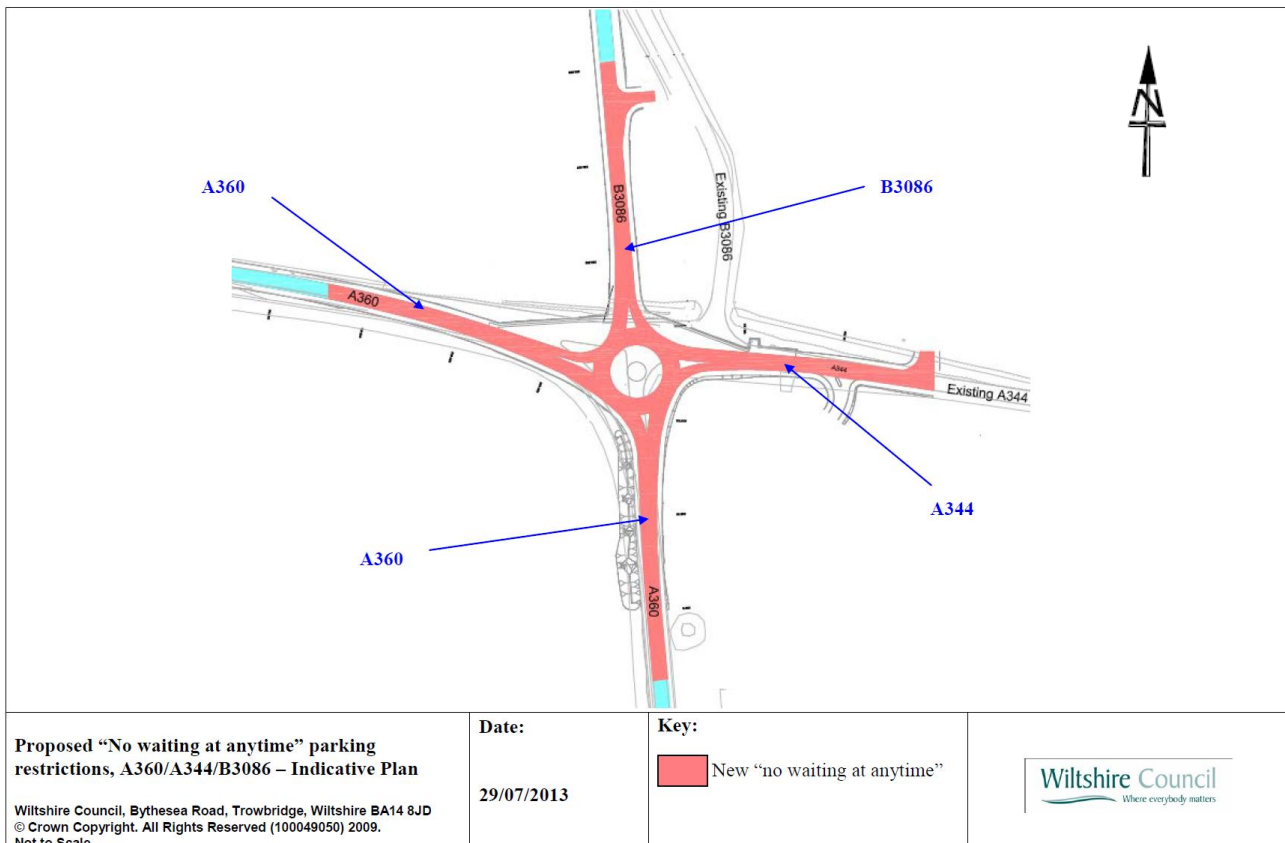
Wiltshire Council proposes under the above Order to introduce **No waiting at any time** on the lengths of road as indicated in the plan below:

Copies of the draft Order, plan and Statement of the Council's Reasons for proposing to make the Orders may be inspected at the offices of Wiltshire Council, County Hall, Bythesea Road, Trowbridge during normal office hours. Details of the proposed scheme may be seen Amesbury Library, Smithfield Street, Amesbury between the hours of 2pm – 7pm Monday, 9.30am – 5pm Tuesday and Friday, 9.30am – 7pm Thursday and 9.30am – 1pm Saturday until 17th March 2014. Documents can also be viewed online at www.wiltshire.gov.uk/council/consultations/troconsultations.htm

Comments on the proposal together with the reasons for which they are made should be sent in writing or via the website to reach the undersigned by 17th March 2014 quoting reference HKB/TROWSTO.

Sustainable Transport Group, County Hall, Bythesea Road TROWBRIDGE BA14 8JN

20th February 2014



Wiltshire Council

Amesbury Board

Date of meeting

Subject: Local Highways Investment Fund 2014 – 2020

Report Author: Parvis Khansari, Associate Director Highways and Transport

Executive Summary

Wiltshire Council has recently approved a major programme of investment in highway maintenance over the next six years which will see a significant improvement in the condition of the county's highway network.

The investment is being targeted at those roads in worst condition, and will include minor roads as well as the main roads. An initial assessment based on road safety information and road condition data has been used to prepare a list of priority sites for treatment in 2014/15 in each community area (see **Appendices 1 and 2**).

A provisional list of sites for potential treatment until 2020 has also been prepared for each community area (see **Appendices 3 and 4**). The site list is based on the existing condition of the roads and the anticipated deterioration in the future, but it will need to be reviewed annually as the rate of deterioration of individual roads may vary because of weather and local conditions.

Proposals

Area Boards are asked to consider the list of proposed highway maintenance schemes in their areas for 2014/15, and agree the final list for implementation.

The list of potential schemes for future years could also be reviewed, and consideration given to priorities for treatment in 2015/16. A draft list of sites will be prepared for comment later this year, but an early indication of local priorities would be helpful.

Reason for Proposal

Wiltshire Council has a major programme of investment in highway maintenance over the next six years, which will see a significant improvement in the condition of the county's highway network.

The views of the Area Board are important in helping identify local priorities for road maintenance, and future programmes of work.

Delays in finalising the list could result in non-delivery of sites, and your assistance to agree a final list for 2014-15 would be appreciated as we have a significant programme of works to deliver.

Subject: Local Highways Investment Fund 2014 – 2020

Report Author: Parvis Khansari, Associate Director Highways and Transport

Purpose of Report

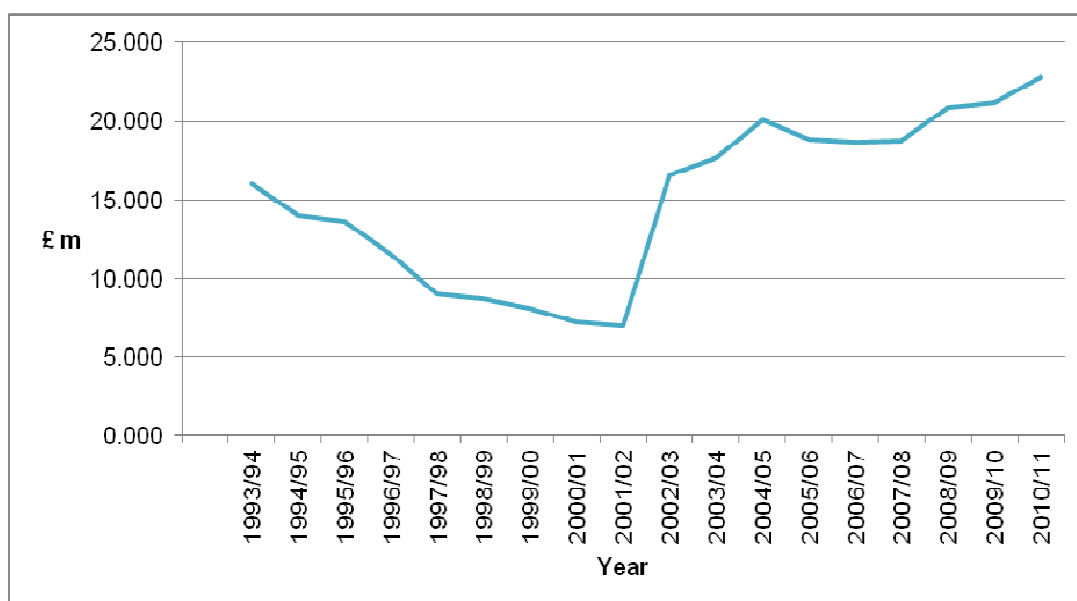
1. To advise the Area Board about Wiltshire Council’s Local Highways Investment Fund 2014 – 2020, and to agree the local highway maintenance priorities for 2014/15.

Relevance to the Council’s Business Plan

2. The Council’s Business Plan sets out the vision to create stronger and more resilient communities. It includes three key priorities and twelve actions that the Council will deliver over the next four years. One of the twelve actions is to ‘invest additional money between 2014-17 to reduce the historic backlog in highways maintenance’. The recommendations of this report will facilitate the delivery of this action, which is an important part of the Business Plan.

Background

3. Expenditure on highways declined substantially during the 1990’s, and there has been underinvestment in roads maintenance for years. It did increase from 2000/1 with the introduction of Local Transport Plan funding, but there is still a large backlog of maintenance required on the network.



5. Funding of highway major maintenance has continued to increase in Wiltshire in recent years, but with a series of bad winters and recent flooding the road network has been badly affected.
6. Wiltshire Council has recently approved a major programme of investment in highway maintenance over the next six years which will see a significant improvement in the condition of the county's highway network.

Main Considerations for the Council

7. The investment is being targeted at those roads in worst condition, and will include minor roads as well as the main roads. An initial assessment based on road safety information and road condition data has been used to prepare a list of priority sites for treatment in 2014/15 in each community area (See **Appendices 1 and 2**). Any roads shown on the list highlighted in yellow need to be treated in order to address skid resistance and safety problems.
8. In addition to the larger sites, the Council will also be repairing localised sites which are suffering from deterioration or which need repairs. A programme of pothole and defect repairs will continue across the county in response to local damage identified through our regular inspections or reports from the public and road users.
9. A provisional list of roads for potential treatment until 2020 has been prepared for each community area (see **Appendices 3 and 4**). The site list is based on the existing condition of the roads and the anticipated deterioration in the future, but it will need to be reviewed annually as the rate of deterioration of individual roads may vary because of weather and local conditions.
10. As well as addressing the roads in worst condition, improvements will be made to the drainage and footways to bring them up to standard. Some roads will have to be treated as priorities because of the need to ensure there is adequate skid resistance and they are in safe condition.
11. It is the intention that the Area Boards should have the opportunity to help identify local priorities for treatment. The process has been delayed this year because of the need to focus on flooding, but this is likely to be an annual process in future.

