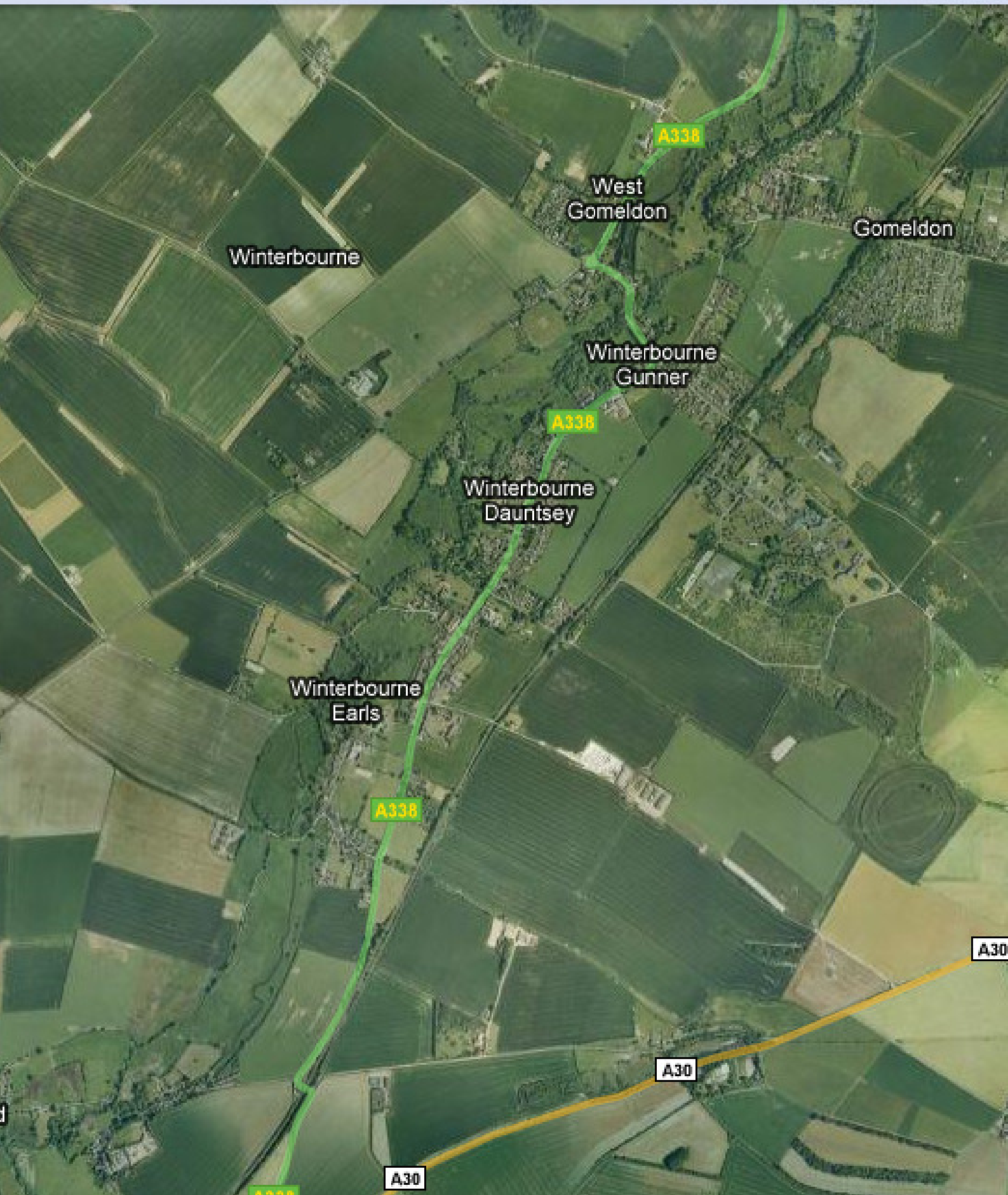


Winterbourne Parish Plan 2009



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Foreword



This Parish Plan documents the wishes and aspirations of those who live in this historic parish, but also sets out some real, practical objectives for maintaining and improving the environment in which we live. This comes at a very important time, for two reasons:

First, we have been leading increasingly pressured lives over the past few decades. Our attention has moved away from the community and the environment, and rural communities in particular have felt threatened by increasing focus on housing development, roads and urban communities. Parish Plans give local communities an important voice at a time when the economic environment suddenly seems very uncertain.

Second, the political environment for Wiltshire is changing. A new Unitary Authority (Wiltshire Council) is replacing the County Council and District Councils. It is not clear yet how this will affect the Winterbourne Parish, but local partnerships are going to be an important vehicle for coordination of plans and activities. The Winterbourne Parish has already joined with 4 other parishes to form the Bourne Valley Alliance of Parish Councils. This is going to be an important alliance for plan actions common to these 5 parishes along the River Bourne, including traffic management and transport networks.

One likely impact of the new Unitary Council is that the Parish Councils will have more power if they wish it. The new Amesbury Area Board takes over from the (SDC) Northern Area Committee. A Parish Council representative will be entitled to speak on all matters.

The Parish Plan is only the beginning. It will have to be kept up-to-date periodically, and a Village Design Statement for the Winterbournes (a plan action) is highly desirable.

Councillor Michael Hewitt
Upper Bourne, Idmiston and Winterbourne Ward

Action Plan Summary

For explanation and key to abbreviations see page 12.

Actions for amenities and activities

Key issues: maintaining and enhancing amenities, supporting existing and new activities, restoration of sports facilities and groups, dog fouling.

Priority	Action	Lead Partners	Timescale
High	Maintain amenities such as Glebe Hall, playground, to current standards, and enhance as required	WPC Glebe Hall Mgt Cttee	Continuous
High	Review youth needs within this and neighbouring parishes	BVAPC	2009-2010
High	Maximise provision of allotments for local residents	WPC	Continuous
Medium	Support development of sports club and facilities if requested	WPC BVAPC	Continuous
Medium	Provide more information and support activity/society group leaders/advocates through Village Link magazine	WPC	Continuous
Medium	Include Neighbourhood Watch and Police News in Village Link magazine	WPC Wiltshire Police	Continuous
Medium	Introduce Dog Control Orders where needed to prohibit fouling	WPC	2009-2010
Medium	Publicise social and health benefits of prevention of dog fouling	WPC	2009-2010

Actions for education

Key issues: provision for school drop-off & pick-up, dependence on transport networks for secondary and higher education.

Priority	Action	Lead Partners	Timescale
High	Work with Primary School to resolve drop-off/pick-up parking issues	WPC School WC Wilts Police	Continuous
High	Include in Village Design Statement provision for traffic circuit/parking for Winterbourne Earls School	WPC WC	2009-2010

Actions for countryside and environment

Key issues: improving and maintaining foot access, reduction of flood risk and management of storm water.

Priority	Action	Lead Partners	Timescale
High	Review maintenance schedule (clearance of vegetation) for footpaths and implement improvements as required	WPC	Continuous
High	Consider storm water and river flood management when reviewing planning applications	Parish Council SDC (planning)	Continuous

High	Develop a map/inventory of storm water drainage	WC WPC	2009-10
High	Develop and implement a plan for improved storm drainage and maintenance of services	WC WPC	2010 onwards
Medium	Review options for countryside path suitable for wheelchair/pushchair access	WPC WC	
Medium	Develop a map/inventory of river flood management services(drainage, hatches)	WPC Environment Agency	2009-10
Medium	Develop and implement a plan for improved flood water management and maintenance of services	Environment Agency BVAPC WPC Landowners	2010 onwards

Actions for Sustainable Economy

Key issues: threat to rural Post Offices, supporting agricultural economy.

Priority	Action	Lead Partners	Timescale
High	Local Development Plan to recognise importance of local agriculture as basis for economy and land use	WC WPC	2009
High	Maintain full support for Winterbourne Post Office and Stores	WPC WC	ongoing

Actions for housing and land development

Key issues: preservation of rural nature of the Parish in face of pressure for new housing.

Priority	Action	Lead Partners	Timescale
High	Create a Village Design Statement for the Winterbourne Parish, as a part of the Local Development Plan	WPC WC	2009
High	Work with WC to ensure that local views are incorporated into the Conservation Area review	WPC WC	ongoing
High	Work with WC to ensure that local views are incorporated into the Local Development Plan	WPC WC	ongoing
High	To consider local needs and views in review of all planning applications that affect the Parish	WPC WC	ongoing
Medium	Develop and implement a tree conservation and renewal plan for the Parish	WPC	ongoing
Medium	Act to preserve historical records, artefacts and sites	Historical Society WPC	ongoing

Actions for roads and traffic management

Key issues: speed and weight of traffic using the A338 through the villages, maintenance of roads and pavements.

Priority	Action	Lead Partners	Timescale
High	Submit proposal to WC for a pedestrian crossing on the A338	WPC WC	2009
High	Implement additional freight management measures, such as vehicle weight restriction, to enforce the existing freight route designation	WC WPC	2009-2010
High	Review and extend speed restriction zones within the Parish	WC WPC	2009
High	Enforce current traffic regulations including speed	Wiltshire Police WC	ongoing
High	Submit case for extension of pavement from Summerlug through to Hurdcott turning	WPC WC	2009-2010
Medium	Review road maintenance requirements for the A338 and implement improvements as required	WC WPC	ongoing
Medium	Ensure ongoing maintenance and clearance of pavements and footpaths	WPC WC	ongoing
Low	Request a Traffic Regulation Order to restrict use of river fords to local and farm traffic only, and regulate commercial traffic on other minor roads	WPC WC	2009-2010

Actions to promote greener transport

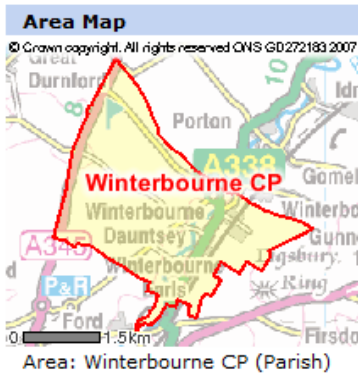
Key issues: Lack of safe cycle routes and cost of bus services

Priority	Action	Lead Partners	Timescale
High	Submit proposal to WC for pavement and cycle path between Hurdcott and Summerlug	WPC WC Sustrans	2009
Medium	Develop detailed proposal for cycle route through Parish (to include land ownership, outline costs, phasing)	WPC WC BVAPC Sustrans	2009-2010
High	Review commercial bus services with Wilts and Dorset bus company	BVAPC WPC WC	2009
High	Review tendered bus services with Wiltshire (County) Council	BVAPC WPC WC	2009
Medium	Publicise Waitrose shuttle bus service in the quarterly Village Link magazine and monthly Church newsletter	WPC Waitrose PCCs	2009 onwards

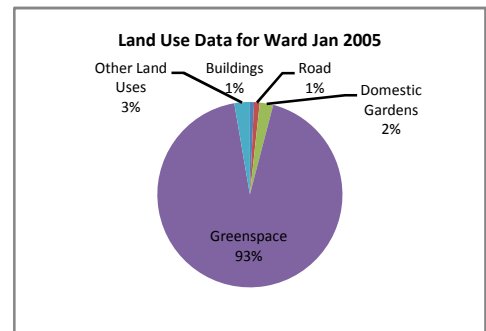
Winterbourne Parish Profile

Geography and Demography

The Parish comprises three villages (the Winterbournes - Earls, Dauntsey and Gunner) that form a continuous area of residences. The Parish also includes a hamlet of Winterbourne Earls (Hurdcott) situated to the south of the Parish separated by farm land. The Parish boundary takes in the farm land and High Post golf course through to the A345, and extends east towards Figsbury Ring.



