

AGENDA

Meeting: Southern Wiltshire Area Board
Place: Winterbourne Glebe Hall, Winterbourne Earls, Salisbury, SP4 6HA
Date: Thursday 23 May 2024
Time: 7.00 pm

Including the Parishes of: Alderbury, Allington, Britford, Cholderton, Clarendon Park, Coombe Bissett, Downton, Firsdown, Grimstead, Idmiston, Landford, Laverstock & Ford, Newton Tony, Odstock, Pitton and Farley, Redlynch, West Dean, Whiteparish, Winterbourne, Winterslow

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.

Networking opportunity from 6:30pm.

Please direct any enquiries on this Agenda to Lisa Alexander (Senior Democratic Services Officer), direct line 01722 434560 or email lisa.alexander@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

Cllr Rich Rogers, Winterslow & Upper Bourne Valley (Chairman)
Cllr Andrew Oliver, Old Sarum & Lower Bourne Valley (Vice-Chairman)
Cllr Richard Britton, Alderbury and Whiteparish
Cllr Richard Clewer, Downton and Ebble Valley
Cllr Zoë Clewer, Redlynch & Landford
Cllr Ian McLennan, Laverstock

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Wiltshire Council may record this meeting for live and/or subsequent broadcast. At the start of the meeting, the Chairman will confirm if all or part of the meeting is being recorded. The images and sound recordings may also be used for training purposes within the Council.

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Parking

To find car parks by area follow [this link](#).

Public Participation

Please see the agenda list on following pages for details of the items for discussion. The Area Boards welcome public participation and the Chairman will try to ensure that everyone has the opportunity to participate where possible. To discuss matters not on the agenda, please contact the officer named on the front page, ahead of the meeting.

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

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

Our privacy policy is found [here](#).

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

Area Board Officers

Strategic Engagement & Partnerships Manager (SEPM) karen.linaker@wiltshire.gov.uk

Area Board Delivery Officer – karlene.jammeh@wiltshire.gov.uk

Senior Democratic Services Officer – lisa.alexander@wiltshire.gov.uk

Items to be considered	Time
<u>Welcome and Introductions</u>	
<p>1 Election of a Chairman for 2024/25</p> <p>The Democratic Service Officer will call for nominations for Chairman for 2024/25.</p>	7.00pm
<p>2 Election of a Vice-Chairman for 2024/25</p> <p>The Chairman will call for nominations for Vice-Chairman for 2024/25.</p>	
<p>3 Apologies</p> <p>To receive any apologies.</p>	7:00pm
<p>4 Minutes (<i>Pages 1 - 34</i>)</p> <p>To confirm the minutes of the meeting held on 22 February 2024.</p>	
<p>5 Declarations of Interest</p> <p>To receive any declarations of disclosable interests or dispensations granted by the Standards Committee.</p>	
<p>6 Chairman's updates</p> <p>The Chairman will give an update on outcomes and actions arising from previous meetings of the Area Board.</p>	
<p>7 Information Items (<i>Pages 35 - 50</i>)</p> <p>The Board is asked to note the following Information items:</p> <ul style="list-style-type: none"> • Community First • Healthwatch Wiltshire • Update from BSW Together (Integrated Care System) • Wiltshire Council Consultation Portal • Wiltshire Council Information Items: <ul style="list-style-type: none"> ○ Draft Licensing Policy 2024-29 Consultation ○ Local Nature Recovery Strategy Engagement Update ○ Multiply – National Numeracy Day 	
<p>8 Partner and Community Updates (<i>Pages 51 - 56</i>)</p> <p><u>Verbal Updates</u></p> <p>To receive any verbal updates from representatives, including:</p> <ul style="list-style-type: none"> • Neighbourhood Policing Team – Inspector Tina Osborn • Parish Councils and Community groups • Update from the 16 May Local Youth Forum of Partners 	7.15pm

meeting

Written Updates

The Board is asked to note the following written and online updates attached to the agenda:

- Police
- Fire & Rescue webpage: [Dorset & Wiltshire Fire Service | News & Incidents \(dwfire.org.uk\)](https://www.dwfire.org.uk/news-and-incidents)
- Health & Wellbeing Group Summary of May meeting

9 **Highways Matters Update** (Pages 57 - 70) **7.30pm**

To note the responses to the questions raised at the 22 February 2024 Highways Matters meeting (as attached).

10 **Major Maintenance Programme Update** **7.40pm**

An update from the Chairman on the Major Maintenance Programme.

11 **Area Board Priorities** (Pages 71 - 86) **7.50pm**

The Board is asked to note the End of Year 2023/24 Report and to renew the Area Board Priorities, as informed by the Joint Strategic Needs Assessment.

12 **Area Board Funding** (Pages 87 - 92) **8.35pm**

To note the remaining budgets and to consider any applications for funding, as detailed in the attached report and summarised below:

Budgets for 2024/25:

Community Area Grant	Young People	Older & Vulnerable
£22,642	£19,321	£7,700

Officer: Karen Linaker, Strategic Engagement & Partnerships Manager

Area Board Initiatives:

Ref/Link	Grant Details	Amount Requested
ABG1541	Celebration of Community Intergenerational Event at Longford School Total project cost £900	£500 From the H&W budget

Note: A copy of the Health & Wellbeing Group meeting notes, where the above grant was considered, are attached to item 8 on the agenda.

Community Area Grants:

Ref/Link	Grant Details	Amount Requested
ABG1772	Devenish Bradshaw Charitable Trust Chalk Stream and Meadows Sensory Trail Total project cost £7413.00	£2,000
ABG1782	Old Sarum and Longhedge CIO OSL Community Pantry New Freezer Total project cost £1775.98	£887.99

Young People Grants:

Ref/Link	Grant Details	Amount Requested
ABG1758	Nomansland Landford and Hampton Youth Club Tuesday evening open access youth club for Nomansland, Landford and Hamptworth. Total project cost £8,330	£3,000

Delegated Funding

No awards of delegated funding have been made since the last meeting.

Further information on the Area Board Grant system can be found [here](#).

13 **Local Highways and Footpath Improvement Group (LHFIG) Update** *(Pages 93 - 124)*

8.50pm

To note the minutes and consider any recommendations arising from the last LHFIG meeting held on 23 April 2024, as set out in the attached report.

Recommendations for funding:

- 4m – Common Road, Whiteparish - Disabled Bay - £1125
- 4p – A338, Allington and Boscombe – SID infrastructure - £1500
- 4r – Stock Lane, Landford – Kissing gates - £300
- 5g – Dunstable crossroads (borders Firsdown, Pitton and Farley & Winterslow) – Topographical survey - £5192.50

Further information on the LHFIG process can be found [here](#).

14 **Nominations for Outside Bodies and LHFIG** (*Pages 125 - 134*)

8.55pm

To nominate Lead Councillors to Outside Bodies and the LHFIG, as set out in the attached report.

Close 9.00pm

Future Meeting Dates (7-9pm):

- 7 September 2023
- 7 December 2023
- 22 February 2024

For information on applying for a grant or grant application deadlines for these meetings, contact the Area Board Delivery Officer,
karlene.jammeh@wiltshire.gov.uk

MINUTES

Meeting: Southern Wiltshire Area Board
Place: Alderbury Village Hall, Rectory Road, Alderbury, SP5 3AD
Date: 22 February 2024
Start Time: 7.00 pm
Finish Time: 9.10 pm

Please direct any enquiries on these minutes to:

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

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

In Attendance:

Wiltshire Councillors

Cllr Rich Rogers (Chairman), Cllr Andrew Oliver (Vice-Chairman), Cllr Richard Britton, Cllr Richard Clewer, Cllr Zoë Clewer and Cllr Ian McLennan

Highways and Transport Matters Panel

Councillor Caroline Thomas – Cabinet Member for Transport, Flooding and Street Scene

Chris Clark – Head of Local Highways

Sam Howell – Director Highways and Transport

Perry Paine – PCC's Office – Road Safety

Other Wiltshire Council Officers

Karen Linaker – Strategic Engagement & Partnership Manager

Lisa Alexander – Senior Democratic Services Officer

Parvis Khansari – Director Place

Total in attendance: 75

<u>Minute No..</u>	<u>Summary of Issues Discussed and Decision</u>
1	<p><u>Highways and Transport Matters</u></p> <p>The Chairman welcomed those present to the meeting and handed over to the Highways Matters panel which included:</p> <p>Chris Clark – Head of Local Highway Sam Howell – Director Highways and Transport Perry Paine – PCC’s Office – Road Safety Councillor Caroline Thomas – Cabinet Member for Transport, Flooding and Street Scene</p> <p>Cllr Caroline Thomas presented information on highways in Wiltshire, and the importance and impact of transport across the county.</p> <p>Samantha Howell gave an overview on the strategic context of the highways network in Wiltshire, noting that the Council was responsible for maintaining an extensive network of roads, public rights of way and public transport.</p> <p>The panel described how the highways network was funded and recent investment in recent years and going forward. Samantha Howell further outlined the significance of the Council’s Local Transport Plan.</p> <p>Chris Clark set out the council’s approach for highway maintenance and the difference between reactive and planned maintenance alongside asset management.</p> <p>He also touched on potholes and explained why the weather conditions over the last twelve months had been so problematic for the roads. The panel also noted the Defect Dashboard that would be further implemented over the coming months to help ensure that the Council’s approach to prevention and repairs remains cost-effective and evidence led.</p> <p>Perry Paine from the PCC’s Office noted that Road Safety was a PCC priority for investment, in the form of community speed watch teams, community speed enforcement officers and road safety officers, alongside more vehicles and state-of-the-art cameras. The Wiltshire and Swindon Road Safety Partnership was a valuable infrastructure to bring together several organisations concerned with road safety. Speed Indicator Device (SID) data was also being used to inform enforcement. Parish Councils were encouraged to form community speed watch teams.</p>
2	<p><u>Questions and Answer Session</u></p> <p>In addition to the questions which had been submitted in advance, those present</p>

	<p>were then invites to ask questions to the Panel.</p> <p>A record of the Q&A session will be published as soon as it is available, once all responses have been provided.</p>
3	<p><u>Session Summary and Next Steps</u></p> <p>A copy of the Highways Matters presentation slides are attached to these minutes.</p>
4	<p><u>Apologies</u></p> <p>There were no apologies for absence.</p>
5	<p><u>Minutes</u></p> <p>The minutes of the last meeting were presented.</p> <p>It was;</p> <p>Resolved:</p> <p>The minutes of the meeting held on 7 December 2023 were agreed as a correct record and signed by the Chairman.</p>
6	<p><u>Declarations of Interest</u></p> <p>There were no declarations of Interest.</p>
7	<p><u>National Highways A360 closure</u></p> <p>The Board received a presentation from Ken Marshall, Project Manager on the National Highways A303 Tunnels Team.</p> <p>The presentation touched on reasons for the planned works for the A303 project, which included improvements to congestion, delayed journey time and rat running, leading to low productivity.</p> <p>The A303 ran through the middle of a World Heritage Site, part of the management plan would like to see the road gone from the side of Stonehenge. In addition, Winterbourne Stoke village was currently cut in half by the A303, so the planned improvements would provide better quality of life for the villages that were currently impacted by the rat runs going through them.</p> <p>The A303 was the largest road down to the southwest, used by vast amounts of traffic travelling to tourist locations. Speeding up journeys would boost the local economy and improve journeys.</p> <p>Preliminary works were due to start in April 2024, taking approximately 1 year. A timeline of works was included within the presentation slides.</p>

The A360 closure:

- Scottish and Southern Electricity Networks (SSEN) would be carrying out essential works along the A360 to install high voltage cables to provide a power supply to a construction compound.
- Temporary A360 closure from Longbarrow junction south towards The Avenue roundabout from mid-April to mid-July 2024
- The A360 would remain open to residents and businesses
- Diversion route (via A345) and temporary weight limits; signage to inform road users
- Information website managed by SSEN would go live ahead of start of the works
- Community engagement communications, including letter drops, face-to-face meetings, and a central information/complaints line.

Public Information Events would take place on the following dates:

- Saturday 9 March - South Newton & Wishford Village Hall, 10am to 4pm
- Monday 11 March, Shrewton Village Hall, 11am to 4pm
- Tuesday 12 March, Durrington Village Hall, 11am to 6pm
- Friday 15 March, Antrobus House, Amesbury, 11am to 7pm

The following questions and comments were then received:

- How long would the A360 be closed for?
Answer: For 3 to 4 months.
- What method would be used to make the tunnel?
Answer: A giant bore machine.
- If you had been able to get on with the project what would the cost have been as to the cost now after a judicial review?
Answer: I do not have the data for that. We were due on site in 2021, that was delayed to 2023. The cost of the entire scheme was £1.7b.
- What monitoring would be undertaken to track the other routes people were using during the closure?
Answer: Traffic modelling was based on the flows normally seen. A large amount of traffic from the Devizes area would divert to the A342, some difficulty would be that the local residents who know the area would use other routes.
- If the alternative routes people use become damaged, who would pay to repair them?
Answer: The repair costs for damage to other roads would be incurred by us.

	A copy of the presentation slides are attached to these minutes.
8	<p><u>Area Board Funding</u></p> <p>The Board noted the budgets remaining for allocation at the meeting, which included £4,000 of unspent ringfenced money, allocated during a previous meeting.</p> <p>Representatives in attendance gave a brief overview of their project followed by any questions by the Board.</p> <p>Area Board Initiatives:</p> <p><u>Cllr Richard Britton – Researching possible youth activities in Alderbury £500</u></p> <p>Cllr Britton moved the motion to award in full. This was seconded by Cllr Ian McLennan.</p> <p><u>Decision</u> Area board Initiative to research youth activities in Alderbury was awarded £500 towards the project. <i>Reason – The application met the Community Area Grants Criteria 2023/24</i></p> <p><u>Karen Linaker, Strategic Engagement & Partnership Manager – Southern Wiltshire Community Area Youth Forum £500</u></p> <p>Cllr McLennan noted that he would like to see the Board return to the model where local youth groups and young people were invited to assess Youth grants and make recommendations to the Board.</p> <p>Cllr Rich Rogers moved the motion to award in full. This was seconded by Cllr Zoe Clewer.</p> <p><u>Decision</u> Area Board Initiative for the Southern Wiltshire Community Area Youth Forum was awarded £500 towards the project. <i>Reason – The application met the Community Area Grants Criteria 2023/24</i></p> <p>Young People Grants:</p> <p>Alderbury Football Club – new goals, requested £1832.40</p> <p>As there were no representatives for the application in attendance, the Board deferred consideration of the application until the next meeting, with the hope that someone could attend to speak on the project.</p> <p><u>Decision</u></p>

	<p>The application from Alderbury Football Club was deferred. <u>Reason</u> – To allow for a representative to be in attendance to speak to the project and answer any questions.</p> <p><u>Old Sarum Youth Club – The Youth Club, requested £1560</u> The Applicant Katrina Watson, and four of the young people from the youth club, all spoke in support of the project.</p> <p>Cllr Andy Oliver moved the motion to award in full. This was seconded by Cllr Ian McLennan.</p> <p><u>Decision</u> Old Sarum Youth Club was awarded £1560 towards the youth club. <u>Reason</u> – The application met the Community Area Grants Criteria 2023/24</p> <p>Delegated Funding:</p> <p>There were no awards of delegated funding since the last meeting.</p> <p>Information links: Area Board Grants & Grants Criteria</p>
9	<p><u>Local Highways and Footpath Improvement Group (LHFIG) Update</u></p> <p>The Board considered the report and funding recommendations arising from the last LHFIG meeting held on 6 February 2024.</p> <p>It was;</p> <p>Resolved:</p> <p>To approve the LHFIG funding recommendations to the following schemes:</p> <ul style="list-style-type: none"> • 4e – Winterslow Road, Porton – Dropped Kerb – £4,125 • 4h - Grove Lane Redlynch - pedestrian hazards - £1,463 • 4i - Broken Cross Laverstock & Ford PC safety improvements - £679 • 4o - The Croft Newton Toney footway an
<p><u>Presentation Slides</u></p>	

Highways Matters Southern Wiltshire

22nd February 2024

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Agenda and Housekeeping

1. Welcome and Introduction – Chair
2. Highways Matters Presentation
3. Update from Office of Police and Crime Commissioner
4. Q&A

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Wiltshire context

Modern transport has transformed our society and economy. It has enabled us to take advantage of a wide range of dispersed opportunities and to keep in contact with family and friends. Advances in road haulage and distribution methods have stimulated economic growth by helping to provide us with unparalleled consumer choices, a 24-hour society and just-in-time deliveries.

At the same time, however, our reliance on the private car and the lorry has led to busier and more congested roads. This, in turn, has resulted in fewer people keeping healthy through walking and cycling, increased concerns with regard to noise and other community aspects, accessibility issues for people who rely on public transport, and significant environmental impacts such as air pollution and climate change.

So, while transport can be viewed as simply a 'means to an end' (i.e. it just gets us from A to B), in reality it's a key element of a modern society with impacts on the economy, climate change, people's health, social exclusion, street scenes and the countryside.

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Wiltshire Context

- The highway network – roads, bridges and related infrastructure – represents the Council's largest and most valuable public asset with a replacement value of over £5 billion.
- Over 2,800 miles of roads, and extensive public rights of way network;
- Extensive public transport network, which we have sustained despite financial challenges and changing travel patterns

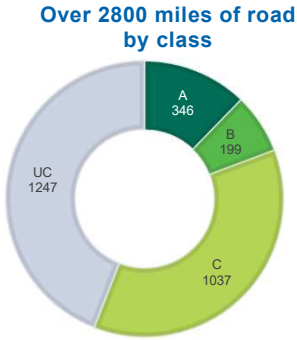


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Asset Management - some numbers



50,000 street lights and 6000 sign lights



65 signal controlled junctions



145 signal controlled pedestrian crossings



293 Belisha beacons



981 highway bridges



85000 road gullies

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Investment in our network

Highways Maintenance Fund - £21m
 Additional £3.6m pothole fund
 Integrated Transport Funding - £2.1m
 Bus Service Improvement Plan - £4.2m
 Local Electric Vehicle Infrastructure - £4.7m

Additional Investment by Wiltshire Council - 2022

- £150,000 pa over three years to tackle fly-tipping
- £200,000 per year for next three years for white-lining
- £333,000 per year to help prevent flooding, directed to gully cleaning

2023

- £500,000 for signing strategy
- £510,000 for flyposting removal and enforcement, litter picking rural highways, cleaning multi-story car parks and communications

2023/24/25 - additional £10m for preventative maintenance

2023/24/25 - additional £5.228m from cancellation of HS2



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Local Transport Plan

- The Local Transport Plan sets the framework for maintaining and improving transport in Wiltshire;
- It needs to align to our Local Plan Review and will help deliver Wiltshire Council's Business Plan priorities for transport across the County;
- We will be undertaking consultation on 'issues and options' towards the end of the year. Key themes will include:
 - Road Safety;
 - Public Transport;
 - Car Parking Strategy;
 - Freight;
 - Active Travel
 - Decarbonisation.



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Public Transport Review - consultation

- Aim is to help shape future bus policy and priorities for support
- Will help ensure we are providing value for money whilst delivering on Business Plan priorities and objectives of the National Bus Strategy
- Bus market has changed since COVID 19 - lower patronage levels
- Driver shortage and inflationary pressures
- Stakeholder consultation June 2023 - 163 responses
- Wider public consultation until November 10th
- Over 1000 responses to date
- Aim for a new policy and network for implementation from April 2024
- <https://wiltshirebusreview.commonplace.is/>



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Local Issues

- Highway Maintenance
- Flooding

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Highways Maintenance

Highways maintenance typically refers to the upkeep and repair of public roads, pavements, and other related infrastructure. This can include tasks such as filling potholes, resurfacing roads, repairing bridges, road signs and markings, traffic signals and street lights.

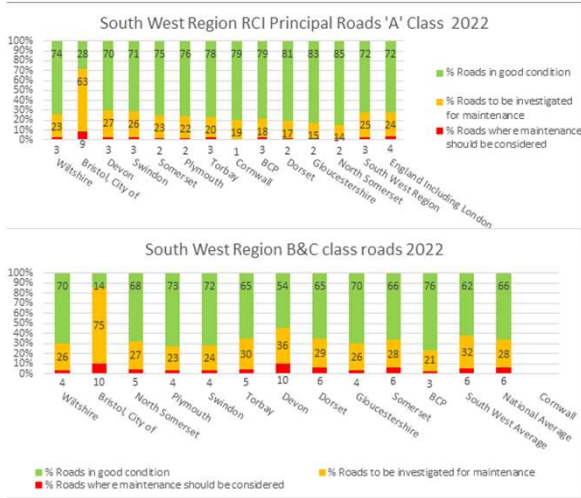
- 1. Reactive maintenance:** This approach involves responding to issues as they arise, such as repairing potholes or replacing damaged signs. Reactive repairs are primarily driven from our scheduled inspections but also public reports such as via the MyWilts app. When assessing defects, we apply intervention levels as laid out in our Highways Inspection Manual – in other words, we prioritise the response based on specific safety criteria.
- 2. Planned maintenance:** This approach involves scheduling regular maintenance tasks to prevent issues from arising in the first place or getting worse. For example, regular road resurfacing or bridge inspections to identify and address issues before they become more serious.
- 3. Asset management:** This approach involves taking a long-term view of highways maintenance, and involves evaluating the condition of roads and infrastructure and prioritizing maintenance tasks based on factors like condition, safety, cost, and rate of deterioration.

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Highways Maintenance - Benchmarking



2022 South West Road condition scanner survey benchmarking

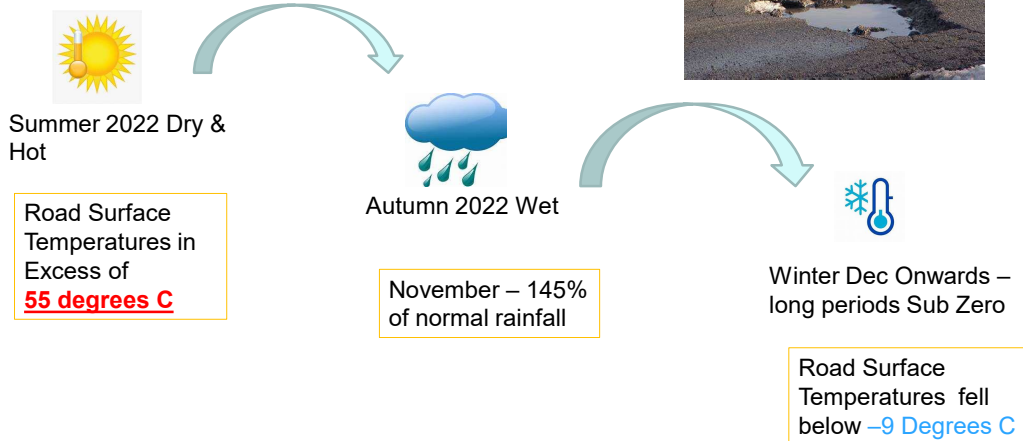
Scanner surveys provide a consistent method for measuring road surface conditions. The data is used to help inform maintenance decisions. The Scanner survey collects surface and geometric data using vehicle mounted lasers and cameras. Forty three parameters are collected and the results reported to the Department for Transport on an annual basis.

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Potholes Why so many?



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Interim Repair

- Undertaken to keep road safe
- Can provide a durable repair
- Enables more extensive repairs to be programmed efficiently



Permanent Repair

- Failed Area Cut out using a mini planer
- Reinstated using "hot" material hand laid

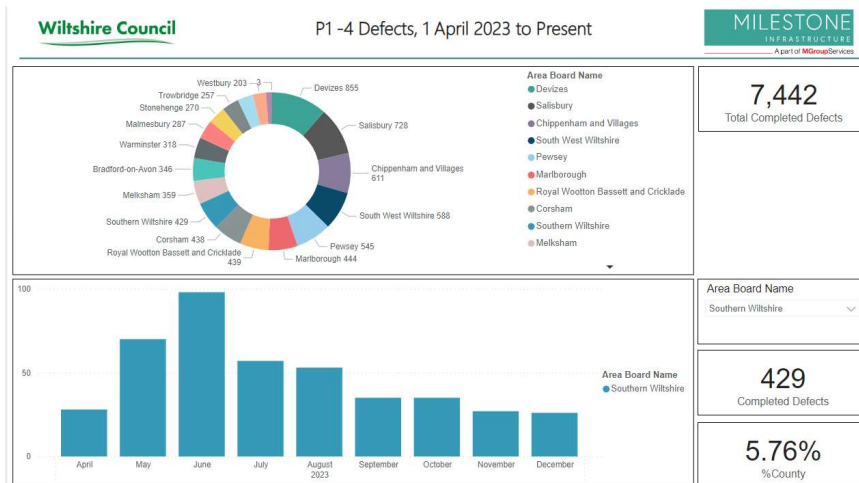


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Innovation – Defect dashboard



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Flood Prevention

- A & B Roads Gullies Emptied Annually
- Along with around 5500 gullies classed as High Risk
- Remaining Gullies emptied on a 3 year cycle
- Grips cut annually



Tractor Mounted Grip
Cutting Head



Gully Tanker/Vactor

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Local Highway & Footway Improvement Group (LHFIG)

- 18 Groups across the County aligned to the Area Boards.
- LHFIGs exist to enable local communities to raise local highway issues, prioritise them, and provide a mechanism for these issues to be addressed.
- The Groups have an annual funding allocation to allow delivery of solutions.
- Representation at the Group is through Parish & Town Councils.
- Lots of detail on the Wiltshire.gov website on the Highways pages.