Safeguarding Implications

5. Does not apply.

Public Health Implications

6. Increased investment in road maintenance will have benefits for public health. The improved road surfaces, better skid resistance and associated safety improvements will help reduce the numbers killed and injured on the road network. These improvements would complement the other

measures to improve road safety, such as traffic calming and speed limits, being introduced through the Local Transport Plan funding and the Community Area Traffic Groups.

12. The improved road surfaces, particularly on the minor urban roads, will be of benefit to cyclists and pedestrians, and with suitable publicity campaigns could be used to encourage these healthier means of transport. At present the condition of some of the urban roads may discourage cycling as cyclists are adversely affected by poor road conditions and uneven or damaged surfaces. The proposed investment would support the strategy to encourage cycling as set out in the Local Transport Plan.
13. Roads in poor condition in urban areas can result in disturbance and noise for residents, especially on busier routes carrying heavy goods vehicles at night. Better road surfaces could result in reduced background noise in residential areas, with potential mental and physical health benefits.
14. The Council monitors road collision data in order to focus safety improvements at those sites with the worst accident records. With the additional funding this process will continue, and where appropriate other alterations to signing, drainage, street lighting or road markings could be incorporated into resurfacing work to improve safety.

Environmental and Climate Change Considerations

15. The road network is particularly vulnerable to the effects of climate change. In recent years we have seen the effects of a series of severe winters which have resulted in damage to the roads and an increase in the number of potholes. Last year was the second wettest on record and flooding damaged a number of roads in Wiltshire. In long periods of hot weather the surfaces can be damaged by melting, resulting in roads becoming slippery or deforming under traffic loads.
16. In the longer term a more robust highway network, with roads in better condition, would require less reactive maintenance and reduced travelling to respond to potholes and localised defects. A planned maintenance regime would enable the traffic disruption to be kept to a minimum. With unplanned maintenance the delays to traffic and associated fuel consumption could be considerable.

Equalities Impact of the Proposal

17. The improvements in road safety anticipated with increased investment in road maintenance would be expected to benefit all road users, but especially the more vulnerable, including pedestrians, cyclists and other non vehicle users.
18. The highway network is important to local businesses, and to public transport operators. The delays due to un-programmed maintenance and road repairs have been identified as concerns by local businesses. The high profile programme of works to address road conditions will help send

the message that transport is important in Wiltshire and could help to promote inward investment and job creation.

Risk Assessment

19. There are serious risks in connection with road maintenance. These include the safety and reputational aspects of those killed and seriously injured on the highway network. In order to reduce these risks the Council has approved highway inspection and skid resistance procedures in place, but in order to keep the network in safe condition it is important that the highway network has adequate investment.
20. The road condition data collected thorough the technical surveys is used to focus investment on those sites where there is most need and greatest risk. As well as the safety benefits this approach also ensures that best use is made of the limited available funding in order to keep the asset in optimum condition.

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

21. The risks to the Council from lack of road maintenance are in terms of claims against the Council as the result of accidents, or in extreme cases prosecution as a result of particular incidents. As well as the safety and cost aspects, there are also significant reputational implications of such events.
22. Not carrying out highway maintenance is likely to lead to declining public satisfaction in the future as road conditions remain the same and no progress is made on improving them.

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

23. There is a risk that the proposed investment will not deliver the improvements in road condition anticipated. This risk will be managed by using the technical data to focus the necessary investment on those sections of road where work is required to meet safety requirements, and on those places where it would improve road conditions the most. Effective asset management will reduce this risk and make sure the investment is effective.
24. There is a risk that the investment will not increase public satisfaction with the service. In view of the initial results from those authorities which have made a substantial investment it would appear that satisfaction levels will improve with the investment. However, a programme of publicity, branding and public involvement through the Area Boards will help raise awareness of the project, and will help to reduce this risk.

Financial Implications

25. The Council's approved budget includes provision for the increased investment to deliver the Council's Business Plan with regard to road maintenance.

Legal Implications

26. 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 will help the Council meet its responsibilities with regard to road maintenance.

Options Considered

27. The Council considered various options regarding funding levels for future highway maintenance, but it was concluded that an investment of £21 million annually would be realistic and would improve the condition of the county's roads. Less funding would result in not all roads in poor condition being treated, and higher levels of funding were not considered realistic in the present circumstances.

Conclusions

28. The conditions of the road network are important to the public, and this is reflected through the People's Voice and NHT surveys. In order to improve carriageway conditions in Wiltshire, expenditure above anticipated LTP funding levels would be required for a number of years.
29. Increasing the funding to £21 million for six years would provide a significant improvement to the condition of the network, including improving the condition of the unclassified roads, and improving safety on the classified roads by improving 664 kilometres of road. There would be the opportunity to involve the Area Boards to help identify local priorities for treatment.

Parvis Khansari
Associate Director Highways and Transport

Report Author:
Peter Binley, Head of Highways Asset Management, Wiltshire Council, County Hall, Trowbridge, Wiltshire BA14 8JN
(e-mail peter.binley@wiltshire.gov.uk).

20th March 2014

Background Papers

The following unpublished documents have been relied on in the preparation of this report: None

Appendices

Appendix 1 – Amesbury Highways Major Maintenance 2014 – 15

Appendix 2 – Amesbury Proposed Sites Map 2014 – 15

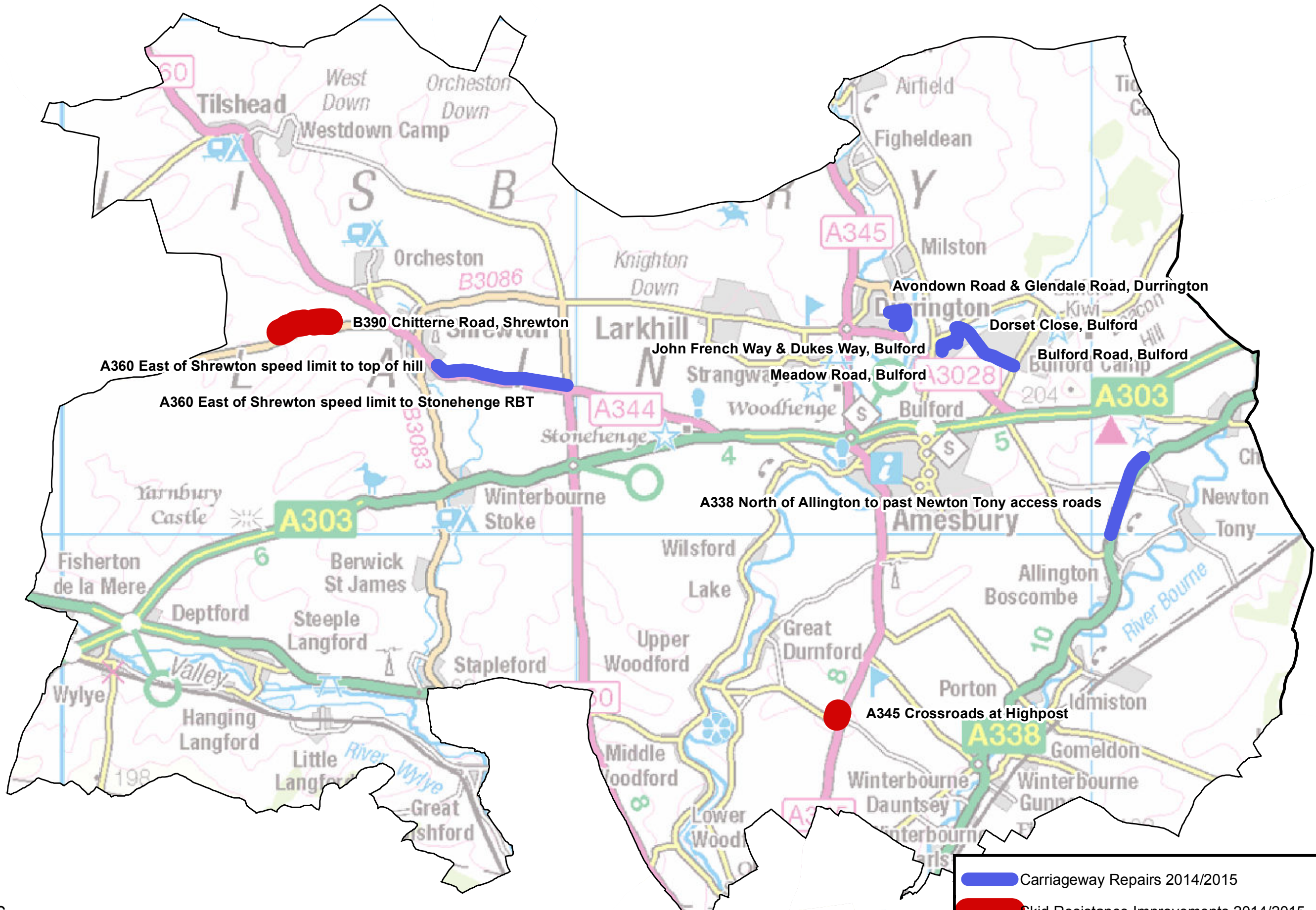
Appendix 3 – Amesbury Possible Sites 2014 – 2020



Appendix 4 – Amesbury Possible Sites Map 2014 - 2020

Highways Major Maintenance 2014 -2015 – Amesbury Area Board

Road	Location	Area Board	Recommended Treatment	Average Width (m)	Estimated Length (m)	Est Area of Site (m ²)
U/C	Bulford Road, Bulford	Amesbury	Resurfacing	6.5	1,450	9,425
U/C	John French Way/ Dukes Way, Bulford	Amesbury	Resurfacing, with footway reconstruction	5.4	420	2,268
U/C	Dorset Close, Bulford	Amesbury	Resurfacing, with footway reconstruction	5.4	150	810
U/C	Avondown Rd/Glendale Rd, Durrington	Amesbury	Resurfacing and footways	6.9	990	6,831
U/C	Meadow Road, Bulford	Amesbury	Resurfacing and footways	5.5	130	715
A345	A345, Crossroads at Highpost	Amesbury	Resurfacing	7.4	200	1,480
B390	Chitterne Road, Shrewton	Amesbury	Carriageway Repairs	6.0	830	4980
A338	North of Allington to past Newton Tony access roads	Amesbury	Resurfacing	7	1,800	12,600
A360	East of Shrewton Speed limit to top of hill	Amesbury	Resurfacing	6.2	275	1,705
A360	East of Shrewton From patch to Stonehenge RNBT	Amesbury	Surface dressing	6.2	2,300	14,260

* Sites highlighted in yellow involve skid resistance improvements.