By far the substantial proportion of land within the Parish is agricultural or otherwise rural (countryside). Data are available for the ward (Winterbournes, Idmiston, Upper Bourne) showing that 93% of land is 'greenspace' with a further 2% being domestic gardens. This is thus a rural parish, with agriculture as the main local industry and land use. Farming is a mixture of arable and livestock, with some diversification including riding stables, a golf course and seasonal game shooting. A small number of other businesses are based within the Parish, including a garage, cattery, Bourne Valley Nursery (see also amenities below), Harwoods kitchen design and the Defence CBRN training centre (these are discussed further under Education and Economy below).



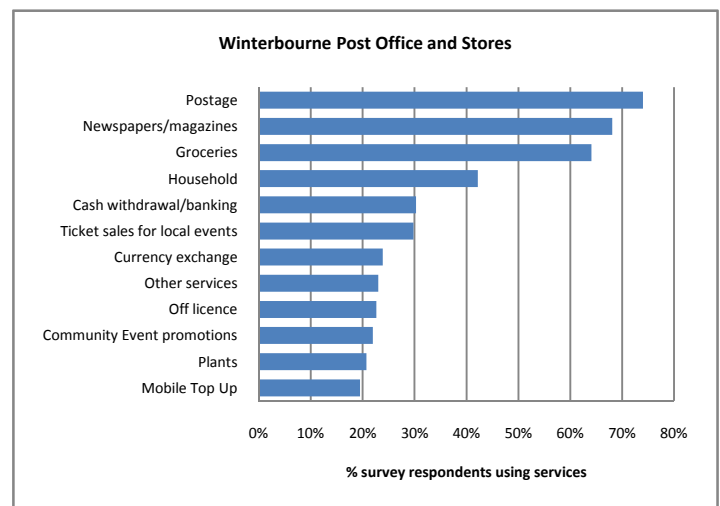
The Parish comprises some 540 dwellings (data from 2001 census indicate 534, with a small number of houses built since), mostly located along the lower lying land along the River Bourne and A338. The 2001 census records 1,336 residents. There is a good mix of housing including retirement homes, bungalows, flats and family homes though housing density tends to be lower than the national average, as would be expected in a rural community.

The Parish has a high proportion of elderly/retired residents, and this has an impact on demands for services, transport and amenities.

Community Amenities

The Winterbourne Parish, although small, has several amenities which act as focal points for many local activities or are important local resources.

First among these is the Winterbourne Post Office and Stores. This is used by almost every person in the Parish, as well as providing a focal point for local activities (ticket sales, information).



A second major amenity and focal point for the Parish is the Glebe Hall. This is a substantial village hall that is the venue for many of the group, social and public events in the Parish. The Hall was built in 1992 following substantial initial fundraising. The Glebe Hall is regarded by all as an important parish asset, and letting and other fundraising events to meet running costs remain important activities. Public events run at the Hall include Moviola, Jumble Sales, Food Fayre, music and drama. The Parish is also grateful to residents who are willing to make their private facilities available in support of community events, including car parking in the grounds of Manor Farm, and events in the Barn at The Grange.



Figure 1 Glebe Hall

A mobile library service operates fortnightly, from Winterbourne Earls.

The two pubs in the Winterbournes (the Black Horse in Hurdcott and the Winterbourne Arms in Winterbourne Dauntsey) are both popular with residents and customers from further afield. Both provide a good range of food at lunchtime and evening. The Winterbourne Arms is the venue for regular quiz nights. Other local amenities include a children's playground, with a range of play equipment, a sports field (the Glebe Field) and allotments. The Parish has in the past had a cricket pitch, but this has now returned to agricultural use. The golf club at High Post, while not a Parish amenity as such, nevertheless lies within the Parish.

Pre-school and primary education is well catered for within the Parish.

Winterbourne Fox Cubs is a Preschool and Crèche who meet at the Glebe Hall from 9.30am to 1.00pm during term time. They have places for 34 children from 18 months up to school age. At present around half of the children come from Salisbury and surrounding villages. The staff and children take part in several village events including fund raising for the Glebe Hall. They enter a float for the Anglican Churches fete.

Bourne Valley Nursery School is a very successful private school with 250 children on its roll and 24 staff. 190 children between the ages of 16 months and 5 years attend the nursery for various sessions during the week. 60 other children attend before and after school sessions and holiday clubs. The school is open from 8am to 6pm for 50 weeks of the year and provides meals for the children cooked on site. The school is keen to join in with local events, participates in the annual Anglican Churches fete and enters the float competition.

Winterbourne Earls Church of England Primary School has 176 children on its roll between the ages of 4 and 11 years, the majority of whom come from outside the Parish. The School is involved with the local community on many levels. It has close ties with St Michael's Church and the children

attend several services there during the year. Children host and entertain groups from the Day Centre twice a year. They actively support the Anglican Churches fete - children take part with a float and walking party and staff run a stall, an important part of their contribution to the village community. The Parent Teacher Association is very active and organises the Figsbury Fun Run every year.

Community Groups

The Parish has a wide range of very active social and interest groups. Many of these groups meet frequently (up to weekly) and include annual events, guest speakers and, for the performing arts groups, one or more public events. These all serve to make the Parish a lively and social place to live and work.

“This is a delightful parish with friendly people, close to all the facilities of Salisbury”

These groups include:

- Historical Society
- Horticultural Society
- Winterbourne Opera
- Newbourne Players
- Bourne Valley Singers
- Women’s Institute (WI)

Tuesday Club

Other groups cater specifically for the young, including:

- Cubs
- Girls Brigade
- Brownies
- Scouts

The Bourne Valley Day Centre operates once a week to provide a social forum for the elderly. The Bourne Valley Good Neighbour Link Scheme, while it serves as a general good neighbour scheme, is also a strong source of support for the elderly by providing transport for shopping and medical appointments.

Each of the above is regarded as important by significant numbers of residents (household survey data shown in above graph). The Village Link (the quarterly parish news magazine delivered to every household) carries news articles and contact details for all of these groups, as well as for some complementary groups in neighbouring parishes. This is a well presented publication that also covers Churches’ news, Parish Council reports and news from the school and pre-schools. The Parish

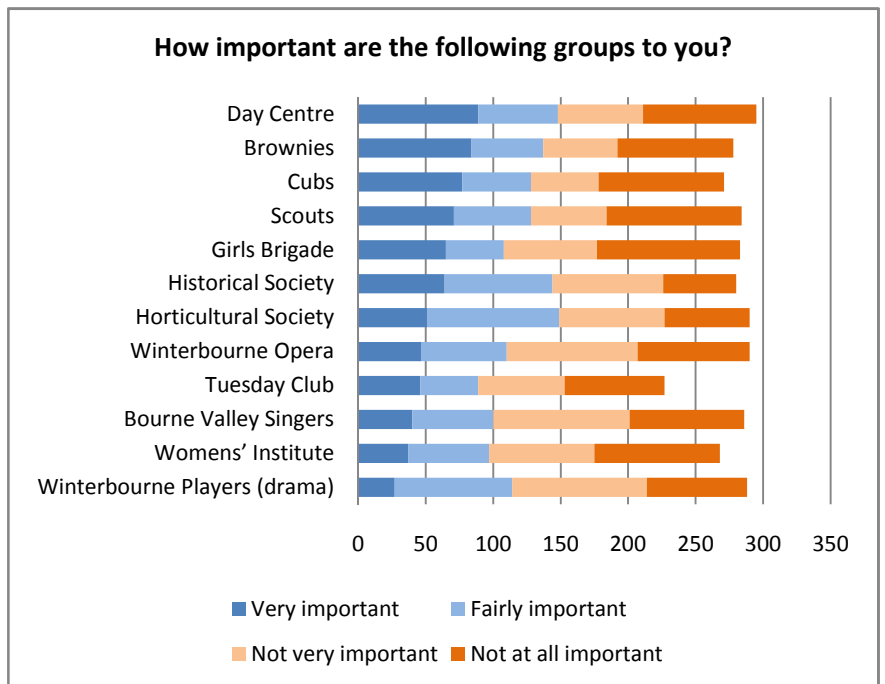


Figure 2 Importance of community groups (number of responses)

Council also maintains a website at <http://www.southwilts.com/site/winterbourne-parish-council/> that contains a wealth of information and current news.

In addition to the above groups, the churches provide very strong focal points for many in the community. Within the Parish are two Anglican churches (St Michael and All Angels and St Mary the Virgin) and the Bourne Valley Methodist Church. The majority of survey respondents regard one or more of the churches as important or very important to them. The churches are also the focal point for other activities such as Sunday schools and other youth groups. The Methodist Church also lets out facilities and therefore complements the Glebe Hall as a venue for some other (non-church) group activities.



Figure 4 St Michael and All Angels

Figure 3 St Mary the Virgin

Of particular note is the annual Anglican Churches fete, regarded by many as the 'village fete'. (68% of survey responses marked the Fete as important or very important to them).

History of the Parish

There is keen local interest in the well established history of the Winterbournes. Residents have a strong sense of responsibility for the historic records, artefacts and buildings, and there is a thriving historical society. The Winterbournes occupy a known area of significant archaeological interest, including Saxon and Bronze burials and Roman occupation and development. The Winterbourne Parish has been featured on Time Team and an archaeological survey of each site would be advisable prior to any development. Furthermore there is a known connection between Clarendon Palace,

Thomas a Becket and the Winterbournes. Thomas a Becket's "Holy Spring" lies in Winterbourne Earls.

The settlements of Winterbourne Gunner, Dauntsey and Earls, with the hamlet of Hurdcott, recorded in the Domesday Book, lie along the Bourne Valley near the Iron Age Hill Fort of Figsbury Ring. Archaeological finds revealed evidence of occupation through Saxon, Roman, Norman and English periods and the Roman roads of Portway and Old Sarum to Winchester, pass to the west of the Parish.

Originally 'Cherborough & Gunner', Winterbourne Gunner was named after Gunnora, widow of Henry de la Mare. She became Lady of the Manor and lived in the Manor House on St Mary's Church field, where the old village was located. St Mary's Church, dating back to 1302, still has a good congregation.

Winterbourne Dauntsey was originally 'Dauntsye and Monachorum' (Dauntsye means 'surrounded by water'). Its 18th Century Manor House survives opposite the Winterbourne Arms. The Victorian church of St Michael's in Winterbourne Earls replaced the 12th century St Edward's church in Dauntsey and the original St Michael and All Angels in Earls. Only the remains of their churchyards survive in Gater's Lane (St Edwards) and off Tanners Lane (St Michael's).

Built in 1560, Earls Manor House, opposite St Michael's Church, was owned by Kings, Queens, Dukes and Earls, (giving the village its name), Bishops and Cardinals. Winterbourne Earls includes Hurdcott (Herde Cote means 'home of the herdsman'), with its own Wyndham Manor House.

From earliest times, the rural community was mainly employed in arable farming with some cattle rearing - the Village Pound in Winterbourne Dauntsey survived into the 1990s – whilst several mills and blacksmiths shops served the villages. The Smithy at Hurdcott was later converted as the Black Horse Inn. In 1663 a 'great fire' destroyed much of the Winterbournes, although a number of cottages survive from that period, including those at Dykes Corner near the village shop.

