

AGENDA SUPPLEMENT (1)

Meeting: Amesbury Area Board
Place: The Bowman Centre, Shears Drive, Archers Gate, Amesbury, SP4 7XT
Date: Thursday 24 November 2011
Time: 6.00 pm

The Agenda for the above meeting was published on 16 November 2011 and indicated that the reports detailed below would be to follow. These are now available and are attached to this Agenda Supplement.

Please direct any enquiries on this Agenda to Liam Paul, of Democratic Services, County Hall, Bythesea Road, Trowbridge, direct line 01225 718376 or email liam.paul@wiltshire.gov.uk

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

This Agenda and all the documents referred to within it are available on the Council's website at www.wiltshire.gov.uk

6. **Your Local Issues** (Pages 1 - 12)

Bulford – Amesbury Pedestrian and Cycle Route – A feasibility study originally produced for Bulford Parish Council in November 2010 is attached. The Chairman will also give a verbal update on the scheme.

7. **Updates from Partners and Town/Parish Councils** (Pages 13 - 14)

The November Crime and Community Safety Briefing Paper produced by Wiltshire Police for Amesbury Community Area Board. Insp. Christian Lange will also be present at the meeting to deliver an update and answer any questions.

11. **Community Area Grants** (Pages 15 - 18)

An application for a Jubilee Grant from Figheldean Parish Council.

DATE OF PUBLICATION: 22 November 2011

Bulford to Amesbury pedestrian and cycle route

Draft feasibility study

1.0 Executive Summary

- 1.1 Local residents have demanded a safe route between Bulford and Amesbury for pedestrians and cyclists for many years. Wiltshire Council has secured £150,000 in funding from the section 106 agreement in connection with the new Tesco development at Amesbury.
- 1.2 Sustrans has undertaken an initial study into the feasibility of a pedestrian and cycling route linking Bulford to Amesbury using the funding available from the Tesco development.
- 1.3 A route between Bulford and Amesbury, adjacent to Salisbury Rd, is feasible but would cost between £198 - £287,000, depending on the standard of path required.
- 1.4 An initial discussion has taken place with the farmer who leases the arable land between Bulford and Amesbury. He is willing to consider a proposal but has made it clear that any path must be on the east side of Salisbury Rd.

2.0 Current access between Bulford and Amesbury

- 2.1 There is a lack of safe access for pedestrians and cyclists between Bulford and Amesbury. There is no footway alongside Salisbury Rd and very little verge at the northern end. Local residents are concerned that pedestrians walk on the carriageway for 70 metres before trespassing on the adjacent field to reach Solstice Park.
- 2.2 The only pedestrian route which avoids Salisbury Rd is a footpath from Watergate Lane to Ratfyn Rd. While this is a direct route to Amesbury town centre it does not link to Solstice Park or Stonehenge School.
- 2.3 Cyclists have to use Salisbury Rd which is national speed limit along most of its length. It includes a steep gradient, going uphill, south from Bulford.

3.0 Route alignment

- 3.1 The recommended route alignment is shown on overleaf. The northern end of the proposed route starts at Double Hedges in Bulford and runs along the east side of Salisbury Rd. The route ends on the south side of London Rd, Amesbury where it meets the existing shared-use path.
- 3.2 The recommendation is based on an assessment of pedestrian safety, the cost of alternatives and the view of the main land owner. The rationale of the proposed route is as follows:-

Bulford to Amesbury Pedestrian/Cycle Link

Shared-use path



On road



On road links
through Bulford

New ramp con-
structed between
Double Hedges and

Access point to Salis-
bury Rd and Bulford 4

Bulford 5 diverted to edge
of field. New path surface
constructed. New land-
scaping to screen path
from adjacent properties

