

SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

	Item	Update	Actions and recommendations	Who
	Date of Meeting	11th June 2019		
1.	Attendees and apologies			
	Present:	<p>Councillor Sven Hocking (SH) – Wiltshire Council – Chair Councillor Mary Douglas (MD) – Wiltshire Council Councillor John Walsh (JW) – Wiltshire Council Councillor John Farquhar (JF) – Salisbury City Council Councillor Vic Bussereau (VB) – Laverstock, Ford & Old Sarum Parish Council Patricia Podger (PP) – Elizabeth House Margaret Willmot (MW) – Salisbury Area Greenspace P/Ship Pam Rouquette (PR) – Salisbury Walking Forum Lynne Davies (LD) – Salisbury City Council Graham Axtell (GX) – Wiltshire Council Paul Shaddock (PS) – Wiltshire Council</p>		
	Apologies:	<p>Peter Durnan (PD) – Cycle Opportunities Group Salisbury David Bradley (DB) – Salisbury City Council</p>		
2.	Notes of last meeting			
		<p>The minutes of the previous meeting held were agreed at the Salisbury Area Board meeting on the 28th March 2019.</p> <p>The Salisbury Area Board minutes can be found at: https://cms.wiltshire.gov.uk/ieListDocuments.aspx?CId=168&MId=11660&Ver=4</p>		

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3.	Financial Position			
		Current financial position - £11,923.39 still unallocated.		
4.	Top 5 Priority Schemes			
a)	Issue No: 6204 Request for the introduction of measures to stop fly tipping from occurring in Gradidge Lane	Upon the advice of Wiltshire Council Legal Services it has been decided to abandon the current Traffic Regulation Order (TRO) process on the grounds that they believe that the Statement of Reasons used when proposing the TRO was insufficient. Legal Services have advised that there are three potential options moving forward: <ol style="list-style-type: none"> 1. Abandon the proposals 2. Re-advertise the TRO with an improved Statement of Reasons 3. Introduce a Public Space Protection Order (PSPO) Group to discuss the available options.	The group discussed the potential options and were still keen to introduce a restriction to control access to Gradidge Lane and indicated a preference to pursue Option 2. However, the group felt that prior to the advertisement of any revised TRO that officers should meet with representatives of the Trail Riders Fellowship and discuss the proposals for Gradidge Lane.	PS
b)	Issue Nos: 6781 & 6852 Installation of bus shelter on Devizes Road near its junction with Heath Road	Unfortunately, Queensbury have gone out of business and will no longer be able to supply and install a bus shelter at this location. Three other possible shelter suppliers (Macemain + Amstad, Bus Shelters Ltd and Externiture) have been identified and asked to provide quotes to supply and install a shelter. Consultation undertaken with frontages. No objections to the introduction of a shelter were received.	The group considered the quotes received and the design of the proposed shelters and decided to accept the quote from Bus Shelters Ltd. This will see the introduction of a shelter from their Transit range. PS advised the group that they had previously allocated £4,326 to the introduction of a bus shelter at this location but an additional £674	PS

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			<p>would be required to install the proposed shelter.</p> <p>That the Area Board approves the allocation of £674 to allow this work to be undertaken.</p>	
c)	<p>Footway outside of Prebendal House, Stratford Road, Salisbury.</p>	<p>Discussions concerning the reclamation of the land in front of Prebendal House are currently ongoing between the council and the new owners of Prebendal House.</p> <p>A quote to remove the existing foliage in front of Prebendal House in advance of the construction of the new footpath has been obtained from Wessex Tree Care. The estimated cost of these works is £800.</p> <p>The new footpath to be provided at this location is to be 1.5 metres wide (existing footways either side of Prebendal House are between 1.4 and 1.5 metres wide). Ringway had provided a cost estimate of £6721.13 to construct the footway.</p> <p>Including the Wessex Tree Care the estimated cost of providing the footway would be £7521.13.</p>	<p>The group felt that the proposed cost of the Ringway works were excessive and that alternative delivery options should be considered.</p> <p>SH asked if the council could use an alternative contractor, and if so that a quote for the work be obtained from one.</p> <p>SH also asked if it could be clarified whether or not the footway could be provided from alternative budgets, specifically, the highway maintenance footway budget.</p> <p>JF suggested that as a first step the existing planting could be removed which would allow pedestrians to avoid walking in the group.</p> <p>The group agreed that the aforementioned options should</p>	PS

