

SOUTH WEST WILTSHIRE COMMUNITY AREA TRANSPORT GROUP 19 APRIL 2017

	Item	Update	Actions and recommendations	Who
1.	Attendees and apologies			
	Present:	Wiltshire Cllrs Bridget Wayman (Chair), Jose Green, Peter Edge. Frank Freeman, Richard Mitchell, Stephen Banas, Phil Matthews, Catherine Purves, Sandra Harry, Clare Churchill, Tim Martin, Dr Margaret Thompson, Dr James Thompson David Button (Area Highways Engineer) Stephen Harris, (Community Engagement Officer) Julie Wharton (Principal Engineer)		
	Apologies:	Mike Ash, Sheila Shepperd, Spencer Drinkwater.		
2.	Notes of last meeting			
		The minutes of the previous meeting held were agreed at the South Western Wiltshire Area Board meeting on Wednesday 8 March 2017. <i>Link can be found on the Wiltshire Council website here</i>		
3.	Financial Position			
		The finance sheet was presented. There is currently £19674 unallocated.		

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4.	Substantive Bid			
a)	<p>New Road, Zeals (Mere)</p> <p>30mph speed limit & traffic management measures.</p>	<p>CATG agreed to set aside £10k for substantive bid & PC funding £5000.</p> <p>The detailed design of the scheme is now complete and the PC has held another open day to discuss with the local community. This was generally received well and therefore the legal order will to amend the speed limit will be advertised. Construction is provisionally scheduled for Oct-Dec 2017.</p>		JW
5.	Top 5 Priority Schemes			
a)	<p>Issue 4078 & 4504</p> <p>Hindon The Dene/High Street Additional signing</p>	<p>The order for the replacement directional signs on the B3089 has been placed with the contractor. The results of the Metrocount that took place on The Dene have been received and are currently being analysed.</p>		JW
b)	<p>Issue 4363</p> <p>C283 South Newton. Weight limit and traffic calming</p>	<p>The CATG has put forward the C283 as one of its roads to be assessed for HGV usage therefore it would be appropriate to await the outcome of this investigation.</p> <p>I have sent the PC details of a scheme for an additional “Slow” road marking to enhance the entrance to the built up part of the C283 and should this go ahead I would be able to refresh the existing white lines as well. The cost of this scheme is approximately £1000 as it will need signals.</p> <p>Unfortunately surfacing works are needed to facilitate laying the new markings. This would increase the estimated cost to £4000.</p> <p>The PC would like to proceed but can only afford to contribute £500.</p>	<p>The SWW CATG agreed to fund the scheme if the PC funds £500 in 2017/18 & £500 in 2018/19.</p>	PC