Path constructed on high-
way verge in front of masts

New path constructed
inside field boundary

Existing informal crossings

New shared-use path
to be con-
structed by Tesco

Existing footway to be
widened and converted
to shared-use

Existing footpath to be
widened and
converted to shared-use in

On road link
to centre of

Existing shared-
use path

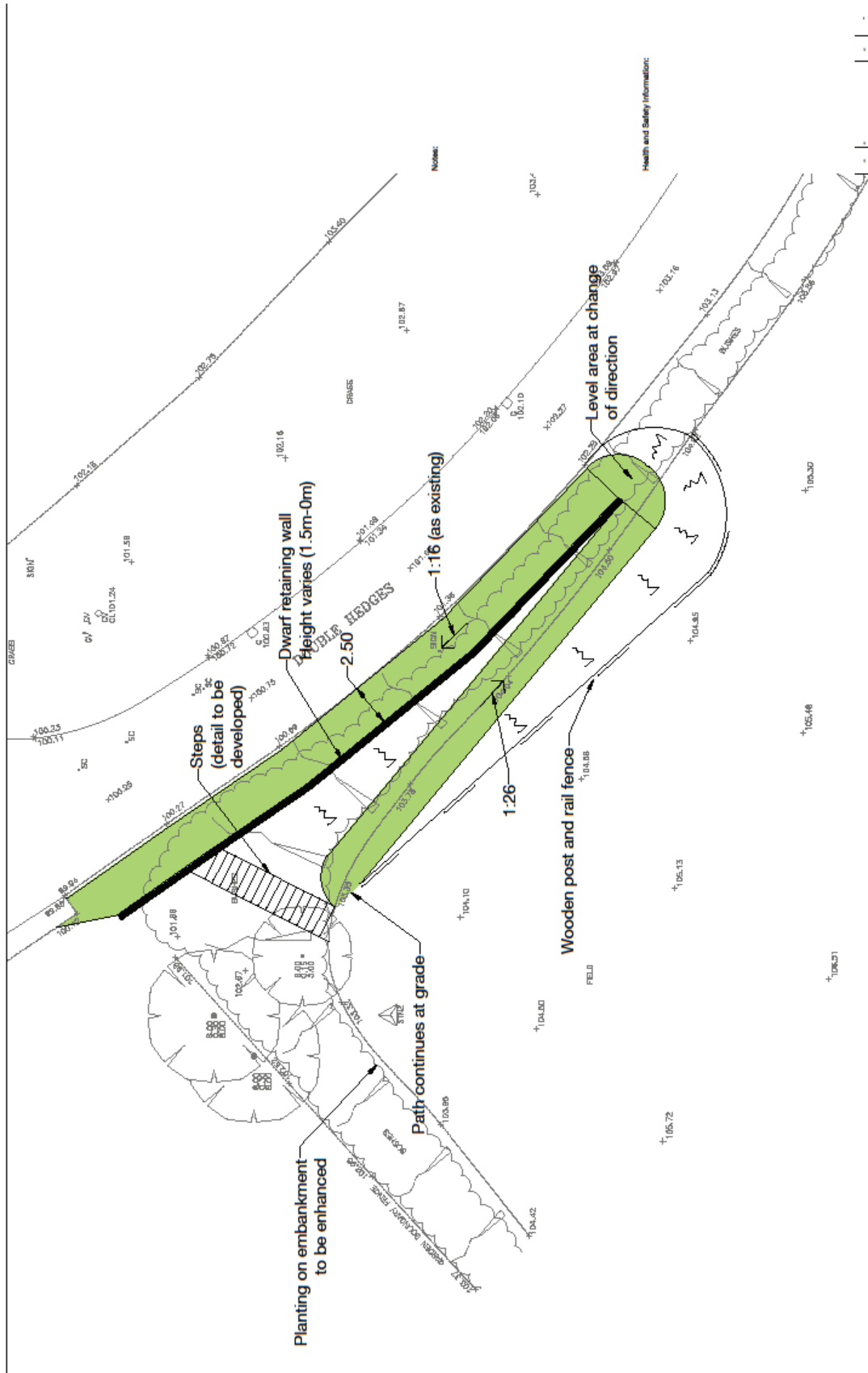
On road link to Leisure
centre and Stone-

