

## AGENDA ITEM NO. 07

### PEWSEY AREA BOARD

12 March 2012

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#### COMMUNITY AREA TRANSPORT GROUP

#### MEETING HELD ON WEDNESDAY 22 February 2012

#### 1. Purpose of the Report

To provide an update and recommendations to Pewsey Area Board from the meeting of the Community Area Transport Group meeting held on Wednesday 22 February 2012.

#### 2. Attendees

Robert Hall – Pewsey Area Board  
Terry Eyles – Pewsey Parish Council  
Colin Gale – Rushall Parish Council  
Peter Deck – Pewsey Parish Council  
Spencer Drinkwater – Wiltshire Council  
Kirsty Wilson – Wiltshire Council  
John Brewin – Woodborough Road  
Safety Group and Parish Council  
Patrick Wilson, Pewsey Chamber of  
Commerce

Paul Bollen – Wiltshire Council  
Peter Hanson – Wiltshire Council  
Caroline Brailey – Wiltshire Council  
Vince Logue – Wiltshire Police  
Jerry Kunkler – Pewsey Area Board  
Stanley Bagwell – PCAP  
Jim Fletcher – Woodborough Parish  
Council  
Teresa Herbert – Wiltshire Police

#### 3. Background

The purpose of this group is to prioritise requests for integrated transport schemes, and to make recommendations to the Pewsey Area Board on schemes to be funded from its limited transport budget. The group's remit is also to look at current highway issues raised with the area board.

#### 4. Main Considerations

##### 4.1 Update since last meeting:-

##### Pedestrian Access to Pewsey Station

Spencer explained that the Council had submitted a Local Sustainable Transport Fund bid to improve the rail offering in Wiltshire. Its focus is on the Salisbury to Swindon route so therefore will not include infrastructure improvements in Pewsey.

Caroline and Jerry are meeting with a representative of First Great Western on 6 March to discuss issues around commuter parking so will make further enquiries then but First Great Western cannot make any financial commitments at the current time as they are currently tendering to renew the franchise from 2013.

Network Rail had suggested putting a business case to the Department for Transport with evidence on how the scheme will be of benefit including letters of support from as many groups and organisations as possible including the MP, listing any match funding, together with a map and costings and ask for their advice on how to fund it. Spencer suggested that the DfT would just refer us back to Wiltshire Council. There was a suggestion that the Station isn't DDA compliant, however if a user was on the right side of the platform then it is accessible.

**Action: Jerry and Caroline to meet with First Great Western and feed back to the next meeting. Peter Deck offered to help with putting a proposal to DfT if this is pursued.**

#### High Street Great Bedwyn

Kirsty confirmed that the works to the build out to the pavement started on Monday.

**Action: It was agreed that this scheme can now be removed from the list.**

#### A342 Rushall

The first phase footpath is now complete. Road markings need to be burned off and cats eyes replaced. Colin said that the costs need to be looked at because the tree was not dealt with appropriately; it wasn't protected as set out in the original proposals. It was suggested that there may be some money taken off the total costs

**Action: Kirsty to raise this with the relevant highways engineer.**

#### Woodborough

Caroline advised the group that the Area Board agreed at its January meeting to fund the cost of the footpath through the field totalling £6,167 together with works to the highway costing £4,000. There is a further £9,000 required to complete the traffic calming alterations.

CATG were advised that the initial proposal for the footpath through the field was that it was for a ten year lease. The landowner has since changed and the lease term will be 8 years. The area board to be asked to agree to this amendment. At the end of the term the freeholder could ask the parish council to remove the path but it is felt that this is unlikely. However it is felt that 8 years will give time for the overall problem to be looked at in more depth. The parish council is intending to do an independent survey of replacements to the path in 8 years time which they will pay for.

Concern was expressed about the Cllr Initiative application for funding from the area board because there was no requirement for match funding. Caroline explained that the criteria for Cllr Initiatives is different from the community area grant scheme, and although not ideal, this was the only way to request funds due to the timescales

## **4.2 Woodborough Request for Further Funding.**

John explained that before Christmas when Kirsty sent through the costings for the calming measures he asked if it could be split into three sections (as it was £15,000 for the whole package of works). It was agreed to request £4,000 for the crossing because that would tie in with the footpath through the field. However there is a further £2,500 for works which ideally would be carried out at the same time as the crossing

and it is this figure that they are now requesting. This is for signing and white lining.

Jerry asked if the charity that had been set up since the tragic death of Finlay Connor could contribute in some way. John said that the Woodborough Road Safety Group had not yet approached them but were considering doing so. John said that the parish council were looking for donations towards the survey mentioned earlier.

A question was asked about why Taking Action on School Journeys was not contributing towards these works. A bid was put in on 16 December and the main element of this is for a lay-by in the school playground for coaches. This will take the congestion off the highway. Kirsty explained that a feasibility study will be done in the next financial year and then if the scheme is possible it will be carried out the following financial year.

The parish council confirmed that they had not raised the precept to cover any of the highways works but may consider this in the future. They currently cover the running costs of the safety group and will cover the costs of maintaining the footpath through the field.

The School are contributing towards a crossing patrol person who has been trained by the Council and has now started work.