	Carriageway Repairs 2014/2015
	Skid Resistance Improvements 2014/2015



Class	Road	Section Description	Scheme Length (m)	Recommended Treatment	Priority
B Class	B3086/183	BUSTARD CROSS ROADS TO A344 AIRMANS CORNER	600	Strengthening	1
A Class	A3028	AMESBURY ROAD TO A303 (ONE WAY)	610	Surface Course	2
A Class	A345	ENTRANCE TO LONGHEDGE FARM TO HIGH POST X-RDS to H	1240	Surface Dressing	2
B Class	B3083/170	A303 WINTERBOURNE STOKE TO CHERRY LODGE	430	Surface Dressing	2
B Class	B3083/170	A303 WINTERBOURNE STOKE TO CHERRY LODGE	330	Surface Dressing	2
Unclassified	UC174311/1	BULFORD ROAD (DORSET CLOSE TO AMESBURY RD) BULFORD	260	Surface Dressing	2
Unclassified	UC154414/1	SCHOOL DRIVE (OFF NEW ROAD DURRINGTON)	60	Surfacing	2
A Class	A345	NORTH JUNC SOUTHMILL HILL TO HIGH ST to HIGH STREE	1250	Surface Dressing	3
A Class	A345	MARTINBUSHES TO HIGH STREET FIGHELDEAN	400	Surface Dressing	3
A Class	A338	DOWN BARN RBT TO BIRDLIME X-RDS C228	550	Surface Course	3
A Class	A345	ENTRANCE TO LONGHEDGE FARM TO HIGH POST X-RDS	440	Surface Dressing	3
A Class	A3028	MILSTON RD TO AMESBURY ROAD	1530	Surface Dressing	3
A Class	A338	DOWN BARN RBT TO BIRDLIME X-RDS C228 to BIRDLIME X	850	Surface Dressing	3
A Class	A345	MARTINBUSHES TO HIGH STREET FIGHELDEAN to HIGH STR	1462	Surface Dressing	3
B Class	B3083/139	30 MPH TO 30 MPH BERWICK ST JAMES	200	Surface Course	3
B Class	B3083/170	A303 WINTERBOURNE STOKE TO CHERRY LODGE to CHERRY	870	Surface Dressing	3
B Class	B3086/137	30 MPH SHREWTON TO ROAD TO MIDDLE FARM	230	Surface Dressing	3
A Class	A345	C288 TO STOCK BOTTOM RBT	443	Surface Dressing	4
A Class	A360	TRACK X-RDS(MADDINGTON FM) TO SOUTH END OF LAYBY	970	Strengthening	4
A Class	A360	B3086 HIGH STREET TO B390 CHITTERNE ROAD to B390 C	600	Surface Dressing	4
A Class	A360	B3086 HIGH STREET TO B390 CHITTERNE ROAD to B390 C	600	Surface Course	4
A Class	A338	C287(FORD) TO HURDCOTT LANE	380	Surface Course	4
A Class	A345	HIGH STREET FIGHELDEAN TO CHESTNUT AVENUE	250	Surface Dressing	4
A Class	A338	DOWN BARN RBT TO BIRDLIME X-RDS C228	220	Surface Course	4
A Class	A360	A344 (AIRMANS CORNER) TO 50 MPH SHREWTON	410	Surface Course	4
A Class	A345	HIGH POST X-RDS TO C288	590	Surface Dressing	4
A Class	A360	SOUTH END OF LAYBY TO ENT. TO WESTDOWN CAMP	320	Strengthening	4
A Class	A360	50 MPH SHREWTON TO ROLLESTONE ROAD	290	Surface Course	4
B Class	B3085/113	A345 TO HIGH STREET (DURRINGTON) to HIGH STRRET T	620	Surface Course	4
B Class	B3086/155	ROAD TO MIDDLE FARM TO BUSTARD CROSS ROADS	280	Surface Dressing	4
Unclassified	UC064201/1	THE COMMON (B3083 TO 30 MPH LIMIT) SHREWTON	450	Surface Dressing	4
Unclassified	UC183603/1	ORCHARD CLOSE PORTON	103	Surfacing	4
Unclassified	UC234301/1	PARKHOUSE RBT TO START A303 SLIP ON WESTBOUND	60	Surface Dressing	4

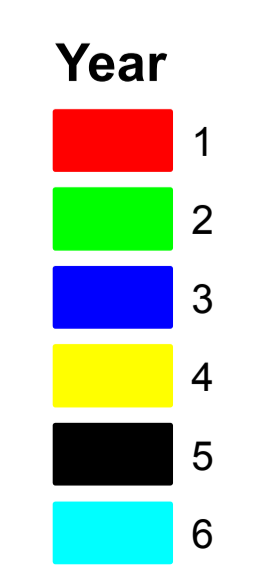
Class	Road	Section Description	Scheme Length (m)	Recommended Treatment	Priority
Unclassified	UC024701/1	WEST END (SOUTH OFF A360) TILSHEAD	67	Surfacing	4
Unclassified	UC183601/1	BOURNE GARDENS PORTON	160	Surfacing	4
Unclassified	UC074403/1	TRINITY ROAD (EAST OFF UPPER BACKWAY) SHREWTON	220	Surfacing	4
A Class	A338	C293(THE OLD INN) TO UC X-RDS AMESBURY ROAD	730	Surface Dressing	5
A Class	A360	B390 CHITTERNE ROAD TO TRACK X-RDS(MADDINGTON FM)	340	Strengthening	5
A Class	A345	STOCK BOTTOM RBT TO NORTH JUNC. SOUTHMILL HILL	473	Surface Dressing	5
A Class	A338	30 MPH NE TO 30 MPH CHOLDERTON	220	Surface Dressing	5
A Class	A338	BIRDLIME X-RDS C228 TO ENTRANCE TO HALE FARM	320	Surface Dressing	5
A Class	A338	ENTRANCE TO HALE FARM TO C293 (THE OLD INN)	300	Surface Dressing	5
A Class	A360	A344 (AIRMANS CORNER) TO 50 MPH SHREWTON	380	Surface Dressing	5
A Class	A338	ENTRANCE TO HALE FARM TO C293 (THE OLD INN)	420	Surface Dressing	5
A Class	A338	HURDCOTT LANE TO SUMMERLUG	330	Surface Course	5
A Class	A338	UC X-RDS AMESBURY RD TO 30 MPH CHOLDERTON	510	Surface Course	5
A Class	A338	30 MPH NE TO 30 MPH CHOLDERTON	232	Surface Dressing	5
A Class	A338	BIRDLIME X-RDS C228 TO ENTRANCE TO HALE FARM	290	Strengthening	5
B Class	B3086/137	30 MPH SHREWTON TO ROAD TO MIDDLE FARM	270	Surface Dressing	5
B Class	B3083/105	A36 NORTH TO OVER STREET (STAPLEFORD)	250	Surface Dressing	5
B Class	B3086/106	A360 TO C291 ELSTON LANE (SHREWTON)	200	Surface Dressing	5
B Class	B3086/121	C291 ELSTON LANE TO 30 MPH SHREWTON	200	Surface Dressing	5
Unclassified	UC173503/1	GATTERS LANE (WINTERBOURNE DAUNTSEY)	312	Strengthening	5
Unclassified	UC184101/1	UC Y JUNCTION EAST TO A338 (BOSCOMBE DOWN WEST)	300	Surface Dressing	5
Unclassified	UC174110/1	VERNON CLOSE AMESBURY	52	Surfacing	5
Unclassified	UC174106/1	BURWOOD CLOSE AMESBURY	52	Surfacing	5
Unclassified	UC033701/1	BERWICK LANE STEEPLE LANGFORD	157	Surfacing	5
Unclassified	UC203801/1	BOURNE VIEW (BOSCOMBE)	136	Surfacing	5
Unclassified	UC074401/1	UPPER BACKWAY SHREWTON (FROM SOUTH TO NORTH)	100	Surfacing	5
Unclassified	UC074404/1	FAR VIEW ROAD SHREWTON	73	Surfacing	5
Unclassified	UC154101/1	FLOWER LANE (AMESBURY)	120	Surfacing	5
Unclassified	UC164113/1	HAYWAIN (OFF MILLGREEN RD AMESBURY)	120	Surfacing	5
Unclassified	UC164119/1	CANBURY CLOSE AMESBURY	57	Surfacing	5
Unclassified	UC164406/1	GLENDALE ROAD (AVONDOWN ROAD NORTH TO AVONDOWN ROA	60	Surfacing	5
Unclassified	UC173403/1	KINGSBOURNE CLOSE WINTERBOURNE DAUNTSEY	79	Surfacing	5
Unclassified	UC174105/1	NICOLSON CLOSE AMESBURY	57	Surfacing	5