AMESBURY


- 3.2.1 The Parish Council has made it clear that the route must run parallel to Salisbury Rd because access is needed to Solstice Park as well as Amesbury. A route which connects Bulford to the junction of Porton and London Rd in Amesbury will link to the existing cycle network. An extension to the shared-use path on London Rd will enable cyclists to reach the Solstice School avoiding busy roads. Next year a path widening/conversion scheme at Holders Rd will enable cyclists to reach the centre of Amesbury without cycling on London Rd.
- 3.2.2 The farmer who leases the land between Bulford and Amesbury has made it clear that he will not agree to a path which runs along the west side of Salisbury Rd. This means that the path must either be entirely on the east side or it must cross the road to the east side, in the vicinity of Bulford 4 bridleway before his ownership starts.
- 3.2.3 The option of a path which uses both sides of Salisbury Rd and crosses near Bulford 4 has been ruled out because firstly there is no safe place to cross. Vehicle speeds are too high and sight lines are inadequate. Wiltshire Council is very unlikely to agree to traffic calming or a formal crossing in this location. Secondly, although a path could be constructed on the western highway verge between Bulford and Bulford 4, it will be costly and require the removal of all the trees in this location.
- 3.2.4 Where it enters Bulford, the verge on the east side of Salisbury Rd, consists of an embankment approximately 4 metres in height. The cost of constructing a ramp in this location would be prohibitively expensive (in excess of £100,000). Access at this point would require significant excavation and a retaining structure. Traffic management costs would also be relatively high because of the time needed to construct. Costs would be saved if steps were constructed instead of a ramp. However steps would still require a retaining wall constructed to enable the footway leading out of Bulford to be extended. Moreover this solution would result in a considerable reduction in the value of the route because it could not be used by cyclists.
- 3.2.5 The remaining alternative is to extend the path to Double Hedges where a shallower embankment would enable a cheaper ramp to be constructed (see overleaf) at a cost of approximately £50,000). Even allowing for the additional cost of path construction this is a cheaper option than a ramp on Salisbury Rd and it maximises the potential use. Although this route does not follow the obvious desire line south from Bulford it is only approximately 100 metres longer than the options which start on Salisbury Rd. This is unlikely to have a significant impact on its use, particularly amongst vulnerable road users such as children. This option is recommended because it offers the cheapest and safest alignment as well as a reasonable possibility of agreement with landowners. The risks associated with delivering the recommended proposal are dealt with in section 7.

Costs

- 4.1 For the purposes of this report only the costs for the recommended alignment have been provided. Costs for the different path surface options are set out below. The budget cost estimates for all the path surface options along the recommended alignment exceed the currently available funding of £150,000. Some additional fundraising will be required. The possible sources of additional funding are set out in section 6. No consideration has been given at this stage to the possibility of the works being contracted through Wiltshire Council. This option would be VAT



Health and Safety Information:

 National Cycle Network Centre 2 Cathedral Square College Green Bristol BS1 5SD Tel: 0117 929 4175 Fax: 0117 929 4175 JOIN THE MOVEMENT	Status: FOR DISCUSSION	Project: Bulford Link	Title: Double Hedges Ramp	Scale @ A3: 1:200	Drawing Number: SW/ BUL/SK001	Drawn: Date: Revision:
	Drawn by: FT Checked by:	Project: Bulford Link	Title: Double Hedges Ramp	Scale @ A3: 1:200	Drawing Number: SW/ BUL/SK001	Drawn: Date: Revision:

4.2 Budget cost estimate – bitmac

2.5m bitmac path (1000m @ £44 sq.m)	110,000
Footway widening (80 sq.m @ £50 sq.m)	4,000
Access ramp	47,000
Signage	2,000
Fencing	12,000
Sub total	175,000
Contingency (@10%)	17,500
Total construction cost	192,500
VAT (@20%)	38,500
Land	7,000
Surveys	5,000
Planning & RoW fees	5,000
Landscaping	5,000
Events/promotion	1,000
Public art/benches	1,500
Design & management fees (@12.5%)	31,938
Total	287,438

4.3 Budget cost estimate – stonedust

2.5m stonedust path (1000m @ £34 sq.m)	85,000
Footway widening (80 sq.m @ £50 sq.m)	4,000
Access ramp	47,000
Signage	2,000
Fencing	12,000
Sub total	150,000
Contingency (@10%)	15,000
Total construction cost	165,000
VAT (@20%)	33,000
Land	7,000
Surveys	5,000
Planning & RoW fees	5,000
Landscaping	5,000
Events/promotion	1,000
Public art/benches	1,500
Design & management fees (@12.5%)	27,813
Total	250,313