Southern Wiltshire LHFIG

- Current budget £65,099. Commitments £42,515
- 29 live projects

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Local Highway & Footway Improvement Group (LHFIG)

LHFIGs can fund the following:

Pedestrian improvements: including dropped kerbs, new footways, substantive improvements to existing footways, pedestrian crossings (including assessments).

Cycle improvements: new cycle paths, cycle parking / storage.

Bus infrastructure: new and replacement Shelters (subject to agreement on future maintenance liability), bus border kerbs, bus stop road markings.

Traffic signing: new and replacement signs (including signposts), street name plates, village gateways.

New road markings: new and replacement of existing markings.

Speed limits: assessment and implementation.

Waiting restrictions: assessments and implementation.

Footpath improvements: styles, gates, surface improvements to rights of ways (council maintainable only).

Drainage: minor improvements, new gullies.

Street lighting: new installations.

Traffic management measures: including Sockets and posts for SID (Speed Indication Device) equipment.

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Parish Steward Scheme

- Our team of Parish Stewards are specially trained to complete small-scale discretionary local highways priority works to town and parishes.
- There are 18 Parish Stewards, one for each community area, who work with representatives in their parishes to ensure all work requests are clear and are logged for review before they start the work. We also have a support gang that works with the Parish Stewards on larger-scale projects, based on demand.
- Tasks include proactive and reactive works. For example, verge siding out, vegetation clearance, pothole repair, drain and gully clearance.

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Verge and litter clearance – extra funds

- Grounds maintenance and street cleansing in the area is the responsibility of Wiltshire Council and has received an extra investment of £0.3m this year.
- Enforcement resources are being increased to tackle the issues of fly posting, fly tipping and rural littering.
- Loan cleaning equipment is provided by the council's street cleaning contractor, idverde, to town and parish councils to support community events.
- Idverde are also available to support community groups with street scene improvement works.
- **'We're Targeting Fly-Tippers'** and **'Don't Mess with Wiltshire'**

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Wiltshire and Swindon
ROAD SAFETY
PARTNERSHIP

Wiltshire and Swindon Road
Safety Partnership

Perry Payne

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Wiltshire and Swindon
ROAD SAFETY
PARTNERSHIP

The Wiltshire and Swindon Road Safety Partnership



Members

- Wiltshire Council
- Swindon Council
- Highways
- Wiltshire Police
- Police and Crime Commissioner
- South West Ambulance Service NHS Trust
- Ministry of Defence




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WILTSHIRE POLICE

Road Safety update – Southern Wiltshire Area Board

Thursday 22 February 2024

Keeping Wiltshire Safe



www.wiltshire.police.uk | Facebook/wiltshirepolice | Twitter @wiltshirepolice | LinkedIn/company/wiltshirepolice

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#FATAL5 education



One of the largest forms of distractions is mobile phone use.

It's illegal to use a handheld mobile phone while driving a motor vehicle on the roads in the UK.

Even using a hands-free option can incur penalties if your driving is deemed to be dangerous.

The police have the right to stop you if they think you're distracted and not in control of your vehicle, and you can be prosecuted.

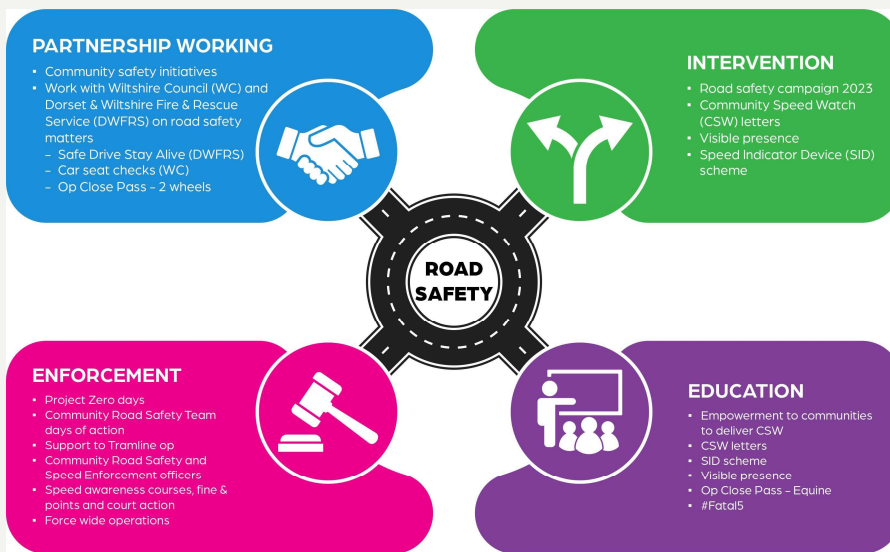
You can use a hand-held phone when:

- you're safely parked and engine off
- you need to call 999 or 112 in an emergency and it's unsafe or impractical to stop
- you're making a contactless payment in a vehicle that is not moving, for example at a drive-through restaurant
- you're using the device to park your vehicle remotely



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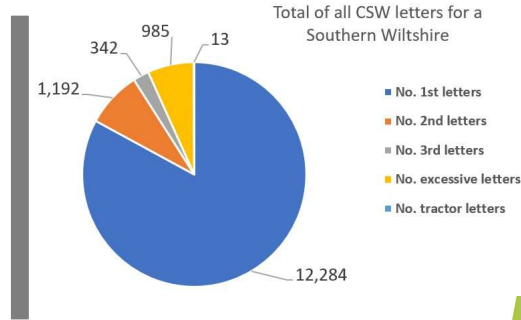
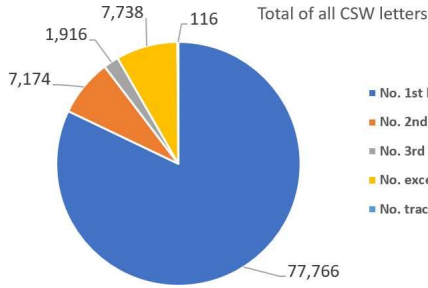
Community Road Safety Team; what we do



28

• CSW Southern Wiltshire area - Data since July 2020 to 15 January 2024

Team	No. 1st letters	No. 2nd letters	No. 3rd letters	No. excessive letters	No. tractor letters	Total letters	No. of watches	Average speeders %
Alderbury	1,705	239	81	134	0	2,159	215	8.33%
Allington South & Boscombe	3,841	301	86	200	3	4,431	327	4.19%
Cholderton	1,107	97	21	45	0	1,270	227	5.18%
Coombe Bissett	1,640	138	46	319	3	2,146	260	6.23%
Firsdown	264	54	12	10	0	340	78	4.05%
Landford	1,590	172	52	97	7	1,918	168	11.51%
Odstock	84	11	3	2	0	100	79	1.13%
Pitton and Farley	36	14	4	1	0	55	32	3.38%
Redlynch	628	46	9	42	0	725	54	6.05%
Whiteparish	621	41	8	85	0	755	134	4.12%
Winterbourne Earls	768	79	20	50	0	917	109	1.60%
Grand Total	12,284	1,192	342	985	13	14,816	1,683	5.62%



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• Traffic surveys – Southern Wiltshire since 1 Jan 2022 to date

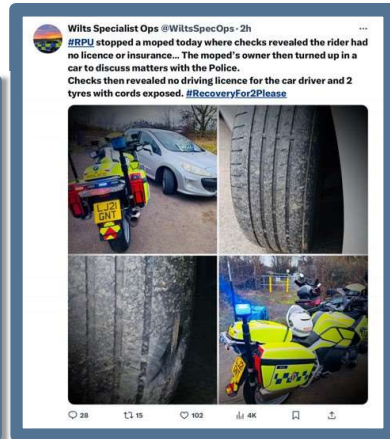
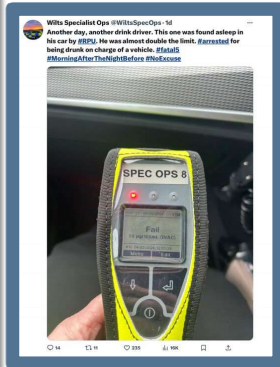
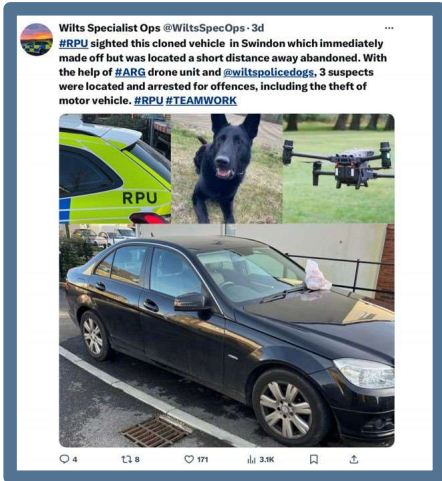
Wiltshire Council

Title	Result	Survey start date	Speed limit	85th percentil
Britford - A338 High Road (South of Lower Road)	No further action	04/02/2023	60	52.8
Britford - A338 High Road	Speed education	04/02/2023	30	36.7
Britford - A338 High Road north of Lower Road	Speed education	04/02/2023	30	38.1
Britford Salisbury A338 Downton Road	Speed education	24/06/2023	30	35.5
Cholderton - Grately Road	Speed education	01/02/2022	30	37.62
Cholderton - Grately Road	Speed education	01/02/2022	30	37.62
Coombe Bissett A345 Salisbury Road	No further action	21/06/2023	40	40.7
East Grimstead - C323 Grimstead Road	No further action	11/09/2023	30	25.7
East Grimstead - C289 Long Drove	No further action	11/09/2023	30	33.0
Ford - Spire View	No further action	25/04/2022	30	27.4
Hamptworth - 33 - Hamptworth Road	No further action	11/09/2023	40	39.1
Hamptworth - C44 Hamptworth Road (east of Lyburn Rd)	No further action	11/09/2023	40	38.7
Hamptworth - C44 Hamptworth Road (outside thatched cottage)	No further action	19/09/2023	40	36.1
Hamptworth - UC Lyburn Road	No further action	11/09/2023	40	30.8
Hamptworth - UC Lyburn Road Hampton (outside Ballachulish)	No further action	11/09/2023	40	33.8
Landford - B3079 Lyndhurst Rd NORTH	No further action	07/12/2023	40	38.7
Landford - B3079 Lyndhurst Rd SOUTH	No further action	07/12/2023	40	41.1
Landford - C319 Forest Road	No further action	07/12/2023	40	31.6
Laverstock Ford The Steadings / Roman Road	Speed education	20/01/2023	30	39
Lover - C327 Vicarage Road 043-019	No further action	04/07/2023	30	24.7
Lover - C327 Whiteshoot Hill (East Bound)	No further action	04/02/2023	30	26.1
Lover - Whiteshoot Hill (west bound)	Speed education	04/02/2023	30	39
Lover C327 Vicarage Road 043-018	No further action	12/06/2023	30	26.7
Pitton - C321 White Hill East Side of Pitton	No further action	04/02/2023	30	27.1
Pitton - C321 White Way (West side of Pitton)	Speed education	04/02/2023	30	39.4
Pitton - Townsend	No further action	14/11/2023	30	31.9
Pitton - White Hill (North)	No further action	13/11/2023	60	40
Pitton - White Hill (South)	No further action	13/11/2023	60	41.5
Porton - Idminton Road	No further action	04/02/2023	30	30.5
Porton C228 Winterslow Road 045-009	No further action	12/06/2023	30	34.7
Redlynch	No further action	23/01/2022	30	33.03
Redlynch	Speed education	11/06/2022	30	35.87
Redlynch - Grove Lane	Speed education	11/06/2022	30	35.87
Redlynch - The Ridge	Speed education	23/01/2022	30	37.78
Redlynch Grove Lane	Speed education	11/06/2022	30	35.87
West Grimstead - Windwhistle Ln	No further action	13/11/2023	60	29.5
Whiteparish A27 Brickworth Road	Speed education	04/07/2023	30	37.3
Winterbourne Gunner - C285 Gomeldon Road	Speed education	07/12/2023	30	38.1
Winterbourne Gunner C56 Portway	Police	12/06/2023	30	45.0
Woodfalls - B3080 The Ridge	Speed education	23/01/2022	30	37.78
Woodfalls - B3080 The Ridge (South of Lodge Grove)	No further action	23/01/2022	30	33.03

30

• Wider work recently

Our Roads Policing Unit (RPU) in the last quarter, covering October to December issued over **2071 tickets** to motorists, for numerous road related offences.



31

• Introduction to the Forensic Collision Investigation Unit (FCIU)



What do we do:

Investigation:

- Forensic investigation of all fatal and likely to prove fatal/life changing injury RTC's
- Support the Major Crime Investigation Team at homicide and major crime scenes.

We attend the scene of a fatal RTC to gather and record evidence by assessing and identifying relevant objects, marks and positions using techniques such as Laser Scanning, Vehicle Telematics downloads, Forensic Photography, Tachograph Analysis, CCTV/Dash Cam analysis, measurement of the coefficient of sliding friction of the road surface using accelerometers, Forensic Vehicle Examination and crush damage analysis. Detailed analysis takes place and a detailed Forensic Collision Reconstruction report and 3D model is prepared for any judicial or coronial proceedings.

Support road safety education with partnership working:

- Safe Drive, Safe Alive (DWFRS)
- Drink Drive Roadshows
- Survive the Drive (Military)
- Road Safety events

Support Road Safety change through engineering (In partnership with WC, SBC, National highways etc.)

- Conduct Road Safety Audits, Highway change proposals
- Provision of guidance and requirements for public and private events
- Management of planned events involving the highway



We attend approximately 90 RTC deployments (25-30 fatalities) per year




We are a small team of Forensic Collision Investigators and Forensic Vehicle Examiners who deploy 24/7 alongside Roads Policing Teams and are supported by the Vehicle Recovery Team and Traffic Management Office.



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3 x Community Road Safety Officers (CRSO's)

3 x Community Speed Enforcement Officers (CSEO's)



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• CSEO – Dashboard – 1 January 2023 to date

CSEO Activity Dashboard

Outcomes are dependent on previous convictions and history

7,953.00
No. Speed awareness co...

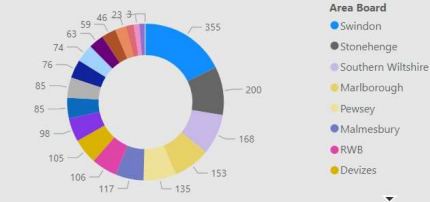
1,067.00
No. Fine & Points

92.00
No. Court

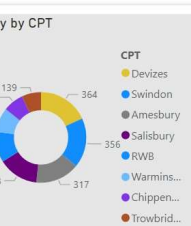
716
No. of Locations

Location	Year	Month	Speed awareness course	Fine & Points	Court	CPT	Area Board
Swindon - Thamesdown Drive	2023	December	251.00	54.00	0.00	Swindon	Swindon
Shaw and Whitley - A365 Folly Lane	2023	November	115.00	11.00	0.00	Trowbridge	Melksham
Swindon - Thamesdown Drive	2024	January	103.00	16.00	0.00	Swindon	Swindon
Wilton - The Avenue	2023	August	102.00	31.00	4.00	Salisbury	South West Wi
Harnham - Lime Kiln Way	2023	November	97.00	11.00	0.00	Salisbury	Salisbury
Wilton - The Avenue	2023	November	84.00	33.00	8.00	Salisbury	Southern Wilt
Cricklade - Spital Lane	2023	April	80.00	10.00	0.00	RWB	RWB
Tilshhead - Candown Road	2023	August	78.00	10.00	1.00	Amesbury	Stonehenge
Coombe Bissett - Deegan House	2023	November	72.00	10.00	0.00	Salisbury	Southern Wilt
Coombe Bissett - Deegan House	2023	July	71.00	9.00	0.00	Salisbury	Southern Wilt
Harnham - Lime Kiln Way	2023	October	71.00	7.00	0.00	Salisbury	Salisbury
Coombe Bissett - Deegan House	2023	August	69.00	9.00	0.00	Salisbury	Southern Wilt
Ogbourne St Andrew	2023	December	69.00	9.00	0.00	Swindon	Swindon
Coombe Bissett - Deegan House	2023	June	64.00	8.00	0.00	Salisbury	Southern Wilt
Total			7,953.00	1,067.00	92.00		

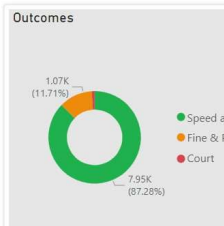
Activity by Area Board



Activity by CPT

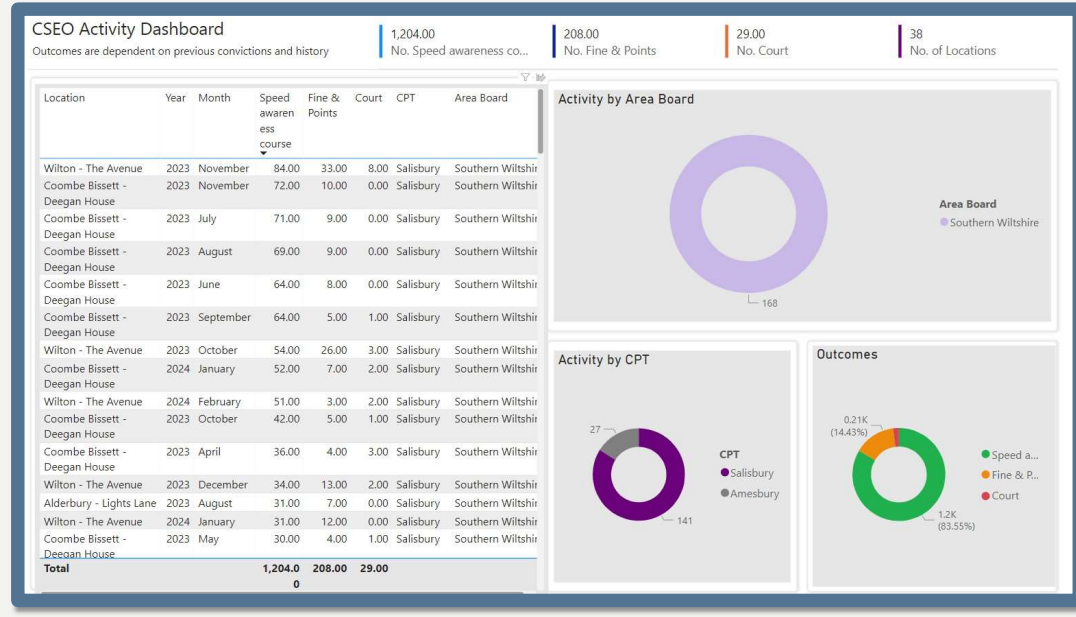


Outcomes



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• CSEO – Southern Wiltshire Area Board - 1 January 2023 to date



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• Your Force | Your Area | Follow us

For information on Road Safety in Wiltshire visit:

[Road safety campaign | Wiltshire Police](#)

[Road Safety \(wiltshire-pcc.gov.uk\)](http://wiltshire-pcc.gov.uk)



[Salisbury City Centre | Your Area | Wiltshire Police | Wiltshire Police](#)
[Downton | Your Area | Wiltshire Police | Wiltshire Police](#)





[Salisbury Police | Facebook](#)



[Wilts Specialist Ops \(@WiltsSpecOps\) / X \(twitter.com\)](#)

[Wiltshire Specials \(@wiltspolicesc\) / Twitter](#)

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The Wiltshire and Swindon Road Safety Partnership

Wiltshire Council

- 3 Christmas Drink Drive Public Engagement Events
- 3 Car Child Seat Check events. 124 seats check and approx. 60% required adjustment. (Further events planned 16-18 April 2024. Venues TBC).
- Since September 2023
- 1300 Children trained to Bikeability level 1&2
- 3166 primary school children trained in Walk Safe programme
- 53 children trained on Scootability
- 4 Drive Plus Assessments for older drivers
- 3 subsidised drivers through the Pass Plus scheme
- Working regionally regarding rural road safety and agricultural vehicles
- Just taken delivery of 10 VR360 headsets funded by Wiltshire Public Health to deliver older driver workshops.

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The Wiltshire and Swindon Road Safety Partnership

Dorset and Wiltshire Fire and Rescue Service

- Assisted in car seat checks (1 venue)
- Assisted in Operation Close Pass (1 venue)
- General Road Safety Community Event (1 Venue)
- Assisted with Drink Drive campaigns
- Supported Hills Group with Road risk presentation to Wiltshire Occupational Health and safety Association
- Presented Safe Drive Stay Alive to 2282 students
- 360 VR sets used for 75 students
- Survive the Drive presented to 4228 military personnel

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The Wiltshire and Swindon Road Safety Partnership

Emerging Issues

The Group carries out continuous analysis of what's happening in Wiltshire and Swindon and one thing we're starting to notice is pedestrian distraction, often due to use of their mobile phones.

People are walking into the road without properly looking for the risk having been completely distracted by their phones.

It would be helpful if you could perhaps mention this to family and friends and just ask them to be particularly vigilant.

THANK YOU

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Thank you for listening.

There will time for questions from the floor;

All questions received, in advance and this evening, will be responded to;

Answers will be made available on our website.