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			investigated and an update brought to the next meeting of the group.	
d)	Maintenance of Street Nameplates	<p><u>2018/2019 Works</u></p> <p>All new in ground and wall mounted street nameplates funded using the Salisbury Area Board grant have been installed. Only outstanding works from the Salisbury Area Board grant is the in situ repainting of three cast iron in St John Street (x2) and Ivy Street. Works are outstanding due to the need to find an alternative contractor to undertake them. These signs are due to be painted by the end of June 2019.</p> <p><u>2019/2020 Works</u></p> <p>Work has commenced on repainting street nameplates in the St. Edmund's & Milford Ward. To date 29 street nameplates have been repainted. Works ongoing.</p> <p>Quote for works to replace broken/missing signs in the process of being prepared for consideration Salisbury Area Board for an Area Board Grant.</p>	That the Area Board notes the update.	PS / GX
e)	Issue No: 7000 Request for the introduction of motorcycle parking barriers in Brown Street Car Park	Salisbury Motorcycle Action Group have asked for the introduction of barriers in the motorcycle parking area in Brown Street (West) Car Park. The council has 15 Autopa motorcycle parking barriers in store at the Britford Park and Ride Site which could be installed. To cover the length of motorcycle parking bays in Brown Street Car Park all 15 barriers would need to be installed.	JW commented that the motorcycle parking area in Brown Street Car Park is rarely fully occupied and in view of this asked whether it would be better to spread the motorcycle parking barriers around the city centre car parks where they would potentially	PS

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		The estimated cost of introducing all 15 barriers in Brown Street Car Park is £2,580.	<p>be of benefit a greater number of motorcyclists.</p> <p>The group agreed to fund the installation of all 15 motorcycle parking barriers with their exact location to be agreed between officers and representatives of the Salisbury Motorcycle Action Group.</p> <p>That the Area Board approves the allocation of £2,580 to allow this work to be undertaken.</p>	
5.	Other Priority schemes			
a)	<p>Issue No: 5556</p> <p>Request for improved signage of the existing cycle contraflow in Rollestone Street (from its junction with Winchester Street to the access road to the rear of the Three Swans Surgery).</p>	<p>Works had to be redesigned following BT Openreach works in Rollestone Street. Ringway to undertake signing works by end of June 2019.</p> <p>As a result of the redesigned works the estimated cost of these works has been reduced from £2000 to £600.</p>	That the Area Board notes the update.	PS
b)	<p>Issue No: 6111</p> <p>Safety concern regarding cyclists exiting path adjacent to St. George's Church onto Buttercup Close</p>	<p>Design work completed in May 2019 and works order issued. Awaiting works programme date from Ringway. Chase Ringway for works programme date.</p>	That the Area Board notes the update.	PS