4.4 Budget cost estimate – road planings

Budget Cost Estimate - road planings

2.5m road planings path (1000m @ £20 sq.m)	50,000
N.B: Assumes free supply of road planings	
Footway widening (80 sq.m @ £50 sq.m)	4,000
Access ramp	47,000
Signage	2,000
Fencing	12,000
Sub total	115,000
Contingency (@10%)	11,500
Total construction cost	126,500
VAT (@20%)	25,300
Land	7,000
Surveys	5,000
Planning & RoW fees	5,000
Landscaping	5,000
Events/promotion	1,000
Public art/benches	1,500
Design & management fees (@12.5%)	22,038
Total	198,338

Path construction

- 5.1 The recommended path width is 2.5 metres. This is the minimum width required to enable two cyclists or other path users to overtake. Reducing the path width below 2.5 metres leads to inconvenience, conflicts, near-misses and accidents. Often one user has to divert onto the verge. The minimum path verge should be 1 metre on either side between boundary fences or trees. This should be increased to at least 2.5 metres where access for horse riders is required.
- 5.2 The general requirement for path surface materials for cycle routes is that they should provide a smooth riding surface, good drainage properties, long-term durability and low maintenance. This is best achieved with a machine-laid bitumen-macadam (bitmac) surface on a sub-base of type one aggregate. A geotextile membrane is laid beneath the sub-base. This form of path construction ensures a consistent and compacted foundation for a level and durable surface. It also ensures that sufficient camber can be provided to avoid ponding on the path surface. To reduce the visual impact, a layer of dust or chippings can be rolled into the surface.
- 5.3 A cheaper alternative to a bitmac surface is to finish the path with a layer of limestone dust. This provides a level surface for approximately 2/3rds of the cost of bitmac. However, the life expectancy of this type of surface is roughly 1/3rd that of a bitumen-macadam surface. Sustrans always recommends bitumen-macadam path where funding is available. There are examples of paths on the National Cycle Network where there has been no funding for renewal of limestone dust surfaces and, after 10 years, they have begun to deteriorate to a condition that is unsuitable for cycling. They are particularly vulnerable in locations where there is a tree canopy because autumn leaf fall provides a good mulch for grass and weeds to establish themselves. Stone dust paths are also unsuitable for routes where access is required for horse-riders. The path surface is easily damaged if horses stray onto the path to avoid overgrown vegetation.
- 5.4 Another alternative surface is to finish the path with a layer of recycled road planings. When rolled these give a semi-sealed surface which is good for cycling on. The life expectancy is not as good as a bitmac path but is better than stonedust. The surface can be dressed with stonedust to soften the visual impact. The main advantage of using road planings is that Wiltshire Council can, if the path is considered a priority, supply the planings for free from road maintenance schemes. Sustrans recently completed the construction of a new path near Calne using recycled road planings. Wiltshire Council have also supplied road planings to the main landowner between Bulford and Amesbury for maintenance of the Ratfyn footpath.