Planning Process

Phase 1 - initiation

The Parish planning process began in April 2008 with a public meeting held in the Glebe Hall on 11th April. The concept of the Parish Plan was described, initial views collated, and volunteers sought to take the development of the Plan forward. Following this initial public consultation a Steering Group was formed, comprising volunteers, representation from the Parish Council and a Community Development Officer from Salisbury District Council. The composition of the Steering Group and its constitution/terms of reference are shown at Annex 1.

A second open (public) consultation took place in the form of a stall at the Anglican Churches fete on 21st June. Views expressed at this and the initial meeting of 11th April are summarised at Annex 2. Data from two other public meetings, run during 2008 by the Parish Council and Robert Key MP respectively to address concerns over housing development proposals, and traffic management

along the A338, provided the Steering Group with further background information on the issues and needs of this Parish (Annex 3).

In building on these initial consultations, the Winterbourne Parish Plan Steering Group has sought to develop a parish plan based on the following key principles:

- To give every member of the Parish the opportunity to contribute their views
- To consider the views and needs of each interest group, business and society within the Parish
- To propose actions that are reasonable, realistic and achievable, and to consult relevant partners and stakeholders prior to finalisation of the plan
- To propose a balanced plan, placing appropriate emphasis on maintaining good features alongside actions to address concerns, and recognising that there will be conflicting needs and views.

Phase 2 – group consultation and initial priorities

In the second phase of consultation (September to November 2008), individual groups, societies and organisations were approached directly by members of the Steering Group. The list of such groups consulted, and notes of their views (where given) are at Annex 4.

From the above public and group consultations, the Steering Group was able to determine an initial set of issues that are summarised below. The priorities shown are based on the number of responses received at these meetings. Page numbers indicate where these are addressed within this Plan.

High Priority

Issues to address/improve	Aspects to preserve/develop
<ul style="list-style-type: none"> • Volume of commercial traffic using A338 (page 24) • Speed of traffic using A338, road safety generally (controlled crossings) (page 24) • Cycle routes (page 29) • Storm drainage and flood management (page 18) • Public transport services (inc cost) (page 31) 	<ul style="list-style-type: none"> • Community spirit, social, church communities (page 13) • Village shop and post office (page 20) • Rural aspects, footpaths etc (page 17)

Medium Priority

<ul style="list-style-type: none"> • Amenities and activities for young people (inc play area, needs of teenagers) (page 13) • Parking & traffic flow for school drop-off and pick-up (page 15) 	<ul style="list-style-type: none"> • Parish magazine (page 13) • Glebe Hall (page 13) • Village events (fete) (page 8)
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Other topics

<ul style="list-style-type: none"> • Litter and dog fouling (page 14) • Pharmacy (page 33) • Road repairs/maintenance (page 24) • Lighting and traffic calming Thorneydown Rd (page 27) • Reopen Porton Halt (page 31) 	<ul style="list-style-type: none"> • School (page 15)
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Phase 3 – household survey

This initial set of priorities formed the basis during December 2008 of the third phase in the form of a full survey, through a questionnaire to all households and businesses within the Parish, to expand on these emerging topics and gain additional data. The questionnaire was delivered to every property within the Parish, and collected by hand to maximise the response rate.

The data from this survey form an important part of this Plan. This is the first such survey to be conducted within the Parish since the 2001 census, but unlike a national census, has been tailored to elicit views particularly relevant to the local community. The questionnaire comprised 33 questions, with provision for free text responses as well as structured answers. 250 questionnaires were received back, representing the views of over 600 residents. Based on 2001 census data, this represents a response rate of ~50%. The compiled response data are at Annex 6, and are referred to in part throughout this Plan. It is hoped that these data will be of value beyond the Plan itself, though as a commitment to individuals over privacy and data protection the individual response forms have not been retained.

Phase 4 – Draft Action Plan

Concurrent with the above household survey a Draft Action Plan was sent to relevant partners and stakeholders (see Annex 7), who were asked to respond within an 8 week period.

Phase 5– Winterbourne Parish Plan

By February 2009 the Steering Group had sufficient data to finalise the Parish Plan, for review by the Parish Council, Salisbury District Council and Wiltshire County Council, prior to the formation of the new Unitary Authority.

This Plan has been prepared in two forms – a full document, with all supplementary and supporting information available as a separate set of Annexes, and a summary document for all parish households.

The Parish Plan has now been adopted by the Winterbourne Parish Council, which will manage its maintenance and implementation.

Key Findings and Recommendations

In the sections that follow, consultation data and other sources of information have been used to identify the major development needs of the Parish. In recommending actions, the Parish Plan Steering Group has sought to propose actions that are achievable and take a balanced approach to sometimes conflicting views. The Steering Group have no executive authority, nor budget, with which to implement these actions, and in many cases the same is true for the Parish Council itself. The recommended actions therefore often take the form of further review or development of formal proposals for action/funding. Implementation of many actions will involve more than one group – those best placed to take the initiative have been identified as the ‘lead’ authority. Actions will in general involve one or more of the following groups:

Winterbourne Parish Council (WPC)

Bourne Valley Alliance of Parish Councils (BVAPC)

Wiltshire Council (WC)

Wiltshire Police

Parochial Church Council(s) (PCCs)

Sources of funding will need to be explored for many actions. In addition to the usual sources of direct public funds (council tax, precept), bids may be made for grants from Community First (including the locally devolved fund Plain Action) that could include further scope/design work (such as a cycle route) or projects aimed at certain groups (such as young people). However a wide range of grant sources may be applicable and a useful starting point for this may be found at <http://www.grantfinder.co.uk/index.php>

Community

Amenities and Activities

Throughout the local consultations that preceded this plan there was much support for the amenities and activities within the Parish. People like living here, and many of the activities and groups are popular and well supported. There is a general view in this respect that things should “stay as they are”.

Plan actions therefore are to maintain parish amenities as is already undertaken. The Parish Council has recently added new equipment to the playground in the amenity area, though several residents have asked for additional seating for adults. The Parish Council is also currently reviewing the provision of allotments, as well as improving maintenance of other aspects of the Parish. The Glebe Hall is well managed through a management committee that includes representatives of major users, and the Parish Council, and is generally self funding.

Consultation with each of the activity groups tended to elicit views on general Parish issues (such as A338 traffic) but some specific issues arose including:

- A loss of support (membership) of some groups, especially amongst the younger age groups. This raised some concerns over the longer term viability of some groups.
- The increased burden of health and safety, and protection of vulnerable groups (ie CRB checks) that discouraged some from taking on (leadership) responsibilities
- The need for financial support (for example, the Good Neighbour Link Scheme no longer qualifies for the Community First grant)
- Interest was expressed in some new activities, not currently run locally.

While the resolution of these is outside the scope of this Plan, more use could be made of the Village Link magazine as a vehicle for providing information for those running or wishing to start a new

“I think it’s a great shame that this Parish no longer has either a cricket or football team. A sports club would be a huge benefit to the village youth”

group.

In particular, there have been several comments concerning the demise



Figure 5 Former cricket pitch and pavilion

of the cricket pitch, and lack of sports facilities and activities generally. While the Parish Council can support such initiatives and interests, it does need individual(s) to step forward to champion any of these. A new funding stream will be launched by Sport England on 1 April 2009 aimed at increasing sport participation in rural communities.

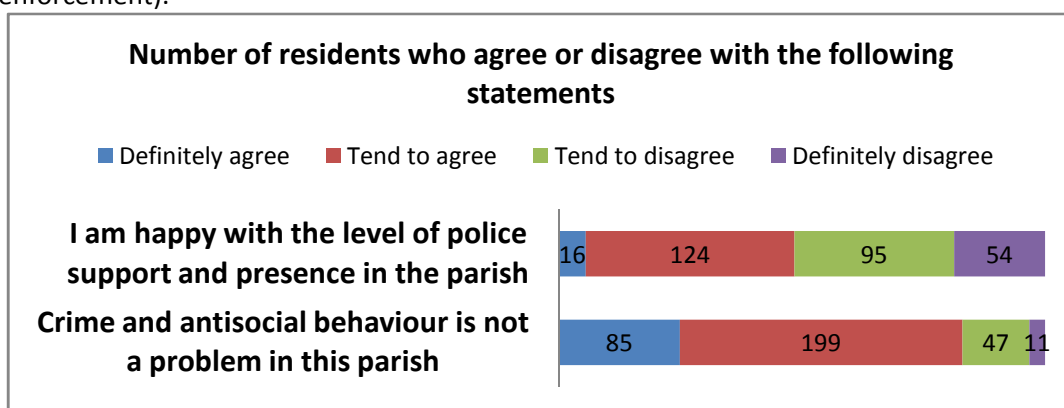
There is a general view that teenagers are the least well catered for age group within the Parish. Many suggestions have been put forward both during this Plan consultation, and previously, covering youth club, sports and other facilities. While desirable, these have been difficult to implement due to a combination of cost, demands on adult time for leadership and supervision, and that this age group is a constantly changing population. However, developing facilities and activities for this age group remains an important objective. The current initiative within the Bourne Valley Alliance of Parish Councils to engage specialists to identify the needs of this group should be encouraged.

The allotments are an important local amenity. The Parish Council are currently reviewing these, and bringing up to date the lease agreements, rent and other management practices. It is recommended that the Parish Council should continue to exercise their responsibilities towards the allotments so as to maximise the availability of allotments to local residents and ensure their proper and productive use.

A final observation from the household survey data is that a few residents are unaware of some existing services and activities. We hope that group conveners and businesses note these examples and make best use of existing vehicles for communication (Village Link, notice boards, website).

Crime and Security

Crime and antisocial behaviour within the Parish is generally low, as is police presence. The latter seems appropriate, and is generally seen as such by residents (with the exception of speed and other traffic enforcement).



Neighbourhood Watch schemes do operate within the Parish, though these could be enhanced by initiatives such as integration of the Neighbourhood Watch bulletins with the Village Link (as other communities have done).

Dog fouling of lanes, pavements and footpaths is still a problem, despite increasing acceptance by dog owners that they should collect and dispose of such matter. Legislation changed in 2005 with the introduction of The Clean Neighbourhoods and Environment Act 2005 which repealed the Dogs (Fouling of Land) Act 1996. The Parish Council now has the authority to introduce Dog Control

Orders for specified land to address this issue. More could also be done to publicise this issue and the health consequences (see

http://www.colerainebc.gov.uk/content_gfx/other/Dog%20fouling%20and%20the%20law.pdf)

The Parish is generally kept clean and tidy, reflecting the pride that residents have in their community. There is however occasional litter which can be a nuisance in some places (by the river in Tanners Lane, around the amenity area).