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6.	New Requests / Issues			
a)	<p>Issue No: 7070</p> <p>Damage being caused to Milford Mill Bridge by HGVs using Milford Mill Road</p>	<p>In March 2019 the south east pilaster of Milford Mill Bridge was struck by a vehicle (likely a HGV). Following this incident a local resident (acting with the support of other local residents) has requested that measures be introduced to stop HGVs causing damage to the bridge.</p> <p>Vehicles over 7.5t are already prohibited from using Milford Mill Road, except for those vehicles loading or unloading to a property located within the area covered by the 7.5t weight limit restriction.</p> <p>The bridge itself dates from the late 14th century and is a Grade I listed building and a Scheduled Ancient Monument. Visually the bridge is little altered from when it was first built. However, during the mid-1960s the then City of New Sarum Council dug out the road over the bridge and constructed a reinforced concrete structure within the old stonework, it is this reinforced concrete that carries the weight of the traffic rather than the ancient stonework. Assessments carried out in the 1990s deemed the bridge structurally adequate for 40t / 44t vehicles. The pilaster at the south east corner of the bridge pokes out into the traffic lane a little and is vulnerable to being nudged by passing vehicles. Historically this pilaster was hit on a regular basis resulting in the stone becoming quite damaged. Following installation of the traffic signals in 2001 the south east pilaster was completely rebuilt with new stone. The ornamental capping stone was deliberately 'dry laid' so when it is nudged by a passing vehicle it is displaced rather than damaged. Aside from some odd scuff marks and having to occasionally reposition the</p>	<p>The group discussed this issue at length and were sympathetic to the issues being caused by HGVs travelling along Milford Mill Road.</p> <p>The group felt that of the potential options put forward by the originator of the issue that the most practical first step would be for enforcement of the existing weight limit to be undertaken.</p> <p>The group acknowledged that given resourcing pressures on the Police that they would be highly unlikely to be able to commit to regular enforcement of the existing weight limit so that meant that most viable enforcement option would be for the a Community Lorry Watch Scheme to be re-established and felt that the originator of this issue should be directed down this route.</p> <p>SH requested that a quotation for the provision of "Lorry Watch operates in this area" signage.</p>	PS / SH

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		<p>capping stone the pilaster in question has not suffered any lasting damage since the traffic lights were installed.</p> <p>The originator of this issue has requested the introduction of a number of measures be considered to stop HGV's damaging the bridge. The measures requested include reducing the weight restriction on Mill Milford Road to 3.5t, CCTV cameras covering the bridge and Police enforcement of the weight limit.</p> <p>In addition to the options suggested by the originator of the issue one further option to consider would be the re-establishment of a Community Lorry Watch scheme.</p> <p>Group to discuss the available options.</p>	<p>MW and PP both stated that when they had previously tackled issues of HGVs contravening weight limits that had contacted the companies who owned the vehicles directly and asked them to instruct their drivers not to use the routes in question. Both felt this had resulted in some improvement in the problems being experienced. The group felt that this was another option that local residents could pursue.</p> <p>SH advised that he was meeting with the Police that evening to hear their views and would be meeting local residents thereafter to advise on a plan of action.</p>	
b)	<p>Issue No: 7079</p> <p>Speeding vehicles in Friary Lane</p>	<p>Metro count surveys ordered. Results expected by the end of June 2019.</p>	<p>That the Area Board notes the update.</p>	PS

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c)	<p>Issue No: 7134</p> <p>Provision of cycle route directional signage from Bishopdown to Old Sarum</p>	<p>COGS (local cycling group) have requested the provision of cycle route directional signage from Bishopdown to Old Sarum (via Green Lane) and have produced a signing schedule. Based on the signing schedule the estimated cost of providing the signage would be £4,786.</p> <p>The signage required would be located within both the Salisbury and the Southern Wiltshire Community Areas so contributions towards the cost of providing the signage could be sought from both area's CATGs. Additionally COGS have indicated that they would be prepared to contribute to the funding of the work.</p>	<p>SH and VB asked if they could be supplied with a plan showing the proposed locations of the signs.</p> <p>The group decided that they would be prepared to commit up to £1,600 towards the provision of the signs in the Salisbury Area Board boundary only subject to:</p> <ul style="list-style-type: none"> • COGS and the Southern Wiltshire Area Board (via its CATG with the support of Laverstock, Ford & Old Sarum Parish Council) committing to providing the balance of funds required. • Both Salisbury and Southern Wiltshire Area Boards agreeing that the signage is necessary and will not add undue clutter to the route. <p>That the Area Board approves the allocation of £1,600, subject to the conditions outlined above being met, to allow this work to be undertaken</p>	PS
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d)	Issue No: 7136 Speeding vehicles in Old Blandford Road	Metro count surveys ordered. Results expected by the end of June 2019.	That the Area Board notes the update.	PS
e)	Issue No: 7175 Speeding vehicles in Netherhampton Road	Metro count surveys ordered. Results expected by the end of June 2019.	That the Area Board notes the update.	PS
f)	Issue No: 7219 Large vehicles damaging the corner of Chequers House, New Street	The originator of this issue states that the corner of Chequers House at the junction of New Street and Catherine Street has been struck on two occasions in the past six months (to the end of April 2019). To stop the building from being damaged the originator has requested the installation of a bollard. The estimated cost of providing a bollard at this location is £450.	That the Area Board approves the allocation of £450 to allow this work to be undertaken.	PS