LIVE·WORK·INNOVATE

Wiltshire Council

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Q&A

LIVE·WORK·INNOVATE

Wiltshire Council

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Why we need to upgrade the A303

Something needs to be done to help with on the ongoing problems, which include:

- Congestion**
- Delayed journey times**
- Rat running**
- Low productivity**

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The current problems



26,000 vehicles travel past every day – one every 3 ½ seconds. Traffic is expected to increase by a further 25% over the next 20 years



The south west was the UK's most visited region in 2017, with more than 21 million domestic visitors (69% more than London). 72% of visitors to the south west come from outside of the region



The landscape is blighted by the constant noise and sight of traffic and the road – which cuts the WHS in two and directly affects almost ¼ of its scheduled monuments



Productivity across the south west is 24% below the national average



One village community is completely cut in two by the A303. Other communities are affected by rat running traffic trying to avoid congestion on the A303



Each year, on average, there are 15 people seriously injured in traffic collisions on the A303 near Stonehenge. 2/3 of the accidents happen within sight of the Stonehenge monument



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Economic growth

Tourism spending in the south west is £4.5bn



85% of UK visits to the south west come by car



Faster journeys will help boost the local and regional economy



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Our scheme objectives

Transport:
Create a high quality reliable route between the south east and the south west that meets the future needs of traffic



Economy:
Enable growth in jobs and housing by providing a free-flowing and reliable connection between the south east and the south west



Heritage:
Help conserve and enhance the World Heritage Site and to make it easier to reach and explore



Community and environment:
Improve biodiversity and provide a positive legacy for nearby communities

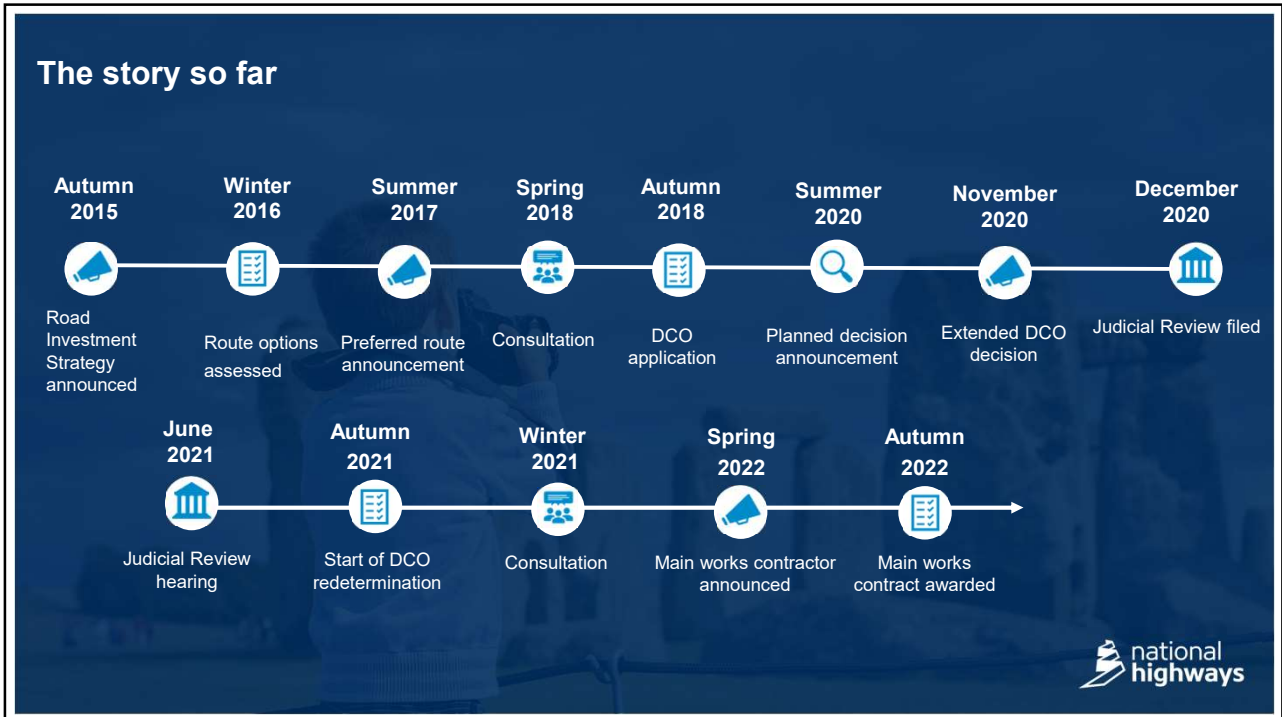


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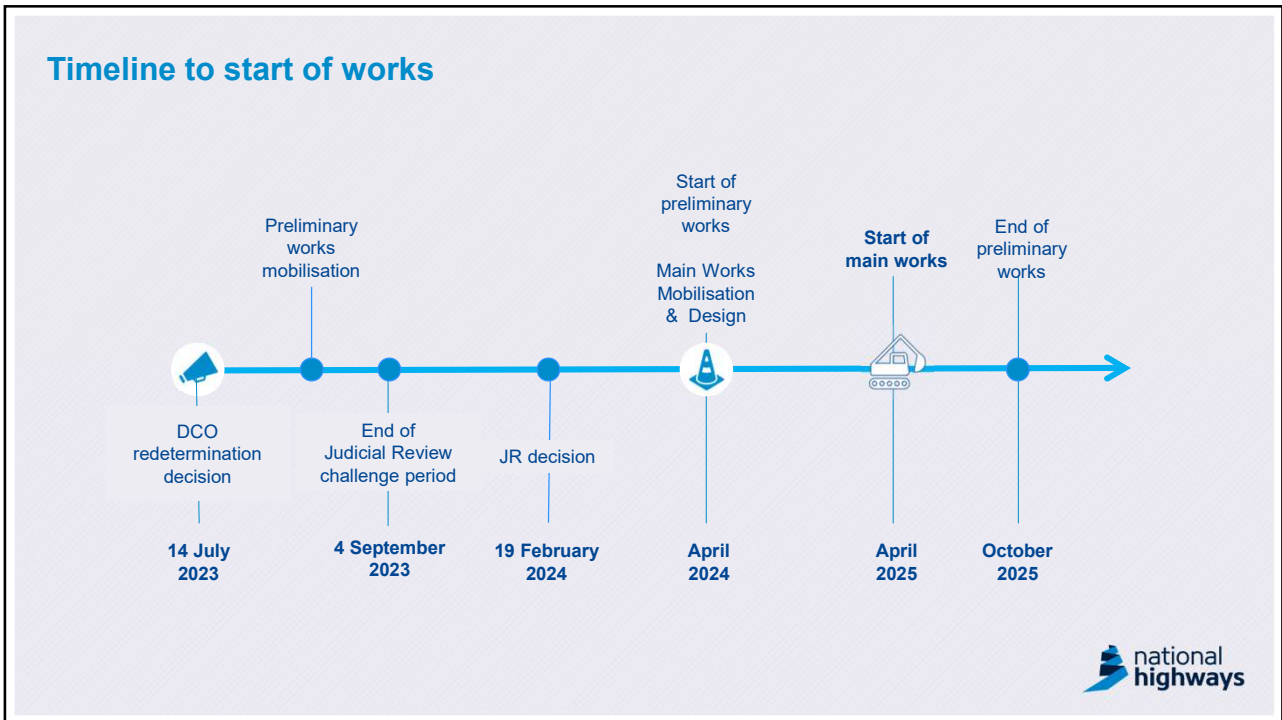
Scheme overview map



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Latest update

- Legal challenge from Save Stonehenge World Heritage Site was submitted. Included eight proposed grounds, with broad themes including:

Calls for a re-examination, and challenges around the making of the new DCO by redetermination

The claim that the Secretary of State has not considered the views of UNESCO

The claim that the Secretary of State failed to consider alternatives, referencing F010

Failure to meet legal and policy requirements re: climate change and carbon

- National Highways' response to the challenge submitted to the High Court on the 19 September 2023.
- High Court hearing held 12-14 December 2023.
- Positive outcome received 19 February - we now await conclusion of the legal proceedings before taking the next steps.



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Planned A303 works

Summer 2024

- Ecological works at Parsonage Down
- Archaeological mitigation

Autumn 2024

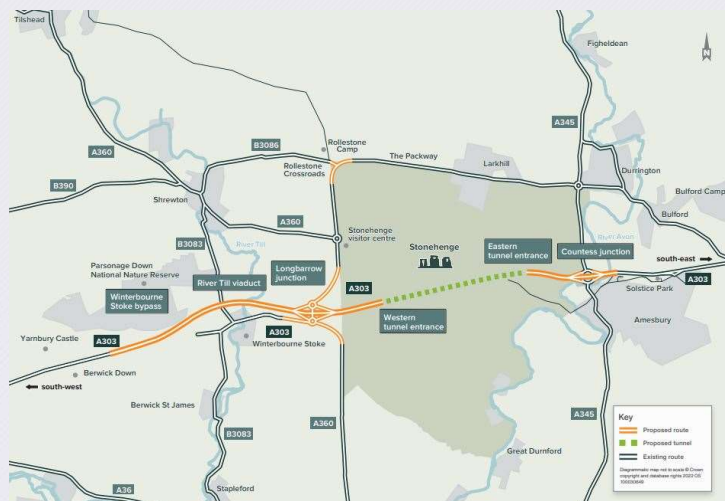
- Installation of water main in Till Valley
- Highway improvement works at:
 - Rollestone Crossroads
 - Allington Track
 - Equinox Drive

Summer 2025

- Highway improvement works to A3028 Double Hedges junction

Winter 2025

- Central barrier works on A303 near Solstice Park



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Preliminary works overview

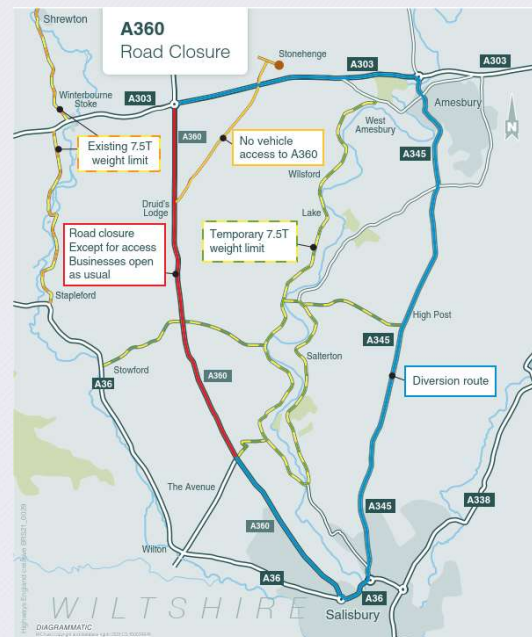
1. North of Winterbourne Stoke - ecology, archaeology, oil pipeline diversion
2. Till valley through to Longbarrow - ecology, archaeology, install water main, construct temporary substation.
3. East of Solstice Park – work to construct new link to replace Allington track, archaeology,
4. Rollestone corner – archaeology, reconfigure junction
5. Longbarrow south of A303 - archaeology



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A360

- Scottish and Southern Electricity Networks (SSEN) will be carrying out essential works along the A360 to install high voltage cables to provide a power supply to the construction compound
- Temporary A360 closure from Longbarrow junction south towards The Avenue roundabout from mid-April to mid-July 2024
- A360 will remain open to residents and businesses
- Diversion route (via A345) and temporary weight limits; signage to inform road users
- Information website managed by SSEN will go live ahead of start of works
- Community engagement communications, including letter drops, face-to-face meetings, and central information/complaints line



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Meet the Project Team

Public Information Events

- **Saturday 9 March**, South Newton and Wishford Village Hall, Stoford, Salisbury, SP2 0PJ **between 10am and 4pm**
- **Monday 11 March**, Shrewton Village Hall, Recreation Ground, The Hollow, Shrewton, SP3 4JY **between 11am and 4pm**
- **Tuesday 12 March**, Durrington Village Hall, High Street Durrington, SP4 8AD **between 11am and 6pm**
- **Friday 15 March**, Antrobus House, Edmund Hall, 39 Salisbury Road, Amesbury, SP4 7HH **between 11am and 7pm**



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Find out more

 www.nationalhighways.co.uk

 @HighwaysSWEST

 @nationalhighways

 National Highways



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Carers Together Wiltshire - New partnership to support unpaid carers



Community First is proud to be working in partnership with Age UK Wiltshire and other organisations to offer respite and support to adult unpaid carers as part of a new project called Carers Together Wiltshire. The support offered through the partnership will include training, carers cafes and raising awareness of the role unpaid carers play in the community. Charity partners involved in Carers Together Wiltshire will continue to work closely with hospitals and GP’s to ensure unpaid carers are supported and carry out assessments for unpaid carers

Carers Together Wiltshire is jointly funded by Wiltshire Council and the Bath and North East Somerset, Swindon and Wiltshire Integrated Care Board (BSW ICB) and includes a range of local partners including Age UK Wiltshire, Community First, Alzheimer’s Support, Wiltshire Service Users Network, Citizens Advice Wiltshire and Wessex Community Action.

The Carers Together partnership brings together and builds on the strengths of the partner organisations to support carers aged 18+ years. The partnership will help ensure there is no wrong door for Carers when they most need support. It provides support for families, including parent carers. Community First was also delighted to be awarded the young carers and young adult carers service. This will support younger adults and young carers aged 5-25. Support will focus on outreach and engagement in local primary schools, secondary schools and colleges. Community First will help younger adult carers and young carers understand their rights, what support is available for them and offer opportunities for respite and skills development.

It gives an opportunity to bring together the work Community First has been doing for many years to support young carers and make the seamless link between the services and organisations

More information about the service can be found on our website:

<https://www.communityfirst.org.uk/carers-together-wiltshire/>



Funded by



Continues on next page

Forward Carers



Forward Carers provides a range of online resources to assist you in your caring role via their Carer Friendly Wiltshire website. If you're caring for someone in Wiltshire, you can access our Benefits Calculator to see what you may be entitled to, register for a Carers ID Card, access online support groups and self-refer for help from local services.

www.carerfriendlywiltshire.org.uk

The Carer ID Card offers a form of verified identification, recognised nationally, it acknowledges your caring role and provides access to various benefits, offers and services. The card, issued by Forward Carers includes your photograph and your In Case of Emergency (ICE) contact details.

<https://carerfriendlywiltshire.org.uk/carers-id-card/>

Please see the blog post for more information:

<https://carerfriendlywiltshire.org.uk/2024/04/08/hello-and-welcome-to-wiltshire-carers/>

Building Bridges and Inspire Swindon Programmes

The Building Bridges and Inspire Swindon Programmes continues to support people in Wiltshire and Swindon to access personalised support to help them achieve and sustain ongoing employment and education outcomes. The Building Bridges Programme team recently worked with participant Lorraine, please see below for Lorraine's story and a summary of the support she received.

When Lorraine joined the programme, she was experiencing money worries and family problems. Lorraine was seeking help and guidance with employment. Lorraine felt she was not up to date with being able to complete job applications and wanted to access support with this. Lorraine received practical and skills-based support from Building Bridges including:

- Confidence building and strengths self-awareness activities which were support worker-guided
- Employability Toolkit - CV writing, Cover and Spec letter, careers IAG
- Tools for Success course
- Referral to local Food Bank
- Referral to local charity Rucksack45218 for clothing and household essentials
- Support to get free Library membership and digital skills learning at the library
- Household Support Fund money allocated to help with utility bill debts and food
- Multiply Maths life skills learning for time management and learning how to use her mobile phone for planning and reminders in her calendar
- Support with housing environmental health issues and signposting to Wilts Citizens Advice.
- Signposting to Warm & Safe Wilts for housing assistance during the winter period
- Support job searching
- Interview preparation and practice for Q&A

Lorraine said:

"I felt the support was very valuable and has definitely given me stepping stones to believe in myself and not listen to people that want to bring me down and don't believe in me. I now have a much more

positive mindset and refuse to be dragged down by others again. It has been fantastic to have the support and now have a job offer outcome as an MDSA at a local primary school. I would 100% recommend Building Bridges as it is very valuable and brought me out of myself and has had a positive outcome. I hope the programme carries on benefiting and helping others.”

For more information about The Building Bridges and Inspire Swindon Programme, please visit:

www.buildingbridgessw.org.uk, call 01380 732821 or email: hello@buildingbridgessw.org.uk

New website for Oxenwood Outdoor Education Centre

Community First is currently developing a new website for Oxenwood Outdoor Education Centre which launched on 22nd April 2024. The website highlights our outdoor education offer for schools, clubs, groups and organisations, as well as the facilities on offer at Linkenholt Countryside Adventure Centre.

Oxenwood and Linkenholt Centres offer the perfect location for school and group residentials, day visits and curriculum enrichment days.

www.oxenwood.org.uk



New Services and Clubs at Oxenwood

We will also be offering corporate away days, corporate residentials and exciting offsite adventures including mountain days and climbing days. Stay tuned for more information about our Spring, Summer and Autumn holiday clubs or keep an eye on our website.

Link Schemes Audit 2023

Each year, Community First gathers data from Link Schemes to prepare the annual Link Schemes Audit. The Link Audit is important because it demonstrates how vital local transport groups are to the health and wellbeing of Wiltshire residents, particularly those who live in rural areas. As well as collecting information about the number of miles travelled, tasks undertaken and volunteer hours given, each Link Scheme also collects data on the type of journeys carried out e.g. trips to local doctors surgeries, community hospitals and dentists. This helps us build up a picture of the important role Link Schemes play in helping people to access healthcare and other services that help them live fulfilling and independent lives, reduce isolation, manage health conditions and keep active.

Summary of findings:

- There are 1,592 volunteers involved in supporting local Link Schemes in Wiltshire, with an average of 38 volunteers per Link Scheme.
- The number of volunteers for Link Schemes decreased by 2% in 2023.

- In 2023 Link Schemes travelled 743,413 miles, which is an 8% increase from 2022.
- There was an 18% increase in everyday tasks (40,299) completed by Link volunteers in 2023.
- Volunteers for local Link Schemes gave over 100,000 hours of their time in 2023. This is a 7% increase from the previous audit.
- 29,761 health related journeys were completed in 2023, which is a 13% increase from 2022.
- The economic value of Link Schemes is £1,352,232 based on ONS South West Average hourly pay (£12.48 per hour). This is a 7% increase from 2022.

Once again, we hope you will join us in congratulating Link Schemes for their fantastic achievements and their commitment to supporting some of the most vulnerable people in the county.

A PDF copy of the audit is included with this briefing document.

MiDAS - Minibus Driver Awareness Training

Community First offers accredited MiDAS (Minibus Driver Awareness) Training for organisations and groups. MiDAS is a membership-based scheme designed to enhance both driving and safety standards for drivers of minibuses. MiDAS is a nationally recognised standard for the assessment and training of minibus drivers. Community First is now taking bookings for MiDAS training for Summer/Autumn 2024.

Community First is now offering the **new national MiDAS training programme**. The big change is that the theory module is now completed individually by drivers prior to undertaking their driving assessments. Upon application drivers will be allocated a 'learner pass' to access the Community Transport Association (CTA) learning portal.

Once this module has been completed our Driver Assessor, will arrange to visit clients to complete a theory follow up followed by the driving assessment. On successful completion of both elements drivers will be able to log on the CTA portal to print off their personal MiDAS certificates.

Pricing is based on a minimum group size of 3 drivers per booking and starts at £165.00 per person (+VAT).

Please contact mcarter@communityfirst.org.uk for more information and how to book training.

Briefing prepared by:

Ellie Ewing

Marketing and Communications Manager (Community First)

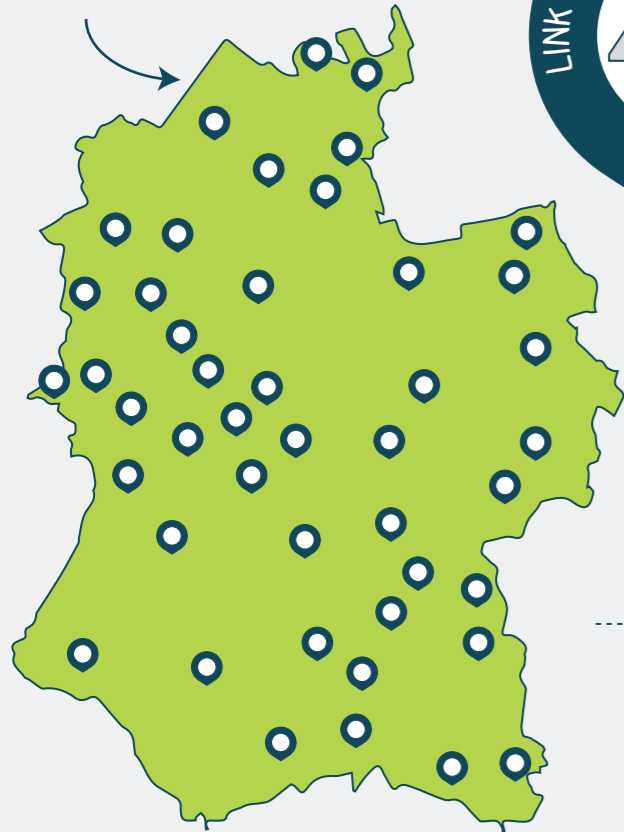
eeving@communityfirst.org.uk



Link Scheme Audit 2023



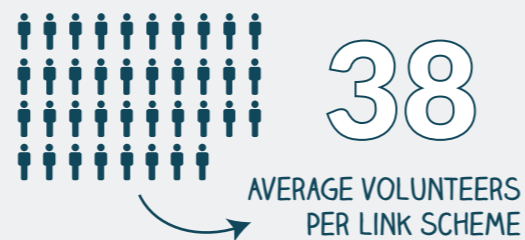
LINK SCHEME MAP OF WILTSHIRE



LINK GOOD NEIGHBOUR SCHEMES
42

THE NUMBER OF LINK SCHEMES IN WILTSHIRE & SWINDON IS UNCHANGED FROM 2022

1,592
NUMBER OF VOLUNTEERS INVOLVED IN LINK SCHEMES



PERCENTAGE CHANGE IN LINK VOLUNTEERS FROM 2022
-2%

IN 2023 LINK VOLUNTEERS OFFERED:

108,352
Hours

THE NUMBER OF HOURS GIVEN BY VOLUNTEERS INCREASED BY 7% IN 2023
+7%



ECONOMIC VALUE BASED ON HOURLY RATE*



£1,352,232

AVERAGE ADDED ECONOMIC VALUE PER VOLUNTEER HAS INCREASED BY 7% FROM 2022 LINK SCHEME AUDIT FIGURES

£849.39

AVERAGE ADDED ECONOMIC VALUE PER VOLUNTEER IN 2023

*Based on ONS South West Average hourly pay - gross (£) - For all jobs @ £12.48 per hour

+8%

THE NUMBER OF MILES TRAVELLED BY LINK VOLUNTEER DRIVERS INCREASED BY 8% COMPARED WITH 2022 AUDIT FIGURES

IN 2023 LINK VOLUNTEERS TRAVELLED:

743,413
Miles

IN 2023 EACH LINK VOLUNTEER TRAVELLED AN AVERAGE OF:

466 Miles

17,700 Miles

IN 2023 EACH LINK SCHEME TRAVELLED AN AVERAGE OF

EVERYDAY TASKS COMPLETED IN 2023*

40,299

THE NUMBER OF 'GOOD NEIGHBOUR' TASKS COMPLETED IN 2022 INCREASED BY **+18%**

*Some Link schemes offer good neighbour services including small tasks in the home & garden, shopping, prescription collection and befriending.



HEALTH RELATED JOURNEYS IN 2023

29,761 (+13% INCREASE FROM 2022)

DISTRICT HOSPITALS **11,590** (+20%)

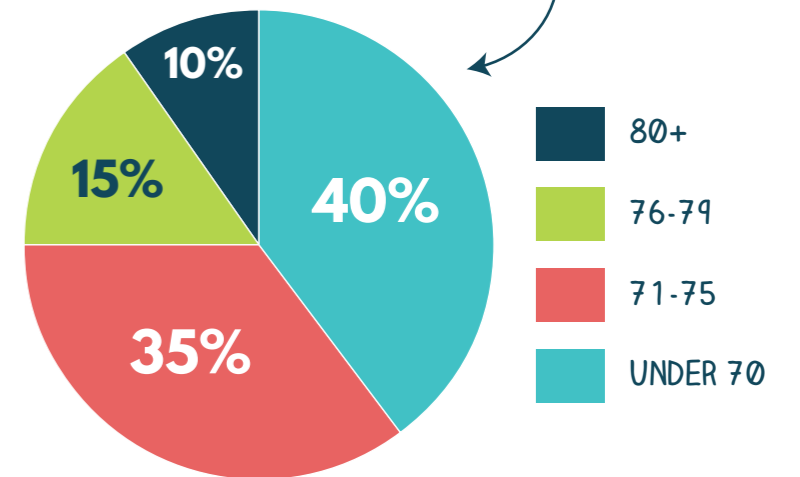
DOCTORS SURGERIES **6,855** (-5%)

OTHER HEALTH & DENTISTS **6,047** (+20%)

OTHER HOSPITALS **2,918** (+20%)

COMMUNITY HOSPITALS **2,351** (+21%)

LINK SERVICE DRIVERS AGE PROFILE



COMMUNITY FIRST

Help improve care for you, your loved ones and your community

Healthwatch Wiltshire is your health and social care champion. As an independent statutory body, we have the power to make sure NHS leaders and other decision makers listen to your feedback and improve standards of care.

You can help improve care for you, your loved ones and your community by sharing your experiences of services with us. Get in touch to tell us what you think.

You can also contact us if you need help finding a local service.

Email: info@healthwatchwiltshire.co.uk

Write to: Healthwatch Wiltshire, c/o The Vassall Centre, Gill Avenue, Fishponds, Bristol BS16 2QQ.

Tell us online: Fill in [our feedback form](#).

Advice and support when you need it

The Healthwatch Wiltshire website offers [a](#)



[range of advice and information](#) to help you keep up to date with the latest changes in health and care.

The most recent articles include information about the Pharmacy First scheme, explainers on topics such as virtual wards and social prescribing, and details of where to get support if you're part of a military family.

Volunteer with us

Our volunteers are at the heart of what we do.

They help us reach out to people across Wiltshire to listen to their experiences of health and social care services in the county.

Whether you want to gain valuable work experience, help improve care in your community or learn new skills, there are lots of ways you can join us to make a real difference.

Find out more about volunteering at healthwatchwiltshire.co.uk/volunteer

Sign up to our mailing list to stay in touch

We'd love to stay in touch with you following our transfer to our new provider, The Care Forum, in January.

To continue to receive our news and updates, please give your permission by

signing up to our mailing list again. Or if you're yet to join the list, then why not sign up today?