Class	Road	Section Description	Scheme Length (m)	Recommended Treatment	Priority
Unclassified	UC174307/1	DUKES WAY (ONTO CHURCHILL AVENUE) BULFORD	60	Surfacing	5
Unclassified	UC183511/1	HOUSE BARROW (WINTERBOURNE GUNNER)	116	Surfacing	5
Unclassified	UC183604/1	BONAKER CLOSE PORTON	78	Surfacing	5
Unclassified	UC183701/2	BEECH CLOSE (WEST TO EAST PORTON)	114	Surfacing	5
Unclassified	UC193601/1	THE LIMES (OFF IDMISTON RD PORTON)	62	Surfacing	5
Unclassified	UC073502/1	GROVELY RD (SW OFF C10 GREAT WISHFORD)	180	Surface Dressing	5
Unclassified	UC174310/1	DORSET CLOSE BULFORD	147	Surfacing	5
Unclassified	UC174101/1	HAMILTON CLOSE BOSCOMBE DOWN AMESBURY	188	Surfacing	5
Unclassified	UC164104/1	QUEENSBERRY RD (OFF HOLDERS RD) AMESBURY	171	Surfacing	5
Unclassified	UC154103/1	THE DROVE (AMESBURY)	120	Surfacing	5
Unclassified	UC174301/1	MEADOW ROAD (NORTH OFF CHURCHILL AVE) BULFORD	116	Surfacing	5
Unclassified	UC154422/1	LONGFIELD CLOSE (OFF PINCKNEYS WAY) DURRINGTON	108	Surfacing	5
Unclassified	UC164118/1	RALEIGH CRESCENT (NE; N AND SW) AMESBURY	300	Surfacing	5
Unclassified	UC154704/1	POLLENS LANE (HIGH ST TO 30 MPH) FIGHELDEAN	160	Surfacing	5
Unclassified	UC174304/1	THE LEAZE (ONTO CHURCHILL AVE) BULFORD	80	Surfacing	5
Unclassified	UC154701/1	OAK LANE (OFF POLLENS LANE) FIGHELDEAN	52	Surfacing	5
Unclassified	UC183509/1	ELLIOTT GREEN WINTERBOURNE GUNNER	78	Surfacing	5
Unclassified	UC154404/1	MARINA ROAD (STONEHENGE RD TO MARINA CLOSE) DURRIN	141	Surfacing	5
Unclassified	UC003703/2	THE GLEBE HAMMERHEAD (NO 2 - NO 5) WYLYE	50	Surfacing	5
Unclassified	UC174306/1	JOHN FRENCH WAY (SW TO NE) BULFORD	220	Surfacing	5
Unclassified	UC174311/1	BULFORD ROAD (DORSET CLOSE TO AMESBURY RD) BULFORD	960	Surfacing	5
Unclassified	UC073502/1	GROVELY RD (SW OFF C10 GREAT WISHFORD)	60	Surface Dressing	5
Unclassified	UC174311/1	BULFORD ROAD (DORSET CLOSE TO AMESBURY RD) BULFORD	157	Surfacing	5
Unclassified	UC154401/1	WESTFIELD CLOSE DURRINGTON	71	Surfacing	5
Unclassified	UC033703/1	C333 NORTH TO MANOR FARM (STEEPLE LANGFORD)	80	Surfacing	5
Unclassified	UC034701/1	CANDOWN ROAD (NE OFF A360 TO 30 MPH LIMIT) TILSHEA	240	Surfacing	5
Unclassified	UC163401/1	GREAT DROVE/TANNERS LANE (WINTERBOURNE DAUNSEY)	60	Surface Dressing	5
Unclassified	UC003701/1	CHURCH LANE (HIGH ST TO SHEEPWASH LANE) WYLYE	216	Surfacing	5
A Class	A345	LARKHILL ROUNDABOUT TO MARTINBUSHES	470	Surface Course	6
A Class	A338	GATERS LANE TO DOWN BARN ROUNDABOUT	270	Surface Dressing	6
A Class	A345	ENTRANCE TO LONGHEDGE FARM TO HIGH POST X-RDS	800	Surface Dressing	6
A Class	A360	ROLLESTONE RD TO B3086 HIGH STREET to B3086 HIGH S	530	Strengthening	6
A Class	A338	ENTRANCE TO HALE FARM TO C293 (THE OLD INN) to C29	470	Surface Dressing	6

Class	Road	Section Description	Scheme Length (m)	Recommended Treatment	Priority
A Class	A338	SUMMERLUG TO GATERS LANE to GATERS LANE TO DOWN BA	1010	Surface Course	6
A Class	A338	C293(THE OLD INN) TO UC X-RDS AMESBURY ROAD	240	Surface Dressing	6
A Class	A360	C22 IMBER RD TO TANK X-ING to TANK X-ING AT START	550	Surface Dressing	6
A Class	A360	C22 IMBER RD TO TANK X-ING to TANK X-ING AT START	550	Strengthening	6
A Class	A360	C22 IMBER RD TO TANK X-ING	270	Surface Course	6
A Class	A338	30 MPH CHOLDERTON TO A303 PARKHOUSE CORNER	248	Surface Dressing	6
A Class	A345	STOCK BOTTOM RBT TO NORTH JUNC. SOUTHMILL HILL	210	Surface Course	6
B Class	B3083/105	A36 NORTH TO OVER STREET (STAPLEFORD)	260	Surface Dressing	6
B Class	B3085/168	GLEBE ROAD (DURRINGTON) TO NEW ROAD to NEW ROAD TO	390	Surface Dressing	6
B Class	B3083/118	OVER STREET TO ENT UPPINGTON HOUSE (STAPLEFORD)	230	Surface Course	6
B Class	B3085/168	GLEBE ROAD (DURRINGTON) TO NEW ROAD	270	Surface Dressing	6
Unclassified	UC064201/1	THE COMMON (B3083 TO 30 MPH LIMIT) SHREWTON	500	Surface Dressing	6
Unclassified	UC184301/1	AMESBURY ROAD (BULFORD RD TO 30 MPH)	100	Surfacing	6
Unclassified	UC154301/1	A345 NW TO JUNCTION FARGO RD (AMESBURY)	176	Surfacing	6
Unclassified	UC154108/1	SOUTH MILL ROAD (OFF A345 TO MILL ROAD) AMESBURY	60	Surfacing	6
Unclassified	UC164405/1	AVONDOWN ROAD (B3085 TO KINGFISHER DRIVE) DURRINGT	140	Surfacing	6
Unclassified	UC064302/1	B3083 WEST TO LOWER BACKWAY SHREWTON	60	Surfacing	6
Unclassified	UC163401/1	GREAT DROVE/TANNERS LANE (WINTERBOURNE DAUNSEY)	220	Surface Dressing	6
Unclassified	UC154401/2	WESTFIELD CLOSE DURRINGTON	55	Surfacing	6
Unclassified	UC154408/1	GLEBE ROAD (OFF COLLEGE RD DURRINGTON)	50	Surfacing	6
Unclassified	UC054402/1	C291 ORCHESTON NORTH TO THREEPENNYBIT	140	Surface Dressing	6
Unclassified	UC154115/1	SCHOOL LANE (OFF COLD HARBOUR) AMESBURY	58	Surfacing	6
Unclassified	UC073701/1	B3083 RIVERSIDE SE TO B3083 STAPLEFORD	60	Surfacing	6
Unclassified	UC123501/1	WEST OFF C42 AT COURT FARM (LOWER WOODFORD)	80	Surfacing	6
Unclassified	UC154105/1	KITCHENER ROAD (A345 TO LONDON RD) AMESBURY	80	Surfacing	6
Unclassified	UC174312/1	CAMP ROAD (DORSET CLOSE TO C32) BULFORD	635	Surfacing	6
Unclassified	UC183502/1	A338 EAST ACROSS RIVER TO UC JUNCTION WEST GOMELDO	120	Surface Dressing	6
Unclassified	UC074301/1	MEADWAY SHREWTON (OFF A360)	260	Surfacing	6
Unclassified	UC123701/1	CHINE ROAD (C42 TO CHINE FARM) UPPER WISHFORD	460	Surfacing	6
Unclassified	UC003702/1	SHEEPWASH LANE (CHURCH STREET TO FORE ST) WYLYE	70	Surfacing	6
Unclassified	UC123602/1	AVON MEADOWS (EAST OFF C42) MIDDLE WOODFORD	68	Surfacing	6
Unclassified	UC154113/1	LYNCHETS ROAD (PARSONAGE RD TO A345) AMESBURY	102	Surfacing	6
Unclassified	UC154405/1	MARINA CLOSE DURRINGTON (EXCL HAMMERHEAD)	60	Surfacing	6

Appendix 3 - Amesbury Possible Sites 2014-2020

Class	Road	Section Description	Scheme Length (m)	Recommended Treatment	Priority
Unclassified	UC154407/1	COLLEGE ROAD (CHURCH ST TO BULFORD RD) DURRINGTON	60	Surfacing	6
Unclassified	UC164123/1	BEACON CLOSE (OFF LONDON RD AMESBURY)	221	Surfacing	6
Unclassified	UC174104/1	BARNES WALLIS CLOSE AMESBURY	69	Surfacing	6
Unclassified	UC183501/1	UC JUNC NEAR RIVER BOURNE NE TO C288 (WEST GOMELDO	360	Surface Dressing	6
Unclassified	UC043602/1	STOURTON COTTAGES WEST TO CHURCH (LITTLE LANGFORD)	142	Surface Dressing	6
Unclassified	UC084101/1	A303 SOUTH TO HILL FARM WBOURNE STOKE	140	Surface Dressing	6
Unclassified	UC163901/1	SALISBURY RD SOUTH TO PORTON FIRS	396	Surface Dressing	6
Unclassified	UC183503/1	JUNC UC FROM RIVER TO C285 GOMELDON ROAD	240	Surface Dressing	6



WILTSHIRE COUNCIL

AMESBURY AREA BOARD, 29 May 2014

UPDATE FROM COMMUNITY AREA TRANSPORT GROUP (CATG)

1. Purpose of the Report

1.1. To provide an update from the CATG.

2. What is the CATG?

2.1 Each Area Board has set up a CATG to give local people a way to have a say about highways issues and priorities in the local area and how money should be allocated to support transport and highway improvements. The CATG meets quarterly to consider proposals submitted by the public and parish and town councils, and to recommend those schemes that can be taken forward in any one year.

3. Budget for CATG Schemes

3.1. The approved budget for 2014/15 is £17,731. The board is also able to carry forward a £4,000 underspend from 2013/14.