Funding

- 6.1 Funding for walking and cycling routes is available from a range of sources. In due course a funding strategy will need to be developed. The aim should be to bring the project costs down to a level where the balance of funding can be secured from one main source. If additional, smaller, sums can be raised they can be used to deliver specific elements of the scheme. The following are a list of the main sources of funding that are applicable to this route.
- 6.2 Community Spaces: This programme is managed by the Groundwork UK on behalf of the Big Lottery fund. Amongst its objectives the Community Spaces programme aims to create better local environments and increase people's access to quality local spaces for interaction, play and recreation. Community Spaces is open to community groups to apply for small (£10,000 - £25,000) and medium (£25,001 - £49,999) grants. We understand that the Big Lottery Fund is keen to encourage more bids from the Wiltshire area.
<http://www.community-spaces.org.uk/>
- 6.3 Plain Action (up to £50,000): This is a rural development scheme operating across Salisbury Plain until December 2013. The scheme is administered by Community First. One of its objectives is to support projects which contribute to creating cohesive, stable and sustainable communities throughout the area by addressing current imbalances and geographical and social isolation. In 2009 Sustrans submitted an unsuccessful expression of interest to Plain Action for delivering walking and cycling links between Amesbury, Durrington and Bulford. The feedback was that Plain Action would be interested in an educational or marketing scheme which encouraged military families to cycle more but not a path construction project. It is worth bearing in mind that at that time Sustrans had no firm relationship with the local community and path proposals were in outline only. It is possible that Plain Action could be more supportive of this scheme if the proposals have more certainty of delivery and clear support from the local community.
- 6.4 Links to School (up to £150,000): This is a funding stream from the Department for Transport administered by Sustrans. It funds new paths and other infrastructure to enable children to cycle safely to school. This project would be eligible for funding because it offers an excellent link to Stonehenge School when combined with the improvements mentioned in 3.2.1. The current programme is due to end in March 2011 and currently there is no indication as to whether funding will be renewed. If it is renewed Sustrans would be keen to support this project when there is certainty over the delivery timescales.
- 6.5 Connect2: Sustrans is currently delivering a £50 million lottery funding programme of 79 walking and cycling routes across the UK. These are schemes which are designed to overcome severance between communities such as Bulford and Amesbury. The programme is due to run until March 2013. There is a possibility that there will be a need for reserve schemes between now and the end of 2012 to cover other projects which are not completing within the available timescale. If negotiations with the landowners prove successful it is possible that this scheme could be offered as a reserve scheme.

- 6.6 Landfill Tax Communities Fund (up to £10,000): This can be used to fund projects which provide and maintain public amenities and parks (this includes traffic-free cycle routes and providing artworks along them). Funding is for a wide range of community projects. Typically projects need to be within a fixed distance of a landfill site (usually 10 miles) and there are none in this range of Bulford. However Hills Group allocate grants across the whole county. Their total grant allocation per annum is £100,000 so individual grants are not likely to exceed £10,000. In Wiltshire this fund is administered by Community First.
<http://www.communityfirst.org.uk/landfill.htm>
- 6.7 Awards for All (up to £10,000): This programme is administered by the Big Lottery Fund and is a simple small grants scheme making awards of between £300 and £10,000. It aims to help improve local communities and the lives of people most in need. This includes improving the rural environment and giving communities better access. It also includes encouraging people and communities to be more active. Given the small size of the maximum sum the grant would be useful to deliver a small component of the scheme such as signing and publicity or perhaps a bridge. A decision can be made within six weeks of receipt of an application.
<http://www.awardsforall.org.uk/england/index.html>
- 6.8 Higher Level Stewardship scheme (varies): Under the scheme land owners are able to apply for annual and one-off payments for providing improved access across agricultural land. The annual payment is £350 plus a further £90 for every 100 metres of route. In addition a one-off capital payment of £15 per square metre can be paid where a tarmac surface is provided. Currently none of the land owners along the route are part of the higher level stewardship scheme but this may change as existing agreements come to an end. Although this may offer a useful means of securing agreement with a land owner it needs to be borne in mind that agreements only last for 10 years so they are risky where there is no guarantee of future support from the land owner.
- 6.9 Wiltshire Council: From discussions with the Local Authority during the past 12 months it is apparent that very little funding is available for the delivery of new cycle or footpaths. This situation is likely to remain for the next few years. Where funding is available, Sustrans is committed to delivering other routes in the county with Highways and the Countryside Access Team. However there are two potential Local Authority grant sources which may assist:-

Parish Improvement Grants (up to £5000): Parish and Town Councils can bid for funding to create new paths. The budget was under-subscribed in 2009-10.

Area Board Grants (up to £5000): Community groups can apply for up to £5000 or more in exceptional circumstances to meet local priorities.

7.0 Risks

- 7.1 The initial challenge will be to secure an agreement with the landowner(s) on the proposed path alignment. To date there have only been discussions with the farmer and not the freeholders. The path alignment is, in part, a response to the farmer's wishes. He is concerned that people are already walking in his field to avoid the road so a path should reduce damage to his crops. Reaching an agreement could be a matter of detailed design and financial terms.