Sign up on our website, or email us at info@healthwatchwiltshire.co.uk

Update for Wiltshire Area Boards

April 2024

Covid spring booster programme

The Covid-19 booster vaccination programme for those most at risk of serious illness from the virus will begin in April.

The advice for this Spring is to offer the vaccine to those at high risk of serious disease and who are therefore most likely to benefit from vaccination.

The JCVI advises the following groups should be offered a COVID-19 booster vaccine this Spring:

- Adults aged 75 years and over.
- Residents in a care home for older adults.
- Individuals aged 6 months and over who are immunosuppressed.

Trailblazing health centre

Devizes' state-of-the-art health centre has recently celebrated its first anniversary, with staff at the site proud to have cared for more than 59,000 people during its inaugural 12 months.

The centre, which takes pride of place as the Wiltshire town's flagship location for health and care, had its official opening on 22 February 2023, just a few weeks after the doors first opened to patients.

Since then, the team at Devizes Health Centre, which holds the title of being one of the country's first fully integrated healthcare centres, meaning GP appointments take place alongside many other health and care services, such as outpatient clinics and community care, have carried out a total of 16,834 face-to-face appointments.

When combined with appointments carried out over the phone, the Devizes team cared for 59,457 people during their first year, which equates to approximately 238 patient interactions each day.

Along with being 100 per cent energy efficient – the site uses heat pumps and solar panels to generate its own power – Devizes Health Centre is also a hub for same and next-day care.

Patients of four nearby GP practices are able to be referred directly to the new urgent care service, meaning local people need not travel further afield for quick help and treatment.

Further information about Devizes Health Centre, as well as all other local health and care services, can be found online at www.bsw.icb.nhs.uk.

BSW Care Coordination initiative wins prestigious HSJ award

Medvivo and BSW ICB have won a prestigious Health Service Journal Award for a project to coordinate health and care services so that patients receive the best possible care to meet their needs, at the right, in the right place and avoids emergency admission.

The project, which has been running across BSW since December 2022, received a Gold Award in the category 'most effective contribution to integrated health and care'.

The Care Coordination Hub see Specialist Paramedics working alongside Advanced Clinical Practitioners and other Health and Care Professionals (in the hub and virtually) to optimise the flow of patients across the region. Working this way reduces the risk of harm and makes the best use of the resources to provide high-quality care.

New Partnership announced to support unpaid carers in Wiltshire

Wiltshire has thousands of people who provide help as unpaid carers to those needing additional support. Wiltshire Council and the BSW ICB have a role to ensure those people are provided with respite, support and opportunities to network with other unpaid carers.

The council has announced that Age UK Wiltshire is working in a consortium with Community First, Alzheimer's Support, Wiltshire Service Users Network, Citizens Advice Wiltshire and Wessex Community Action (and many more charities). As a group they are called 'Carers Together Wiltshire' and will provide respite, and a range of support to adult unpaid carers from the age of 18. This will include training, carer cafes and awareness raising in the community for unpaid carers. They will also work closely with Wiltshire Council to continue conducting carer's assessments.

Community First has been awarded the contract for younger adult and young carers from ages 5 – 25, focusing on support in primary schools and supporting Wiltshire Council with their work with secondary schools and colleges, understanding their rights and what support is available to them and giving them opportunities to carry on doing the things they enjoy – whilst also teaching them key life skills as they grow up.

Both providers will work together to support carers aged 18 – 25 and family support including parent carers. There is also investment in online support so carers can access training, chats, helpful guides and support at any time.

There will continue to be a Wiltshire Carer Card which will provide unpaid carers with ID as a carer and record emergency contact details. This will be available as a physical card and a digital app for people's smartphone, if preferred. Unpaid carers can continue to use the emergency card they already have while they wait for the new card. The new providers will also continue to work closely with hospitals to ensure unpaid carers are supported. Assessments for unpaid carers will continue as normal.

From 1 April Carer Support Wiltshire will continue to run its services independently of the council including carer cafés, the Hear to Talk service, family support and activities, carer wellbeing workshops, young carer activities, carer grants and their Bereavement Help Points.

The unpaid carers contract is jointly funded by Wiltshire Council and BSW ICB.

Area Board Briefing Note Draft Licensing Policy 2024-2029 consultation

Service : Public Protection

Further Enquiries to: Claire Francis

email: claire.francis@wiltshire.gov.uk

Date Prepared: 26/03/2024

Wiltshire Council Draft Licensing Consultation

Background

As the Licensing Authority, Wiltshire Council is required, under the Licensing Act 2003, to promote four objectives, namely:

- The prevention of crime and disorder
- Public safety
- The prevention of public nuisance
- The protection of children from harm

The licensing policy sets out how the council would normally apply its functions under the Licensing Act 2003, particularly when making decisions on relevant applications for premises licences, club premises certificates and temporary event notices.

The council's current Statement of Licensing Policy came into effect on 10 November 2019 and will cease to have effect on 9 November 2024, and so the council must be in a position to formally adopt a revised policy from November this year. To satisfy the specific legal requirements set down in the Licensing Act, the council is required to carry out a consultation process on the proposed Statement of Licensing Policy.

At its meeting on 4 March 2024, the Licensing Committee agreed that a consultation on the Draft Licensing Committee can commence. The committee report can be found at [Licensing Committee Report March 24.pdf \(wiltshire.gov.uk\)](#)

Consultation

The policy must be consulted on with a range of specific stakeholders listed in the Home Office Guidance. This includes licence holders, police, fire and rescue, businesses and residents of the area. The consultation is now open and will run for six weeks with results collected online to make it easier to make comments and

analyse results The consultation can be found at [Draft Licensing Policy 2024-29 consultation \(wiltshire.gov.uk\)](#). Paper copies are also available in Wiltshire Council libraries. You are encouraged to share information on the consultation with anyone in your communities you feel would want to participate. The draft licensing policy can be found at [Statement-of-licensing-policy-Draft 2024-2029.pdf \(wiltshire.gov.uk\)](#).

Next steps

Following the conclusion of the consultation the results will be analysed and the results will be reported back to the Licensing Committee at their meeting in June.

More information

If you would like more information on the consultation or process, please email claire.francis@wiltshire.gov.uk

Area Board Briefing Note – Local Nature Recovery Strategy

Service:	Environment
Date prepared:	16/04/2024
Further enquiries to:	localnaturecoverystrategy@wiltshire.gov.uk
Direct contact:	Alison.levy@wiltshire.gov.uk

The Local Nature Recovery Strategy has been progressing with events through March collecting an understanding of what people’s priorities are for nature recovery in Wiltshire and what measures they would utilise to achieve those priorities. Thank you to everyone who contributed.

The project group have now moved into the shortlisting phase. In this phase all the information we were given from the survey and events will be merged with information gathered from existing strategies that relate to nature such as river catchment strategies. Having created a master longlist a shortlisting group and a species specialist group will reduce the longlist into a shortlist for each area of Wiltshire. A validation group comprised of people who know their areas well will then check the working and confirm the outcomes.

Once a shortlist is completed, around the end of May, we will start mapping in earnest, using “Geographical information systems” (GIS) programs to model the best locations for those priorities and measures to be located, however as good as the work on this may be, it will be purely data driven and so we need those maps to be “ground truthed”, or in other words for people who really know the land to take a look and give us feedback on the suggested areas.

Events to give people more information and gather the needed feedback will comprise of three in person drop-in days, several webinars and an accompanying online survey.

These events will take place across July and details regarding their location and times will be sent out via our contacts database so please do sign up to receive notice and your invitations.

[Sign Up](#)

this link may also be found on our webpage (awaiting an update currently at bottom, will be moved to top) if you type in Wiltshire LNRS to google it should be the first result.

Your views, local knowledge and buy in are critical to not just the building of the LNRS but also its successful delivery. I sincerely hope some of you will be able to make it to our events and I look forward to seeing you there.

Area Board Briefing Note – Multiply – National Numeracy Day

Service:	Education and Skills
Date prepared:	23/04/24
Further enquiries to:	Catherine Brooks
Direct contact:	Catherine Brooks

Multiply is an initiative to support adults to improve their numeracy skills. During May the Multiply team are celebrating National Numeracy Day. You can find out more on the Work Wiltshire website. If you would like support to improve your skills and confidence in Maths contact the team.

Website – www.workwiltshire.co.uk

Email – multiply@wiltshire.gov.uk



WILTSHIRE POLICE

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Community Report

Salisbury Neighbourhood Policing Team

May 2024

Keeping Wiltshire Safe

www.wiltshire.police.uk | [Facebook/wiltshirepolice](https://www.facebook.com/wiltshirepolice) | [Twitter @wiltshirepolice](https://twitter.com/wiltshirepolice) | [LinkedIn/company/wiltshirepolice](https://www.linkedin.com/company/wiltshirepolice)



Agenda Item 8

Your CPT – Salisbury

Inspector: Insp Tina Osborn

Neighbourhood Sergeant: Sgt Lisa Lovatt /Sgt Malkinson

Neighbourhood Officers:

PC Hannah Cranham / PC Marc Evans / PC Rachel Gunn / PC Josh Pankhurst / PC Matt Boon / PC Kelvin Ramsey / PC Rachel Wood

PCSOs:

Jack Hammond / Charlotte King / Jennifer Moss / John Taylor / Valerie Brown / Geanina-Mariana Tablet / Matt Murray / Simon Ward / Rebecca Fudge

Local Priorities & Updates

Priority	Update
Non-dwelling burglaries	We have received some reports of non-dwelling burglaries and theft from motor vehicles in Redlynch, Downton and Wilton. These relate to business premises as well as shed breaks. High visibility targeted patrols are being carried out in these areas.
ASB	ASB continues to be a priority in the Alderbury especially around the use of catapults. High Visibility patrols are being conducted at certain times to deal with any incidents and provide reassurance to the community. The police are working very closely with partner agencies including the Parish Councils, in taking part in the Area Board's Rural Youth Outreach work.
Off road motorbikes/ quadbikes	Reports have been received regarding the use of off-road motorbikes and quadbikes being ridden in the Bemerton Heath area which is causing a danger to road users. Targeted patrols are being conducted in this area, to identify the perpetrators and deal with them robustly.
Rural Crime	Rural crime continues to be a focus for the team especially now we are in the poaching / hare coursing season. We are continuing to conduct proactive operations with our neighbouring forces and our Rural Crime Team in tackling rural crime.

Local Priorities & Updates Continued

Priority	Update
ASB regarding catapults	We have continued to receive several reports of youths using catapults in the Bemerton Heath. These incidents on occasions have caused damage to vehicles and windows. Local officers are working with partner agencies to identify those responsible and adopt a joined-up approach in dealing with the individuals robustly.
Community Speed Watch	The teams continue to support, where capacity allows, the positive work the Community Speed Watch teams do across the area.
Rouge Traders	There have been several incidents of rogue traders operating in Laverstock, Bishopdown and Nomansland. These have related to work being carried out on premises roof. Local officers have conducted numerous leaflet drops and engagement sessions with Trading Standards in these areas to increase awareness and provide reassurance to the local community.
Vulnerable checks	Officers conduct regular visits to our identified vulnerable people to both reassure them following reported concerns and to deter visits by criminals who wish to exploit them. We have been working closely with Wiltshire Council Housing on evidence to support several injunctions which we have now got in place. These premises are visited regularly by the teams to provide support to those who are most vulnerable.

Useful Links

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

- PCC's Website - <https://www.wiltshire-pcc.gov.uk/>
- HMICFRS Website - <https://www.justiceinspectorates.gov.uk/hmicfrs/police-forces/wiltshire/>
- For information on what crimes and incidents have been reported in the Salisbury Neighbourhood Policing Team area visit <https://www.police.uk/pu/your-area/wiltshire-police/>

Get Involved

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

www.wiltsmessaging.co.uk

Follow your NPT on social media

- [Salisbury Police Facebook](#)
- [Salisbury Police Twitter](#)



Find out more information on your NPT area at:
www.wiltshire.police.uk/area/your-area/wiltshire/salisbury/

Southern Wiltshire Highways Matters event – 22 February 2024

Highway Maintenance, Improvements and Repairs

1	<p>Why has there been such a long wait regarding the TRO on Church Rd, Laverstock?</p> <p>ANSWER: The volume of comment generated by this proposal is extensive and as such it is taking a considerable amount of time to analyse and produce the consultation report.</p>
2	<p>I think it is accepted that traffic in and around Salisbury is congested more often than not. One unrecognised route increasingly used by through traffic, and locals who have always used it, is the C322 from A.36 near Wilton past the racecourse along the C12 into Coombe Bissett and continuing on to A 338 past Odstock and Nunton , or along the A354 to enter the Rockbourne C road that goes to Fordingbridge or even on to Verwood and Ringwood etc. When will the Council acknowledge this and bring these roads up to a much better standard of width . surface and drainage?</p> <p>ANSWER: Many of our country lanes can become subject to use by traffic avoiding the congestion on major routes. We would not seek to further encourage traffic onto such routes by providing improvements that are out of character with that of the location.</p>
3	<p>There are many of my peer group reluctant to drive when dark, owing to challenging visibility. Q. To make night driving safer and easier on so many of our narrow country roads, why not install Verge placed reflective posts or roads ‘white line’ edged. This application works brilliantly on the continent.</p> <p>ANSWER: An analysis done some years ago highlighted an increase in driven nighttime speeds where white edge lines were provided. Concerns were expressed that increased speeds would lead to an increase in severity of any collision. As such the recommendation was not to provide additional road markings.</p>
4	<p>As a cyclist, covering appx 150km per week around our country lanes and roads, it beggars belief of the 3rd world standard of our surfaces (having the experience of driving on the communist era roads in poverty stricken Yugoslavia, 40 years ago). Punctures are a regular frustrating experience. But it gives me close up and uncomfortable first hand experience of lack of civil engineering application. Q. Why doesn’t highways address the primary cause of surface damage (surface water retention) by verge soak -aways or under surface wide bore drainage.</p> <p>ANSWER: The Council has annual programmes of work that seek to address drainage issues across the network. However given the extent of the network, the funding available, and the need to engage with 3rd party landowners work has to be prioritised to those locations worst affected and it is not possible to treat the whole network.</p>
5	<p>Cyclists often need to cycle well away from badly damaged road edges, but many drivers (I am also a car user) fail to take this into consideration.</p> <p>ANSWER: The Council supports Operation “Close Pass” which is designed to actively target motorists who ignore Highway Code rules on overtaking cyclists. The operation uses a plain-clothes police officer on a cycle (equipped with video camera) to look out for motorists who do not leave the required space when passing cyclists. If motorists are spotted not leaving the appropriate space then the police will intervene and take appropriate action.</p>

<p>6</p>	<p>Re: Stagecoach bus route 68, The Pheasant stop on the A30, East Winterslow/Porton Down</p> <p>There is a very serious and dangerous situation with the bus stop known as The Pheasant on the A30, after Firsdown and before Lopcombe Corner, at the Porton Down crossroads. The 68 is primarily laid on for the transport of students from Salisbury to Peter Symonds College. The stop is known as The Pheasant because there used to be a pub there of that name however, a couple of years ago the pub was sold and turned into residential housing. It is right on the A30 at a very dangerous crossroads on a straight section of the A30 that allows for the drivers to reach substantial speeds. The pub used to have an in and out drive but that has been given to the houses, leaving a narrow layby for the bus to pull in to. The parents have to pull in to the houses 'private' land in order to drop their children and the students then have to stand there to wait for the bus to arrive. Not only is it very dangerous already but now the residents are being verbally and physically aggressive towards us and the students. A male resident went nuts at the students recently and then got on the bus and had a go at the driver. Last week a man in a van swore at the students aggressively and drove off at speed followed by another car that drove aggressively towards the students. This situation cannot be allowed to continue.</p> <p>I do accept that we pull on to what they are calling 'private' land and I do accept that it must be very annoying to have our cars pulling up and the students outside waiting for the bus, but I make a point of being considerate and would never get in the way of someone leaving their house, and I have only ever seen other parents do the same. The residents behaviour towards the students is totally unacceptable. Apart from there being no need for any aggression, these are adults acting aggressively towards teenagers. The students are apprehensive about being left there on their own so the situation is getting worse as some parents are choosing, quite rightly, to stay with their children until the bus arrives. In addition to all of that, there is also an extremely dangerous issue with where the return journey bus stops... in a slip road on the A30! It's not a layby, it's not separate from the road and that particular section of the A30 enables drivers to travel at high speed. It is a terrible accident just waiting to happen. The dangerous road situation is the same at the previous stop so that isn't an option; the next 'stop' at Lopcombe Corner is also too dangerous and nobody uses it for that reason and the next stop is around 9 miles away in Stockbridge High Street, so there really isn't an acceptable option. Several other buses travel through Winterslow where there are designated school bus stops and I fail to see why the 68 can't divert off the A30 and in to Winterslow which would address all of the current issues, prevent a terrible accident and also placate the residents. Someone needs to take urgent action to resolve the situation for all concerned. There must be an alternative stop located for the students travelling from the Firsdown, Winterslow and West Tytherley area and quickly please.</p> <p>ANSWER: The situation is being resolved from this coming Monday with the 68 bus diverted via Firs Road to pick up the students there, and the unofficial pick-up at the Pheasant removed.</p>
<p>7</p>	<p>regarding the above meeting. I would like to ask a question please regarding the DSTL Site at Porton Down.</p> <p>Recently there has been a significant increase in the development of the site and it seems likely that there will be more development in the future.</p> <p>It is clear to anyone living in the village of Porton that the increased volume and type of traffic is having a serious negative impact on the condition of the road surface and also the quality of life of the residents.</p> <p>Can the board please explain what is currently being done to deal with the issues and what the future traffic management strategy is?</p> <p>ANSWER: Beyond the Council's Network and Asset Management responsibilities, there is no specific local strategy for managing traffic and maintenance. That said, the Council attends Porton Campus/Community Engagement Meetings as well as liaison with DSTL's Travel Plan Co-ordinator, both of which look to influence local traffic choices and decisions.</p>

8	<p>As a resident in Charlton-All-Saints, I have not been able to drive down Warrens Lane for at least a year. The potholes have had a temporary repair previously and then like many other places it was very badly flooded for months. The potholes are now worse than ever. Please can these be repaired properly before the next bad weather. Also the entrance to Warrens Lane from the A338 is very difficult to see at night, making it dangerous when you slow down to look for it. It would help if the road markings were more visible.</p> <p>ANSWER: Warrens Lane Charlton all Saints is currently on the forward programme for carriageway repairs in 2027/2028. It would appear that the condition of the carriageway has deteriorated over the last 6 months but will be subject to inspection shortly. Junction lines at the End of Warrens Lane are not significantly faded and do not meet intervention levels.</p>
9	<p>In December 2023 Wiltshire Council Highways department undertook some long overdue ditch dredging along the roadside verge leading up the road from the property 'Redivivus' in Black Lane, Lover.</p> <p>Unfortunately the contractors left the job half-finished piling vast amounts of environmentally damaging and highly unsightly dredging spoil high along the fragile spring verge thereby suffocating thousands of spring snowdrops and creating a World War 1 trench.</p> <p>To date numerous applications to complete the undertaking by removing the spoil have been submitted to the Council in detail + explicit photos. All requests have been promptly declined. WHY have requests for appropriate completion been repeatedly declined? WHAT is Wiltshire Council going to do about this unresolved ongoing issue? WHEN can we hope for a satisfactory resolution?</p> <p>ANSWER: When recutting ditches it is normal procedure for arrisings to be deposited on the adjoining verge</p>
10	<p>Can Highways confirm a commitment to repairing and clearing cycle paths and, as a commitment to cyclists where no cycle path exists, commit to repairing potholes near the kerbside to enable cyclists not to dominate the highways so causing motorist frustration?</p> <p>ANSWER: We seek to keep all elements of the highway clear from vegetation, where the vegetation is the responsibility of the council we will undertake cutting, where it is the responsibility of adjoining landowners we will take action to require them to trim back appropriately. With regards to potholes close to the channel lines in carriageway we manage them in accordance with our Highways Inspection manual.</p>
11	<p>Although I recognise that bad weather increases the creation of potholes, what commitment is there to properly repair road surfaces to reduce future potholes and to address the current number of dangerous potholes including those on minor roads. In Downton, potholes in Moot Lane, Wick Lane and Mesh Pond and in Charlton-all-Saints throughout the village are causing damage to vehicles with potential redress via formal complaints.</p> <p>ANSWER This year we have introduced a "mini planer" operation to repair more extensive areas of potholing. Details contained within slide deck.</p>
12	<p>State of the road surface and road water drainage, Warrens Lane, CAS. There are now huge pot holes, around 100-150mm deep in this road, most village residents are using Church lane only. These holes grew from a much smaller pot hole which had an ineffective temporary repair in 2023. The road regularly floods, due to the lack of maintenance of the ditches either side of the road and the drainage channel running south towards Downton on land owned by the Longford Estate. The poor state of the road, and water wash across it due to no maintenance of the drainage ditches has resulted in Warrens Lane now being pretty unusable during the autumn/winter</p>

	<p>ANSWER A review of reports with in the MyWilts public reporting system does not show any reports currently, An inspection will be carried and a repair iniated if deemed to meet intervention levels.</p>
<p>13</p>	<p>My question was simply to ask that Wiltshire Council give clear and easily accessible Highways Maintenance guidance for those responsible for smaller lanes and paths in the county? This relates to hedges, verges, ditches and so on, which in some areas are now severely neglected and dangerous. There appears to be an almost complete lack of understanding among the general public as to just what is expected of them in terms of Highway Maintenance and this is reflected in the current problems we see. This same lack of knowledge also appears to extend to many Parish Councils who seem equally unaware of what is called for. The general expectation is that Council Highways are always responsible and this is so often not the case. Clear understanding of widths of highways particularly (highways boundaries as opposed to ownership boundaries) with allowance for annual growth of hedges would see many problems solved. Proper guidance on maintenance of verges, banks and ditches would also be helpful with emphasis on encouraging lower growth plant species and the need for adequate drainage to reduce flooding and subsequent potholes. The requirement not to obscure road signage or block verges should also be more readily understood as this is not only dangerous, it poses considerable accident liability questions ?</p> <p>Wiltshire highways have all this information for their own use including detailed maps showing maintenance responsibility. Could this now be made easily available to the public via county and local council websites in a format all can follow. With clear and easily accessible information available I feel many improvements would follow as a matter of course, and this in turn would not only help in easing pressure on highways budgets, but make all means of local travel far safer. I notice online that a number of other counties are already adopting this approach and ask that Wiltshire Council do the same.</p> <p>ANSWER While the Council as the Highway Authority hold the majority of the responsibilty for maintenance of highways there are responsibilities that are the responsibility of others. We are working towards producing a comprehensive FAQs document that will be published on our web site.</p>
<p>14</p>	<p>Repair work was carried out on Firs Road, Firsdown in the summer of 2022. The repair failed and no further work has been done at this location. What inspection regime is used to check on repairs/maintenance once completed and why when this repair failed has it not be rectified?</p> <p>ANSWER We do undertake audits of works completed by contractors, with regards to this specific issue further investigation is required and a more detailed response will be prepared.</p>
<p>15</p>	<p>At the potholes seminar held in June 2023 the method for repair potholes was presented, which involved cutting out the hole, removing debris and adding a bonding coat before filling the hole. Evidence would suggest that the repairs do not follow this methodology. Can you confirm what percentage of potholes are repaired in this way?</p> <p>ANSWER While we have moved towards the majority of our repairs being undertaken with the process outlined, there is still a necessity to undertake an interim repair. the introduction of the "Bobcat" repair process has seen significant improvements in the durability of repairs.</p>