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g)	<p>Issue No: 7252</p> <p>Request for improved visibility at the pedestrian crossing point between the Petersfinger Park and Ride site and Tesco's.</p>	<p>Cllr Jeremy Nettle the Chairman of Salisbury City Council has raised this issue following discussions with the neighbouring Clarendon Park Parish Council.</p> <p>Existing planting is obscuring visibility of pedestrians crossing in in the direction of the Petersfinger Park and Ride site from Tesco's to motorists approaching from the direction of Southampton Road (and vice versa). It has been requested that some of the planting is removed to provide improved visibility.</p> <p>The Chair of Clarendon Park Parish Council has obtained a quote of £8,440 from a company called Bawden to remove the virtually all of the existing planting.</p> <p>Salisbury City Council have provided an estimate of £2,400 to undertake works to remove enough of the existing planting to improve visibility of pedestrians crossing.</p>	<p>The group discussed this matter and felt that the proposed works and estimate from Bawden was excessive and favoured the approach suggested by Salisbury City Council.</p> <p>SH commented that he felt that work came under the auspices of maintenance and that the City Council should be undertaking this work as part of their duties for maintaining this land.</p> <p>SH stated that he would discuss this matter with Cllr Nettle and the Chair of Clarendon Park Parish Council about Salisbury City Council undertaking the work and suggested that Clarendon Park Parish Council may wish to contribute to the work.</p> <p>Update on this issue to be brought to the next meeting of the group.</p>	SH
h)	<p>Issue No: 7293</p> <p>Speeding vehicles in St. Gregory's Avenue</p>	<p>Issue raised on the 28th May 2019. The originator of this issue has been asked to complete and return a metro count application form. Metro count to be ordered upon receipt of completed application form.</p>	<p>That the Area Board notes the update.</p>	PS

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7.	Closed Items			
a)	Issue No: 5485 HGVs and coaches using Salt Lane between its junctions with St. Edmund's Church Street. Request for improved HGV warning signs to be erected	All works completed in March 2019 and the issue has been closed.	That the Area Board notes the update.	PS
b)	Issue No: 6254 Speeding vehicles in Pearce Way	Three metro count surveys were undertaken in Pearce Way between 07/05/2019 and 13/05/2019. The recorded speed of traffic using Pearce Way at two of the three locations indicated that the road was eligible for no further action, whilst one location was eligible for Community Speedwatch. The Police's Community Speedwatch Co-ordinator has been advised of the results of the metro count surveys and will be contacting the originator of the issue directly to discuss the introduction of a Community Speedwatch scheme. This issue has been closed.	That the Area Board notes the update.	PS
c)	Issue No: 7117 Road safety concerns in Devonshire Road	The originator of this issue has requested the introduction of a centre line marking around the bend (in the vicinity of the bowls club) following a collision between two cars that occurred in January 2019. Salisbury City Council considered this matter at their Planning & Transport Committee Meeting on the 10/06/19 but did not support this request. This issue will be closed and no further action undertaken.	That the originator of the issue be informed accordingly and that the Area Board notes the update.	PS