- 7.2 The proposal of extending the path to Double Hedges has not been discussed with the farmer. He will wish to minimise the loss of field area and may be reluctant to agree to this. However, Bulford 5 footpath currently runs diagonally across this field and was ploughed at the time of the site visit. It is possible that the farmer will agree to a permissive route for cyclists along the field edge in return for Bulford 5 being diverted.
- 7.2 The proposed path will probably require planning approval. Residents on Salisbury Rd and Double Hedges may object to the proposed path alignment because of concern about loss of safety and privacy. These concerns need to be addressed early in the project otherwise objections may become hard to overcome. Soft landscaping can be planted to screen back gardens more effectively and offer additional security. If the Parish Council accepts the recommendation of this report it will need to work with Sustrans to consult with residents in the vicinity of the path and ensure that the design minimises their concerns while keeping the project within a deliverable budget.
- 8.0 Next steps
- 8.1 The views of Bulford Parish council are needed at this stage before further time is expended on development the project. Is the recommended alignment acceptable and is the Parish Council willing to support the necessary statutory agreements to develop this route?
- 8.2 If the Parish Council supports the initial recommendations, Sustrans will identify and contact all the parties with an interest in the land, seeking their initial views. From Land Registry searches and discussions with the farmer it is understood that up to four parties either have a freehold, leasehold or a tenancy along the proposed route, including the Ministry of Defence.
- 8.3 Once the views of landowners have been sought the feasibility can be concluded, including a project plan and fundraising strategy. The Parish Council and Wiltshire Council will need to review this and agree the proposal before the project can be formally launched.

Alistair Millington
Area Manager—Wiltshire
8th November, 2010

Crime and Community Safety Briefing Paper
Amesbury Community Area Board
24th November 2011



1. Neighbourhood Policing

Sector Commander: Christian Lange
Team Sgt: Martin Phipps

Amesbury Town

Beat Manager – PC Lucy Smith
PCSO – Jo Atkinson
PCSO – Dean Shaw

Amesbury Rural

Beat Manager – PC Mark Steele
PCSO – Shona Maycock
PCSO – Will Todd

Durrington, Larkhill & Bulford

Beat Manager – PC Lyndsey Smith
PCSO – Chris Miller

2. NPTs - Current Priorities & Consultation Opportunities:

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

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

3. Police Authority Representative: Councillor Richard Britton

Please contact via Wiltshire Police Authority Tel. 01380 734022 or
<http://www.wiltshire-pa.gov.uk/feedback.asp>

4. Performance and Other Local Issues

The crime figures shown in the table below provide us with an overview of performance compared to last year. The news is generally very good with a year on year reduction of 5 % in total crime figures for the Amesbury area. This means that we had 69 fewer victims of crime. Detection figures have also risen from 28% to 33% which reflects the good work undertaken by the Neighbourhood Policing Teams and other supporting departments. There has also been a 7% reduction in reported cases of anti-social behaviour.

We have also seen a shift from residential burglaries to non-residential burglaries. The number residential burglaries reported has halved but the number of non-residential burglaries has risen by 25%.

The ongoing problems with graffiti have reduced over the past two months but they have not gone away completely. We recently had new graffiti appearing in the Archers Gate area of Amesbury but this appears to be different in style to the problems we were experiencing two months ago.

The Amesbury Rural Neighbourhood Policing Team has been doing a great deal of work in Porton due to problems with anti-social behaviour. We have been working with our partners in Wiltshire Council and the community to try and resolve the problems and this has led to very constructive meetings between residents who are experiencing problems with ASB and parents of young people. Another meeting is planned for the end of November which will involve the parish council, residents and a number of young people to find a sustainable solution to the problem. The enthusiasm of all concerned has been very encouraging.

About 2 weeks ago we took a report of a burglary which was very upsetting for the victim as, amongst other property, his war medals were stolen and he was unable to wear them for the Remembrance Day parade. I am delighted to report that, through good police work, we were able to detect this crime and arrest two men. The property including the medals has been recovered and handed back to the victim.

From 19th September 2011, communities across Wiltshire were able to dial 101 to contact police. This project is part of a national roll out and will result in the old 0845 non-emergency number being phased out. Feedback on the new system has been very positive so far.

The Durrington, Larkhill, and Bulford area NPT priority, which was set at the Neighbourhood Tasking Group meeting, was to deal with a series of burglaries where unusual items such as frozen food and toilet rolls were being stolen. Since this was identified as a priority there have been no reoccurrences of these crimes in that area. A number of ASB problems are being reported in the area of the recreation ground in Durrington. The NPT are working with partner agencies to try and resolve this issue.