<p>16</p>	<p>The A30 / Winterslow Road junction has been on the major maintenance programme for a number of years, why is this not considered a higher priority than other schemes given it is high speed/major road? How are major maintenance schemes prioritised?</p> <p>ANSWER A30 Winterslow Junction area: this is in the forward plan for 2025/2026. This date was assigned when the junction was added to the forward plan. Major maintenance schemes are prioritised through analysis of machine survey data using asset management principles. Where we have a number of roads with similar condition scores, local priorities will be taken into consideration.</p>
<p>17</p>	<p>Repair works to High Street, Porton were carried out in 2023. This involved a number of visits to the site over a period of several months. Despite this, the worst stretch of road with damage from tree roots remains. Why was this work not carried out in one go and when will the problem area affected by roots be resolved?</p> <p>ANSWER This site was treated using a process called surface dressing. There were three stages to this process for High Street Porton a) Pre surface dressing patching. B) Surface dressing and c) Application of Kiely Lock to seal the final surface. There needs to be time between each stage to allow the materials to bed down and any excess material to be removed by sweeping.</p> <p>The tree causing the damage to the highway is privately owned. Communications with the owner in relation to the removal of this tree are ongoing.</p>
<p>18</p>	<p>Added to the problems on Warrens Lane, Charlton All Saints - due to the no mow policy the verges don't allow anyone to step on to them out of the way of passing traffic - causing real highway hazards and pedestrian safety concerns</p> <p>ANSWER While it is acknowledged that leaving verges uncut through the summer does not make it inviting for pedestrians to access them to allow vehicular traffic to pass on the carriageway, however we do not believe that it prevents access in the majority of cases.</p>
<p>19</p>	<p>What is the strategy/policy around weed clearance between highway and pavements?</p> <p>ANSWER The councils current approach is one where this service is provided via the Parish Steward Scheme on a reactive basis. Herbicide is utilised which is a glyphosate based material.</p>
<p>20</p>	<p>What is done to ensure roads have the capacity to take extra traffic generated by new developments?</p> <p>ANSWER – to follow</p>
<p>21</p>	<p>Parish Steward scheme - What provision and/or capacity is available to enable the Parish Steward service to continue to parishes when the operatives are diverted to flooding or gritting duties?</p> <p>ANSWER Parish Stewards are programmed across 4 days of the working week, Friday is considered a "float" day where any "outages can be made up. It is appreciated during times of particularly severe weather that resources are finite and visits may have to be cancelled.</p>

22	<p>High St, Porton - what progress, if any, is being made for the review of the drainage and more importantly, the resurfacing of this road particularly from the corner by Rosemoor Cottage (where there are issues with tree roots) to the junction with the Winterslow Road.</p> <p>ANSWER This site was treated using a process called surface dressing. There were three stages to this process for High Street Porton a) Pre surface dressing patching. B) Surface dressing and c) Application of Kiely Lock to seal the final surface. There needs to be time between each stage to allow the materials to bed down and any excess material to be removed by sweeping. The tree causing the damage to the highway is privately owned. Communications with the owner in relation to the removal of this tree are ongoing.</p>
23	<p>Wiltshire Council contractors - what is being done to expedite the implementation of projects agreed via the LHFIG and which have been sitting with Milestone for many months now? there is a considerable backlog</p> <p>ANSWER Wiltshire Council is raising the matter on a contractual level, any orders which remain outstanding from the prior financial year are currently being programmed for priority in the new financial year.</p>
24	<p>Poor state of pavements in Laverstock & Ford Parish are becoming a priority equal to pot holes. Officers do not appear to be carrying out proper checks to ensure appropriate programming of repairs</p> <p>ANSWER Footways are inspected as part of our schedule of safety inspections and priority defects identified for repair. There has been a focus on repairing carriageways in preference to footways due to the higher risk of serious incidents when compared with the footway.</p>

Congestion and speeding

1	<p>Refer to the attached image as an example of dangerous driving near Charlton All Saints, Church Lane/ A338 junction.</p> <p>In the attached picture (available on request as unable to attach it within this spreadsheet - Catherine Pearcey) you will see a car overtaking around the central refuge going towards Downton. I would like to say that this is an isolated incident, however it occurs regularly, at the rate of 1 event per 14 to 28 days. I live in the house at the junction, (for 40 years), so I observe dangerous driving daily. The point to note here is that school children, as well as adults, use the central refuge to be able to cross the road to catch the bus or return to the village. I have also been overtaken while waiting in my car in the central lane, to turn right from the A338 from Downton to turn into Church Lane by another car coming from the Downton direction! So my questions are as follows:</p> <ol style="list-style-type: none"> 1. Do we have to wait for a child to be killed or seriously injured before action is taken? 2. Across the border in Hampshire, Hampshire Highways has for many years imposed a maximum speed limit of 50mph from Downton towards Fordingbridge, Why has Wiltshire Highways not followed Hampshire's example? Subsequent question: How many deaths or serious injuries does it take for you to follow Hampshire's example? 3. The A338 is an extremely busy road and queues of traffic often build up from the end of the dual carriageway all the way to Downton. If the maximum speed limit were to be reduced along this stretch, I suspect that the queues would not be so long, Does Wiltshire Highways concur? <p>ANSWER:</p>
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	<p>There is only one recorded incident (via the Police database up to September 2023) which relates to an incident within the suggested area. There are already existing double white lines around the central island to identify to drivers that it is inappropriate to overtake and there is sufficient forward visibility. The slight collision is not related to overtaking the central island. For a reduction in speed limit, this would require a speed limit assessment. The request would need to be supported by the Parish Council who are able to apply for funding via the Local Highway and Footway Improvement Group/Southern Area Board.</p>
2	<p>Secondly, we are all concerned about the frequency of serious accidents along the stretch of the A338 in the vicinity of our village. Since the installation of the 'island' at the end of Church Lane, accidents have increased. Many times have villagers witnessed cars overtaking, being taken by surprise and driving on the wrong side of the road to avoid the island. Could you consider a speed limit or double white lines in this area please. When these awful accidents happen, the police shut the road from Bodenham to Downton leaving us stranded in our village or unable to get home.</p> <p>ANSWER Please see prior answer</p>
3	<p>I should be grateful if the Area Board would consider the implementation of a 40mph speed restriction along Odstock Road, Salisbury between Rowbarrow and the District Hospital. Many vehicles, including buses, cycles and lorries, leave the hospital site. This leads to quite a few near misses as cars travelling along the road at 60mph meet slow traffic leaving and entering the hospital site</p> <p>ANSWER For a reduction in speed limit, this would require a speed limit assessment. The request would need to be supported by the Parish Council who are able to apply for funding via the Local Highway and Footway Improvement Group/Southern Area Board.</p>
4	<p>What is the time frame for action (spades in the ground)to build a relief road and has our MP J Glen been actively working with us towards this goal?</p> <p>ANSWER: There are no current plans to take forward a relief road</p>
5	<p>We believe it would be appropriate to introduce a 20mph limit on the "The Borough", (the main road through the village). What is the procedure and who would we contact to progress this.</p> <p>ANSWER: For a reduction in speed limit, this would require a speed limit assessment. The request would need to be supported by the Parish Council who are able to apply for funding via the Local Highway and Footway Improvement Group/Southern Area Board.</p>
6	<p>There have been several incidents during 2023 on the stretch of the A338 around Charlton All Saints (CAS) which has resulted in CAS being isolated with the two access routes to the village closed. Whilst the police do a good job, on both occasions this year there is little understanding that no access is possible to the village. Access by one of the two roads to the village is always possible. There have been frequent accidents on this piece of road over the last 10 years, essentially due to the speed of traffic, quite often involving cars passing to the wrong side of the traffic island on the northern junction to CAS at Church Lane, since their speed & bend in the road means the traffic island is not seen. Considerable care also has to be taken when coming in and out of the village, with numerous near misses having taken place, either due to having to slow down considerably to enter the village, the roads are tight, and cars overtaking when you are turning right into Warrens lane, or when joining a 60 mph piece of road from a tight junction. Traffic calming measures such as</p>

	<p>roundabouts at either junction to CAS, or reducing the road speed should be considered to slow the traffic down. This would also ease the congestion which Downton often sees in rush hours.</p> <p>ANSWER See prior answer in (1)</p>
7	<p>In the event of an accident on the A338 in the vicinity of Charlton All Saints the road is often closed off between the last roundabout in Downton and the northerly most point of the Bodenham bypass. At least twice during 2023 the roadblocks remained in place overnight with no police stationed to assist. In this case it is not possible to to legally access Charlton All Saints and there is little or no information as to how long the road restriction will take place. On one occasion at reasonable time late afternoon there was no police stationed at the Downton blockade. I personally picked up an elderly lady at a bus stop who decided to park in the Downton industrial estate and was going to find a hotel to stay in. This meant missing out on necessary daily medication. We drove all the way around Barford Lane to Salisbury only to find an unmanned blockade at Bodenham.</p> <p>I'm aware of another case where a policeman has been stationed at Bodenham but has been unable to advise how and when an elderly person will be able to get home. I understand the road was kept closed once again without any clear information. The critical nature of an accident is very much appreciated and the safety of the persons involved is paramount. There is absolutely no question about the need to close the road for medical attention and maintaining the safety of the road. The time to deal with the accident of course varies. The case I am raising is the subsequent need of villagers to be able to get home or leave, when very necessary, when barriers are unmanned for an unknown period of time. A suggestion might be to post a notice on the Charlton All Saints website or advise an alternative formal site by the highways and traffic police where villagers can check for instructions or call. In most cases I expect it is possible where barriers are left unattended to access Charlton All Saints from one direction on the A338 or wiggling through Bodenham, back for a few hundred yards and then left into Church Lane. I look forward to your views on this matter. Also, if there are any thoughts about why we do have several accidents on this part of the A338 and if any consideration has been made to improve the safety of road users considering the increase in traffic numbers that will arise from the new estates all along the Wilton Road.</p> <p>ANSWER In such instances it is deemed a closure of the road is appropriate as safety of the persons involved, alongside members of the public is paramount – there will unfortunately be times where there is a need to retain this road closure for many hours for safety and retention of the scene to enable officers to carry out appropriate investigation. Wiltshire Council are often not directly responsible for these closures, and therefore it is suggested this matter be raised with Wiltshire Police.</p>
8	<p>Porton village suffers with heavy traffic to Porton Down, what is being done to address the congestion?</p> <p>ANSWER Beyond the Council's Network and Asset Management responsibilities, there is no specific local strategy for managing traffic and maintenance. That said, the Council attends Porton Campus/Community Engagement Meetings as well as liaison with DSTL's Travel Plan Co-ordinator, both of which look to influence local traffic choices and decisions.</p>
9	<p>Frequent accidents with consequent long road closures on A338 between Charlton and Nunton - can this stretch of road be reduced to a 50mph similar to the A338 stretch of road further down towards Fordingbridge where there are less accidents? Or can measures be taken to prevent over-taking?</p> <p>ANSWER For a reduction in speed limit, this would require a speed limit assessment. The request would need to be supported by the Parish Council who are able to apply for funding via the Local Highway and Footway Improvement Group/Southern Area Board.</p>

<p>10</p>	<p>Does Wilts Council have any influence at all to enforce the no left turn out of Porton Down? Village roads are ruined, but Porton Down traffic, A303 traffic, Amesbury, Salisbury, Andover traffic. Urgent attention and action is needed.</p> <p>ANSWER The location raised within the comment above does not form part of the adopted highway and therefore is not the responsibility of Wiltshire Council. Wiltshire Police carry out enforcement of enforcement and therefore I would suggest you raise the matter with them as these forms an area with unencumbered access to the public.</p>
<p>11</p>	<p>Idmiston Parish Council has in the past asked Wiltshire Council to take action regarding all issues relating to inappropriate traffic through the villages, but nothing seems to be done. The village is inundated with dangerous traffic levels, many accidents occur, is impacted by so many redirections due to traffic works nearby. Funding with immediate relief road is need urgently. White Gates had been requested previously, but still no progress. Sense that the parish council dialogue with Wiltshire Council needs improving.</p> <p>Answer There is no formal limit/policy on the volume of traffic allowed through villages as traffic has a right to pass and repass. There are no recorded incidents (via the Police database up to September 2023) within the village extent. A request for White gates would need to be supported by the Parish Council and raised via the Local Highway and Footway Improvement Group which does not appear within the records.</p>

Flooding

<p>1</p>	<p>I would like to know why Ford Road was not closed on 6/7th January despite several residents and councillors expressing concerns about the risks caused by flooding outside Boswell Brothers to other road users and local residents and whether this was a contributing factor in the bus accident in Monday 8th January.</p> <p>ANSWER: Decisions on closing roads are taken on the basis of a number of factors, the main one being the scale of the hazard being faced. It is understood that ice was a factor in the incident rather than flooding.</p>
<p>2</p>	<p>What is going to be done to resolve the flooding in Millford Mill Road?</p> <p>ANSWER: The land surrounding Milford Mill Road forms part of the flood plain. The surface level of the carriageway is very little different to that of the surrounding land and as such is prone to flooding. There is a proposed scheme to improve the way that water discharges from our drainage system to the river. While this will make a positive impact on flooding, it will not prevent floods from occurring.</p>
<p>3</p>	<p>My question is in relation to Warrens Lane, Charlton All Saints, Salisbury and, to a lesser degree, Church Lane, Charlton All Saints. Warrens Lane has been flooded for the last two months and the surface of the road has completely broken up. The problem is that the pot holes cannot be seen through the water and they are very deep. It appears that no one has dealt with the issue of drainage on this road. There is a system for drainage on the map but no one is opening this to allow the water to flow away. Is this the councils job or the Longford Estate who own the land or the tenant who farms it? This needs to be addressed so that the drainage can be sorted out. This road is</p>

	<p>dangerous and should be closed until repairs can be done. It will happen again if the drainage is not sorted. Attempts have been made to fill these potholes in past years but the repairs never last for more than a few months.</p> <p>ANSWER The high ground water levels currently in the south of the county is creating many issues, one of which is the acceleration of deterioration in road surface conditions. It is common for highway drainage to be dependent on land drainage of the adjoining properties. In this case the Area Team will follow this up to understand whether the problem sits with the council, is a landowner issue or a combination of the two.</p>
4	<p>Church Lane, Charlton All Saints - the edge of the road has completely broken up and has very deep potholes. This is due to vehicles parking on the road and people driving on to the verge to get around them. However are these minor roads ever checked as these potholes have been there for months? Local people are avoiding using Warrens Lane, as they know what lies beneath the water, so the holes on Church Lane are getting worse</p> <p>ANSWER The Local Highways Team does have a program of routine Safety Inspections, Main A 7B roads are inspected monthly while the lesser lanes are inspected on an annual basis.</p>
5	<p>Our access from A338 to our village is via two small country lanes, Warren Lane and Church Lane. Both were covered with flood water for many weeks recently. Warren Lane still has some water and is almost unusable because of erosion of the surface. Both my husband and son have incurred punctures from flint lying under the water. This is a regular occurrence in this lane. A quick fix was carried out a year ago but lasted only a few weeks. Please can these problems be looked at and a solution arrived at. Church Lane is deteriorating now with extra use and eroding edges.</p> <p>ANSWER REFER TO 3</p>
6	<p>“The Borough” suffers from large water flooding at times of very heavy rainfall, which are becoming more frequent. One of the areas, (outside number 136), has a 150mm pipe through to the river, but it blocks frequently. Could it be cleared on a regular, say every 3 months basis. The second, outside the Dentist , you are already aware of and action may be in hand to resolve it?). Could a thrust bore not be put through to the river tributary nearby, with a pipe with a non -return valve on the end of it. The third “ponding” is just East of the iron bridge on the North side. Again could a new gully and thrust bore through to the river etc. be installed.</p> <p>ANSWER This issue requires further investigation to understand options for resolving the issue. Our Land drainage Team will review.</p>
7	<p>Surface water drainage in and around Allington is routinely blocked and overflows. When will this be attended to?</p> <p>ANSWER The council has a program of gully emptying which is currently being reviewed and updated. it should be noted, however, there are aspects of drainage that sit outside of Wiltshire Councils responsibility and reside with other agencies. Without more detail of what the issues consist of it is difficult to confirm timeframes/Programme</p>
8	<p>What research and development work is being done to ensure the council is much more proactive, rather than reactive, in extreme weather events?</p> <p>ANSWER</p>

	The bulk of development is within the field of forecasting. However, the uncertain nature of the impacts that extreme weather can bring does mean that there will always be a significant reactive element to the approach taken.
9	Big floods on A36 by Park Wall junction needs sorting ANSWER The A36 is the responsibility of National Highways and therefore any flooding matters would need to be reported directly to them.
10	Footpath Alderbury 20 and associated ditch needs to be inspected and improved, due to ongoing flooding issues, creating a muddy, slippery and hazardous route - a main route for parents and children to access the primary school. Has been reported many a time to Alex Howson and Carys Ford, but no response or action received. ANSWER This issue has been investigated by our Countryside Access Team who are liaising with our Drainage team to identify both available options to deal with the issue and identifying responsibility for undertaking any works.
11	How can the public know/understand who owns which bit of land to appreciate whose is which responsibility regarding ditch clearing and drainage works? ANSWER Land ownership detail is available online via the Land Registry Site. However, there is a general rule that road side ditches are the responsibility of the adjoining landowners despite potentially being contained within areas that have highway rights across them.

HGVs

1	I am writing to enquire to see if a weight restriction can be put in place for HGV's in Nunton (specifically Nunton Drove)? The HGV lorries that are driving around our small village are getting worse, they are so large that they are disrupting the villagers, our grass verges. and we now have many pot holes and uneven road due to these HGV's. As a resident of Nunton Drove we are constantly trying to improve our grass verge before it dilapidates into the road. Some of these lorries arrive at Nunton Farm in the extreme early hours of the morning and again are disrupting neighbours in the area. Many walkers use Nunton Drove as it is an area of outstanding natural beauty and usually find themselves trapped between the verge and these lorries, many of which drive at ridiculous speeds. ANSWER: Whilst concerns are acknowledged, premises within areas covered by weight restriction are exempt from restrictions, so their introduction in this case would have no effect.
2	As you know, despite there being a 7.5 ton limit on the road, we still have a large number of overweight lorries passing through. As we are installing SIDS, would it be possible to also have cameras to picture the offending vehicles, than we can pass clear proof to the police. (Who have agreed that they will follow up on any "concrete" details we can provide.) ANSWER: 'Lorrywatch' is a scheme operated using local observers to detect the misuse of weight restricted routes by heavy goods vehicles in local towns and parishes – the Council is unable to supply cameras to that end.

3	<p>Downton has a 7.5 ton HGV weight limit which is often ignored by HGV's coming across the New Forest and through Downton to the A338. Meetings with Hampshire & Wilts CC, NFDC, Highways and the Police (arranged through the Area Board about 7 or 8 years ago) accepted there was a problem and appropriate signage before the Cadnam exit from the M27 was discussed - but never followed up. Some HGV's are deterred by the B3080 through Downton village being narrow, lined with parked cars and having pinch points and an ancient narrow bridge, but this is not always clear on satnavs. We also appreciate that the police may not have the resources to enforce the ban (nor we are told to initiate another lorry watch) , but could the question of suitable signage on the M27 be revisited ?</p> <p>ANSWER The Motorway network is managed by National Highways - your question has been passed on accordingly.</p>
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Litter

1	<p>Litterpicking!! Whilst we all agree that litter shouldn't be dropped in the first place, sadly this is not the case. Wiltshire verges are in too many places thick with litter which never seems to be removed? Also, why are contractors allowed to cut the verges that are invariably covered with litter, slicing hundreds of pieces of litter into thousands of pieces?</p> <p>ANSWER: The Council schedules litter picking to avoid the need for residents to report litter. However, we would ask that all litter present is reported to the council on the MyWilts reporting system for clearance. We have a statutory duty to clear litter.</p>
2	<p>Please can Laverstock Litter Group have an up to date message from Wiltshire Council to clarify that they are no longer prohibited to litter pick. This message applied after the Novichok incidence in 2018 needs to be reviewed so that the group can be as proactive as it would like to be.</p> <p>ANSWER The guidance on community litter picking in Laverstock is national guidance, not a decision by Wiltshire Council. It is unlikely the guidance will change in the near future, however, the council continues to monitor for any change. Wiltshire Council's statement is "Litter picks in the Salisbury area are not encouraged - here, the advice from the UK Health Security Agency (UKHSA) remains 'if you didn't drop it, then don't pick it up'."</p>

A36 Southampton Road

1	<p>What is being done to relieve the congestion on the A36 entering Salisbury from the south?</p> <p>ANSWER: National Highways (formerly Highways Agency) are currently developing proposals to improve capacity on the A36 Southampton Road. As such any changes to the layout would be for them to consider as part of this work.</p>
2	<p>The key issue for me, and my neighbours, is the slowness/delays to traffic entering Salisbury on the A36, which results from congestion at the 'Tesco Roundabout' (entry to Bourne Way) and thereafter along Southampton Road to the A36/Churchill Way roundabout.</p> <p>ANSWER: As above at 1</p>
3	<p>"To what extent have the plans for the Solent Freeport development been taken into consideration in projections of future traffic volumes and type (PVs, LDVs, and HGVs) along the A36 through the</p>

	<p>New Forest villages of Wellow, Plaitford and Landford as well as Salisbury? ". I understand that the deadline for questions in advance was 12th February, but I only realised the potential scale of the Waterside development earlier this week. From one perspective it is great to see investment in the southcoast of England, but it does raise the concern on how this will impact the A36. As already discussed the A361 from Fawley Waterside, joins the M27 at the same roundabout as the A36 which is being promoted as a corridor from Southampton to Bristol.</p> <p>Answer The Solent Freeport was considered under the 2017 Solent to Midlands Route Strategy. The majority of traffic generated from the Port will be HGV's travelling along the M27/M3/A34 corridor to the manufacturing base in the Midlands and back. The impact on the A36 is considered to be minimal.</p>
4	<p>A36 towards Salisbury from Alderbury - two lanes merge into one, vehicles pull into the middle and block the second lane. What additional signage can be put in place to prevent this, and what, if any, enforcement is carried out?</p> <p>ANSWER This appears to be a question of driver behaviour and education. There are adequate merge signs, road marked arrows indicating that two lanes merge and hatched road marking indicating the end of lane 2 reverting to a single lane carriageway. No further signing is presently being considered at this location. National Highways are attempting to "de-clutter" the highways and therefore would not add any unnecessary signs. National Highways are not an enforcement agency and if any driving offenses are being disclosed then enforcement will be undertaken by the Police.</p>

My Wilts

1	<p>When reporting issues like potholes) on the mywilts app, the matter is often closed without adequate explanation why and the fault not rectified. Why is this?</p> <p>ANSWER: It is recognised that there are issues with the MyWilts App Functionality, some work has been done on improving feedback to customers, however there is a bigger piece of work to provide an improved system that should be in place later this year.</p>
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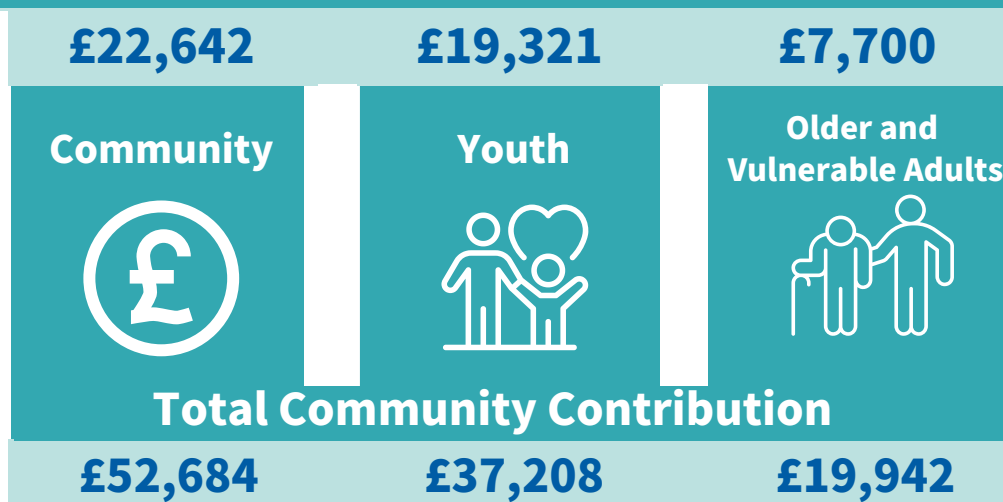
End of Year Report April 2023 - March 2024



Area Board Investment

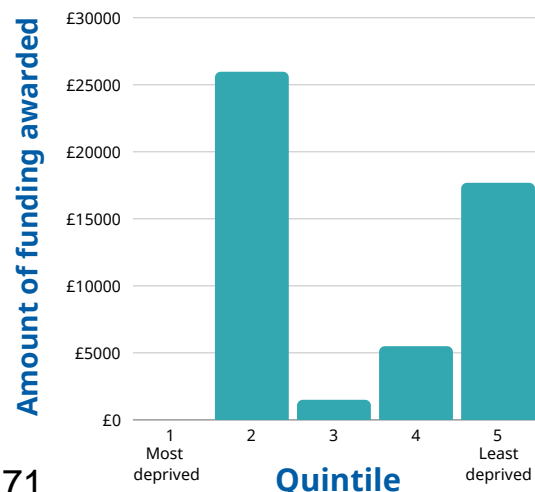
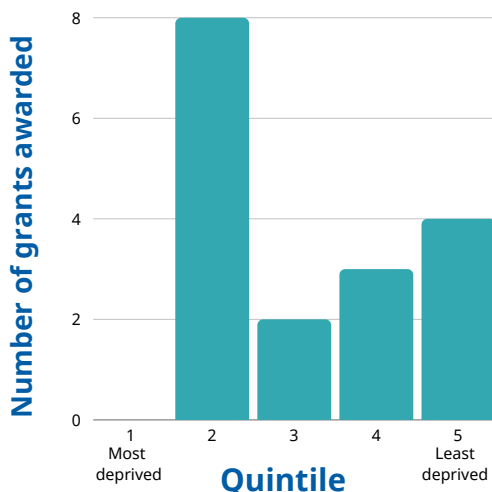
The Area Board invests in local community projects and initiatives that meet local priorities and deliver exceptional outcomes for residents. The Area Board aims to work in partnership to achieve maximum value for its investment.