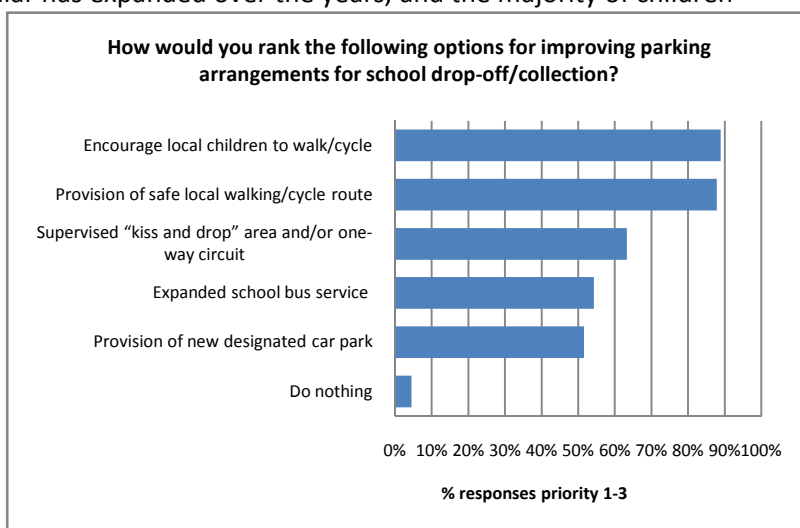
Actions for amenities and activities

Priority	Action	Lead	Partners	Timescale
High	Maintain amenities such as Glebe Hall, playground, to current standards, and enhance as required	WPC	Glebe Hall Management Committee	Continuous
High	Review youth needs within this and neighbouring parishes	BVAPC		2009-2010
High	Maximise provision of allotments for local residents	WPC		Continuous
Medium	Support development of sports club and facilities if requested	WPC	BVAPC	Continuous
Medium	Provide more information and support activity/society group leaders/advocates through Village Link magazine	WPC		Continuous
Medium	Include Neighbourhood Watch and Police News in Village Link magazine	WPC	Wiltshire Police	Continuous
Medium	Introduce Dog Control Orders where needed to prohibit fouling	WPC		2009-2010
Medium	Publicise social and health benefits of prevention of dog fouling	WPC		2009-2010

Education

For pre-school and primary school education, the number of places available within the Parish exceeds local needs. The Parish is thus a net provider of education at this level, through the Bourne Valley Nursery, Fox Cubs and Winterbourne Earls Primary School. While this is of substantial benefit to the Parish, it does place pressure on some local services – notably traffic and parking provision. As Winterbourne Earls School in particular has expanded over the years, and the majority of children come from outside the Parish and are brought to the school by car, there is inadequate provision for parking and traffic management which has become a matter of concern and contention for many.

The lack of suitable drop-off/pick-up parking for the school in particular is a matter that needs resolution. Cited problems include obstruction to



residents’ driveways, obstruction to traffic, and conflict with other users of the Glebe Hall car park and its narrow access road. There is a consensus view that something must be done to resolve this, and

“I would like to walk my children to school and nursery but feel the road is far too busy with little regard to speed limit making this option unsafe”

while the most recommended solutions (walking/cycling) will help, the majority of children come from outside the Parish.



Figure 6 Obstruction to pavements and constriction of farm access at Summerlug 3.10pm on a school day

In the event that further housing development takes place within the Parish, and in particular on the land between the railway and the A338 by the school, developers and planners should be persuaded to provide a long term solution to the school drop off parking problem. This could take the form of a one way traffic circuit and/or dedicated car park.

As a private nursery, the Bourne Valley Nursery can be regarded also as a local business. Its success will be influenced to some extent by the environment in which it operates, and includes some of the factors covered elsewhere in this Plan including safety of the A338 (children need to cross the road to reach the amenity area and Stores), and quality of the amenity area (playground). These same factors are relevant to the other pre-school and the primary school.

Beyond primary school, there is no provision for education within the Parish. Children travel to secondary schools in Salisbury or elsewhere, and while there is some provision for higher education through Wiltshire College, most will go to University outside of the County. Adult education is available through Wiltshire College, though the formation of this by the merger of Salisbury College with other colleges, and the subsequent redistribution of courses, means that the range of adult education courses within Salisbury is now more limited.

Thus all residents of the Parish are dependent on transport networks for post-primary education. Several of the transport issues identified elsewhere are therefore relevant here, including cost of bus travel, and limited evening bus schedules (relevant to evening classes).

Actions for education

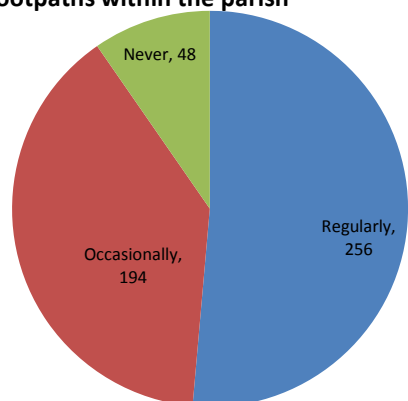
Priority	Action	Lead	Partners	Timescale
High	Work with Primary School to resolve drop-off/pick-up parking issues	WPC	School, WC Wilts Police	Continuous
High	Include in Village Design Statement provision for traffic circuit/parking for Winterbourne Earls School	WPC	WC	2009-2010

Countryside and Environment

Access to the countryside

Access to the countryside by means of a network of footpaths is one of the most valued of facilities within the Parish. Almost all residents report using the paths either regularly or occasionally, and while recreation is the dominant use, the paths are also important routes to work or to other amenities. It is believed that most of these paths are rights of way. A detailed map showing all of the designated footpaths within and across the Parish can be found at <http://www.southwiltswilts.com/site/Winterbourne-Parish-Council/Footpath-Map.htm>.

Numbers of respondents who use the footpaths within the parish



primarily by their use. Such routes may become difficult walking in wet weather or as a result of overgrowth or animal movement. Paths may include stiles and kissing gates.

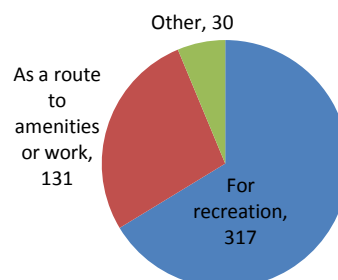
In response to group consultation and the household survey, requests have been made for better disabled/pushchair access to footpaths, and in some

cases for a higher level of maintenance. The terrain within the Parish makes the former a challenging goal, as lower lying paths are subject to winter flooding, and others have steep gradients. There is also a need to respect the need for livestock mobility and containment. However, there is scope to improve signage and information concerning those paths that are suitable for wheelchairs and prams/pushchairs (for example the road around the Defence CBRN Centre, and Tanners Lane). For those paths that are permissive (as opposed to rights of way) this will need to be done in consultation with the landowners. The provision of a pavement & cycle path between Summerlug and Hurdcott would also enhance access for disabled/pushchairs.

Routine (seasonal) maintenance of the paths is undertaken by the Parish Council. An annual 'walk' of the paths is undertaken as a parish event, which provides an opportunity to inspect the paths and note any additional maintenance requirements.

While a part of the footpath network comprises pavements, tracks and other made-up paths, much of the network comprises rural paths that are maintained

Reasons for use of footpaths (number of respondents)



Flooding and storm drainage

Located as it is within the Bourne Valley, the Parish is prone to flooding in winter months. Within the past 10 years there have been at least two occasions of substantial river flooding affecting properties and roads.

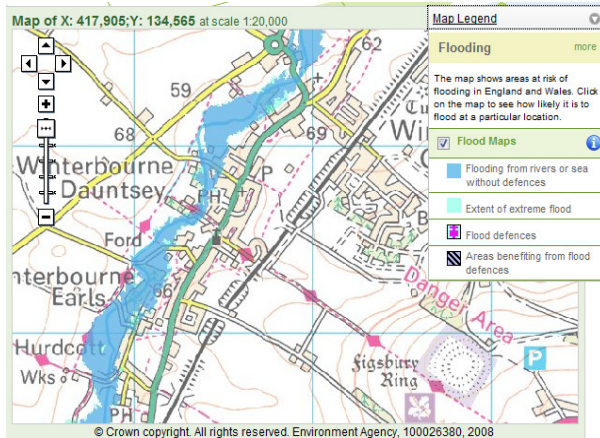


Figure 7 Flood risk map from Environment Agency

valley is recognised by the Environment Agency as an area of flood risk.

In others years a full river and high water table can cause more localised problems, and the

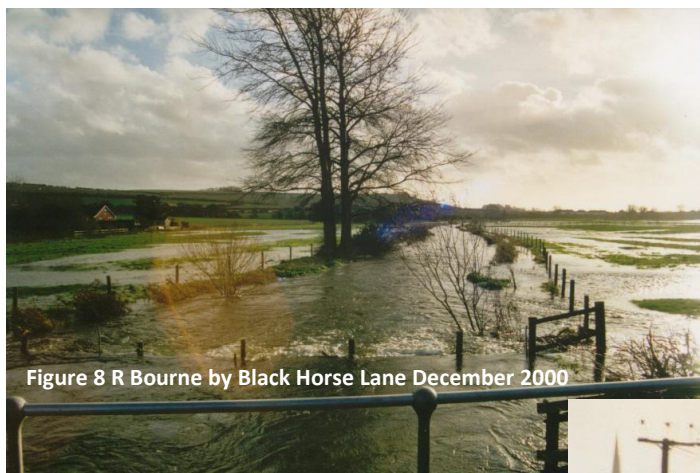
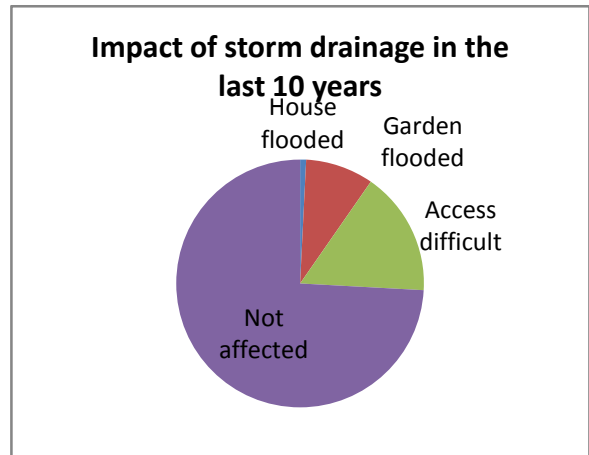


Figure 8 R Bourne by Black Horse Lane December 2000

Many residents are concerned about flooding, though there is a high level of agreement that flood water is well managed.

Notwithstanding the above views, it is the case that many of the drainage ditches and channels along the river

valley have fallen into disrepair and in other places, introduction of culverts restrict water flow. It is the responsibility of landowners to maintain such facilities.



Figure 9 Hurdcott from A338 December 2000

Inadequate storm drainage causes a more frequent problem within the Parish, and is of greater concern to many residents. Responses to the household survey identify particular trouble spots for storm water as:

- Figsbury Road
- Tanners Lane
- Earls Rise Lay-by
- Policeman’s Corner
- Bottom of ThorneyDown Road
- Salt Lane
- Church Farm entrance
- Hurdcott Lane, Blackhorse Lane (i.e. all of Hurdcott)
- Gaters Lane

“Whenever there is heavy rainfall Earls Rise lay-by floods and becomes impossible to pass without wellies”

Such standing water (albeit temporary) presents hazards to traffic and pedestrians, contributes to verge and road erosion, and can restrict access to properties and amenities. The root causes need further investigation, but are likely to be a combination of inadequate drainage provision, and deterioration/obstruction of existing storm drainage.