4. Recommendations

- (a) To note this update report, and the attached minutes from the latest CATG meeting (**Appendix A**).
- (b) To confirm support for the following schemes in Table 1 below, which were put forward/amended for funding at the 28 April 2014 CATG meeting.

Table 1

	<u>Estimate</u> £
Winterbourne Gaters Lane – improved visibility splays	6.1k
Bulford crossing sites	2.5k
Bourne Cemetery Layby and associated works	1k
The Packway, enhance speed limit signs	Tbc
Raleigh Crescent, Amesbury – new or relocated bus shelter	1.2k
TOTAL	£10.800

Karen Linaker, Amesbury Community Area Manager. 01722 434697

MINUTES

Amesbury Community Area Transport Group

Meeting : 28th April 2014

Attendees:

Cllrs, Jackie Clarke, Dave Goodman, Roger Fisher, Mike Hewitt (Chairman), Carol Slater, John Smale, Bill Thomas, Jan Tidd and Ian West

Andy Cole (Highways Engineer), Spencer Drinkwater (Transport Strategy Officer), Karen Linaker (Amesbury Community Area Manager), and Julie Wharton (Transport Engineer)

	<u>Item</u>	<u>Update</u>	<u>Action</u>
1.	<u>Apologies</u>	Cllr Margaret Strange	
2.	<u>Minutes of Previous Meeting</u>	The minutes of the previous meeting held on the 17 th February 2014 were noted.	
3.	<u>Budget Update</u>		
	As in previous years, the annual budget set aside for CATG schemes in 14/15 was £17,731. In addition, just under £4,000 had been carried forward as an underspend from 13/14. Approximately £10k of this was already earmarked for the following schemes:		
	<ul style="list-style-type: none"> • Winterbourne Gunner – Gaters Lane, widening of visibility splays • Bulford crossing sites of concern – minor adaptations • Raleigh Crescent, Amesbury – new/relocated bus shelter 		
3.	<u>Current / Ongoing Schemes</u>		
(i)	<u>Shrewton, Tanners Lane to Bridge Garage pavement request</u>	This work has been commissioned and will be actioned as soon as possible	Julie
(ii)	<u>Shrewton Primary School – potential for bollards to prevent parking</u>	This issue continues to be monitored by the parish council, who have recently reiterated their concerns to the local PCSO. The school is sending a representative to the 19 th May meeting with all Amesbury Area School Heads on the issue of school parking / school run, in conjunction with Inspector Lange	Karen / Carole
(iii)	<u>Salisbury Rd, Bulford to Solstice Park – new cycleway</u>	Land owner negotiations are still ongoing. Bulford Parish Council, and the transport group maintain that the route should still go ahead as planned.	John

(iv)	<u>Winterbourne Earls – assisted crossing</u>	The further improvements to this crossing which had been agreed at the last meeting were still waiting to be completed	Julie
(v)	<u>Winterbourne Earls School warning sign</u>	The funds for the new warning sign will come from the Taking Action on School Journey's (TAOSJ) budget, not the CATG budget, and the sign should be in place from July 2014.	
(vi)	<u>Gaters Lane, Winterbourne Gunner</u>	A proposed new scheme had been devised at a reduced cost of £6,100. The group agreed to recommend that this new scheme be approved by the Board.	Julie
(vii)	<u>Gomeldon Primary School – Highway Safety measures</u>	These measures were underway and TAOSJ funds were being sought to make further improvements. The group agreed to remove this one from its ongoing monitoring list, unless requested otherwise.	
(viii)	<u>Bulford – various crossing sites of concern</u>	The group discussed the improvement measures for the crossing sites in Bulford and noted the Parish Council's concerns. In conclusion the group agreed to concur with the traffic engineer's advice and recommended that £2,500 be earmarked for the improvement measures, and that the Parish Council be requested to make a contribution.	Julie
(ix)	<u>Boscombe Rd, Amesbury – Speeding Concerns</u>	This road had been found eligible for speed watch as a consequence of a recent metro count survey. The group noted that the town council had advertised for speedwatch volunteers, and were also due to consider this matter at its next meeting, as not just speed but volume was also a concern on this road. Whilst discussing this issue, the group asked for more information following metro count surveys, so that the reports could be as detailed as possible.	Roger Karen
(x)	<u>Bourne Cemetery, Winterslow Rd, Porton – New Layby</u>	Due to the discovery of electricity and gas pipes where the laybe was to be constructed, Idmiston Parish Council were pursuing an alternative scheme. The group agreed to recommend that £1k be set aside for this alternative scheme.	Jan / Julie
(xi)	<u>Church Lane, Idmiston – junction with A338 – new barrier (and new white line)</u>	A long term solution to this is being drafted by officers, who will present costings as soon as possible. The CATG agreed to earmark up to £8k to this scheme.	Julie

(xii)	<u>Packway, Larkhill – traffic calming</u>	Of the improvement measures previously discussed the one outstanding was that of enhancing the visibility of the 30mph repeater signs. Julie was asked to investigate this and to provide costings for further consideration.	Julie
(xiii)	Earls Rise – Winterbourne Earls: parking obstructions	The concerns discussed at the last meeting, would be raised at a meeting of the Amesbury School's Headteachers on the 19 th May, when the issue of school run / parking is to be discussed.	Karen
(xiv)	New Bus Shelter for Raleigh Crescent, Amesbury	The CATG noted that it had the discretion to assist with the purchase and installation costs of this new shelter. Officers agreed to investigate if an existing unused shelter in Countess Court could be used and to report back with the solution. Officers have received a quote of £1200 to relocate the Bus Shelter, however the one in Countess Court is used by a school bus and a night/Sunday service and so further investigation is needed.	Julie
(xv)	SID requests from Idmiston Parish Council	The metro count requests had been submitted and Jan was asked to liaise with Craig regarding the need to trim vegetation around the 30 mph speed limit signs.	Jan
(xvi)	Signage on Gomeldon Rd, Porton for Baptist Church	Jan and Julie were to liaise over the positioning of this new sign, and the group agreed to set aside £150 on the basis that the parish council contribute to the scheme as well.	Karen
(xvii)	Porton Ford & Bollards	Julie is arranging to meet with parish council representatives to discuss this request.	Julie
4. <u>New Requests & Issues</u>			
(i)	<u>Gomeldon Rd, Idmiston – speed limit review</u>	The group considered the request submitted by Idmiston Parish Council on behalf of an individual resident. The request was to reposition the 30mph speed limit sign to include this particular residence. The request was felt to be justified by the parish council, on the basis that the village was very likely to support such a request. On this occasion however, bearing in mind the costs involved - £3k approx, the group did not consider the request to be justified.	
(ii)	<u>Church Rd, Amesbury – reassessment of new road layout at pinch point</u>	The group considered the concerns that had been raised and the consequent report of the officer, and concluded that the officer's findings were correct. It was noted, however, that the town council would be reviewing car parking arrangements in the whole of the town soon, and this matter – especially that of	Roger / Karen

		the parking of cars outside Wyndham Hall – would form part of that review.				
(iii)	<u>New path to Cemetery in Durrington A345</u>	The group considered a request from Durrington Town Council to upgrade the Wiltshire Council owned footpath along the A345 from the village up to the cemetery. Noting the costings for this scheme (as below), the group recommended that the board should agree in principle to this request, subject to final designs and clarifications.				
		Costs		Income		
		Cemetery Path	19,666	Commonwealth war graves	450	
		Avenue of Trees	3,300	Substantive Bid	12,516	
				Durrington Town Council	5,000	
				Community Area Grant	5,000	
		TOTAL	22,966			
(iv)	<u>Request for 2 new signs at Durrington Cemetery</u>	The CATG noted that this request was associated with the new path scheme, as detailed above, and as such, agreed to make its final decision on this at the next meeting, following the Area Board's decision of the 29 th May.				Julie
	<u>Upgrade to Durrington Zebra Crossing on Bulford Rd</u>	This has been requested by the local Neighbourhood Tasking Group and will be investigated by Julie and an update submitted to the July meeting				Julie
(v)	<u>Request for weight limit review – Rollestone</u>	Julie to investigate and report back				Julie
5.	<u>New 20mph Speed Limit Policy</u>					
	<p>After careful consideration of the requests received from 9 parish and town councils in the Area, the group agreed to put forward the following two routes to be reviewed in 2014/15 to assess their eligibility for a new 20mph speed limit:</p> <ul style="list-style-type: none"> • Churchill Avenue, Bulford • Great Wishford 				Karen	

6.	<u>Metro Count Results</u>	
	<p>The group discussed the results of the metro count surveys carried out recently, and noted those pending.</p> <p>In regard to the SID recommendation for the A338 Allington, the CATG recorded its support for this survey finding.</p>	
7.	<u>Date of Next Meeting</u>	
	Wednesday 16 th July 2014, 10am – venue to be confirmed	Karen

Report to	Amesbury Area Board
Date of Meeting	29 May 2014
Title of Report	Area Board Funding

Purpose of Report

To ask councillors to consider the following grant requests:

1. Durrington Walls Wind Band – award £1,290 for the purchase of a tuba, conditional upon the balance of funding being in place;
2. Brambles Pre-School – award £3,000 towards the purchase of a mini-bus, conditional upon the balance of funding being in place;
3. Durnford Parish Council – award £400 for the purchase of a notice-board, conditional upon the balance of funding being in place;
4. Neighbourhood Tasking Group – award £1,000 for bicycle maintenance and security equipment;
5. Durrington Town Council – award £5,000 for the creation of a path and avenue of trees, conditional upon the balance of funding being in place; and
6. Supporters of Amesbury Archer School – award £750 for the cost of school playground markings.
7. Newton Tony Memorial Hall Committee WW1 Event – award £1,000 for two commemorative plaques.
8. Amesbury Community Plan Co-ordinator and administration costs - £8,240
9. Cllr Project (Sponsor: Cllr Noeken) – award £5,000 for the Area Board Pledge to tackle litter in the area

Other

To note grants approved at the meeting held on 27 March 2014 and to be paid from the 2014/15 Amesbury Area Board budget:

10. 2nd Bulford St Leonards Scout Group – £3,000 capital funding towards a new scout hut, conditional upon the balance of funding being in place; and
11. Amesbury Carnival and Show – £1,790 capital funding, conditional upon the balance of funding being in place.