<p>c)</p>	<p>Issue No: 4644</p> <p>Ansty Various Various traffic management measures</p>	<p>The advice provided to Ansty PC is as follows.</p> <p>Signing of Tisbury South via Ansty.</p> <p>I have looked at the signage to Tisbury South that directs traffic though Ansty. Essentially the problem arose due to the need to sign Tisbury South from the A30 for those vehicles that cannot pass under the Railway bridge. This used to be a lorry symbol but this was removed during the A30 route study and the warning signs for the railway bridge improved. I have entered into discussions with Tisbury Parish Council and colleagues about the need to sign Tisbury South at all and therefore remove all reference to it however it appears that the need arises as a result of the Station Works / Parmiter site which was home to the major employment site in the village. Whether or not this need continues will depend on what happens to this site – I understand that there is still a possibility that this could remain as an employment site and therefore the need for the signage is still current.</p> <p>Therefore given the need for direct signage there needs to be a chosen route. Looking at the route options that are available then I am afraid that I concur with the advice previously provided and that Ansty is the preferred route. It is the shortest most direct route to and from the A30, and in Wiltshire Councils opinion the easiest for large vehicles to navigate.</p> <p>Ansty Coombe Lane “Unsuitable for HGV’s” signs are generally only erected where it is the layout of the junction gives the impression that the lane is bigger than it is and therefore not evident that oversize vehicles are likely to get stuck, however I am aware of one occasions when a HGV did attempt and therefore if this is a regular occurrence then a single sign erected on the left hand side of the junction would be sufficient and would cost £250.</p>	<p>The PC expressed concern that light vehicular traffic has not been considered therefore it was agreed that they would make a formal representation to JW and that JW would investigate further.</p> <p>It is still a significant problem; so far two large lorries have been stuck this year. The CATG agreed to fund the £250 cost of the sign if the PC agreed to fund £100.</p>	<p>PC/JW</p> <p>JW</p>
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		<p>Measures to prevent vehicles damaging properties at the southern end of the village.</p> <p>Installing trief kerbs to protect 63 High Street would need a road closure and would cost in the region of £10,000.</p> <p>If a kerb was installed to protect the thatched cottage it would need to be protected by bollards or would just be overrun as two vehicles try to pass as they do now, especially if a trief kerb in installed on the opposite side of the road. This would cost a similar amount, £10,000 depending on the type of bollards required.</p>	<p>The PC do not feel that they can afford to contribute more than a few hundred pounds to any scheme therefore it was agreed that JW would look at cheaper options.</p>	JW
d)	<p>Issue 4716</p> <p>A30 between High St junction and Pembroke Fm. Dropped kerbs</p>	<p>A scheme to provide dropped kerbs has been prepared and sent to the Parish Council for comment and is due to be discussed at their meeting on 4 April 2017.</p> <p>The 3 locations in front of the car park can be completed for £1200 as they are straight forward.</p> <p>The kerbs in front of the pub cannot be dropped without widening the footway as it is not currently wide enough for a disabled buggy. The estimated cost for doing that is an additional £4500.</p> <p>The CATG currently has £3000 set aside for this scheme.</p>	<p>The PC would like to proceed with the scheme to install 3 kerbs in front of the car park initially. The CATG agreed to fund the £1200 and the PC committed 25%.</p> <p>Sufficient funding has already been agreed by the AB.</p>	JW
e)	<p>Issue 4790</p> <p>Causeway Road, Broad Chalke. New footpath.</p>	<p>The PC has funded the entire cost of the topographical survey and the survey has been ordered now that the codes for the new financial year have been released. It will take 6-8 weeks to be returned.</p>		JW

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5.	Other Priority schemes			
a)	Hindon Traffic Management Measures	The cost of trialling a build out using temporary traffic management have been sent to the Parish Council. A 14 day trial will cost £3256 and can be funded from the monies already allocated to Hindon PC previously.	JW to agree timing of the trial with PC.	JW
b)	Issue No: 4629 West Street, Barford St. Martin Bollard to protect thatched roof.	The location of the bollard has been agreed with the PC and therefore work will progress when the CATG makes this one of its top 5 priorities.	The CATG agreed that this would be the next top 5 priority.	JW
c)	Issue 4682 Barkers Hill, Semley New width restriction signs.	The group agreed to fund two 'Not suitable for HGV' signs at approx. £500. Donhead St Andrew PC/S&S PC have agreed 25% contributions therefore work will progress when the group make it one of their top 5 priorities. S&S PC discussed at meeting 09/01/17 and has confirmed that warning signs are already in existence and therefore would not necessarily support the above request. They have requested that it is looked at again. I have suggested a formal width restriction that will cost approximately £2000 as it needs a Traffic Regulation Order. DStA PC appreciated that the scheme would cost considerably more due to the necessity for the associated advertising and legal work, but would want to limit any payment from Donhead St Andrew PC to the original £250 offered. S&SPC are also unable to contribute more than £250.	The group agreed that JW would ask for a metrocount to establish the number of HGV's using this lane.	JW
d)	Issue 4714 Steep Hollow, Dinton One way system	Work will progress when the group make it one of their top 5 priorities.		CATG
e)	Issue 4723 B3089, Chilmark New signage to limit HGV's in	Chilmark PC due to discuss at their meeting 11/01/17 and have re-confirmed their support for signage. They comment that the problem is not just vehicles trying to get to EHD but non EHD HGV's have recently got stuck in Becketts Lane and The Cross. They would like a weight restriction		CATG