Figure 11 Lower Hurdcott February 2009

Actions for countryside and environment

Priority	Action	Lead Partners	Timescale
High	Review maintenance schedule (clearance of vegetation) for footpaths and implement improvements as required	WPC	Continuous
Medium	Review options for countryside path suitable for wheelchair/pushchair access	WPC WC	
High	Consider storm water and river flood management when reviewing planning applications	Parish Council SDC (planning)	Continuous
High	Develop a map/inventory of storm water drainage	WC WPC	2009-10
High	Develop and implement a plan for improved storm drainage and maintenance of services	WC WPC	2010 onwards
Medium	Develop a map/inventory of river flood management services(drainage, hatches)	WPC Environment Agency	2009-10
Medium	Develop and implement a plan for improved flood water management and maintenance of services	Environment Agency BVAPC WPC Landowners	2010 onwards

Economy

While the Winterbourne Parish is not a major economic centre, there are several economic factors that need to be considered as a part of this Parish Plan. These are considered further in the following three simplistically defined categories, though there is overlap between them:

1. Businesses operating within the Parish that are a part of the local or national economy (that is, primarily economic output)
2. Businesses that are integral to the local community and in part dependent on it
3. Economic prosperity of residents whose employment is elsewhere

Businesses operating within the Parish that are a part of the local or national economy

Examples of these include farms, and the Defence CBRN Centre. The latter is a UK government facility based at Winterbourne Gunner, with a mission to provide CBRN Defence training (chemical, biological, radiological and nuclear events) to all three Services and other Government Departments. The military staff are drawn from all three services and they provide the headquarters and instructional backbone of the Centre's activities. Those fortunate enough to be posted to the area with their family particularly enjoy their time at Winterbourne Gunner. Many of them make use of the local facilities whether it be the schools, playgroups, Pub, Post Office or Church; many of the children attend the local schools and playgroups. To support the military effort a small number of civil servants, mostly drawn from the local area are employed on the site. The Centre is internationally acknowledged as a military Centre of Excellence and is also accredited with the Investors in People Standard. The Centre values the support and understanding of the local community.

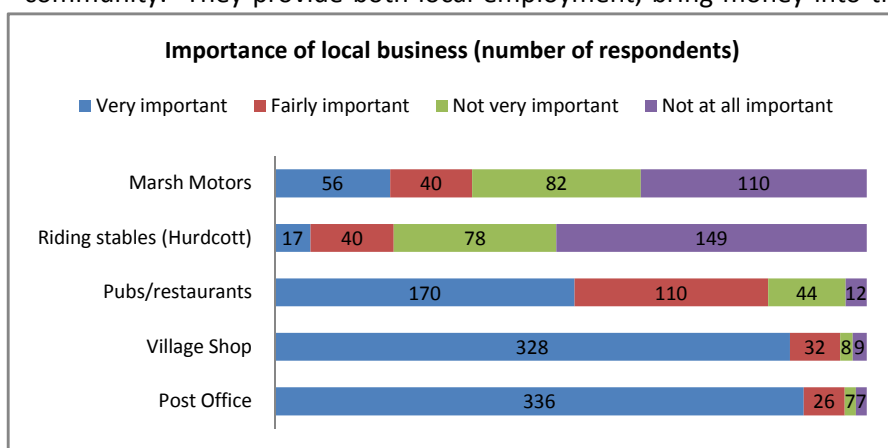
These businesses are an important part of the Parish, providing some local employment, support of other local business through additional trade, and in many respects help to define the Parish in its present form. The latter point is particularly true for the farms (defining the rural nature of the Parish) and both the CBRN Centre and local farmers have consistently demonstrated strong support for and interest in the local community over many years. It will be important for these productive relationships to be maintained. It should also be an integral part of local plans (Parish Plan and Local Development Plan) to support these businesses, and where economic and other factors require change, to consider such needs objectively. However, a major change in land use would not be consistent with the wishes of residents.

The one issue that arises from time to time concerns smell emanating from the pig farm below Figsbury Ring. This has been investigated by local environmental health officers, and is not believed to result from any breach of statutory provision or to present a health hazard. It is an unfortunate consequence of living proximal to livestock farming.

Businesses that are integral to the local community and in part dependent on it

These include the two restaurants/pubs (Black Horse and Winterbourne Arms), Riding Stables, Marsh Motors and the Bourne Valley Nursery. However the most significant (for the Parish) of such businesses is the Post Office and Stores, and this is therefore considered separately below.

As for the section above, these local businesses are an important and integral part of our community. They provide both local employment, bring money into the community (both directly and through additional trade to other businesses such as the Post Office), but are also regarded as part of the local amenities. They thus enhance the quality of life locally.



The Post Office and Stores is one of the focal

points for the community and provides employment for ~7 local residents. It provides a diversity of goods and services and the proprietors are keen to develop them to meet the needs of the community. Almost all residents use the Post Office and/or Stores, and the breadth of service is valued (see inset graph and data at annex 6).

The importance of the Post Office and Stores to our community has been dramatically proven during the course of preparing this plan, with the snow falls of early February 2009. The poor travel conditions meant that many residents drew on the Post Office and Stores for food supplies they might otherwise have bought elsewhere.



Figure 12 Winterbourne Post Office and Stores February 2009

Economic prosperity of residents whose employment is elsewhere.

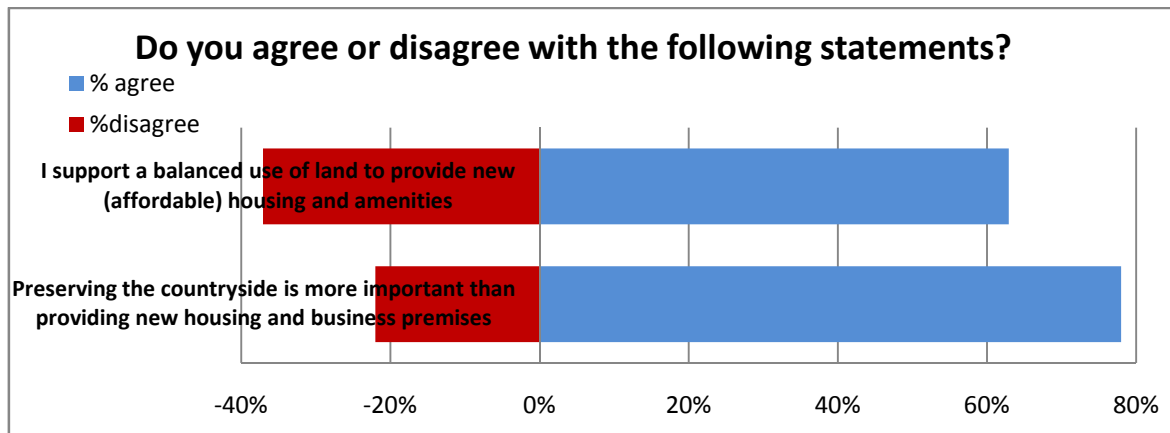
The greatest source of income for Parish residents is employment elsewhere (80% of employment is outside the Parish). This economic prosperity is therefore dependent on wider economic factors outside the scope of this Plan. However, since a substantial proportion of this employment is likely to be within the county (based on travel data from the household survey and 2001 census), local transport networks and options are important considerations. Actions to improve the options, costs and environmental impact of such travel are covered in other sections of this Plan.

Actions for Sustainable Economy

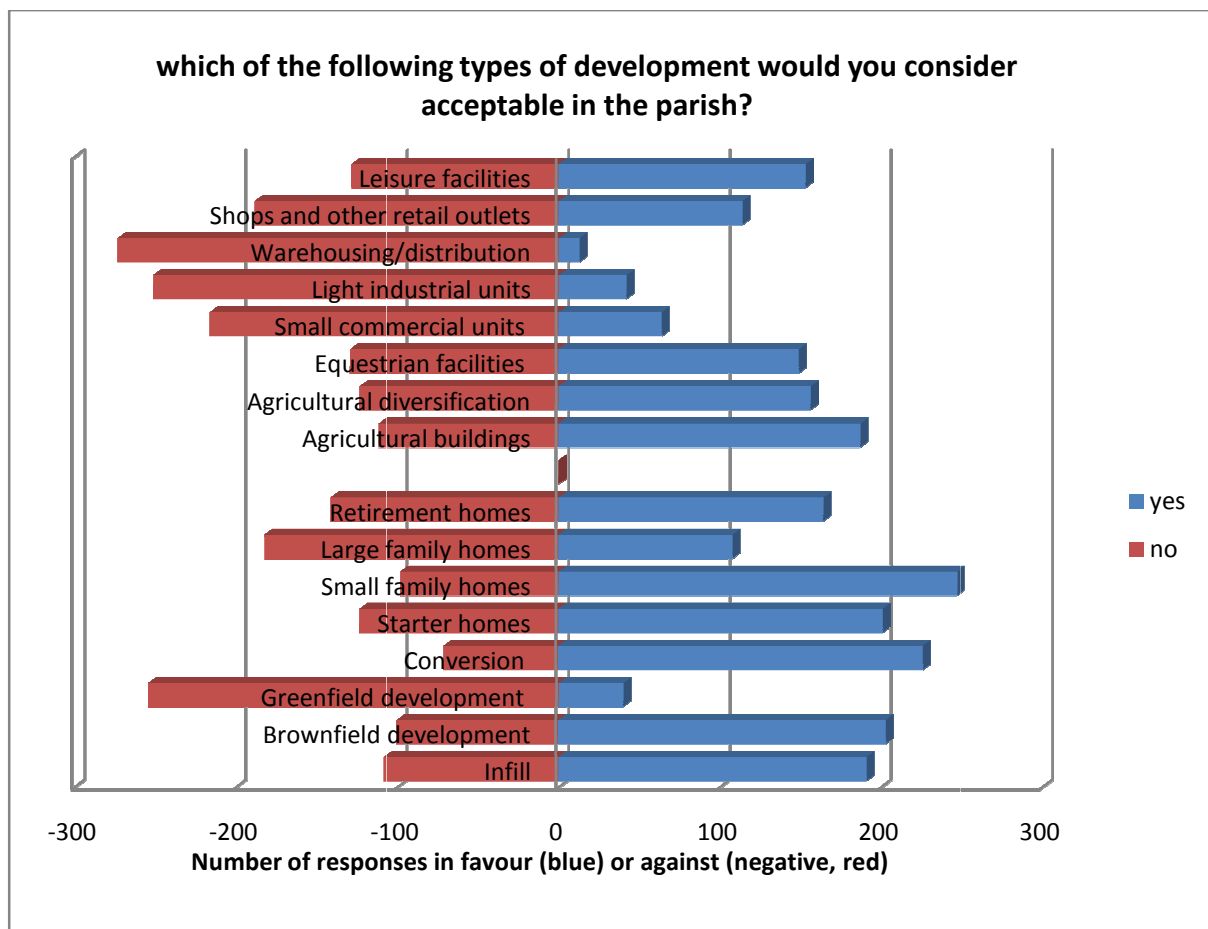
Priority	Action	Lead Partners	Timescale
High	Local Development Plan to recognise importance of local agriculture as basis for economy and land use	WC WPC	2009
High	Maintain full support for Winterbourne Post Office and Stores	WPC WC	ongoing

Housing and Land Development

The Parish is generally proud of its historic heritage and rural nature, and many residents accept a duty and responsibility to care for these aspects of the community.



Recent concerns have centred on the SDC consultation on a Strategic Housing Land Availability Assessment ("SHLAA") in which several areas within the Parish were identified as potential housing development sites, and notes from a public meeting on the subject are at annex 3. Notwithstanding these issues, residents are sympathetic to appropriate developments, with strong support for Brownfield development, smaller houses and agricultural development and diversification. In keeping with the rural nature of the community, there is substantial opposition to Greenfield development and development of industrial units.



Any further developments within the Parish need to be sensitive to these views, and allow for flood risk and increased pressure on services such as roads, sewerage and storm water disposal, plus local schools.

Conservation

Much of the Parish is designated as Conservation Area or Area of High Ecological Value (see map at <http://www.salisbury.gov.uk/winterbournes-local-plan-map.pdf>). Salisbury District Council is undertaking a review of the 70 Conservation Areas within the District, in line with the guidance from English Heritage. The management plans attached to the Conservation Area appraisals will identify measures to maintain or improve the character of the Conservation Areas. For example, they might include a list of the vulnerable buildings and buildings at risk, proposals for enhancement, and suggested boundary revisions where this is considered appropriate. The Parish Council should work with Wiltshire Council to ensure that the review meets the needs of this Parish, and in particular to extend where appropriate the Conservation Area boundaries to protect areas of important historical or ecological value.