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d)	<p>Issue No: 7241</p> <p>Provide pedestrians crossing Avon Approach at Riverside Walk with the right of way</p>	<p>No type of crossing that can be installed affords pedestrians a right of way over vehicular traffic. However, observed behaviour at this location would indicate that given the low number of vehicles using Avon Approach that pedestrians are able to cross at this location without issue and largely without delay.</p> <p>An informal crossing point could potentially be considered at this location. Informal crossing points are used to highlight to motorists where they are likely to see pedestrians crossing a road. Traditionally, an informal crossing point would consist of bollards and coloured surfacing. Wiltshire Council has moved away from using coloured surfacing generally as a maintenance cost saving and more specifically at such features due to the misleading belief that it afforded pedestrians priority.</p> <p>At this location it would not be possible to provide bollards due to the adjacent bridge deck and the footpath widths on the southern side of the road. In lieu of this the provision of coloured surfacing could be taken forward but in the knowledge that it will not be maintained moving forward.</p> <p>The estimated cost of providing coloured surfacing at this location is £3,537.</p>	<p>The group discussed this issue and felt that whilst the provision of coloured surfacing would help to highlight the crossing point its provision could not be justified in consideration of the road safety record at this location and that the coloured surfacing would not be maintained.</p> <p>The group suggested that improvements to this crossing point should be sought as part of the proposed redevelopment of the Maltings site.</p> <p>The group asked that this issue be closed.</p>	PS
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e)	Issue No: 7246 Request for directional signage to Salisbury 6 th Form College, Tollgate Road	Salisbury 6 th Form College in Tollgate Road have requested the provision of directional signage to their premises. In line with Wiltshire Council's current sign decluttering practice the CATG must determine whether or not they support the provision of such signs. Also in line with the sign decluttering practice the council does not fund the provision of directional signs to school premises. Therefore, if the CATG support the provision of signs the 6 th Form College would need to fund them. Officers would be able to offer the 6 th Form College assistance with the sign design work.	The CATG did not support the provision of signing to the 6 th Form College and asked for this issue to be closed.	PS
f)	Waiting Restriction Requests	Signing and lining works completed in April 2019. All works are complete and the issue has been closed.	That the Area Board notes the update.	PS

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8.	Other Items			
a)	Highway Maintenance Update	<p>GX advised that the following maintenance works were programmed for the forthcoming financial year.</p> <p>Footway Resurfacing: Downton Road and Bourne Avenue.</p> <p>Reactive Carriageway Castle Street in the vicinity of the Railway Bridge.</p> <p>Carriageway Resurfacing: Stephenson Road and Telford Road.</p> <p>GX advised that he was chasing programme dates for the aforementioned works but the carriageway resurfacing works were scheduled to be undertaken in the autumn.</p> <p>SH commented that he felt that improvements were required to the footway surface in Milford Street (in particular the section between Guilder Lane and Pennyfarthing Street) and asked if GX could advise him on how to get this footway considered</p>	That the Area Board notes the update.	PS
b)	Changes to the process of raising of Area Board / CATG Highway Issues	On the 3 rd June 2019 changes to how highway issues for consideration by Area Boards / CATGs were introduced by the Community Engagement Team. A briefing note outlining the changes is attached to these notes as Appendix 1 . A copy of the briefing note has previously been circulated to all Wiltshire Council elected members and all Parish Councils.	That the Area Board notes the update.	PS
9.	Date of Next Meeting:			
		9 th October 2019		

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1. Environmental & Community Implications

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

2. Financial Implications

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

2.2. If funding is allocated in line with CATG recommendations outlined in this report, and all relevant 3rd party contributions are confirmed, Salisbury Area Board will have a remaining Highways funding balance of £0 in the CATG allocation available for the 2018/2019 financial year and £6619.39 in the CATG allocation available for the 2019/2020 financial year.

3. Legal Implications

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

4. HR Implications

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

5. Equality and Inclusion Implications

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

6. Safeguarding implications

There are no specific safeguarding implications related to this report.