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	the village.	that applies to all HGV's introduced. The group discussed the matter and AD & BW would continue to pursue the matter of EHD. The group agreed that the request for blue and white signs advising of unsuitability for HGV traffic would be considered. Work will progress when the group make it one of their top 5 priorities.		
f)	Issue 4787 Church Lane, jcn Bridleway Tollard Royal Horse warning signs	The AB confirmed funding the £750 scheme as the PC had agreed to contribute 50%, therefore work will progress when the CATG makes this a top five priority.		CATG
g)	Issue 4659 Wishford Road, Wilton Request for additional speed limit signs and horse warning signs.	Wilton Town Council agreed that speeding was not an issue but given there was still a couple of drivers that were abusing the speed limit, they requested two horse riding warning signs either end of the road. The group questioned the effectiveness of signs given that the vehicles are likely to be local drivers who know the roads. The Town Council to go back and discuss the funding. The TC has agreed to fund the two signs at a cost of £500 if the riding stable wants to fund £250.		TC
h)	Issue 4689 Horwood Farm, A30 Shaftesbury Road, Ansty Request for farm warning signs.	The cost of two signs would be approximately £750 including traffic management. PC requested additional time to discuss the matter. PC has yet to discuss whether or not they support the request. If PC supported the issue then the CATG felt that the landowner should be asked to fund the signs.	The PC and the Farmer have since confirmed that they do not wish to fund the signs and therefore the group agreed that this matter can be closed.	CATG
i)	Issue 4902 Mill Lane, Bishopstone	Work will progress when the group make this one of their top 5 priorities.		CATG

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	Single track warning signs.			
j)	<p>Issue 4949</p> <p>Road between B3089 & A303 Fonthill Bishop</p> <p>Request for SLOW markings or a pinch point.</p>	<p>SLOW markings would cost approximately £100 each if included with other lining in the area, or on its own would incur a standing charge of £1000.</p> <p>A white line pinch point painted on the carriageway would cost approximately £500 if included with other lining in the area, or on its own would incur a standing charge of £1000.</p> <p>New lining schemes cannot be added to the program of renewals unless a design is pre-approved by the Traffic Engineering team. CATG did not wish to replace an existing priority with this scheme.</p>		CATG
k)	<p>Issue 5109</p> <p>A30 - Barford St Martin between the junction of the B3089 and Tinkerbell garage.</p> <p>Request for pedestrian warning signs.</p>	<p>Some years bollards were inserted and red tarmac laid down outside Hill cottage. The red tarmac has completely worn away and the white line can hardly be seen. Simon Sims our parish steward has remarked that he is surprised there are no warning signs advising traffic that pedestrians could be in the road. He also ensures that when he sweeps or weeds the path he has another steward to protect him from traffic.</p> <p>DB informed the meeting that the area was installed to protect the property rather than provide a safe passage for pedestrians.</p> <p>Area Highways Office to investigate the matter and PC to bring photos back when road has been cleaned and details of numbers of pedestrians using the area as a footway.</p>	<p>DB informed the meeting that a program of sweeping priority road 1 is currently taking place and that this will be included. The PC was not in attendance.</p>	TW/DB/PC
6.	New Requests / Issues			

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a)	<p>Issue 5116</p> <p>Request for 20mph speed limit in Swallowcliffe.</p>	<p>Swallowcliffe PC has expressed concerns about speeding through the village. They have had some metrocounts carried out which have established two sites that are suitable for Community Speedwatch.</p> <p>However they would like to request a 20mph speed limit review.</p>	<p>It was agreed that the CATG would write to all parishes and invite them to put forward sites for 20mph highlighting the funding decision agreed at the last CATG. Two would then be selected at the next CATG/AB meeting.</p>	JW
7.	Other items			
a)	<p>The group discussed HGV's & sat-navs, it was suggested that both Parish Council's & Wiltshire Councillors should lobby their MP to get lorry sat navs made a legal requirement for all HGV's.</p> <p>Enquires were made as to how Wiltshire Council was making representation to the DfT, it was requested that a follow up was made with Transport Planning.</p> <p>Advice received after the meeting confirms that in the past Wiltshire Council has lobbied the DfT for action and SD confirmed that this will continue.</p> <p>SD also stated that the Department for Transport is investing £3 million to create a national digital road map, developed by Ordnance Survey, which will enable better integration and sharing of data on roads between local authorities and service providers. - See more at: https://www.gov.uk/government/news/3-million-mapping-project-to-transform-road-improvements-and-maintenance</p> <p>A note giving advice on how to contact sat nav companies is attached.</p>			

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8.	Date of Next Meeting: 13 September 2017 14:00-16:00 Nadder Centre, Weaveland Road, Salisbury SP3 6HJ			

South Western Wiltshire Community Area Transport Group

Highways Officer – Julie Wharton

1. Environmental & Community Implications

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

2. Financial Implications

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

2.2. If funding is allocated in line with CATG recommendations outlined in this report, and all relevant 3rd party contributions are confirmed, Southern Wiltshire Area Board will have a remaining Highways funding balance of **TBC**

3. Legal Implications

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

4. HR Implications

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

5. Equality and Inclusion Implications

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

6. Safeguarding implications

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