The Parish contains a number of notable trees, including the Yew Tree in St Edward's Churchyard that is believed to be 500-600 years old. However, some of the larger trees carry a substantial weight of ivy which, although not considered harmful to healthy trees, may encourage disease and increases wind resistance. There have recently been some notable tree losses/damage including the loss of the large copper beech tree along the A338, and a branch drop from the large horse chestnut in Gaters Lane. Preservation of trees through extension of Conservation Areas, diligent scrutiny of planning applications, appropriate care and maintenance (ivy removal, crown thinning instead of crown reduction) should be a long term goal. Some new planting of long-lived English woods such as oak and beech should be considered.



Figure 13 Yew tree St Edward's Churchyard

A third aspect of conservation is the wealth of historical artefacts, sites and records. The Bourne Valley has an active and thriving historical society, and much of the knowledge and records of the history of the valley resides with this society. The Historical Society should be encouraged to act when necessary to preserve local history, and should be supported by the Parish Council, Wiltshire Council and others. This support may take the form of assistance with grant funding applications, considering the history and archaeology when reviewing planning applications, and requiring archaeological investigation prior to major development on sensitive sites.

Actions for housing and land development

Priority	Action	Lead	Partners	Timescale
High	Create a Village Design Statement for the Winterbourne Parish, as a part of the Local Development Plan	WPC	WC	2009
High	Work with SDC to ensure that local views are incorporated into the Conservation Area review	WPC	WC	ongoing
High	Work with SDC to ensure that local views are incorporated into the Local Development Plan	WPC	WC	ongoing
High	To consider local needs and views in review of all planning applications that affect the Parish	WPC	WC	ongoing
Medium	Develop and implement a tree conservation and renewal plan for the Parish	WPC		ongoing
Medium	Act to preserve historical records, artefacts and sites	Historical Society	WPC	ongoing

Roads and Traffic Management

A338

A338 traffic emerged as the single most dominant issue during all consultations in the development of this Plan. Given that most of the villages that make up the Parish are in the form of a 'ribbon development' along this main road, this is not a surprising outcome. There are however substantial concerns that the volume, weight and speed of traffic has been increasing, and this is having a detrimental impact on life within the Parish.

Specific concerns raised during group and household consultations include:

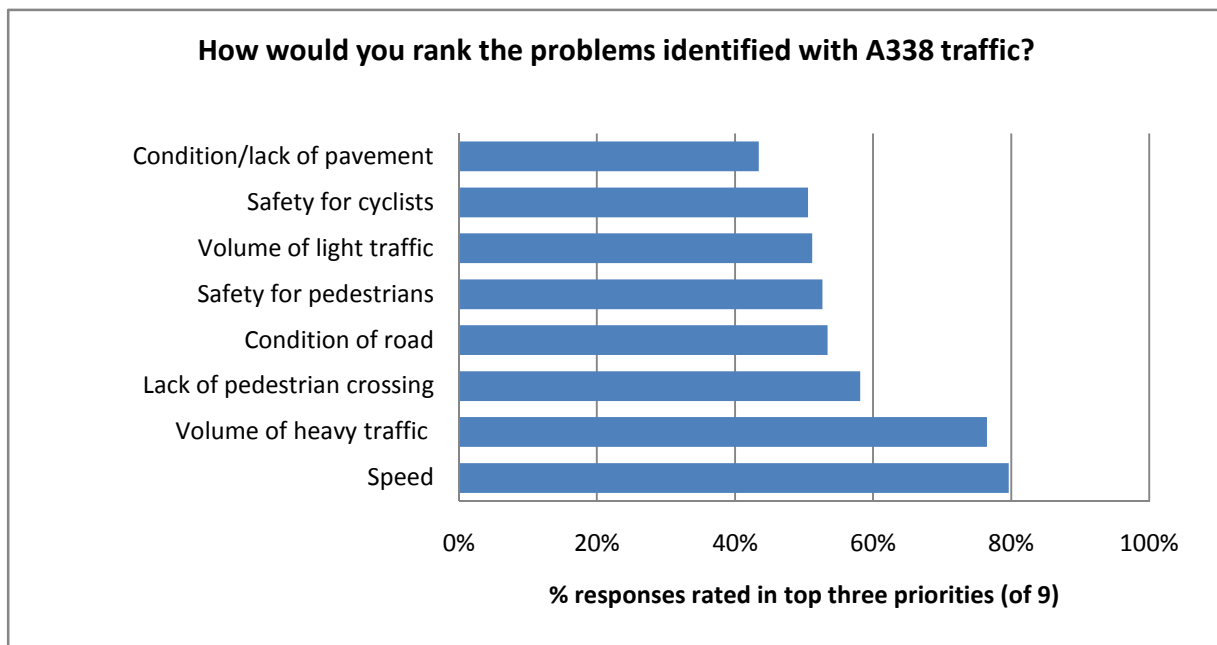
- Parish amenities sit either side of the A338 and the more vulnerable sections of the community are inhibited in crossing the road. Examples include elderly users of the Day Centre unable to cross to use the shop and post office, elderly residents of Earls Manor Court unable to cross to reach St Michael's Church and the village hall, and children at the school similarly unable to cross to the play ground and shop/post office.
- Vehicle ingress/egress from amenities along the A338 is hazardous, and accidents have occurred at the site of the shop/post office, the junction with Figsbury Road, and the entrances to the Nursery School, St Michaels Church/village hall and to the Methodist Church



Figure 14 A338 between Summerlug and Hurdcott

- Housing development and new traffic lights along the Portway (the designated freight route) are encouraging freight traffic along the A338 through the Parish. Many of the larger vehicles are unable to properly negotiate the railway bridge on the A338 ('Broken Cross bridge') and there have been accidents at this spot.
- Parts of the residential area of the Parish sit outside the 30mph restricted zone (Summerlug south towards Salisbury).
- The entrance to Hurdcott has been highlighted as a particularly hazardous spot, as this turning is outside the 30mph area, in a dip (poor visibility) and is also a crossing point to the bridleway and Salisbury bound bus stop.
- The road surface has become substantially degraded in parts, and is in need of reconstruction particularly between Broken Cross bridge and Summerlug.

In response to the household questionnaire, residents have identified vehicle speed, volume of heavy traffic and lack of safe pedestrian crossing as the three most significant problems:

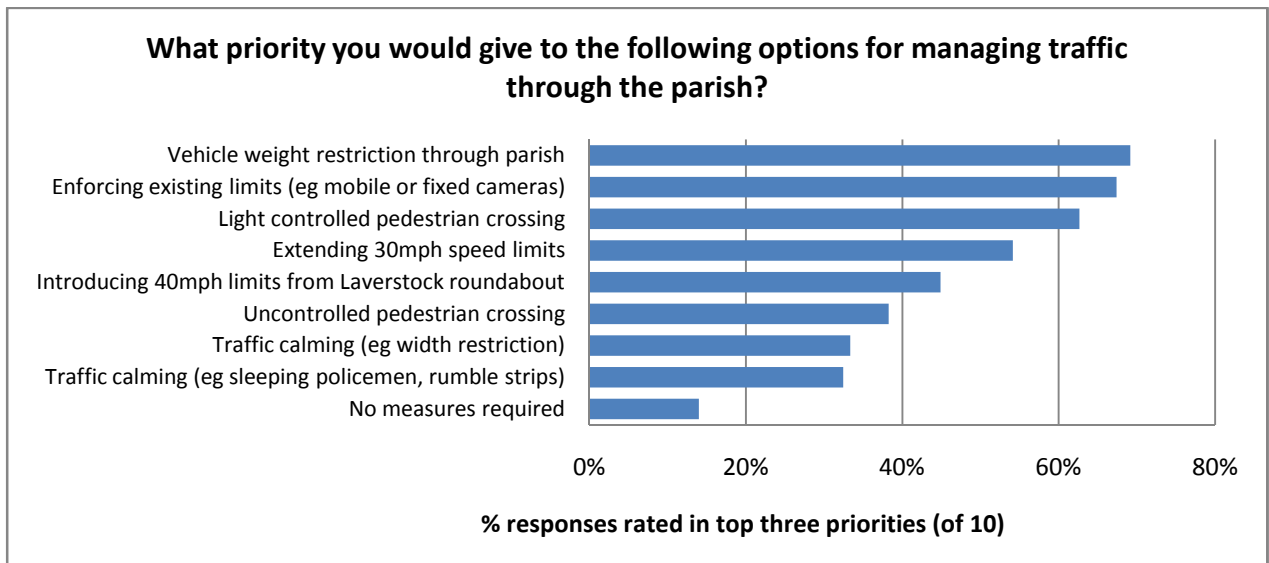


Quality and safety of life within the Parish will be substantially improved by three clear measures (all consistent with the Wiltshire Local Transport Plan) to improve traffic management along the A338:

- 1 There is compelling justification for a pedestrian crossing point. Ideally this should be a light controlled ('puffin' or 'pelican') crossing, though cost considerations may dictate a standard 'zebra' crossing in the first instance. The principal justification for such a crossing comes from the distribution of residences, amenities and bus stops on either side of this busy A class road. A full business case and positioning of crossing point needs to be developed, but two possible points are by St Michaels Church (proximal to school/nurseries, church, village hall, bus stops) and Winterbourne Stores (shop/post office, bus stops).
- 2 The A338 is not the designated freight route for traffic between Salisbury and the A303 at Cholderton. Such traffic should be using the Portway. There is therefore a case for

additional freight management measures such as a weight restriction on the road between the Laverstock roundabout (the A30/A338 junction) and Mill corner roundabout (Portway/A338 junction).

- 3 Areas of speed restriction should be extended to cover all parts of the Parish where residences and/or hazardous spots exist. In effect this would be an extension of the 30 mph area on the A338 back south to before the Hurdcott turning. An additional measure, recognising the nature of Broken Cross bridge and the two turnings to Ford, would be a speed restriction of 40mph or 50mph between the Parish boundary and the Laverstock roundabout.
- 4 Consideration should be given to a traffic control (lights or roundabout) at Policemen’s Corner (turning into Gomeldon Road).



In addition to the above new measures, the existing speed restrictions need to be more regularly enforced. Although the Parish is subject to speed enforcement, data from a police survey conducted in 2007 indicate that almost 1 in 7 vehicles exceed the limit by over 15% and that the average speed of ALL vehicles is greater than 30mph (30.9).

Pedestrians

The need for a safe pedestrian crossing point on the A338 is dealt with above. Residents have commented on other provisions for pedestrians, including:

1. Many of the existing pavements have become restricted due to growth of hedges and encroachment from ground vegetation. In recent months the Parish Council have addressed this problem and the situation is now much improved. There is however a need for better maintenance long term than has been the case in the past.
2. Standing storm water in the road presents a hazard to pedestrians from passing vehicle traffic. This is addressed elsewhere.
3. The lack of pavements in some places forces pedestrians to use the A338 main carriageway or to use a car for short local journeys. The major area of concern is the short stretch of the A338 between the last stretch of pavement in Winterbourne Earls and the turning into Hurdcott. There is no safe all weather pedestrian route for residents of Hurdcott to reach

the amenities in Winterbourne Earls and the Post Office and Stores in Winterbourne Dauntsey, and *vice versa*.

The major action arising from the above points is for the extension of the existing pavement from Summerlug, through to the Hurdcott turning on the A338. As discussed elsewhere, it would be cost effective for this to provide also for a cycle path.