Overall performance is strong with a significant reduction in crime and improved detection rates.

Christian Lange
Sector Commander
Amesbury and Tidworth.

Amesbury	Crime				Detections	
	November 2009 - October 2010	November 2010 - October 2011	Volume Change	% Change	November 2009 - October 2010	November 2010 - October 2011
Violence Against the Person	263	218	-45	-17%	42%	59%
Dwelling Burglary	63	30	-33	-52%	8%	23%
Criminal Damage	281	287	6	2%	14%	16%
Non Dwelling Burglary	101	126	25	25%	13%	6%
Theft from Motor Vehicle	80	82	2	3%	20%	4%
Theft of Motor Vehicle	29	14	-15	-52%	31%	29%
Total Crime	1308	1239	-69	-5%	28%	33%
Total ASB	1164	1086	-78	-7%		

Wiltshire Police are compared against a group of 8 most similar forces. Wiltshire Police have performed better than peers for All Crime and for Violent Crime in the previous 12 month period (Oct 2010 - Sep 2011)

*Total Crime comprises all Crime Groupings listed above and also includes Theft and Handling, Fraud and Forgery, Robbery and Sexual Offences

** Detections include both Sanction Detections and Local Resolution

Parish/Town Council Diamond Jubilee/Olympics 2012 Project Application Form -Tidworth Area Board

1. What is/are the project(s)?

Figcheldean Village Diamond Jubilee Celebrations.

We intend to hold an afternoon and evening of fun for all ages to enhance to Community Spirit.

We have plans to entertain the children with games, competitions, bouncy castles and fairground rides and for our older members of the community we hope to have games and a Silver Band. After all this we will have a sit down meal (just like our last street party) and then an evening of dancing with a live band.

2. Where is/are the project(s) taking place? (name of Parish)

This will all take place at the Playing Field in Figcheldean. (we have booked the Village Hall just in case of bad weather)

3. When will the project(s) take place?

2nd June 2012

4. Please outline:

Community benefits

Community groups/other partners involved

Number and ages of intended beneficiaries

To enhance our village's Community Spirit in some very hard times.

Hopefully we will be involving our:

Church, School and WMC

Judging from the response to our last party on Golden Jubilee, we expect anything from 200 – 500 villagers of all ages.

Parish/Town Council Diamond Jubilee/Olympics 2012 Project Application Form -Tidworth Area Board

5. What is/are the desired outcome/s of this/these project(s)?

The desired outcome is to turn our village back to the way it was 10 years ago by making everyone in it aware that they are living in one of the best villages in Wiltshire.

6. Who will Project Manage this/these project(s)?

All of the celebrations will be managed by a Committee of village people who have already given a lot of their time to setting this up. We have just named the committee 'Figheledean Village Community Events'

7. Please confirm costs and provide quotes where applicable

We would like to think that we could provide a full day of fun and enjoyment for everyone for approximately £10 per head and would therefore like to apply for a grant of £500 please.

8. Additional information in support of the project(s), including other sources of funding applied for/received and Town/Parish Council contribution.

We have already raised £100 and intend to carry out a lot more fundraising events. We have a launch party organised for the 20th November.

Parish/Town Council Diamond Jubilee/Olympics 2012 Project Application Form -Tidworth Area Board

Other supporting Information

Our village has always been one for others to look up to, but with the very difficult times we live in at the moment, we feel that many people have lost their way. We lost our shop and Pub and we feel that we need to find another way of bringing everyone together.

We have held 2 very successful 'Street Parties' on the Market Square. VE Day celebrations and the Queens Golden Jubilee Celebrations. We had a very successful evening in the Hall for the Royal Wedding earlier this year. These events have all been well supported and we are sure that the one we are planning for June next year will also be a huge success.

All we need is a little help with funding to be able to start planning activities and to this end we would request a bit of financial help from the Council

Here's thanking you all in anticipation.

Lynn Ward
Chairperson
Figheldean Village Community Events Committee



Signed
Simon Banton
Chairman of Parish Council

Date 16th November 2011