1. Background

- 1.1. Area Boards have authority to approve Area Grants under powers delegated to them. Under the Scheme of Delegation Area Boards must adhere to the Area Board Grants Guidance.
- 1.2. In accordance with the Scheme of Delegation, any decision of an Area Board that is contrary to the funding criteria and/or the officer's recommendation would need to demonstrate that the application in question has a wider community benefit, and give specific reasons for why this should justify an exception to the criteria.
- 1.3. The Localism agenda supports the ethos of volunteering and community involvement and the nurturing of resilient communities. With this in mind Community Area Grants (CAGs) should be encouraged from and awarded to community and voluntary groups.
- 1.4. The area board may wish to link funding to local priorities, including those identified in their Community Plan, Community Area Joint Strategic Assessment and any other community based consultative work.
- 1.5. The community area grants budget has been approved for 2014/2015 for community area grants, digital literacy grants, community partnership core funding, area board operational funding and area board/councillor led initiatives.
- 1.6. In addition to CAGs and digital literacy grants councillors can submit an Area Board/Councillor-Led Initiative. This enables area boards to tackle sticky community issues and/or community identified priorities. Cabinet have emphasised that they do not wish these to be used to avoid complying with Community Area Grant criteria or for filling gaps where there are council service shortfalls.
- 1.7. Applications of up to and including £1,000 can be made for a Community Area Grant, which do not require matched funding. Amounts of £1,001 - £5,000 will be required to find matched funding. The area board will rarely award more than £5,000.
- 1.8. A ring-fenced budget of £1,500 has been provided specifically for Digital Literacy Grants, although the area board may spend more. Up to £500 per project is available for capital projects.
- 1.9. There is a single on-line application process for Community Area Grants (CAG) and Digital Literacy grants, introduced to provide an easy step by step application process. The application process and funding criteria can be found [here](#).
- 1.10. Area boards will not consider CAG applications from town and parish councils for purposes that relate to their statutory duties or powers that should be funded from the local town/parish precept. However this does not preclude

bids from town/parish councils, encouraging community projects that provide new opportunities for local people or those functions that are not the sole responsibility of the town/parish council.

- 1.11. Officers provide recommendations, however the decision to support applications is made by Amesbury area board councillors.
- 1.12. Funding applications will be considered at every Area Board meeting whilst there is money available.
- 1.13. All recipients of area board funding are expected to complete an evaluation form as soon as the project has been completed and provide receipts if requested. Groups are encouraged to up-load information and photographs about their project on to the Amesbury 'Our Community Matters' [blog-site](#). Failure to evaluate projects will preclude applicants/organisations being considered for future funding.

Background documents used in the preparation of this report	Amesbury Area's Community Plan Priorities Amesbury Area Joint Strategic Assessment
--------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------

2. Main Considerations

- 2.1. Councillors must ensure that the distribution of funding is in accordance with the Scheme of Delegation outlined in Section 1 of this report.
- 2.2. Councillors will need to be satisfied that grants awarded in 2014/2015 are made to projects that can realistically proceed within a year of the award being made.
- 2.3. This is the first funding round of the 2014/15 financial year.

Future rounds will take place as follows:

- 18 April 2014 for consideration on 29 May 2014
- 19 June for consideration on 31 July 2014
- 22 August for consideration on 2 October 2014
- 10 October for consideration on 20 November 2014

3. Environmental & Community Implications

- 3.1. Area Board Grants contribute to the continuance and/or improvement of cultural, social and community activity and wellbeing in the community area, the extent and specifics of which will be dependent upon the individual project.

4. Financial Implications

- 4.1. Awards must fall within the Area Boards budget allocated to the Amesbury Area Board. Budget allocated in 2014/15 is £67,670.01

4.2. If the grants are awarded Amesbury Area Board will have a balance £37,200.01.

5. Legal Implications

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

6. HR Implications

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

7. Equality and Inclusion Implications

7.1. Community Area Grants and Small Grants will give local community and voluntary groups, town and parish council's equal opportunity to receive funding towards community based projects and schemes, where they meet the funding criteria.

7.2. Implications relating to individual grant applications will be outlined in section 8 of the funding report.

8. Grant Requests

Ref	Applicant	Project proposal	Funding requested
8.1.	Durrington Walls Wind Band	New tuba	£1,290

8.1.1. The application has been appraised by the Community Area Manager and meets the grants criteria and has been classified as a capital project.

8.1.2. This application meets the aspirations of the Local Agreement for Wiltshire: 'to create stronger and more inclusive communities' and 'to help young people succeed and take part in positive activities'.

8.1.3. A tuba is not an instrument the band would expect a player to own, but it is important to ensure the continuance of the band's growing reputation locally. The band is unable to fund this purchase from its reserves as these have been committed to fund the acquisition of independent premises.

8.1.4. The band is a community band encouraging people of all ages ranging from 10 to 65 to learn and play an instrument.

Ref	Applicant	Project proposal	Funding requested
8.2.	Brambles Pre-School, Figheldean	Mini-bus	£3,000

8.2.1. The application has been appraised by the Community Area Manager and

meets the grants criteria and has been classified as a capital project.

8.2.2. This application meets the aspirations of the Local Agreement for Wiltshire: 'to provide the strong foundations for children and young people's development' and 'to help young people succeed and take part in positive activities'.

8.2.3. Brambles Pre-School has operated a walking bus for its 26 two and three olds which in fair weather is highly successful. The mini-bus would ensure that the very young children and staff to arrive at school dry in exceptionally wet winter weather.

8.2.4. The pre-school is a feeder to Figheldean Primary School and has 18 leavers this year moving to local schools.

8.2.5. The pre-school has charity status.

Ref	Applicant	Project proposal	Funding requested
8.3.	Durnford Parish Council	New notice-board	£400

8.3.1. The application has been appraised by the Community Area Manager and meets the grants criteria and has been classified as a capital project.

8.3.2. This application meets the aspirations of the Local Agreement for Wiltshire: 'to create stronger and more inclusive communities' and 'to support more people to have independent and fulfilling lives as part of their local community'.

8.3.3. The parish is one of the smaller communities and has the very low precept of £1,990 with which to maintain parish assets through the year.

8.3.4. While this application may be borderline in terms of meeting the grant criteria due to the fact the parishes are now expected to fund their own facilities, the parish cannot precept for all of its expenses due to its size and has recently had to recruit a new parish clerk at an increased rate.

8.3.5. Officers hope that the parish will precept accordingly to meet ongoing increased expenses in the future.

Ref	Applicant	Project proposal	Funding requested
8.4.	Neighbourhood Tasking Group	Keep Bikes Safe	£1,000

8.4.1. The application has been appraised by the Community Area Manager and meets the grants criteria and has been classified as a capital project.

8.4.2. The Neighbourhood Tasking Group is a made up of volunteers from the community including representatives from the town and parish councils,

Larkhill and Bulford military personnel, Neighbourhood Watch and Housing Associations.

8.4.3. The NTG assists the police where possible to reduce crime and increase community safety within the area.

8.4.4. Bike theft has been identified as a priority in the area.

8.4.5. The project is aimed for under-18s to teach bike safety for those living in Bulford, Durrington, Larkhill and Figcheldean.

8.4.6. The NTG is a not-for-profit community group of volunteers.

Ref	Applicant	Project proposal	Funding requested
8.5.	Durrington Town Council	WW1 Centenary Path and Avenue of Trees	£5,000

8.5.1. The application has been appraised by the Community Area Manager and meets the grants criteria and has been classified as a capital project.

8.5.2. The project will upgrade and increase accessibility of the roadside path leading to the cemetery. The Community Area Transport Group has given its support in principle to this project, subject to consideration of the final scheme. The project is also the subject of a bid to Wiltshire Council's Substantive Transport Scheme budget.

8.5.3. The total project cost is £22,966, £12,516 is requested from the Substantive budget, £5,000 has been committed from Durrington Town Council, £450 has been requested from the Commonwealth Graves Commission and the remaining £5,000 is requested from the Community Area Grants scheme.

8.5.4. The project aims to reduce motorised traffic to the cemetery and increase the options for walkers.

8.5.5. The avenue of trees will create a legacy in remembrance of the centenary of the Great War for many generations.

8.5.6. This project falls outside of the town council's normal responsibilities for which they can precept. However, the town council has committed £5,000 of its own funds to this project.

Ref	Applicant	Project proposal	Funding requested
8.6.	Supporters of Amesbury Archer School	School Playground Markings	£750

8.6.1. The application has been appraised by the Community Area Manager and meets the grants criteria and has been classified as a capital project.

8.6.2. The parent teacher association would like to provide playground markings for the key stage two play-area.

8.6.3. The markings will improve the play and educational environment.

8.6.4. Amesbury Archer Primary School is expanding and currently has 328 pupils between 4 and 11 years old.

Ref	Applicant	Project proposal	Funding requested
8.7.	Newton Tony Memorial Hall Committee	WW1 Commemoration Event	£1,000

8.7.1. The application has been appraised by the Community Area Manager and meets the grant criteria and is classified as a capital project, as the costs to be funded by the grant are for two commemorative plaques.

8.7.2. The committee is planning a commemorative event on the 3rd August for all in the village to come together to honour the lives of the 11 men from Newton Tony who lost their lives in WW1.

8.7.3. A legacy to this event will be the putting up of two plaques, one on the Liege Bridge in memory of those 11 villagers killed in the war and one on the bridge face with its name 'Liege Bridge' as the bridge was named after the first battle of WW1 and was officially opened in 1914.

Appendices	Appendix 1 – Durrington Walls Wind Band Appendix 2 – Brambles Pre-School Appendix 3 – Durnford Parish Council Appendix 4 – Neighbourhood Taking Group Appendix 5 – Durrington Town Council Appendix 6 – Supporters of Amesbury Archer School Appendix 7 – Newton Tony Memorial Hall Committee
-------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

No unpublished documents have been relied upon in the preparation of this report other than those requested in the funding criteria e.g. estimates.