As a precedent for this action, it should be noted that there is a pavement (and in parts a cycle path) on the A338 south of Salisbury, which extends from the city through to Downton (some 6 miles).

Other

Fewer concerns have been raised concerning routes other than the A338 though there are some areas in need of attention. These are given a lower priority, primarily since fewer residents are affected.

There have been concerns over the speed of traffic in Thorneydown Road, and requests made for traffic calming there. However, the police have monitored this road in response to these concerns, and report that there is not at present an issue requiring action.

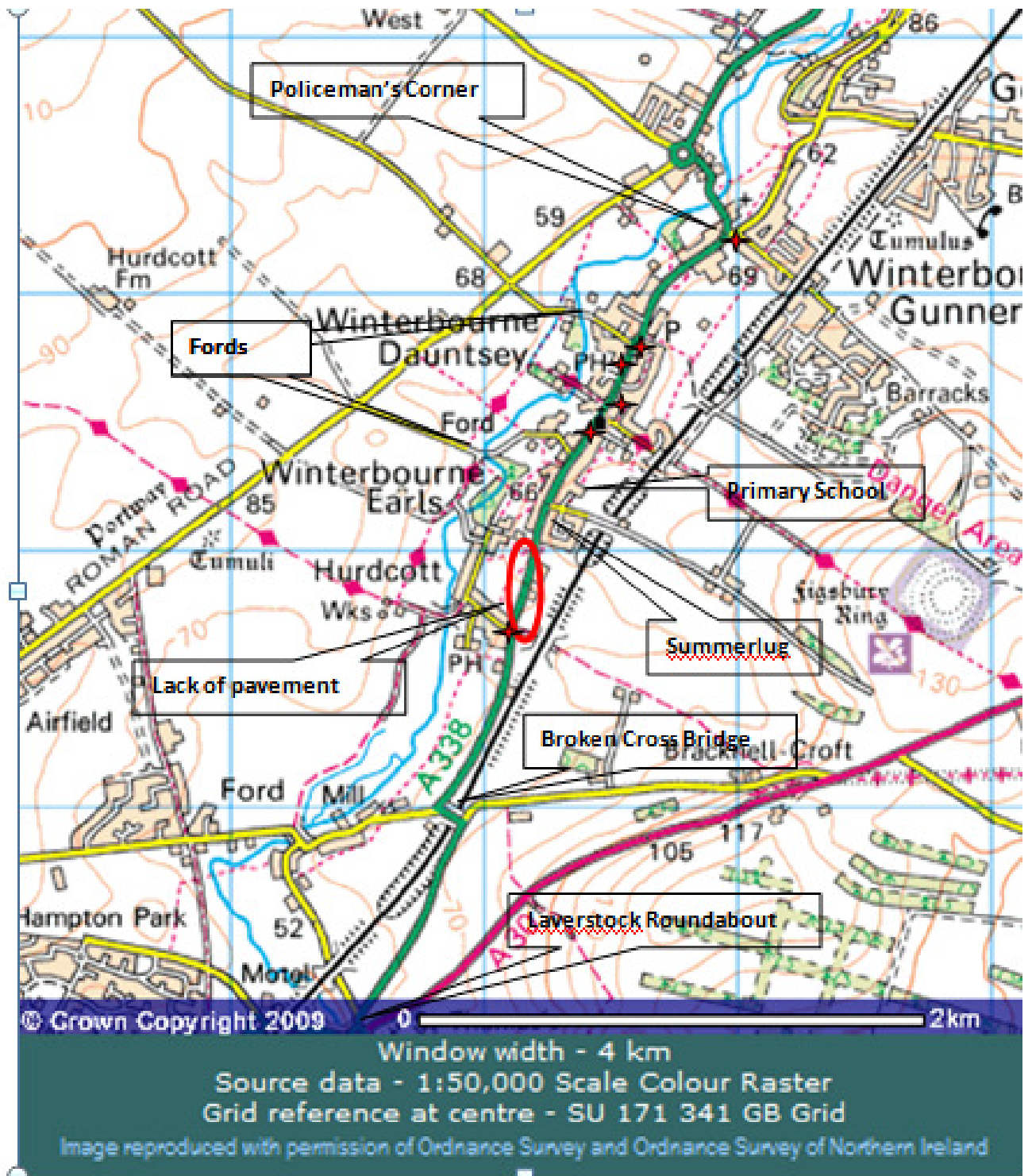
Road signage is generally good, but there are some inconsistencies that need to be corrected. These include:

- Position of the Winterbourne Earls sign northbound A338, which should be placed prior to the Hurdcott turning
- The rerouting of large Salisbury bound vehicles at the Laverstock roundabout is inconsistent with the designated freight routes
- The removal of the (30mph) speed restriction on entering some residential roads off the A338 seems wholly inappropriate

Some local roads are badly affected by poor storm water drainage. This is covered elsewhere.

The recreational or 'through' use of the ford river crossings needs to be reviewed. Such use has increased in recent years due to extensive use of satellite navigation systems, and recreational cross country driving. Such traffic at the ford in Gaters Lane in particular causes damage to footpath railings and storm drains, throws gravel and stone up onto the footpath, and bow-waves can wash up to the front door of the adjacent house. Vehicles frequently become stuck and have to be recovered from the water. Formal restriction of the vehicular use of the fords (through a Traffic Regulation Order) to local and farm traffic only will allow such routes to be removed from satellite navigation system maps, and provides a stronger basis for enforcement against irresponsible use of these routes. An alternative would be a Seasonal Traffic Regulation Order, prohibiting traffic in the winter months when water tends to be high.

Drivers of heavy commercial vehicles also occasionally use other very minor roads through the Parish – notably High Post Road – when following satellite navigation systems. This leads to damage to verges and hedges, and may cause obstruction. While this has become a national problem, the cost and impact of this is a local matter, and a local solution needs to be found.



- Key:
- Church with tower: St Michael's Church
 - ◆ Hazardous turnings

Figure 15 Map indicating key points referred to in this section

Actions for roads and traffic management

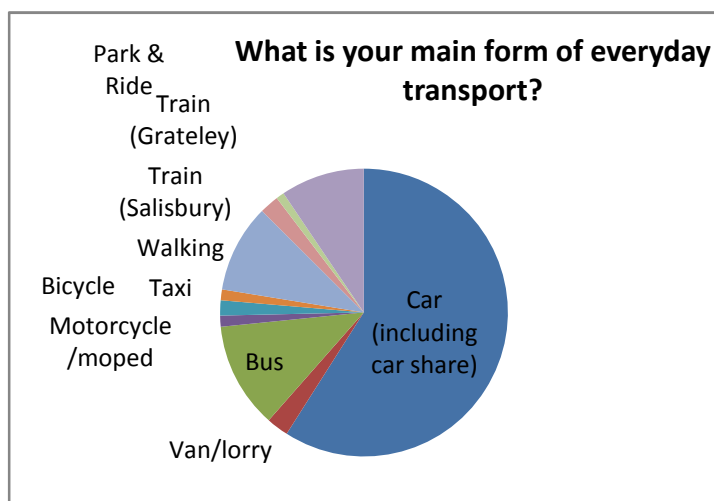
Priority	Action	Lead	Partners	Timescale
High	Submit proposal to WC for a pedestrian crossing on the A338	WPC	WC	2009
High	Implement additional freight management measures, such as vehicle weight restriction, to enforce the existing freight route designation	WC	WPC	2009-2010
High	Review and extend speed restriction zones within the Parish	WC	WPC	2009
High	Enforce current traffic regulations including speed	Wiltshire Police	WC	ongoing
High	Submit case for extension of pavement from Summerlug through to Hurdcott turning	WPC	WC	2009-2010
Medium	Review road maintenance requirements for the A338 and implement improvements as required	WC	WPC	ongoing
Medium	Ensure ongoing maintenance and clearance of pavements and footpaths	WPC	WC	ongoing
Low	Request a Traffic Regulation Order to restrict use of river fords to local and farm traffic only, and regulate commercial traffic on other minor roads	WPC	WC	2009-2010

Promoting Greener Transport

Cycling

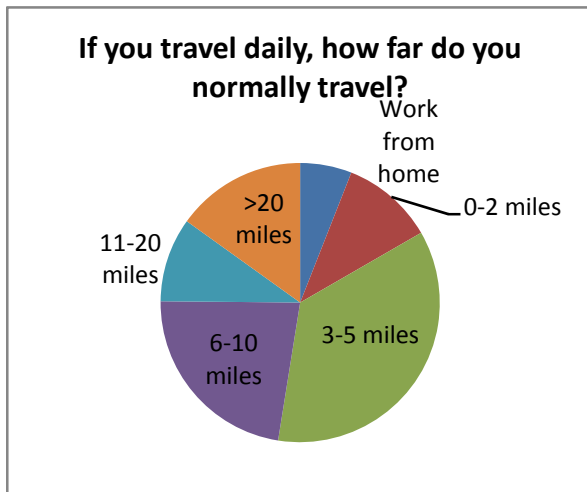
A proposal has been put forward for a cycle route through the Bourne Valley, linking Salisbury with the Bourne Valley villages and the research establishments at Porton Down.

The proposed route would enter the Winterbourne Parish at the end of Black Horse Lane. In Hurdcott the cycle path would follow Hurdcott Lane to a point opposite the Riding Stables and at the end of a row of houses where there is an existing private metalled roadway to Hurdcott Lodge, passing over Home Bridge. In extreme conditions it should be noted that this is subject to flooding to a depth of 0.5 metres in places. Having passed over Home Bridge, the cycle path would turn right to follow the existing footpaths WINT20 & WINT22. This is a particularly attractive part of the village, much visited by painters and walkers.

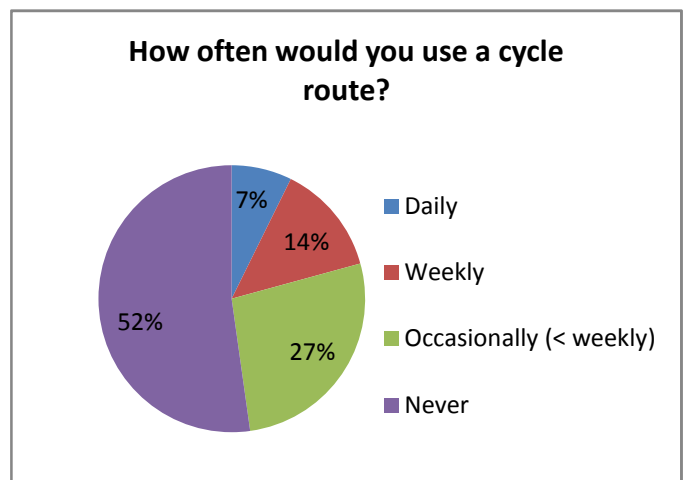


At the end of WINT22 the cycle path would continue up Tanners Lane to its junction with the A338 and on to Figsbury Road. A safe crossing point on the A338 will be required, and is covered elsewhere. Once in Figsbury Road the route is generally South East, passing under the railway bridge and thence North East to Porton and Porton Down across the existing military land.

Such a cycle route would substantially enhance the transport options available to the Parish. Survey data indicate that the principle form of transport used is the car, and yet the most common daily distance travelled is 3-5 miles (likely to be Salisbury or Porton Down).



In response to the survey questions, a number of respondents have stated that they would be prepared to cycle to work if a safe route was available to them. Nearly 50 % of respondents indicated that they would make some use of a cycle route.