Total Area Board Investment



The total amount invested in projects through additional community contribution, from fundraising, grants, services in kind or volunteering

Investment by deprivation quintile



Local Priorities

The Southern Wiltshire Area Board reviewed available local data and evidence and integrated this with local knowledge and community conversation to agree the following local priority themes. The Area Board has undertaken a series of more specific local actions to positively address them, including the key achievements below:

Youth engagement and rural youth outreach



Set up two new youth clubs and facilitated a range of pop up youth activities in 6 parishes. Designed and delivered an event, one objective of which was to help young people find local volunteering opportunities as part of work towards their Duke of Edinburgh Awards.

Addressing environmental issues

Continuing to facilitate a local working group set up to tackle concerns relating to the school run in Laverstock, helping schools to renew their green travel plans and to instigate new waiting restrictions to better regulate the vehicle flow and highway safety through the village.



Supporting older people and vulnerable adult's health and wellbeing



Funded and facilitated an extended set of initiatives with a wide coverage across most of the 20 parishes, through the following programmes: Celebrating Age Wiltshire, Silent Discos, and Downton Downtime Dementia activities. Set up a new Health & Wellbeing Group engaging with over 40 local partners to sharpen the focus and direction of the area board's health and wellbeing work.

Engagements

The Southern Wiltshire Area Board works alongside other organisations to make things happen in the local community. These groups include the city council, voluntary and community groups, youth organisations, sports clubs and local charities.

The Area Board wouldn't be able to achieve what they do without these partners working on the ground with them. The Area Board hosts regular business meetings, engagement activities, events, surveys and working groups to stimulate and support local community action.

Area Board
Business meetings

4



Attendances

181

Area Board
working groups

12



Attendances

106

Engagements/
events/ activities

8



Attendances

261

Local Highways and Footpath Infrastructure group

The LHFIFG is a sub group of the Southern Wiltshire Area Board, which deals specifically with highway issues. They aim to find solutions for local transport issues, such as road repairs, traffic problems, road layouts and parking. The amount allocated is dependent on the geographical size and population for the community area and the funding allocation is for capital expenditure and can be used to provide new and improved highway infrastructure.

LHFIFG meetings

4



Attendances

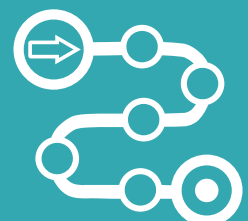
63



£19,516

LHFIFG projects
completed

17



Area Board Priority Setting and the Community Area Joint Strategic Needs Assessment Report

Community Area Joint Strategic Needs Assessment (CAJSNA) Overview

1. The CAJSNA brings together a wide range of indicators from various sources, and the analysis of these measures builds a picture of Wiltshire's 18 community areas. Indicators and their analysis are grouped and presented across 10 themes:
 - Population
 - Economy
 - Housing
 - Health
 - Environment
 - Communities
 - Cost of Living
 - Safety
 - Older People
 - Children
2. The CAJSNA builds on the key themes which emerged from the overall Health and Wellbeing JSNA in 2022. It highlights children and young people, cost of living, mental health and emotional wellbeing and older people. A bespoke infographic pack, presenting the key indicators surrounding these themes has been developed for each of the 18 community areas.
3. Other indicators, enabling comparison between community areas, are presented via tables, charts and explained via narratives. Demographic data for the 18 community areas has been made available via an accessible, interactive dashboard.
4. The CAJSNA enables the local Area Boards and partner organisations to make informed decisions on the allocation and focus of their resources. It aims to improve local understanding of need in order to better address health inequalities and empower voluntary and statutory organisations to support our residents to lead full, health and enriched lives.
5. The full data sources for the 2024 Community Area Joint Strategic Needs Assessment is accessible here at [Wiltshire Intelligence](#).

6. Key findings from Southern Wiltshire Community Area JSNA – comparatively high rates of

- residents over 65 year olds and increasing
- residents diagnosed with hypertension
- residents diagnosed with coronary heart disease
- residents living with dementia
- residents living with a disability
- residents registered as unpaid carers
- childhood obesity
- low educational attainment for pupils living in disadvantage
- children and young people with special educational needs and disabilities
- youth unemployment
- low educational attainment in English and Maths at GCSE
- Missing Persons 18+
- Self harm
- Social deprivation (in pockets)
- Fuel poverty
- Commercial and residential burglaries
- Flooding
- Flytipping

And no registered school walk safe or scootability schemes

7. Engagement consultation and responses

To accompany the release of the CAJSNA, an online survey was developed and promoted between 12th February 2024 and 5th May 2024. The response for the Southern Wiltshire community area was as follows at appendix 1

Additional to the survey, the CAJSNA data was discussed at the following meetings:

- Trafalgar School Youth Focus Group – 14th March
- Area Board Health & Wellbeing Group – 1st May
- Area Board Youth Partnership Forum – 16th May

The responses from the survey and meetings are summarised below:

- Survey Findings (appendix 1)
- Trafalgar School Youth Focus Group (appendix 2)
- Area Board Health & Wellbeing Group (appendix 3)
- Area Board Youth Partnership Forum (appendix 4)

Finally, other earlier collated insight from the Area Board Led Summer Social Event in 2023 is relevant to record also (see appendix 5)

8. Area Board priorities

Following the CAJSNA data, consultation responses and evidence presented within the Area Board Impact Report for 2023/24, the Area Board is asked to consider whether any adjustment is required to the priorities for 2024/25. Current Area Board priorities include:

- Rural Youth Engagement and Strengthening Positive Activities for Young People
- Older & Vulnerable Adults Health & Wellbeing
- Addressing Environmental Issues

Report author: Karen Linaker, Strategic Engagement & Partnership Manager

Author contact details: karen.linaker@wiltshire.gov.uk

Appendix 1 – summary of survey findings

Q1 Please tell us your post code (this will not be used to identify you in any way):

Community Area	Responses (out of 2,690)	Countywide proportion
Southern Wiltshire Area Board	183	6.8%

Q2 Please tell us your age:

Age	Responses (out of 183)	Proportion
Under 16	5	2.7%
16-24	3	1.6%
25-34	6	3.3%
35-44	13	7.1%
45-54	31	16.9%
55-65	50	27.3%
65+ years	75	41.0%

Q3 From the list of themes below, please select your 1st, 2nd and 3rd choices in order of importance (1st choice being most important to you).

	Health	Environment	Community	Safety	Cost of Living	Housing	Children & Young People	Economy	Older People
1st Choice	74	38	15	15	10	13	9	5	3
2nd Choice	39	39	11	19	20	14	16	12	11
3rd Choice	14	20	36	20	16	16	18	20	22
Score*:	314	212	103	103	86	83	77	59	53

(*where 1st choice = 3 points; 2nd choice= 2 points; 3rd choice = 1 point. Not chosen = 0)

Q4 You've chosen **health** as one of your top three choices. From the list of issues concerning the county's health, please tell us the three most important ones to you that you'd like to see Wiltshire Council take action on:

Issue:	Responses	Proportion
Support for "Living longer better"	82	64.6%
Mental health support	80	63.0%
Care for those living with Dementia	78	61.4%
Support for keeping physically active	73	57.5%
Tackling levels of obesity	38	29.9%

Q5 You've chosen **housing** as one of your top three choices. From the list of issues concerning the county's housing, please tell us the three most important ones to you that you'd like to see Wiltshire Council take action on:

Issue:	Responses	Proportion
Supporting homes for younger people / new families	33	76.7%
Addressing rising house prices / affordability	27	62.8%
Preventing homelessness	21	48.8%
Reducing the number of empty homes in my community	14	32.6%
Tackling fuel poverty in my community	10	23.3%
Addressing the number of second homes within my community	9	20.9%

Q6 You've chosen **economy** as one of your top three choices. From the list of issues concerning the county's economy, please tell us the three most important ones to you that you'd like to see Wiltshire Council take action on:

Issue:	Responses	Proportion
Tackling unemployment overall	25	67.6%
Addressing empty businesses / shops in my community	24	64.9%
Addressing low education / skills within my community	22	59.5%
Supporting the right balance of jobs within my community	16	43.2%
Tackling unemployment amongst young people	14	37.8%

Q7 You've chosen **environment** as one of your top three choices. From the list of issues concerning the county's environment, please tell us the three most important ones to you that you'd like to see Wiltshire Council take action on:

Issue:	Responses	Proportion
Supporting Public Transport services	49	50.5%
Support for increasing biodiversity	48	49.5%
Tackling fly tipping	44	45.4%
Improving the quality of landscapes (nature reserves & other designations)	39	40.2%
Addressing flooding in my community	33	34.0%
Supporting / improving Active Travel	23	23.7%
Reducing emissions	21	21.6%
Tackling poor air quality within my community	18	18.6%

Q8 You've chosen **communities** as one of your top three choices. From the list of issues concerning the county's communities, please tell us the three most important ones to you that you'd like to see Wiltshire Council take action on:

Issue:	Responses	Proportion
Supporting the quality of open spaces, community gardens and playing fields in my area	53	85.5%
Improving the range of community groups and activities in my community	44	71.0%
Improving cultural assets and performances / opportunities	41	66.1%
Improving facilities at my library	16	25.8%
Improving facilities at my Wiltshire Council leisure centre	13	21.0%

Q9 You've chosen **safety** as one of your top three choices. From the list of issues concerning the county's safety, please tell us the three most important ones to you that you'd like to see Wiltshire Council take action on:

Issue:	Responses	Proportion
Reducing the level of crime in my community	36	66.7%
Reducing speeding within my community	30	55.6%
Tackling anti-social behaviour in my area	24	44.4%
Tackling anti-social behaviour by young people	23	42.6%
Tackling the number of road traffic collisions in my community	16	29.6%
Addressing drug crime within my area	9	16.7%
Addressing the amount of hate crime in my area	4	7.4%

Q10 You've chosen **cost of living** as one of your top three choices. From the list of issues concerning the county's cost of living, please tell us the three most important ones to you that you'd like to see Wiltshire Council take action on:

Issue:	Responses	Proportion
Support for housing and/or rent affordability	33	71.7%
Support for children living in low-income families	29	63.0%
Supporting households living on low incomes	26	56.5%
Tackling fuel poverty	18	39.1%
Support for foodbanks	17	37.0%
Providing debt / financial advice	12	26.1%

Q11 You've chosen **children and young people** as one of your top three choices. From the list of issues concerning the county's children and young people, please tell us the three most important ones to you that you'd like to see Wiltshire Council take action on:

Issue:	Responses	Proportion
Improving activities for children and young people	29	67.4%
Supporting young people's mental health	27	62.8%
Support for children with Special Educational Needs or Disabilities (SEND)	18	41.9%
Improving children's and young people's health (including obesity)	14	32.6%
Support for young people who are not in employment, education or training (NEET)	12	27.9%
Support for children claiming free school meals	7	16.3%
Supporting young carers in my community	6	14.0%
Improving school attainment	5	11.6%

Q12 You've chosen **older people** as one of your top three choices. From the list of issues concerning the county's older people, please tell us the three most important ones to you that you'd like to see Wiltshire Council take action on:

Issue:	Responses	Proportion
Support for people living with dementia (and their carers)	27	75.0%
Supporting the general health of older people	25	69.4%
Support for (unpaid) carers	23	63.9%
Preventing social isolation and loneliness	20	55.6%
Preventing falls amongst older people	9	25.0%

Appendix 2

Summary of key points from youth focus groups at Trafalgar School

1. Can we make better use of the outside assets in Southern Wiltshire, especially the green spaces, by organizing more transport support and facilitated trips and activities?
2. Can transport be organized to help young people access employment opportunities and leisure activities in the New Forest or Salisbury, including during the evenings?
3. Can there be more investment in buildings and centres to facilitate more indoor activities in the wet and cold months, helping with childhood obesity and overall wellbeing?
4. Can music festivals be organized to broaden the offer of youth activities locally?
5. Poor road maintenance impacts upon young people's sense of safety and wellbeing too
6. Poor lighting making socialising outdoors in the evening is a concern for many young people

Appendix 3

Area Board Health & Wellbeing Group – 1st May

- (a) Can we understand better the geographical hotspots where some of the wider determinants (whether deprivation, dementia, isolation or other) are clustered to see what more support might be needed and how we might better respond?
- (b) Regular opportunities to get together are vitally important for older people and vulnerable adults, but so often older people especially are not aware of the opportunities – how might we tackle this issue, drawing in existing communication methods and reinvigorating these? Kate shared this related link [Offline and Overlooked | Campaigns | Age UK](#)
- (c) Renewing opportunities where partners and organisations visit regular activities, i.e. police visits to the weekly community café event to offer a sense of reassurance to residents, could be a future facilitated focus
- (d) Transport as a barrier to accessing opportunities remains a challenge, yet to be tackled
- (e) Partners in communities delivering support and activities are seeing increasing frailties, escalating need and yet diminishing support and care overall – placing an imbalanced pressure upon community responses which cannot always provide the level of help required. Could the group revisit the partnership opportunities previously discussed with Integrated Care Board partners to start to tackle this?
- (f) Carer support is a key issue requiring greater attention (a) to help carers step forward for the recognised role as an unpaid carer – and in turn helping Carer Support Wiltshire to connect with them and offer formal support (b) to help carers with respite and support to prevent their burn-out and ensure their health and wellbeing stays strong
- (g) Can we help residents to take more care in their own local environment and thereby initiate local activities which bring people together, e.g. local litter picks and similar which promote local pride and cohesion?
- (h) From the JSNA data hypertension and heart disease appear data sets that require deeper analysis and discernment

Appendix 4 – Area Board Youth Partnership Forum – 16th May

To follow.

Appendix 5 – Area Board Led Summer Social Event 2023 – feedback

1. Continue and work even harder on the quest to encourage parents to volunteer at youth clubs/activities
2. More needs done footpath maintenance and litter picking
3. Do more to help people volunteer to enable the increase in community led clubs and activities
4. Continue and keep getting better at communication methods, whether posters, hard copy circulars or any other forms of communication
5. If we are keen to see more activities, initiatives and clubs, we need to ensure there is a strong and more supported offer of funding, whether to relax Area Board grant rules around ongoing funding, or to ensure council teams are better equipped/resourced to give better funding support to clubs in bidding for their own funds, which can often be a stumbling block for hard-pressed volunteers
6. Harness enthusiasm and capacity from within the community area to support an inclusive café initiative emerging in Salisbury (serving Salisbury and surrounding villages). This started as the Ukrainian Community Hub (operating for the past 12 months), but has an aspiration to evolve into a hub (café, activities, language support, music, drama etc) for a range of ethnic minority groups

Southern Wiltshire Area Grant Report

Purpose of the Report

1. To provide details of the grant applications made to the Southern Wiltshire Area Board.
 These could include:
 - community area grants
 - youth grants
 - older and vulnerable people grants
 - area board initiatives
2. To document any recommendations provided through sub groups.

Area Board Current Financial Position

	Community Area Grants	Youth Grants	Older and Vulnerable People Grants
Opening Balance For 2024/25	£ 22,642.00	£ 19,321.00	£ 7,700.00
Awarded To Date	£ 0.00	£ 0.00	£ 0.00
Current Balance	£ 22,642.00	£ 19,321.00	£ 7,700.00
Balance if all grants are agreed based on recommendations	£ 19,754.01	£ 16,321.00	£ 7,200.00

Grant Funding Application Summary

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
ABG1541	Area Board Initiative	Southern Wiltshire Area Board	Celebration of Community Intergenerational Event At Longford School	£900.00	£500.00
Project Summary: To run an intergenerational celebration of community event encompassing a diverse range of minority cultures at Longford School on the 11th June 2024, 1pm-4pm					
ABG1772	Community Area Grant	Devenish Bradshaw Charitable Trust	Chalk Stream and Meadows Sensory Trail	£7413.00	£2000.00
Project Summary: The project involves installing an easy access path with sensory trail from Cow Lane to our river platform on the River Bourne Chalk Stream Special Area of Conservation. This will enable all community users to experience the water meadows and river through all senses.					

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
ABG1782	Community Area Grant	Old Sarum and Longhedge CIO	OSL Community Pantry New Freezer	£1775.98	£887.99
<p>Project Summary: We are wanting to purchase a display freezer for the Pantry so our users can see what's in the freezer without having to open the door and rifling through the draws. Also to get a freezer with a better energy rating to bring down the running costs.</p>					
ABG1758	Youth Grant	Nomansland Landford and Hampton Youth Club	Nomansland Landford and Hamptworth Youth Club	£8330.00	£3000.00
<p>Project Summary: An open access youth club for Nomansland, Landford and Hamptworth. Providing a variety of positive activities from Wheeled Sports, Aerial Arts, Pizza Making, Music Workshops, Kareoke. This youth club is a safe space for a group of young people to meet on a Tuesday night. Young People often travel to the club on their own, but some are transported for further afield in the Area and dropped off by parents then picked up.</p>					

Background

3. Area Boards have authority to approve funding under powers delegated to them. Under the Scheme of Delegation Area Boards must adhere to the Area Board Funding and Grants Criteria. This document is available on the council's website.
4. Three funding streams are available to the Area Board, each with an annually awarded amount. These funding streams are as follows:
 - Community Area Grants (capital)
 - Youth Grants (revenue)
 - Older and Vulnerable People Grants (revenue)
5. The Area Board will be advised of the funding available prior to their first meeting of each financial year.

Main Considerations

6. Councillors need to be satisfied that the applications meet the requirements as set out in the Area Board Funding and Grants Criteria and that the health and wellbeing and young persons funding guidelines have been adhered to.
7. Councillors must ensure that the distribution of funding is in accordance with the Scheme of Delegation to Area Boards.
8. Councillors need to consider any recommendations made by sub groups of the Area Boards.

Safeguarding Implications

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

Public Health Implications

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

Environmental & Climate Change Implications

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

Financial Implications

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

Legal Implications

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

Workforce Implications

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

Equalities Implications

15. Community Area Boards must fully consider the equality impacts of their decisions in order to meet the Council's Public Sector Equality Duty.
16. Community Area Grants will give local community and voluntary groups, Town and Parish Councils equal opportunity to receive funding towards community based projects and schemes where they meet the funding criteria.

Proposals

17. To consider and determine the applications for grant funding.

Report Author

- Karen Linaker, Strategic Engagement and Partnership Manager, Karen.Linaker@wiltshire.gov.uk
- Karlene Jammeh, Strategic Engagement and Partnership Manager, karlene.jammeh@wiltshire.gov.uk

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

Southern Wiltshire Area Board – Health & Wellbeing Group

Online Meeting – 1st May 2024, 11am

Summary

1. **Attendances**

Maureen Atkinson (Bourne Valley Day Centre, and Link)
Liv McLennan (Sounds Better CIC)
Karen Owen (Alzheimers Support)
Sandra Parker (Carer Support Wiltshire)
Rebecca Seymour (Celebrating Age Wiltshire)
Kate Brooks (Age UK Wiltshire)
Rich Rogers (Area Board Chairman and Health & Wellbeing Lead)
Zoe Clewer (Area Board Councillor)
Karen Linaker (Strategic Engagement & Partnership Manager)

2. **Budget & Grants**

There is £7700 available in the 2024/25 area board Older & Vulnerable Adults Health & Wellbeing Budget. The group confirmed support for the proposed £500 request to contribute towards an intergenerational celebration of community event at Longford Primary School in June.

3. **Area Board Priority Setting and the Joint Strategic Needs Assessment (JSNA)**

The group discussed the attached slides and all were invited to delve deeper into the large data sets included in the [JSNA](#) and the new [Census Power BI](#) platform, and to take the JSNA survey ahead of the 5th May deadline.

Key points made during the discussion, which will be collated and incorporated into a report (with all other survey findings, local insight and comments from across Southern Wiltshire CA) to the 23rd May Area Board meeting to assist with the priority resetting process:

- (a) Can we understand better the geographical hotspots where some of the wider determinants (whether deprivation, dementia, isolation or other) are clustered to see what more support might be needed and how we might better respond?
- (b) Regular opportunities to get together are vitally important for older people and vulnerable adults, but so often older people especially are not aware of the opportunities – how might we tackle this issue, drawing in existing communication methods and reinvigorating these? Kate shared this related link [Offline and Overlooked | Campaigns | Age UK](#)

- (c) Renewing opportunities where partners and organisations visit regular activities, i.e. police visits to the weekly community café event to offer a sense of reassurance to residents, could be a future facilitated focus
- (d) Transport as a barrier to accessing opportunities remains a challenge, yet to be tackled
- (e) Partners in communities delivering support and activities are seeing increasing frailties, escalating need and yet diminishing support and care overall – placing an imbalanced pressure upon community responses which cannot always provide the level of help required. Could the group revisit the partnership opportunities previously discussed with Integrated Care Board partners to start to tackle this?
- (f) Carer support is a key issue requiring greater attention (a) to help carers step forward for the recognised role as an unpaid carer – and in turn helping Carer Support Wiltshire to connect with them and offer formal support (b) to help carers with respite and support to prevent their burn-out and ensure their health and wellbeing stays strong
- (g) Can we help residents to take more care in their own local environment and thereby initiate local activities which bring people together, e.g. local litter picks and similar which promote local pride and cohesion?
- (h) From the JSNA data hypertension and heart disease appear data sets that require deeper analysis and discernment

SOUTHERN WILTSHIRE LOCAL HIGHWAYS & FOOTWAYS IMPROVEMENT GROUP ACTION NOTES

	Item	Update	Actions and recommendations	Who
	Date of Meeting	23rd April 2024		
1.	Attendees and apologies			
	Present:	Cllr Rich Rogers – Wiltshire Council (RR) – Chair Cllr Richard Britton – Wiltshire Council (RB) Cllr Ian McLennan – Wiltshire Council (IM) Rhiann Surgenor – Wiltshire Council (RS) Graham Axtell – Wiltshire Council (GA) Simon Brown – Firsdown Parish Council (SB) Catherine Purves – Various Parish Councils (CU) Mary Davies – Landford Parish Councils (MD) Estelle Sherry – Landford Parish Councils (MD) Steven Cocking – Idmiston Parish Council (SC) Elaine Hartford – Alderbury Parish Council (EH) Tom Martin – Newton Toney Parish Council™ Charles Penn – Winterbourne Parish Council (CP) Joe Elder – Laverstock & Ford Parish Council (JE) Clarissa Cramer – Redlynch Parish Council (CC)		
	Apologies	Cllr Zoe Clewer – Wiltshire Council (ZC) Cllr Andrew Oliver – Wiltshire Council (AO) Trudi Deane – Laverstock & Ford Parish Council (JE) Susan Barnhurst-Davies – Downton Parish Council (SBD)		

SOUTHERN WILTSHIRE LOCAL HIGHWAYS & FOOTWAYS IMPROVEMENT GROUP ACTION NOTES

2.	Notes of last meeting			
		<p>The minutes of the previous meeting were agreed at the Southern Wiltshire Area Board meeting on the 22nd February 2024.</p> <p>The Southern Wiltshire Area Board minutes can be found at:</p> <p>https://cms.wiltshire.gov.uk/ieListDocuments.aspx?CId=170&MId=15008&Ver=4</p>		
3.	Financial Position			
		<p>There is currently £42,270.61 still unallocated. This includes the LHFIFG allocation for 2024/25 of £32,344 plus the remaining unallocated from 2023/24 of £9,926.61.</p>		