Report Author	Karen Linaker Community Area Manager Tel: 01772 434697 Email: karen.linaker@wiltshire.gov.uk
----------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------

Amesbury
29 May 2014

Appointments to Outside Bodies and Constitution of and Appointments to Working Groups 2014/15

1. Purpose of the Report

- 1.1. To appoint representatives to Outside Bodies, and to reconstitute and appoint to Working Groups for the year 2014/15.

2. Background

- 2.1. The Area Board is invited to appoint Councillor representatives to the Outside Bodies listed at **Appendix A**. These appointments will continue for the duration of Councillors' terms of office, unless the Board determines otherwise.
- 2.2. Similarly, the Area Board is invited to reconstitute the Working Groups set out in **Appendix B**, with the Terms of Reference set out at **Appendix C**, and to make appointments to these groups. These appointments are for 2014/15.

3. Main Considerations

- 3.1. In 2010 all Area Boards appointed Community Area Transport Groups (CATGs), which operated as informal working groups making recommendations to the Area Board for approval. Terms of Reference are set out in Appendix C. It should be noted that the establishment of the CATGs, along with the delegation of the relevant budget of Area Boards, was a delegation of authority from the Cabinet Member for Highways, and so the Terms of Reference for these cannot be amended.
- 3.2. Some Area Boards also established Shadow Community Operations Boards to discuss and facilitate the development of Campus proposals. Similarly these groups were established as part of the Council's corporate programme for Campuses and so the Terms of Reference cannot be amended.
- 3.3. Some Area Boards have established other working groups to consider and address local issues. Where these have Terms of Reference, this is for the Area Board to determine and amend where required.

4. Financial and Resource Implications

- 4.1. None.
4.2.

5. Legal Implications

- 5.1. Some appointments carry responsibilities and duties, for example, those which involve becoming a trustee. Councillors are advised to seek advice on individual appointments if required.
- 5.2. Protocol 3 of the Council's Constitution sets out Guidance to Members on Outside Bodies.

6. Environmental Impact of the Proposals

- 6.1 None.

7. Equality and Diversity Implications

- 7.1 None.

8. Delegation

- 8.1 Under Wiltshire Council's constitution (Part 4, paragraph 5), appointments to Outside Bodies will be made by the Leader of the Council, Cabinet, Area Boards or a meeting of group leaders, as appropriate. By convention, appointments to Outside Bodies which operate within the boundary of a community area are made by the relevant Area Board.
- 8.2 The appointment of Councillors and other representatives to working groups operating under the Area Board is a matter for the Area Board to determine.

9. Recommendation

- 9.1 The Area Board is requested to:
 - a. Appoint Councillor representatives to Outside Bodies as set out at Appendix A;
 - b. Agree to reconstitute and appoint to the Working Group(s) as set out in Appendix B; and
 - c. Note the Terms of Reference for the Working Group(s), as set out in Appendix C.

Report Author:

Jessica Croman
Democratic Services Officer
01225 718262
Jessica.croman@wiltshire.gov.uk

Appendices:

Appendix A – list of appointments to Outside Bodies

Appendix B – list of appointments to Working Group(s)

Appendix C – Terms of Reference for Working Group(s)

Unpublished background documents relied upon in the preparation of this report

None.

WILTSHIRE COUNCIL OUTSIDE BODIES

Outside Body Title (A to Z)	Appointed By	Why Rep Needed	Organisation aims	Meeting schedule	Voting rights	Reps needed	Representative (s)
Amesbury Youth Advisory Group (YAG)	Area Board - Amesbury	So young people can present ideas to councillors and council	Youth issues and democracy	4 meetings per year	Yes	Up to 2	Cllrs John Smale and Graham Wright
Stonehenge World Heritage Site Steering Group	Area Board - Amesbury	To provide Area Board and local representation on the group	TBC	3 times per year	No	1	Cllrs Ian West and Fred Westmoreland
Tenants Panel	Area Board - Amesbury	So tenants Panel can inform board and be informed of issues in the area concerning council tenants	To promote & Represent the interest of all Council Tenants	Every 6 Weeks	No	1	Cllr Mike Hewitt

Appointments to Working Groups Amesbury Area Board

Community Area Transport Group (CATG):

- 13/14 Membership : -

Chris Coates – Orcheston PC
Dave Goodman – Durrington TC
Roger Fisher – Amesbury TC
Mike Hewitt – Bourne & Woodford Valley Divisions
Carole Slater – Shrewton PC
John Smale – Bulford, Allington & Figcheldean Divisions
Margaret Strange – Amesbury TC
Bill Thomas – Bourne Valley Alliance
Jan Tidd – Bourne Valley Alliance
Ian West – Till & Wylve Valley Divisions

Change requested for 14/15 – Fred Westmoreland to replace Roger Fisher

CATG Sub Group:

- Cycle Task Group – (reps in 13/14 – Cllrs Smale and Hewitt)

Shadow Community Operations Board (COB):

- Rep in 13/14 – Cllr Westmoreland

Community Planning Panel lead councillors (in 13/14)

- Environment Panel – Mike Hewitt
- Crime & Community Safety – John Noeken & Graham Wright
- Health & Wellbeing – Ian West
- Sport, Culture & Leisure – Graham Wright
- Housing, Economic Development, Planning & Tourism – Fred Westmoreland

Community Area Grants Process

Lead Councillor in 13/14 – Cllr Noeken

COMMUNITY AREA TRANSPORT GROUP (CATG)

TERMS OF REFERENCE

Membership of the CATG

The CATG will normally be made up of not more than 10 members from the following groups:

- Members of the Area Board
- Town and Parish Council representatives
- Community representatives

Representatives should act as a conduit between their organisations and the CATG by putting forward the views of the body they represent and providing feedback to its members regarding the work of the CATG. The group members will also need to be mindful of the needs of the community area as a whole when making their recommendations, as not all councils and groups can be represented on the CATG.

Recommendations to the Area Board will usually be reached by consensus but if necessary these can be agreed by a show of hands by those representatives present at the meeting.

The group will normally be chaired by a Wiltshire Councillor. Membership of the CATG will cease when a member ceases to hold the stated office as when first appointed.

The CATG may invite representatives from local organisations to its meetings to give technical advice or to share pertinent local knowledge on projects in the area.

Appointment of CATG Members

Appointment of members to the CATG will normally be agreed at a full meeting of the Area Board. Membership may be varied, with the agreement of the Area Board Chairman, subject to approval at the next full Area Board meeting.

Where required for flexibility, the Area Board may appoint an unnamed representative of an organisation to the CATG (e.g. Town/Parish Council or Community Area Partnership) to ensure that the organisation is always represented at meetings. However it is preferred that the same representative attends if possible to ensure consistency of membership.

Media Relations

Members of the CATG must not issue press statements on behalf of the Area Board.

Any press statements about the work of the CATG should be agreed between the Chairman of the CATG and the Chairman of the Area Board.

Meetings

It is recommended that the CATG meet at least four times a year. Meetings are intended to be limited to the Membership set out above, and is open to other members of the Area Board who wish to attend. It can be open to public if the Area Board wishes to do so. It should be noted that CATG is not a constitutional or decision making body and hence proceedings will not be minuted by Democratic Services.

Officer Support

Meetings will be attended by relevant officers from Wiltshire Council including a senior transport planner, a senior traffic engineer and a local highway maintenance engineer as necessary.

Terms of Reference

The CATG has no formal decision making authority on operational matters or budget expenditure but acts as an informal discussion forum making recommendations to the Area Board. Recommendations must be agreed at a full CATG meeting before being brought to the next Area Board for approval.

The CATG's terms of reference are set out at Appendix A:

Terms of Reference

1. Small scale transport schemes – discretionary funding

To make recommendations to the Area Board to determine priorities and levels of expenditure required for small scale transport schemes in the community area. A discretionary highways budget has been allocated to the board by the Cabinet Member for Highways and Transport. The funding allocation is for capital funding and can only be used to provide new and improved highway infrastructure. It is suitable for schemes that improve safety, increase accessibility and sustainability by promoting walking, cycling and public transport and improve traffic management. It cannot be used to fund revenue functions such as maintenance schemes or the provision of passenger transport services. Schemes considered by the CATG should have first been raised through the community issues system and endorsed by the relevant town or parish council.

In choosing their local transport schemes Area Boards will need to be mindful of the priorities of the Local Transport Plan and the likely availability of future funding for implementation.

(Cabinet Member Decision HT-021-10)

2. Small scale transport schemes – substantive funding

To submit bids for funding from the centrally held substantive funds. A scheme qualifies as substantive if the estimated cost is in excess of the total discretionary amount available.

(Cabinet Member Decision HT-026-11)

3. Speed Indication Devices

To make recommendations to the Area Board as to the locations for speed indicator devices (SIDs) in line with the guidance issued by the Cabinet Member for Highways.

(Cabinet Member Decision HT-023-11)

4. C & UC roads speed limit review

To make recommendations to the Area Board as to the priority routes for review on C Class and unclassified roads in accordance with the guidance issued by the Cabinet Member for Highways.

(Cabinet Member Decision HT-027-11)

5. Waiting restrictions

To make recommendations to the Area Board regarding waiting restrictions in areas where the Town or Parish Councils do not wish to undertake this function.

(Cabinet Member Decision HT-031-11)

6. Other decisions

To make recommendations to the Area Board regarding any other local highways issues when requested.

CAMPUS AND OPERATIONAL DELIVERY PROGRAMME

Campus & Operational Estate Management Workstream

Draft Terms of Reference for Shadow Community Operations Board

1 Background

On 15 February 2011 Wiltshire Council's Cabinet approved the implementation of the Campus and Operational Delivery Programme. The Programme will:

- Work with local communities to develop, facilitate and deliver community campus buildings across Wiltshire which seek to co-locate existing Council and partners services in one accessible location (or possibly more if appropriate) in a community area.
- Carry out the development of campus facilities in line with the Campus and Operational Management workstream principles (noted in section 2 of this document).
- Implement the Preliminary Management Project which will test the potential to develop some form of community driven strategic non-profit distributing organisation to deliver and support public services across Wiltshire.