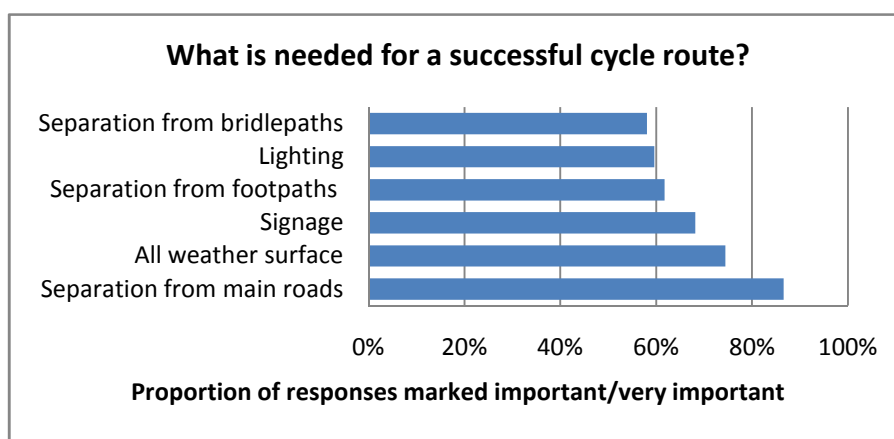


The development of a satisfactory cycle route as proposed will be challenging, as costs will be high, and issues of land ownership, shared uses and maintenance will need to be addressed. For example, it is County Council policy not to invest in routes without public land ownership, and to expect negligible maintenance requirement in the first 25 years. Factors important to residents include all weather provision, and separation from main roads.

“If there were safe cycle routes – especially which keep kids off the road – we would use them to get to school/work”

Nevertheless, adoption of a proposal for a cycle route through the Parish is a worthwhile long term objective which will substantially enhance local amenities, reduce vehicle use and support other Plan objectives such as countryside access for disabled/pushchairs, and provide a safe route between Hurdcott and the rest of the Parish.

One immediate objective would be to provide a wide pavement alongside the A338 between Summerlug and Hurdcott for both pedestrians and cyclists. This would be cost effective (since provision of a pavement here is another high priority Plan action), satisfies the matter of public land ownership, and addresses one of the most hardardous pedestrian/cycle spots in the Parish since this section of road has no speed restriction (below 60mph).



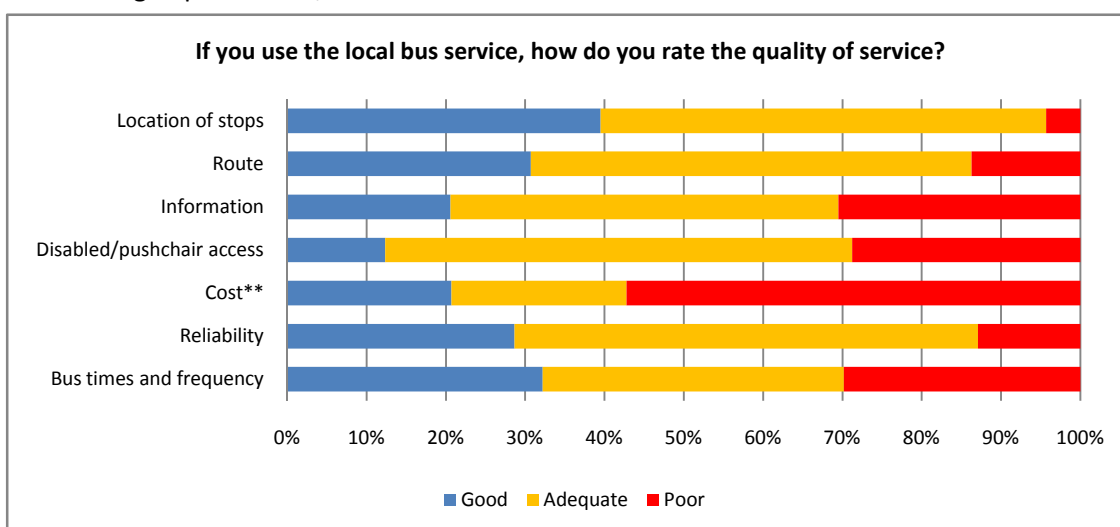
Public Transport

The principle source of public transport for the Parish is the bus service provided by Wilts and Dorset Bus Company. This provides a service from the Parish to Salisbury City centre (approximately hourly) Monday to Saturday during the day. A single late return service from Salisbury City centre is provided Friday and Saturday evenings. Bus fares to Salisbury are substantially higher from one side of the Parish to the other, due to the staged fare structure operated by Wilts and Dorset:

Example bus fares to Salisbury City Centre (as at 17 February 2009)

Stop	Single	Day return
Winterbourne Earls (St Michael's Church)	£2.30	£3.50
Winterbourne Dauntsey (Post Office and Stores)	£3.70	£5.60

This service is regarded as important by the Parish residents, and many aspects of the service are regarded favourably (see graph of survey responses). However, several aspects were highlighted as needing improvement/attention as follows:



1. Several respondents commented specifically on the high cost of the service, such that the bus as an alternative to car transport into Salisbury is not an economically viable option (see table above).
2. The lack of service on Sundays, and most evenings, was noted by many respondents. While there have been recent improvements to services to Porton Down, most of the morning services do not come through the main residential area of the Parish (A338), and are not therefore useable by most residents.
3. Provision of a bus shelter by St Michael's Church (Winterbourne Earls) would be welcome, but may be difficult to achieve southbound without encroachment into the churchyard. This should be addressed however as the nearest southbound shelter is opposite the Post Office with substantially higher fares to Salisbury (see above).

The bus service has evolved considerably over many years. A bus timetable is published in the Parish Guide of 1982, as providing a Sunday service (2 hourly), and an evening service 7 days/week. Current control of the design and operation of bus services is a little complicated, and is governed by the Transport Act 1985 which is intended to encourage a free market in the provision of bus services. As a result there are two types of bus service:

a) Bus services that the bus company runs on a Commercial Basis without any external funding from the County Council because the revenue from passengers covers the operating costs (and generates a profit). On these services, the bus company is free to set the timetable and the fares charged and legally there is nothing that can be done to influence their decisions.

b) Bus services (or parts of bus services) that are operated by a bus company under contract to the Local Authority. These are known as **Tendered Services** and run at times and to places that are not covered by commercial services. On these routes the County Council can specify the times and fares but cannot legally fund a service that would compete with a commercial route.

Many bus routes are actually a combination of these types and the main bus route through the Winterbournes is no exception. Most journeys on this bus route are operated on a commercial basis between Salisbury & Allington, with Wiltshire County Council paying for the service to carry on to Tidworth and also for several journeys from Tidworth to Salisbury in the late afternoon and for the late evening bus from Salisbury to Tidworth on Friday & Saturday nights.

There is much emphasis currently on promotion of green transport, and for reduction in personal car use. It is of some relevance here that the household survey data indicate that the most common daily distance travelled is 3-5 miles (likely to be Salisbury, Porton Down or Boscombe Down), and the most common form of daily transport is the car (see graphs page 29 above) These current data are similar to corresponding data from the 2001 census.

If local bus services are to be a viable alternative transport for fare paying passengers, there needs to be a review of the relationship between commercial and tendered services, and in particular:

- Reduction in normal fares so that the bus becomes an economically viable alternative to the car for local traffic
- Modification to the 69 service from Salisbury to Porton Down, most easily accomplished by the current route Portway-Mill Corner and then diverting via Policeman's Corner-Gomeldon, if a full routing through the Winterbournes is not feasible
- Provision of more evening and Sunday services

These actions are best taken forward by the Bourne Valley Alliance of Parish Councils (see action table below), the services in question (63,64,69) run through all or some of the 5 member parishes.

Two other services need mention in this section:

- 1 Waitrose shopping bus. Waitrose provide a free shuttle bus once a week. This is popular, but some survey responses indicated that this service may not be as well publicised as it could be.
- 2 Southwest trains. There has been discussion over recent years on the feasibility of re-opening Porton Halt. While this may reduce some car mileage for long distance travellers (who currently use either Salisbury or Grateley stations) the recent expansion of parking facilities at Grateley, together with the relatively low numbers of residents who are regular train users (see survey data) mean that this is unlikely to be a viable proposal.

Actions to promote greener transport

Priority	Action	Lead	Partners	Timescale
High	Submit proposal to WC for pavement and cycle path between Hurdcott and Summerlug	WPC	WC Sustrans	2009
Medium	Develop detailed proposal for cycle route through Parish (to include land ownership, outline costs, phasing)	WPC	WC BVAPC Sustrans	2009-2010
High	Review commercial bus services with Wilts and Dorset bus company	BVAPC	WPC WC	2009
High	Review tendered bus services with Wiltshire (County) Council	BVAPC	WPC WC	2009
Medium	Publicise Waitrose shuttle bus service in the quarterly Village Link magazine and monthly Church newsletter	WPC	Waitrose PCCs	2009 onwards

Other Services

The Parish is generally well served by other infrastructure services. A piped gas supply is available throughout, as is a cable network operated by Virgin Media (broadband, television and telephone service). The British Telecom exchange has been upgraded in recent years so that broadband services are available to most households. Mobile phone network coverage exists, although the valley contours do create some weak points. In general therefore residents have access to all energy and communication services and no actions have been identified within this Plan.

Health services are of particular importance due to the age profile of the Parish, but are not available within the Parish itself. One primary practice (St Ann's Street Surgery) operates a surgery in Porton (a distance of some 1 to 2.5 miles from the two ends of the Winterbourne Parish). The Winterbourne Stores operates a prescription delivery/collection service. For all other health services residents need to travel to Salisbury, with a consequential dependence on transport networks, including buses and the Link Scheme.

Next Steps

The Parish Plan Steering Group has completed its task with the publication of this Plan, and will be disbanded. The Winterbourne Parish Council has adopted this Plan, and will now oversee its implementation. It is likely that the Parish Council will establish one or more task groups to take forward some of the Actions.

The Plan should be reviewed on a periodic basis, so that progress can be reported and new requirements identified.

Further Information and Contacts

This document and related information and contacts can be found on the Winterbourne Parish Council Website at <http://www.southwilts.com/site/winterbourne-parish-council/>.

Distribution

Copies of the Winterbourne Parish Plan 2009 have been sent to:

Robert Key MP	Newton Toney Parish Council
Salisbury District Council	Cholderton Parish Meeting
Wiltshire County Council	Wiltshire Police, Community Beat Manager
Ward Councillor, Michael Hewitt	Amesbury Rural
Winterbourne Parish Council	Glebe Hall Management Committee
Idmiston Parish Council	Parochial and Methodist Church Councils
Allington Parish Council	Commandant, Defence CBRN Centre

A plan summary will provided to each Parish household.

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- Partners who have responded to consultation and other questions during development of the plan, including Salisbury District Council, Wiltshire County Council and Wiltshire Police.

The Parish Plan Steering Group comprised:

Charles Penn (Chairman, Phases 2-5)	Don McIntyre
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Joan Davies-Brown	Trevor Merrifield
Maureen Homer	Wendy Merrifield
Terry Lodge (Chairman, Phases 1-2)	John Randle (Parish Councillor)

Annexes

These are available on request as a separate volume from the Winterbourne Parish Council

1. Constitution of the Plan Steering Group
2. Summary of views expressed at public consultations 11th April and 21 June 2008
3. Summary of views expressed at public consultation during 2008 on housing development
4. Summary of group consultations
5. Household questionnaire
6. Data from household questionnaire
7. Draft action plan for consultation