SOUTHERN WILTSHIRE LOCAL HIGHWAYS & FOOTWAYS IMPROVEMENT GROUP ACTION NOTES

4.	New Issues / Issues Requiring A Decision			
a)	<p>Issue No: 13-23-13</p> <p>Winterslow PC Reduction of Speed Limit, Weston Lane</p>	<p>The issue is speeding cars, in and around the village. The speed limits are inconsistent, whereby one road starts at 30mph and then progresses to 60mph, along the same stretch of road. This road is in constant use. The speed limits are 60mph in two access points of the village that are built up areas with several dwellings. The vehicles then do not slow down when they reach the 30mph signs. There are several 'pinch points' in the road whereby only one vehicle can pass at a time - 'Narrow Road' signs are needed in these areas. Bus stops with no pavements, children walking on roads at night.</p> <p>On this occasion we can consider a 40mph speed, given the outcome of the prior three traffic surveys alongside the speed limit assessment completed last year at this location. This confirmed that the 85th percentile speed at this location was 33.5mph showing that the overwhelming traffic was already travelling well below the national limit. Installation of the new limit will be in the region of £10,000 and the group should consider the cost to benefit ratio. If supported by the group a formal cost estimate can be prepared in advance of the next meeting.</p> <p>The group discussed this issue in detail and noted that the existing physical layout of the road was largely controlling the speed of vehicles.</p> <p>The group asked RS to prepare cost estimates based on potential signing and lining improvements that could be introduced in Weston Lane and bring them back to the next meeting of the group for discussion.</p>	<p>Area Board agreed the contribution of £4125</p> <p>Parish are still to agree the contribution of £1375</p>	WPC

SOUTHERN WILTSHIRE LOCAL HIGHWAYS & FOOTWAYS IMPROVEMENT GROUP ACTION NOTES

		<p>For additional enhanced slow markings, countdown markings, pedestrian in road warning signs and bend warning signs the estimate for this location would be £5500 with £4125 expected from the LHFIG and £1375 contribution for the PC. RS will prepare a design as soon as possible however this would be subject to landowner permission to place the signs as there is no highway verge along this stretch. Group to discuss and agree potential funding</p>		
b)	<p>Issue No: 13-23-14</p> <p>Winterslow PC Reduction of speed, Livery Road, Tytherley Road - East Winterslow</p>	<p>The issue is speeding cars, in and around the village. The speed limits are inconsistent, whereby one road starts at 30mph and then progresses to 60mph, along the same stretch of road. This road is in constant use. The speed limits are 60mph in two access points of the village that are built up areas with several dwellings. The vehicles then do not slow down when they reach the 30mph signs. There are several 'pinch points' in the road whereby only one vehicle can pass at a time - 'Narrow Road' signs are needed in these areas. Bus stops with no pavements, children walking on roads at night.</p> <p>PC to confirm extents of survey required, a price for a speed assessment will be provided considering the two locations and if they can be combined under one survey (cost per survey is £2900). A signage review can also be considered if the group agree to support both matters for funding. Costs will be prepared in advance of the next meeting.</p> <p>The group discussed this issue and were, in principle, prepared to support a speed limit assessment being undertaken. However, before committing to funding an assessment the group asked that the PC confirm the extents of the roads they want to be surveyed to enable officers to</p>	<p>WPC requests that the full Assessments of Livery Road and Tytherley road can be halted until further investigations have taken place – to stay on the agenda</p>	<p>WPC</p>

SOUTHERN WILTSHIRE LOCAL HIGHWAYS & FOOTWAYS IMPROVEMENT GROUP ACTION NOTES

		<p>determine if a speed limit assessment can be undertaken for the standard cost of £2,900.</p> <p>WPC to provide the extents to determine what can be covered under one survey</p>		
c)	<p>Issue No: 13-23-15</p> <p>Redlynch PC Grove Lane SID infrastructure request</p>	<p>A section of Grove Lane has a designated speed limit of 30mph, and residents have raised concerns regarding the speed of traffic in the vicinity. A traffic survey was carried out last year to obtain statistical evidence of the traffic speed in the area and to check if the area qualified for speed watch and to also check if the speeds are excessive enough to consider having a SID in the area. The results of the traffic survey confirmed the area qualified for speed watch and due to the results, the Council would like to have a NAL socket installed to deploy the SID.</p> <p>Exact location to be provided by PC. Group to agree funding, around £700 total cost LHFIG = 75% (£525), PC = 25% (£175).</p> <p>The Area Board approves the allocation of £525 to allow this work to be undertaken.</p> <p>Awaiting confirmation that the PC approves the allocation of £525 to allow this work to be undertaken.</p> <p>RPC confirmed their contribution of £175</p>	<p>This scheme has been allocated to the traffic engineering signs team, submission of the works pack is due April 2024</p>	RS
d)	<p>Issue No: 13-23-16</p> <p>Redlynch PC</p>	<ol style="list-style-type: none"> 1. Access speed issues with traffic coming from Hamptworth as well as coming down from Bowers Hill. 2. Significant narrowing in two areas of Grove Lane resulting in blind spots. 	<p>Area Board agreed contribution of £1463 from the LHFIG</p> <p>RPC confirmed £488 contribution</p>	RS

SOUTHERN WILTSHIRE LOCAL HIGHWAYS & FOOTWAYS IMPROVEMENT GROUP ACTION NOTES

	<p>Grove Lane pedestrian hazards</p>	<p>3. Danger for pedestrians walking along the road. Specifically, the areas from Hackamore House to the Cemetery at the eastern end of Grove Lane with similar dangerous conditions by the blind bend between post box and Lambourne at the western end of Grove Lane.</p> <p>4. Light restrictions due to large overhanging trees and bushes.</p> <p>5. No street lighting at the eastern end of Grove Lane.</p> <p>6. No safe route along the road to enable pedestrians and cyclist to avoid oncoming traffic</p> <p>Site visit was conducted with Redlynch PC, and the outcomes of the meeting are listed below. Group to agree support:</p> <ul style="list-style-type: none"> • If agreed at PC level and at the LHFIG a lining review may be appropriate with a view to installing countdown markings at the 30mph terminal point, additional speed limit roundels and enhanced slow markings. • A signage review can also be conducted. • Existing junction marking at junction of Bowers Hill/The Row has been referred to maintenance. • The Parish Council will keep the cutting of vegetation around signs to ensure they are visible as a regular item for the Parish Steward, the PC can contact any landowners originally and are supported by maintenance to write legal letters. • The police are working alongside the CSW group to provide training and assist with handheld. • It does not meet the criteria for an extension of the Virtual Footway due to forward visibility and width of the carriageway, nor did we consider a speed limit review or any traffic calming viable options at this time. 	<p>This scheme has been allocated to the traffic engineering signs team, submission of the works pack is due April 2024</p>	
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SOUTHERN WILTSHIRE LOCAL HIGHWAYS & FOOTWAYS IMPROVEMENT GROUP ACTION NOTES

		<ul style="list-style-type: none"> It was felt that additional streetlighting was not required at this time due to the cost/benefit ratio. Areas of 30mph which have a presence of streetlighting should also not have additional repeaters and therefore this could be counterproductive. The current policy is unlikely to support a drop in speed to 20mph, this can be reviewed by the PC in future. <p>If agreed by the group a cost estimate will be prepared prior to the next meeting.</p> <p>The group asked RS to prepare cost estimates based on potential signing and lining improvements that could be introduced in Grove Lane and bring them back to the next meeting of the group for discussion.</p> <p>Estimate of £1950 for countdown markings, enhanced slow markings, 2 x pedestrian warning signs, additional roundels and give way refresh - £1463 from the LHFIG and £488 contribution from Redlynch PC. Group to discuss and agree potential funding. Design to be submitted to PC once completed.</p>		
e)	<p>Issue No: 13-23-18</p> <p>Laverstock & Ford PC Broken Cross safety improvements</p>	<p>Continued minor collisions including numerous collisions to boundary wall. Over the last 41 years we have seen many accidents around the bridge and many collisions with our boundary, more so since the road layout was changed, and the flashing arrow sign was removed. We have tried to improve things by putting our own flashing lights, reflectors, and barrier. We would like a meeting again to discuss changes to signage to alleviate this situation.</p>	<p>Area Board agreed £679 from the LHFIG</p> <p>LFPC PC confirmed £227 contribution</p> <p>This scheme has been allocated to the traffic engineering signs</p>	RS

SOUTHERN WILTSHIRE LOCAL HIGHWAYS & FOOTWAYS IMPROVEMENT GROUP ACTION NOTES

		<p>A site visit was conducted with the resident and the PC, the outcome of which is below. Group to agree if they support:</p> <ul style="list-style-type: none"> • PC have submitted a traffic survey request. • It is suggested to undertake a sign and line review to enhance the existing slow markings. • The matter of vegetation has been referred to colleagues in the maintenance team. • PC to confirm if they want to proceed with the installation of Trief Kerbs to the front of the property access way. <p>If agreed by the group a cost estimate will be prepared prior to the next meeting.</p> <p>The group asked GA to ensure that vegetation was removed as necessary to ensure that the existing signs in the vicinity of the roundabout were visible.</p> <p>The group asked RS to prepare cost estimates based on potential signing and lining improvements that could be introduced at this location and bring them back to the next meeting of the group for discussion.</p> <p>Estimate of £905 for 4 x enhanced slow markings, - £679 from the LHFIG and £227 contribution from LFPC PC. Group to discuss and agree potential funding. There has been an issue regarding traffic management for the metrocount data which is part of a wider discussion – RS to update the group. Investigations are still ongoing in reference to the trief kerbs work. GA to chase reference the maintenance work i.e hedge</p>	<p>team, submission of the works pack is due April 2024</p>	
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SOUTHERN WILTSHIRE LOCAL HIGHWAYS & FOOTWAYS IMPROVEMENT GROUP ACTION NOTES

		<p>cutting. Design for lines to be submitted to PC as soon as possible.</p> <p>Group agreed to support the additional lining. RS to send the design to LFPC</p>		
f)	<p>Issue No: 13-23-19</p> <p>Laverstock & Ford PC Dangerous at the junction of Queen Manor Road and Riverbourne Road</p>	<p>Dangerous turning into Riverbourne Road from Queen Manor Road. Car's park on the corner and force cars entering to change lane.</p> <p>Two site visits have been conducted to the provided location, on neither occasion were cars parked at this junction. Unless Laverstock PC can provide any evidence of inappropriate parking, the issue will be closed.</p> <p>TD advised that the originator of the request had been asked to supply photographic evidence of the issue. TD suggested that if no evidence was provided by the time of the next meeting of the group the issue should be closed.</p> <p>No photographs have been provided; therefore, the issue will be closed unless the PC have evidence to present.</p>	<p>Agreed in prior meeting to consider waiting restrictions at the junction, RS to prepare a plan for LFPC</p>	RS
g)	<p>Issue No: 13-23-20</p> <p>Laverstock & Ford PC Parking restrictions review St Thomas' Way and Pilgrims Way Bishopdown Farm</p>	<p>Change the time restrictions to reflect actual usage to improve safety around the school gate entrance and reduce nuisance parking on residential properties: New times: 07:30 to 09:30, 11:45 to 12:15 and 14:00 to 18:00. Also, the yellow line is very worn from staff and parent parking so can this be refreshed. Parish Councillor Lesley Waller and Wiltshire Council member Ian McLennan on 11 Sep 2023 who suggested submitting this LHFIF application.</p>	<p>Awaiting further information from school travel plan.</p>	RS

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		<p>A change of timings would require a new TRO order. This can be potentially considered however evidence would need to be provided by Laverstock PC. This will only be considered should the school make a change to the Active Travel Plan.</p> <p>The group discussed this issue and agreed that it would be beneficial to engage with the nursery (and school) about updating their school travel plan and come forward with a package of measures to address the concerns raised.</p> <p>Nursery (and school) to be contacted. - This is currently with the school travel advisor. RS to update PC further once discussions are concluded.</p>		
h)	<p>Issue no: 13-23-21</p> <p>Laverstock & Ford PC Bollard request near nursery St. Thomas' Way</p>	<p>Resident highlighted lack of bollards near nursery. Parents/Children in danger.</p> <p>Further information is required as to if this is used as a vehicular access, as per above request this will only be considered should the school make a change to the Active Travel Plan. Potential for school keep clear markings which could be included in TRO amendments.</p> <p>The group discussed this issue and agreed that it would be beneficial to engage with the nursery (and school) about updating their school travel plan and come forward with a package of measures to address the concerns raised.</p> <p>Nursery (and school) to be contacted. This is currently with the school travel advisor. RS to update PC further once discussions are concluded.</p>	<p>School Keep Clear markings will be included with the ones at Britford & Newton Toney, awaiting a consultation date.</p>	RS

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i)	<p>Issue No: 13-23-22</p> <p>Laverstock & Ford PC Parking issues Sycamore Drive/St. Clements Way local centre</p>	<p>Illegal and inconsiderate parking of vehicles using the local centre, including customers and delivery vehicles. Instead of using the car park provided, vehicles are 'bumping up' and parking on grass verges in the vicinity, hampering traffic, obstructing the view at the junction and causing considerable damage to the grass verges. Deep ruts have been caused, leaving exposed bare soil which turns to mud when it rains.</p> <p>Prior discussion with Laverstock PC considered that there are areas such to the side of the surgery, and to the curved section of Ash Crescent where we could look at bollards or further waiting restrictions. Site visits are required to investigate into this matter. PC have been asked to provide evidence such as photos/proof of areas which are a problem are required. Group to discuss this matter and how it moves forward.</p> <p>RS is due to undertake site visits, following this a design will be prepared and submitted to PC..</p>	<p>Site visit was undertaken, bollards have been agreed with LFPC to the side and front of shop to prevent parking within the verges, RS to provide a design</p>	RS
j)	<p>Issue No: 13-23-23</p> <p>Britford PC Parking issues Longford Primary School</p>	<p>The school does not have any bollards or writing on the road to stop careless, inconsiderate parking where buses need to park or across the tiny pathway. To get to and from the school. As I am sure you are aware, Downton Road is a busy and fast road, I know the cars should be doing 20mph they do not it is more like double or triple that.</p> <p>The group should consider provision of School Keep Clear (SKC) markings outside of the school. There are three versions of this marking that could be provided – advisory (unenforceable), mandatory - enforceable by the Police or mandatory - enforceable by both the Police and Wiltshire Council.</p>	<p>This has been allocated to the Traffic Team and is awaiting consultation dates</p>	RS

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		<p>The estimated cost of the advisory variant of the SKC marking is £1286.30 (LHFIG contribution £964.73 / PC contribution £321.58). The estimated cost of the mandatory variant of the SKC marking enforceable by the Police is £1,805.79 (LHFIG contribution £964.73 / PC contribution £451.45). The estimated cost of the mandatory variant of the SKC marking enforceable by both the Police and the Council is £2,585.79 (LHFIG contribution £1,939.94 / PC contribution £646.45).</p> <p>The group discussed this issue and were happy to commit funding to proceed with the variant that allowed enforcement by both the Police and Wiltshire Council.</p> <p>The Area Board approves the allocation of £1939.94 to allow this work to be undertaken.</p> <p>BPC confirmed contribution of £646.45</p>		
k)	<p>Issue No: 13-22-18</p> <p>Newton Toney PC Footway and dropped kerb accessibility improvements in The Croft</p>	<p>Unfortunately, the preliminary design work has not yet been completed on this project. It has been possible to bring in some additional design resource from the wider team in Trowbridge. Draft proposals to be circulated to the PC in December 2023 and matter brought to the next meeting of the group for a funding decision.</p> <p>Cost estimate and design provided to PC. Total Cost = £6,285. LHFIG = £5,118.75 / PC £1706.25. Awaiting PC decision on whether they wish to carry out trial holes initially.</p>	<p>Trial holes have been submitted to the contractor, which is awaiting a date. The full scheme will be considered again following the outcome of the findings</p>	RS

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		<p>The group confirmed they wish to proceed with trial holes initially and then reconsider based upon findings. This was included within the total cost estimate at a value of £1000</p> <p>NTPC confirmed its contribution of £1706</p> <p>Area Board agreed the LHFIFG contribution of £5118.75 towards this scheme (subject to change)</p>		
l)	<p>Issue No: 13-24-01</p> <p>Grimstead PC</p> <p>Signage & road marking review</p>	<p>The Parish Council feels that enhancing the speed limit signs when entering the 30mph limit will alert drivers and reinforce the fact they have entered a built-up environment, and the “Pedestrians in Roads” sign will indicate that the road is shared space with walking residents and visitors.</p> <p>If agreed by the group RS will prepare a cost estimate and design for additional roundels, countdown markings and pedestrian warning signs</p> <p>Group agreed to support a cost and design</p> <p>RS to prepare and bring back to GPC & the group</p>	<p>Design was sent to Grimstead PC prior to the meeting for consideration, once agreed this will be considered by group</p>	<p>GPC</p>
m)	<p>Issue No: 13-24-02</p> <p>Whiteparish PC</p> <p>Disabled bay opposite the Whiteparish All Saints CE Primary School</p>	<p>Request allocation of a safe disabled bay close to the entrance but far enough away from the crossing that it doesn't block the view of children trying to cross</p>	<p>Group agreed to support in principle should WPC agree estimated cost of £1500</p> <p>WPC to agreed 25% contribution of £375</p> <p>Area Board to agreed 75% of cost at £1125</p>	<p>WPC</p> <p>Area Board</p>

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n)	Issue No: 13-24-03 Winterbourne PC Bus shelter installation	Local residents have requested a bus shelter fitted at the Bus Stop in Winterbourne Earls outside the Nursery going south towards Salisbury.	WPC to provide RS with chosen design, group agreed they would need more information and were unlikely to support the funding of through the LHFIG. PC can choose to fund entire cost.	WPC
o)	Issue No: 13-24-04 Firsdown PC Amendments to BOAT (right of way)	The Parish Council would like to explore the options (and costs) of downgrading the current status of the Right of Way FIRS5 from a Byway Open to All Traffic to a restricted Byway, or even a Bridleway, allowing just pedestrians/dog walkers and horse riders. This will also prevent the potential misuse of the new Right of Way to be created across Roundbarrow Farm	RS to set meetings with ROW team to discuss and provide FPC with a cost/timeframe for the application.	RS
p)	Issue No: 13-24-05 Allington with Boscombe PC SID infrastructure	2 poles to carry the SID to be erected on the A338 in the villages of Allington and Boscombe. i.e. 1 x pole to be erected in the village of Boscombe as one of the poles supporting the Boscombe village sign at the end of the bus stop, opposite Bourne View on the left side of the A338 travelling south. 1 x pole to be erected approx 100yds south of the bus stop at Northside on the left side of the A338 travelling south.	Group agree in principle, likely full cost of £2000 Allington with Boscombe to agree 25% of this cost - £500 Area Board to agree 75% of this cost - £1500	ABPC Area Board
q)	Issue No: 13-24-06 Landford PC Sign and lining review	The Council has received 6 Highways Improvement Request Forms from residents of Hamptworth which raise several concerns in respect of Hamptworth Road, Lyburn Road and Black Lane. The Council is therefore considering including within a submission to LHFIG comments which would best address, whilst securing value for money for both WC and the Parish Council, traffic calming measures which could include new or improved signage – bend in the road, pedestrians in the road, village entry signage and road markings – slow markings, road narrowing lines, rumble strips	RS has carried out a site visit with LPC who have agreed to carry out a signage and lining review for the area to include the measures as within the request. RS to provide the group and LPC a design and cost estimate.	RS

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r)	<p>Issue No: 13-24-07</p> <p>Landford PC</p> <p>Kissing gates</p>	<p>It is proposed to replace the stile with a kissing gate which will be installed and maintained by the Landford Area Footpath Volunteer Group, with help from the County Rights of Way Officer. The gate will be made of metal and sourced from WC stocks as opposed to directly from the manufacturer. eg. https://centrewire.com/products/woodstock-medium-mobility. The cost of a full kissing gate with metal hoops is c.£400. The Landford Parish Community Partnership have offered to provide a grant of £100 to support this application.</p>	<p>The group agreed to support this cost, LPC already confirmed contribution of £100</p> <p>Area board to confirm contribution of 75% of this cost - £300</p>	Area board
s)	<p>Issue No: 13-24-08</p> <p>Landford PC</p> <p>Drainage improvements</p>	<p>There is a recurring drainage issue on Glebe Lane, Landford. Many attempts to resolve the issue have not resulted in a successful outcome. Throughout the year constant pools of rain water inevitably cause road surface damage, verges become eroded and tree roots are exposed. Over the last ten years Wiltshire Council have paid for remediation works. However, it is obvious the root cause has not been addressed. My major concern is the large pool of standing water on the intersection of Lyndhurst Road/Pound Hill/Glebe Lane. The run-off is creating a potential ROAD SAFETY ISSUES</p>	<p>Group agreed to support further investigation to enquire on the scope of any potential work. RS to set meeting with ZC, LPC and internal drainage and maintenance teams at Wiltshire to discuss and prepare findings for next meeting.</p>	RS

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5.	Other Issues			
a)	Issue No: 13-20-16 Laverstock & Ford PC London Road, Salisbury Request for Crossing Point	As the group have previously been informed the Major Maintenance Team have advised that, due to budget constraints, the proposed resurfacing scheme at St. Thomas' Roundabout will not be taken forward during the 2023/2024 financial year and is provisionally in the programme for the 2024/2025 financial year. Dropped kerbs to aid crossing movements will still form part of the works.	Update noted	RS
b)	Issue No: 13-21-13 Idmiston PC East Gomeldon Road Railway Arch Signing Improvements	Unfortunately, this work has not yet taken place as Network Rail (NR) refused the Council's previous application and have requested that a specific Works Package Plan (WPP) is produced by Milestone prior to them consenting to the works. Milestone are currently producing this document with a view to resubmitting the application in November 2023. Milestone are working on the approval from Network Rail which has not yet been obtained. RS/PS will chase for an update.	Resource commitment between Milestone & Traffic Engineering Team was stretched towards the end of the financial year, this has been escalated and prioritised for the new financial year	PS
c)	Issue No: 13-21-4 Laverstock & Ford PC Request for additional waiting restrictions in Church Road to help address school run parking problems.	Report addressing the comments submitted in response to the TRO consultation submitted for internal officer approval before going to the Cabinet Member for Highways for a decision. Internal officer comments have required elements of the reports to be redrafted. Report in the process of being redrafted with the aim of the report being resubmitted for approval in April 2024.	Draft submitted to Director/Cabinet member for final review/sign off.	PS
d)	Issue No: 13-21-19 Idmiston PC Request for double white lining system in the vicinity of the	The PC have indicated that they support the proposals. Works pack issued to Milestone. Milestone works provisionally programmed to take place during week beginning 11/12/2023. Letter to be sent to homeowners in November notifying them that overhanging foliage will be removed. Foliage removal	Tree clearance work and bollard replacement has been completed. Lining work is outstanding.	PS

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	junction of Church Road and the A338 Tidworth Road	works to be undertaken by Wessex Tree Care in December 2023 (date TBC). There was a delay in the completion due to the contractor being pulled for emergency winter work, awaiting reprogramming, RS/PS to chase		
e)	Issue No: 13-21-14 Idmiston PC Idmiston Road, Porton Village Concealed Entrance Warning Signs and Village Hall Directional Signs	Works pack issued to Milestone. Works programmed to be undertaken, PS has chased and will update the PC asap with expected dates	PS confirmed works order has been delayed – to be prioritised by the contractor in the new financial year	PS
f)	Issue No: 13-22-03 Idmiston PC Request to extend the existing 30mph speed limit on Gomeldon Road (Porton end)	Works pack issued to Milestone. Works programmed to be undertaken, PS has chased and will update the PC asap with expected dates	PS confirmed works order has been delayed – to be prioritised by the contractor in the new financial year	PS
g)	Issue No: 13-22-05 Firsdow PC / Winterslow PC/Pitton and Farley PC Safety improvements at Dunstable Crossroads	Site meeting took place in November 2023 to discuss potential further safety improvements at this location. It was agreed that the first step would be to undertake a review of the signing and lining on the approaches to the crossroad to look at potential enhancements that could be made. A quote for a topographical survey is also to be obtained to help enable the respective PC's and LHFIG's to determine if they wish to progress with the design of more extensive improvements. Winterslow have confirmed support for a topo survey, a quote has been requested which will be put to the group to discuss once received	Potential options discussed, the consensus of the group was to proceed with the higher quote which includes the invert drainage levels. PFPC, FPC & WPC to discuss and confirm contributions (suggested at £852.50) Area Board to confirm potential funding of 75% at £5192.50	PFPC, FPC, WPC Area Board