Some of the benefits that the Council is seeking to achieve from a campus are:

- Accessible facilities that accurately reflect the specific needs of the local area being served.
- Reducing the Council's estate producing an estimated 40% reduction in operational costs across all estate (this is an estimation based upon an initial assessment of the impact of the Workplace Transformation Programme which preceded the Campus and Operational Delivery Programme).
- Combining point of contact arrangements and improving accessibility to services.
- Developing and providing sustainable and energy efficient buildings.
- Ensuring long term flexibility in terms of the use of space is fundamental to the design.
- Developing the synergies between the management of individual services at a community level.
- Working with communities to develop a coherent and effective volunteering policy relevant to the local campus.
- Reducing the current overall risk to the Council from aging, disparate and inefficient buildings.
- Increased, beneficial and sustainable partnership working.

Fundamental to the successful implementation of the programme is the commitment to empower local people to have a direct influence on the delivery of public services in their area. This supports the concepts of Localism and the decentralisation of decision making to local communities.

The Preliminary Management Project will initially be focused on Corsham, Melksham, Pewsey, Tisbury and Wootton Bassett. This will encompass the creation of Shadow Community Operations Boards, reporting into the Area Board who will make final recommendations to Cabinet for their consideration. The Shadow Community Operations Boards, will, subject to the agreement of the Area Board, take on a key role in coordinating and leading communications, influencing, and local engagement. This will cover areas such as the consultation processes, commenting on facility design and development and the ongoing indirect management and strategic planning of the resulting campus facility.

The preliminary management project will be in place from April 2011 through to April 2013 unless the Council determines otherwise.

2 Campus Management Principles

The Shadow Community Operations Board will need to work with the Council and its partners to ensure that the following approved principles are delivered:

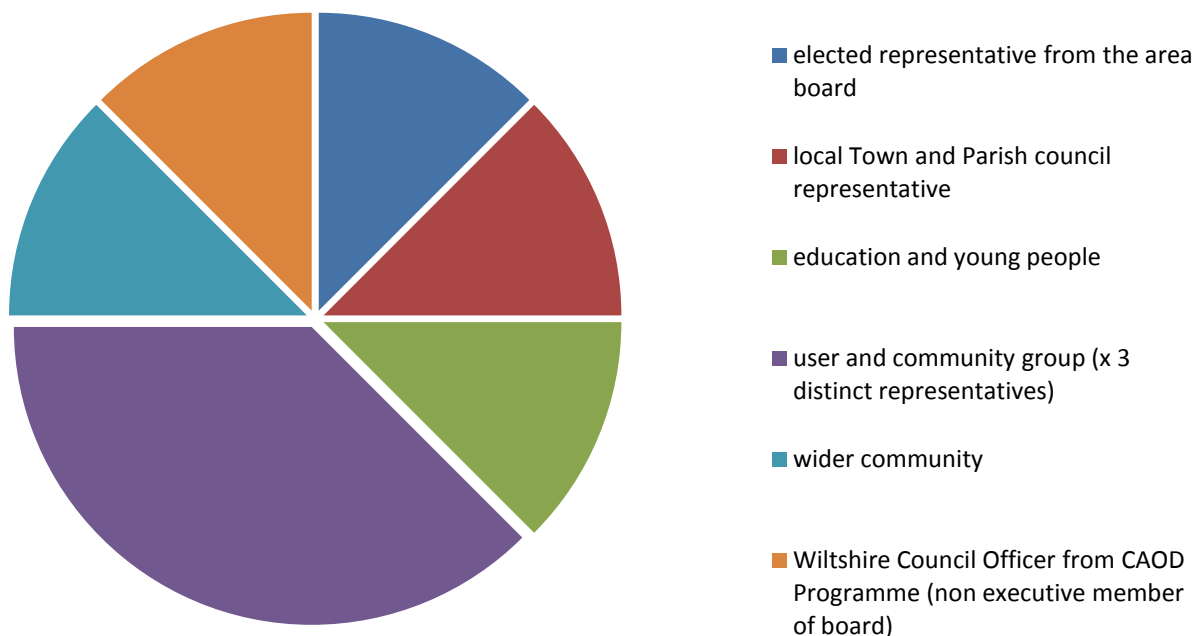
- (i) Create an environment which empowers local people to directly influence the delivery and improvement of unique needs based services in their community.
- (ii) Ensure a singularity of vision to enable local needs to be foremost in strategic planning and operational service delivery.
- (iii) Be proactive in meeting economic challenges and widen the scope for investment in services and assets.
- (iv) Share the accountability for service delivery with the community and partners.

Version3 – 5/4/11

- (v) Secure a sustainable and innovative form of management that complements the evolving national context of the localisation of service delivery.
- (vi) Promote social inclusion and resilience by increasing accessible opportunities for volunteering and community involvement
- (vii) Make specific provision for accessible opportunities for partnership working.
- (viii) Provide accessible local decision making processes and governance structures.
- (ix) Provide opportunities for a consistent and sustainable support network for the voluntary and community sector in Wiltshire.
- (x) Provide a consistent strategic vehicle for all services in a locality that is financially robust and able to respond to the changing face of the public and community service delivery rather than a range of competing initiatives based on existing service models.

3 Membership

The shadow community operations board membership will be determined by the Area Board and should consist of an appropriate, mutually agreeable representative from the following broad sectors of the local community area:



- (i) There will be one representative for each party identified.
- (ii) The board will need to nominate a chairperson at its inaugural meeting.
- (iii) The board will need to determine if the suggested representation appropriately reflects the description of the party.
- (iv) There will be up to three representatives identified by the user and community group sector and approved by the Area Board. Such representatives should be selected so as to ensure proper representation from distinct interest groups within that sector.
- (v) The Wiltshire Council liaison representative will be an officer from the Campus and Operational Delivery Programme team and will be invited to sit on the board as a non-executive party.
- (vi) Each party should endeavour to be represented at each formal meeting.
- (vii) Each executive party will have equal rights.

4 Roles and responsibility

4.1 Community leadership & engagement

- (i) On behalf of the Area Board, provide effective community leadership and accountability for the preliminary management project and ensure the workstream principles are met.
- (ii) As required by the Area Board, to effectively manage the communications of the project within the community area and to liaise with the officer working group to ensure any locally focused communications plan complements the wider strategic communications plan.

- (iii) To make representation to the Area Board based on ongoing community engagement and consultation to determine or recommend levels of services provided within each phase of the project.
- (iv) To work with the Area Board to identify local partners and facilitation and support of sustainable partnership working.

4.2 Responsibility for outcomes

- (i) To define community need and make recommendations to the Area Board over facility specification and operations.
- (ii) Support the Area Board in the delivery of the campus building.
- (iii) On behalf of the Area Board develop, and subject to future cabinet approval, implement a local volunteering strategy (specific framework for the engagement and management of volunteers) to support the campus.
- (iv) Influence the campus design and specification where appropriate by recommendation to the Area Board
- (v) Positive engagement in the ongoing strategic planning, programming and operation of the campus

4.3 Project coordination and reporting

- (i) To develop a community led action plan that clearly sets out the approach the shadow board will take and seek Area Board approval for this
- (ii) To assist the Campus and Operational Delivery Team in developing, managing and monitoring the progress and delivery of an action plan
- (iii) To assess any potential risks and advise the Campus Management Working Group and Area Board accordingly.
- (iv) To develop a marketing plan and strategy, to be supported by the Council, that sets out the proposed approach to maximising sustainable community use of the campus facility, subject to approval by the Area Board and Wiltshire Council Cabinet
- (v) To ensure a co-ordinated community approach to the engagement, development and operation of a campus facility.
- (vi) To report progress and make recommendations to the Area Board and officer working group for improved services, community orientated services based upon need, facility development and local opinion
- (vii) Partner role in the wider not for profit distributing management options and governance appraisal

4.4 The role of Wiltshire Council

- (i) The ultimate responsibility for all service delivery and responsibility for the delivery of the Campus will remain with the Council for the duration of the preliminary management project.
- (ii) There may be elements or decisions required within the preliminary management project that will need to be determined by elected members of the Area Board or Cabinet following recommendation to them by the Area Board
- (iii) The Council will endeavour to support the approach the Shadow Community Operations Board takes where that approach supports the principles set out in section two of this document and has been supported by the Area Board

5 Outcomes

- (i) The local community and partners in the widest sense are informed and proactively engaged with the process of delivering and the future operation of a community campus.
- (ii) The community campus is delivered within the timescales set, with full proactive engagement from the local community and the service delivery meets local needs.
- (iii) The community-led aspect of campus delivery is clearly defined, managed and continually assessed to ensure maximum use of the facility by the local community and continued engagement in concept of local people directly influencing the delivery of local services.

6 Confidentiality

Whilst most information provided by the council or other participants or partners will be non-confidential in nature there may be occasions when due to the commercial nature of discussions or where matters are relevant to policy development by the council, it may request that individual information or items are confidential. Should any participant be unable to respect this request they must absent themselves from the meeting prior to discussion and consideration of the relevant item.

7 Governance Arrangements

The project remit currently extends up to April 2013. Prior to this there is a need to implement an interim governance structure that provides an appropriate framework to operate. It should be noted that managerial responsibility for operations, health and safety, staff etc remains with the Council for the duration of the project however there is scope for the Shadow Community Operations Board to influence, plan and programme services, subject to Cabinet approval following a recommendation from the Area Board. A chart showing the relationships between the various parties is noted below.

- (i) The Shadow Community Operations Board will meet as necessary and as determined by the Board.
- (ii) The Shadow Community Operations Board will be chaired by a representative elected by the Board.
- (iii) The Shadow Community Operations Board will report to the Area Board, but where request to do so by the Area Board, may provide advice directly to the Campus Management Working group, which is a cross departmental officer team coordinated by the Campus and Operational Delivery Programme.
- (iv) The administration of the Shadow Community operations Board will be the responsibility of the Board itself.
- (v) There may be occasions whereby sub-groups of the Shadow Community Operations Board will be necessary. In this instance any sub-group will report directly to the Shadow Community Operations Board in governance terms.

Preliminary Management Project Governance Arrangements