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		<p>The quotations for the 2 options are as follows:</p> <p>Topo survey (without survey of invert drainage levels) quotation is £6,800 + VAT</p> <p>Topo survey (with survey of invert drainage levels) quotation is £7,750 + VAT</p>		
h)	<p>Issue No: 13-22-08</p> <p>Idmiston PC Improved footway and dropped kerb provision in Gomeldon</p>	<p>The lead highways tree officer at Atkins has advised that the trees in question have been removed. Officers to check that this work has been completed. Subject to the works being having been completed the PC are to advise the next location they wish to be considered.</p> <p>Despite advice that the trees have been removed, site visits have confirmed this is not the case and the discussions with the contractor are ongoing at this stage. PS to update PC when there is further information.</p>	PS is chasing with the contractor	PS
i)	<p>Issue No: 13-22-13</p> <p>Laverstock & Ford PC Introduction of waiting restrictions in Sherbourne Drive</p>	<p>Works pack issued to Milestone. Works provisionally programmed to be undertaken during week commencing 11/12/2023. Exact date of works to be supplied to the PC once known. – This section has now been completed.</p> <p>Unfortunately work on drafting the proposals for the wider restrictions in Sherbourne Drives has not yet been completed. Draft proposals to be issued to the PC and local member for comment in April 2024.</p>	PS to send to LPC April 2024	PS

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j)	Issue No: 13-22-14 Alderbury PC Introduction of waiting restrictions at various locations	Revised proposals agreed with the PC. Draft TRO paperwork provided to the Legal Team for processing in October 2023. It is anticipated that the TRO advert will commence in December 2023. TRO consultation advert is live – 8th February 2024, end of objection – 4th March 2024	Report being drafted by Apprentice Engineer, due to be submitted to the Cabinet Member May 2024	RS
k)	Issue No: 13-22-15 Firsdown PC Installation of dropped kerb in Firs Road.	Legal Services are continuing to investigate the status of this land to determine whether this land may previously have been dedicated as public highway. If Legal Services are unable to confirm this by February meeting of the group consideration should be given to commencing the process to claim this land as public highway would be under Section 31 of the Highways Act. We are awaiting formal confirmation this can be adopted as highway/maintained as such. RS/PS to chase.	Awaiting confirmation from legal services – this has been allocated to the traffic engineering team to progress once confirmation have been received.	RS
l)	Issue No: 13-22-25 Laverstock & Ford PC Request to upgrade existing informal crossing point on Riverside Road	The Council's surfacing contractors Tarmac have advised that a carriageway patch its required before the coloured surfacing can be re-laid. Graham Axtell has engaged the Major Maintenance to order this work. Date of works to be provided to the PC once known. Following a second opinion it was deemed they would be able to carry out this work without a carriageway patch, therefore the cost was reduced, and the second site was included nearer to	The coloured surfacing near the junction of Whitebridge Road has been completed. Patch and surfacing at the second location (Manor Farm Road) has been ordered with the contractor, awaiting dates.	PS
m)	Issue No: 13-22-28 Newton Toney PC	The PC have requested a minor change to the length of the proposed school keep clear markings. Revised plan to be issued to the PC in November 2023. Subject to the PC	This scheme has been allocated to the traffic engineering signs team, awaiting consultation dates	RS

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	Request for School Keep Clear Markings outside of school	supporting the proposals a works order will be prepared and issued to Milestone. Following a meeting on site with the school, NTPC, RS and PS a new length was agreed, and PS has prepared this for Milestone to programme.		
n)	Issue No: 13-22-33 Laverstock & Ford PC Request for Pedestrians Crossing Warning Signs	Works order issued to Milestone in November 2023. Awaiting programming of works. Date of works to be supplied to the PC once known. Milestone confirmed that they are awaiting delivery of signs, once these have been delivered, they will move to implementation and PS will chase up.	PS confirmed works order has been delayed – to be prioritised by the contractor in the new financial year .	PS
o)	Issue No: 13-22-34 Grimstead PC Request for traffic calming measures in East Grimstead	The PC have received requests from several residents for the introduction of traffic calming features in East Grimstead to address perceived speeding problems. The PC requested two traffic survey in response to these requests. The surveys were undertaken at Location 1 and Location 2 . The result of the traffic survey at Location 1 returned an 85 th percentile speed of 25.7mph, this is below the Council's threshold where the provision of additional measures is considered necessary. However, minor signing and lining improvements (provision of yellow backed repeater signs and painted speed limit roundels) if the PC and group wished to pursue this matter. The traffic survey equipment at Location 2 failed so a repeat survey has been ordered. A decision on how to proceed to be made once the results of the traffic survey at Location 2 are known.	The survey has been progressed – the results imminent and will be sent to Grimstead PC once received from the Traffic Orders Team.	GPC

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p)	Issue No: 13-23-04 Pitton & Farley PC Request for measures to address speeding concerns in the villages of Pitton and Farley	The PC have confirmed their contribution towards the provision of two village gateways. The PC are currently determining which two gateways they would like to proceed with. Design work to commence once the PC have confirmed which gateways they would like to proceed with. RB advised the site that PC wished to pursue are Lucewood Lane and Whiteway. Design is in progress and will be provided as soon as possible.	RS is still working on the design, due to be submitted to the contractor in May 2024.	RS
q)	Issue No: 13-23-05 Laverstock & Ford PC Request for disabled access improvements in the vicinity of the Old Sarum Garden Centre on The Portway	Results of the traffic survey have been received to enable pedestrian crossing warning signs to be sited an appropriate distance in advance of the recently installed dropped kerbs. Scheme allocated to the Traffic Signing Team. Currently awaiting allocation of engineer to deliver the project. This has now been allocated and the engineer is preparing the design/works pack.	This scheme has been allocated to the traffic engineering signs team	RS
r)	Issue No: 13-23-06 Grimstead PC HGV's using Windwhistle Lane as a cut through from the A36 to the Grimsteads & West Dean.	The PC have advised that they wish to pursue the option of improved warning signage on the A36. There was a delay due to resource, this has now been allocated to the traffic signs team who are preparing the design. The discussions have been opened with National Highways to progress the advanced warning sign design on the A36.	RS is still working on the design, due to be submitted to the contractor in May 2024. PS has chased National Highways.	RS
s)	Issue No: 13-23-09 Odstock PC	As a first step the PC are looking to provide an informal sign advising motorists not to park at this location. If this approach does not work the PC will seek to pursue other options, potentially including revisiting the request for waiting	Update is noted	OPC

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	Request for the provision of double yellow lines in the vicinity of Jubilee Gardens	restrictions. No further action at this stage but issue to remain open until the impact of the sign is known.		
t)	Issue No: 13-23-12 Redlynch PC Request for signage improvements in Primrose Lane, Wiltshire	Scheme allocated to the Traffic Signing Team. Currently awaiting allocation of engineer to deliver the project. This has been allocated and the design has been provided to Redlynch PC. They have chosen location 1 and 3 and are undertaking a letter drop with a resident at location 3 to cut a section of hedge prior to the works being undertaken.	The apprentice engineer is still working on the design, due to be submitted to the contractor in April 2024.	RS
u)	Issue No: 13-22-04 Idmiston PC Improved footway and dropped kerb provision in Porton	Meeting undertaken with the PC to be arranged to determine the extent of the works to be undertaken. The PC advised that they wished to see four dopped kerbs, new lengths of footway and the relocation of a lighting column to provide improved access to the Bourne Cemetery. The cost estimate for this work is £23,605 (LHFIG contribution £17,703.75 / PC contribution £5,901.25). [Note: This figure includes a 25% contingency]. The group discussed this issue and noted that the proposed cost of the works was more than currently available in the groups budget and asked whether the improvements could be delivered in phases. SC commented that the provision of one pair of dropped kerbs in the vicinity of the footway leading to Malvern Way would be a good initial way of improving access to Bourne Cemetery. PS advised that this element of the works would cost £3,200. The group support the provision of one pair of dropped kerbs.	Area highway office have been commissioned to carry out work, order to be raised in April 2024	RS/GA

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		<p>That the Area Board approves the allocation of £2,400 to allow this work to be undertaken.</p> <p>The PC approves the allocation of £800 to allow this work to be undertaken. This has been allocated to an engineer and the works pack is in progress.</p>		
v)	<p>Issue No: 13-22-06</p> <p>Winterbourne PC Request for improved pedestrian access to the bus stops and post box on the A338 in the vicinity of Hurdcott Lane.</p>	<p>Following the discussion about this issue at the last meeting a revised cost estimate has been produced based on the following:</p> <ul style="list-style-type: none"> • Removal of a part of the existing grass verge to allow pedestrians from Hurdcott Lane to access the existing lay-by without stepping into the A338. • The provision of edge of carriageway markings to define the lay-by to motorists. <p>The cost estimate for this work is £3,975 (LHFIG contribution £2,981.25 / PC contribution £993.75). [Note: This figure includes a 25% contingency].</p> <p>The Area Board approves the allocation of £2,981.25 to allow this work to be undertaken.</p> <p>The PC approves the allocation of £993.75 to allow this work to be undertaken.</p> <p>This has been issued to Wessex Tree Care, awaiting confirmation of when works will be undertaken.</p>	Partially completed, awaiting completion of edge of carriageway marking. RS to chase.	RS

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w)	<p>Issue No: 13-22-19</p> <p>Grimstead PC Provision of Wild Fowl & Small Wildlife Warning Signs</p>	<p>The PC have not yet provided any evidence around ducks being habitually found in the road in the vicinity of the pond, it is suggested that this aspect of the request is closed.</p> <p>Please refer to Issue 4d for the update on the provision of small wildlife warning signs.</p> <p>No evidence has been provided concerning ducks being habitually found in the road in the vicinity of the pond and as such the group to close the aspect of the request.</p> <p>In light of the discussion concerning Issue 4b the PC to look to gather evidence of hedgehogs (or other small wildlife) being run over in support of a potential future application to the DfT pending the outcome of the application to the DfT outlined in Issued 4b.</p> <p>Following the above, there has been a change in policy at DfT level, which is noted. Wiltshire are in the process of preparing a policy for the parameters in which signs can be installed/what evidence is required and this will be fed back to the group as soon as it is available.</p> <p>No further update on policy update, this is still in draft.</p>	Update is noted	RS
x)	<p>Issue No: 13-22-24</p> <p>Laverstock & Ford PC Provision of Small Wildlife Warning Signs</p>	<p>A formal complaint about the lack of response was submitted to the DfT in August 2023. A response to the complaint was received in November 2023. It provided extremely limited guidance on the criteria that had to be met for them to authorise the use of small wildlife warning signs. The have indicated that any applications to them would need to include "data showing that the locations are accident and wildlife hotspots."</p>	Update is noted	RS

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		<p>The DfT have provided no guidance on what they would define a wildlife hotspot to be. Additionally, whilst the PC have been able to supply information that a number of hedgehogs of have been run over by vehicles in Church Road there is no recorded collision (accident) problem in the area requested. In consideration of this it is unlikely that an application would be successful.</p> <p>The group to discuss how they wish to proceed with this matter.</p> <p>The group discussed this issue in detail and asked that officers submit an application to the DfT seeking approval to use these signs in Laverstock using the evidence previously supplied by the PC.</p> <p>Following the above, there has been a change in policy at DfT level, which is noted. Wiltshire are in the process of preparing a policy for the parameters in which signs can be installed/what evidence is required and this will be fed back to the group as soon as it is available.</p> <p>No further update on policy update, this is still in draft.</p>		
y)	<p>Issue No: 13-22-30</p> <p>Laverstock & Ford PC Request for additional traffic calming measures in Roman Road, Ford</p>	<p>As previously agreed, the group agreed to wait for the outcome of any bid to Active Travel England before considering pursuing additional physical traffic calming features.</p> <p>It would be possible to provide the standard gateway countdown markings on all three entrances to the 30mph speed limit in Ford.</p>	<p>This scheme has been allocated to the traffic engineering signs team, submission of the works pack is due April 2024.</p>	RS

SOUTHERN WILTSHIRE LOCAL HIGHWAYS & FOOTWAYS IMPROVEMENT GROUP ACTION NOTES

		<p>The cost estimate for this work is £1,437.50 (LHFIG contribution £1,078.12 / PC contribution £359.38). [Note: This figure includes a 25% contingency].</p> <p>That Area Board approves the allocation of £1,078.12 to allow this work to be undertaken.</p> <p>The PC approves the allocation of £359.38 to allow this work to be undertaken.</p> <p>This scheme design is in progress and will be submitted to the PC as soon as possible</p>		
z)	<p>Issue No: 13-23-08</p> <p>Odstock PC Request for the installation of kissing gates</p>	<p>The Rights of Way Team have advised that the cost of a kissing gate is £450, with installation costs of £250 (unless volunteers undertake the installation). Therefore, the estimated cost of providing kissing gates at four locations the PC have identified is £3,500.00 (LHFIG contribution £2,625.00 / PC contribution £875.00). [Note: This figure includes a 25% contingency].</p> <p>The group discussed this issue details and agreed to support providing the funding for the supply of two kissing gates during the current financial year and committed to funding the provision of the other two gates in the 2024/2025 financial year. The group agreed that the installation of the kissing gates should be undertaken by the Rights of Way volunteers.</p> <p>The Area Board approves the allocation of £675 to allow this work to be undertaken.</p>	That the update is noted	RS

SOUTHERN WILTSHIRE LOCAL HIGHWAYS & FOOTWAYS IMPROVEMENT GROUP ACTION NOTES

		<p>That the PC approves the allocation of £225 to allow this work to be undertaken.</p> <p>Parish have chosen locations Stile 1 ///regularly.aquatics.spoon, out to the A338 dual carriage way. Stile 2 ///fits.loaf.dragon by the hospital. Awaiting update from the rights of way team as to a timeframe. The work will be undertaken with the ROW volunteers and as such no date is currently given.</p>		
6.	Closed Issues			
a)	<p>Issue No: 13-23-10</p> <p>Winterbourne PC Request for measures to address speeding concerning in the parish.</p>	<p>Works order issued to Milestone in October 2023. Awaiting programming of works. Date of works to be supplied to the PC once known.</p> <p>1 site completed, feedback given to the contractor on issues at the 2nd site and once this has been resolved the other sites will also be completed</p>	Completed	RS
b)	<p>Issue No: 13-22-21</p> <p>Firsdown PC Request for speed limit assessment on the length of the A30 in Firsdown</p>	<p>Atkins have completed the site survey work and are currently preparing the assessment report for issue. It is anticipated that the report will be issued in early December.</p> <p>This report was issued in late December. The assessment does recommend a reduction in speed limit to 50mph in the vicinity of the Firs Road junction but recommends no other changes in speed limit in the area assessed. Firsdown have confirmed they wish to proceed and confirmed they have allocated money for the contribution. Should the group wish to support this, RS will prepare a cost estimate and design.</p>	<p>The group discussed this matter, and considering a cost to benefit ratio was high and therefore it was not supported at the vote. This item will be removed from the LHFIFG agenda. RS to discuss further options with the PC directly</p>	RS

SOUTHERN WILTSHIRE LOCAL HIGHWAYS & FOOTWAYS IMPROVEMENT GROUP ACTION NOTES

c)	Issue No: 13-23-26 Winterslow PC Shriple Lane resurfacing	Continual deterioration of the B.O.A.T. known as Shriple Lane, impeding the accessibility of all vehicles, (including emergency vehicles, deliveries, waste disposal trucks, apart from residents' vehicles) pedestrians, horses, cyclists, marathon runners etc. This resurfacing relates to Shriple Lane B.O.A.T, current LHFIFG guidance states that LHFIFG can only fund Council Maintainable footpaths and therefore this issue will be removed and I have referred this to the rights of way team.	Removed from agenda as per notes	RS
7.	Other Items			
a)	Highway Maintenance Update	Graham Axtell from the Area Highway Office to provide an update on the latest programmed dates for planned carriageway and footway resurfacing works during the 2024/2025 financial year		GA
8.	Date of Next Meeting:	6 th August 2024		

SOUTHERN WILTSHIRE LOCAL HIGHWAYS & FOOTWAYS IMPROVEMENT GROUP ACTION NOTES

1. Environmental & Community Implications

1.1. Environmental and community implications were considered by the LHFIG 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 Southern Wiltshire Area Board.

2.2. If funding is allocated in line with LHFIG recommendations outlined in this report, and all relevant 3rd party contributions are confirmed, Southern Wiltshire Area Board will have a remaining highways funding balance of £42,270.61 in the LHFIG allocation available for the 2024/2025 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.

Southern Wiltshire

Major Maintenance 2024/2025

Not all sites have been programmed yet, but these are the known dates so far.

Carriageway Surfacing

Church Street Farley 24th June – 3rd July

Tunnel Hill/Lights Lane Alderbury 22nd July – 30th July

Part Crockford Road West Grimstead 30th April – 1st May (part of last years site)

Footway resurfacing

Part Winterslow Road Porton 28th May – 30th May (Last year's site)

Rest of sites for this financial year, currently not programmed.

Carriageway Surfacing

A338 Laverstock Broken Cross R/bout to A30 R/bout

A338 Phase three Downton Road Britford

C12 Homington Road Coombe Bissett Junc A354 – to 20mph Terminal signs.

Surface Dressing

C289 Popes Bottom/Clarendon Road Alderbury Flyover – junc Green Drove

C331 Grimstead Road Farley Nr junc Long Drove – Junc Lucewood Lane

U/C Goggs Lane Redlynch Timberly Lane – Quavey Road

U/C Ben Lane Farley The Street – Livery Road

U/C Pincroft Lane Winterslow Cloughs Lane – Mill Lane

U/C Duck Lane/The Avenue Laverstock The Green – Riverside Road

Micro Asphalt

U/C Vale Road Redlynch The Ridge – Morgans Vale Road

This year's footways currently being priced up so should know programme by next meeting.

Southern Wiltshire Area Board 23 May 2024

Appointments of Representatives 2024/25

1. Purpose of the Report

- 1.1. To appoint Councillor representatives for the Area Board. This will include appointing to Outside Bodies and to reconstitute and appoint to any Non-Priority Working Groups and the LHFIG for the year 2024/25.

2. Background

- 2.1. Area Boards are invited to appoint Councillors to be their respective lead for particular Outside Bodies, Non-Priority Working Groups and the LHFIG. The following guiding principles are in place for Councillors when taking on one of these roles:
 - To be the main Area Board point of contact for local Officers within their respective area
 - To attend (and often Chair) relevant working groups of the Area Board
 - To work collaboratively with relevant local partners and community groups
 - To provide regular updates back to the Area Board in relation to their Group/Outside-Body including providing feedback on the success or limitations of previously funded Area Board grants (if applicable)
- 2.2. The Area Board is invited to appoint Councillor representatives to the Outside Bodies or Non-Priority Groups (which do not fall under one of the Area Board Priority areas) listed at **Appendix A**. These appointments will continue for the duration of Councillors' terms of office, and will be reviewed annually, unless the Board determines otherwise.

3. Main Considerations

- 3.1. The Local Highways and Footpath Improvement Group ([LHFIG](#)) operates as an informal working group making recommendations to the Area Board for approval. Terms of Reference are set out in **Appendix B** for information. The Area Board are invited to appoint a Lead Councillor on an annual basis.
- 3.2. Any amendments to the currently appointed Representatives on Non-Priority Working Groups can be agreed by the Area Board here or at any future scheduled business meeting.
- 3.3. If a new Non-Priority Working group is required, the Strategic Engagement & Partnerships Manager will work with the Board to set out the exact purpose and Membership, which would then be agreed by the Area Board at its next scheduled business meeting.

4. Financial and Resource Implications

4.1. None.

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. [Protocol 3](#) of the Council's Constitution sets out Guidance to Members on Outside Bodies.

6. Safeguarding Implications

6.1 Processes are in place to ensure Disclosure and Barring Service (DBS) checks are undertaken as appropriate.

7. Environmental Impact of the Proposals

7.1 None.

8. Equality and Diversity Implications

8.1 None.

9. Delegation

9.1 By convention, appointments to Outside Bodies which operate within the boundary of a community area are made by the relevant Area Board.

9.2 The appointment of Councillors and other representatives to Non-Priority working groups operating under the Area Board is a matter for the Area Board to determine.

10. Recommendation

10.1 The Area Board is requested to:

- a. Appoint Members as Lead representatives to Outside Bodies, any Non-Priority Working Groups and to the LHFIG, as set out at Appendix A;
- b. Note the Terms of Reference as set out in Appendix B.

Lisa Alexander, Senior Democratic Services Officer

Appendices:

Appendix A – Appointments to Outside Bodies, Non-Priority Working Groups and the LHFIG
Appendix B –LHFIG Terms of Reference

Unpublished background documents relied upon in the preparation of this report

None.

Appendix A

Representative Appointments 2024/25

Appointments on Outside Bodies and Non-Priority Working Groups will continue for the duration of Councillors' terms of office, and will be reviewed annually, unless the Board determines otherwise.

Outside Body	Councillor Representative
Brian Whitehead Sports Association.	Cllr Richard Clewer

Non-Priority Working Group	Councillor Representative
N/A	

LHFIG Councillor Representative Note: This position is appointed annually	Cllr Rich Rogers
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LOCAL HIGHWAY & FOOTWAY IMPROVEMENT GROUPS (LHFIG)

TERMS OF REFERENCE

Membership of the LHFIG

The LHFIG will normally be made up of:

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

It is recommended that the groups do not normally consist of more than 10 representatives, but for larger community areas this may not always be feasible.

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

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 LHFIGs will cease when a member ceases to hold the stated office as first appointed, or when a parish/town council or group choose to nominate an alternative representative.

The LHFIGs 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 LHFIGs members

Appointment of Wiltshire Council members to the LHFIGs 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 LHFIGs (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 LHFIGs must not issue press statements on behalf of the Area Board.

Any press statements about the work of the LHFIGs should be agreed between the Chairman of the LHFIGs and the Chairman of the Area Board, and in consultation with

Wiltshire council's communications team. You can contact the communications team at communications@wiltshire.gov.uk.

Meetings

It is recommended that the LHFIGs meet four times a year. Ideally the meetings should be 2 to 4 weeks in advance of the Area Board meetings. 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 LHFIG chair wishes, and by invitation. It should be noted that LHFIGs are advisory bodies and do not exercise delegated decision-making powers. All decisions are to be ratified by the Area Board.

Officer support

Meetings will be attended by relevant officers from Wiltshire Council, including a Senior Transport Planner, a Senior Traffic Engineer, Local Highway Maintenance Engineer and the local Community Engagement Manager. Attendance by officers of other expert knowledge may be arranged when necessary.

Additional support will be provided outside of the meeting by the Corporate Office Business Support unit as currently for Area Boards, for the purpose of arranging meetings, venues, and the production of meeting action notes.

Terms of reference

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

The LHFIGs terms of reference are set out at Appendix A:

Examples of projects the LHFIGs can and cannot fund are set out in Appendix B:

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 Transport, Waste, Street Scene and Flooding. The funding allocation is a mixture of highways and council 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 routine maintenance schemes or the provision of passenger transport services.

A list of schemes which the groups can fund in contained in Appendix B

Schemes considered by the LHFIGs must have first been raised through the highway improvement request system and endorsed by the relevant town or parish council.

The LHFIG's can be directed to look at issues identified by Highways Officers when considered appropriate. For example, when an issue is raised for which other centrally held resource does not exist.

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.

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 more than the total discretionary amount available as part of the group's annual allocation.

Appendix B – Example of projects which can and cannot be funded by LHFIGs

LHFIGs can fund the following:

Pedestrian improvements: including dropped kerbs, new footways, substantive improvements to existing footways, pedestrian crossings (including assessments).

Cycle improvements: new cycle paths, cycle parking / storage.

Bus infrastructure: new and replacement Shelters (subject to agreement on future maintenance liability), bus border kerbs, bus stop road markings.

Traffic signing: new and replacement signs (including signposts), street name plates, village gateways.

New road markings: new and replacement of existing markings.

Speed limits: assessment and implementation.

Waiting restrictions: assessments and implementation.

Footpath improvements: styles, gates, surface improvements to rights of ways (council maintainable only).

Drainage: minor improvements, new gullies.

Street lighting: new installations.

Traffic management measures: including Sockets and posts for SID (Speed Indication Device) equipment.

As a general rule, an asset should exist at the end of the project, i.e. something new that wasn't there beforehand.

LHFIGs cannot fund:

Routine maintenance: such as gully emptying, ditch clearing, hedgerow cutting, pot hole repairs.

Service subsidy: bus services

Promotional campaigns

SID equipment

Improvements for individuals and properties

As a general rule, activities that repair, clean, tidy or remove something that is already present are likely to be considered routine maintenance and cannot be funded by LHFIGs.