It was suggested that match funding or at least a contribution ought to be forthcoming.

**Action: It was proposed that £500 (being the balance of the CATG budget) be awarded with a £500 match from Woodborough. All agreed**

#### **4.3. Pewsey Vale School – Wilcot Road Crossing**

This came through to CATG initially but it was understood that Taking on School Journeys funding was being sought. However the report has come back advising that a crossing is not physically possible in the space available. The report recommended alterations to the light system so that they remain on red for a period of time on both sides, and this is being arranged. Kirsty explained that there cannot be any form of crossing in this area due to a) the proximity to the lights and b) the proximity to the junction. A long discussion ensued and a suggestion was made that the road layout be altered to allow better visibility or the pavement moved from one side of the bridge to the other but it was felt that these would require extensive works to the bridge, the costs of which would be in excess of any funding likely to be available now or in the future.

**It was agreed that the situation be monitored once alterations have been made to the lights.**

#### **4.4. Update on existing issues/requests pending**

- a) Swan Junction, Wilcot – the parish council had requested improvements to the junction and the request for a roundabout. It was agreed at the last CATG meeting to reject this scheme request but it was agreed that some tweaks be made to white lining. Caroline updated the group that there is now a white line on the side of the road which is deterring people from parking on the corner.
- b) Wilcot Road One-Way System – Kirsty explained that a scheme is being drawn up but is not quite finished. The costings are expected to be more in the region of

£12k rather than the £8k first anticipated. The group will consider the scheme at the next meeting.

- c) Huish Corner – Oare – an update from Mark Stansby follows:-  
“The junction at Huish Corner is situated at the northern end of the village, approximately 100m inside the 30 mph speed limit. Visibility from the side road is reduced, particularly to the south (the village centre), and the junction meets the criteria for a Stop sign. There have been no recorded personal injury collisions during the most recent 3 year period. A Community Speed Watch team monitor the A345.

There are signs provided to warn of Children (school) and of the Junction and these are in good condition. The carriageway markings are also in order but the coloured surface treatment is particularly worn.

It is noted that the sightlines from the side road could be marginally improved by trimming and removing vegetation and the mature hedgerow fronting the property opposite the junction also requires attention, as it is encroaching into the running carriageway.

It is difficult to suggest improvements for this site. The side road carries such low volumes (apart from at school journey times) that a mini-roundabout cannot be considered, and there is no scope to significantly improve the visibility splays or introduce other engineering measures. Cutting back the vegetation will help a little but it is questionable whether a refresh of the coloured surface treatment will contribute to road safety. It is certainly visually intrusive for a village environment.

Whilst we recognise the poor layout of this junction and the need for drivers to pay particular attention, the collision history is satisfactory, which suggests that those who use this road are familiar with the conditions found.

Our recommendation is to remove the excess vegetation and to continue to monitor the site for collisions.”

The group considered the above and Paul Bollen agreed to carry out the works to the vegetation. It was agreed that this be removed from the scheme request list and the parish council informed.

**Action: Paul Bollen to arrange for the works to be carried out  
Area Board to agree to remove the scheme from the list**

- d) Sharcott – Caroline advised that the single track road signs have now been installed
- e) Ball Road, Pewsey – Caroline advised that Pewsey Parish Council have agreed to a speed survey and will complete the form.
- f) Footpath between Prospect and the French Horn – Pewsey Parish Council have endorsed this request but do not think it is a high priority. This can now be scored.
- g) Children’s Safety in Upavon – Caroline reported that this issue has been resubmitted due to concerns about children accessing school buses on the main road. Passenger Transport are carrying out an assessment and the parish council have been asked to complete a speed survey request form.

- h) Speeding High Street/Milton Road, Pewsey. An issue has been submitted asking for more repeater signs. This isn't possible due to the legislation. Community Speed Watch operates already in this location. It was agreed this issue be closed but that the issue raiser be invited to join the Community Speed Watch team.

**Action: Caroline to write to issue raiser  
Area Board to agree to close this issue**

- i) Request for extension to speed limit reduction to Conock – Caroline explained that the A342 adj to Chirton is due to have a speed limit reduction but Chirton Parish Council would like the length increased. Whilst they are aware they need to raise this when the speed limit reduction is formally advertised, they have asked for endorsement of the CATG. All in favour.

**Action: Area Board to endorse this request**

- j) HGV Diversion signs in Devizes – Stan gave the background of these signs appearing in Devizes because Great Cheverell expressed concern about HGVs that were diverted through their village due to the railway bridge at the Chocolate Poodle. The consultation is taking place after the event and two documents have been circulated, one of which includes a recommendation by officers that the diversion should not be put in place. It was agreed that CATG write to Dick Tonge and Dave Thomas as follows:

Pewsey CATG feel strongly about the installation of the diversion signs which have been installed in direct opposition to the Wiltshire Highways Report. It goes against the recommendations of that report and without consultation with local people, parish councils and area boards. The signs should be removed with immediate effect pending the results of the consultation.

**Action: Caroline to respond to the consultation on behalf of CATG  
Area Board to endorse the CATG statement above, and also respond to the consultation**

- k) HGVs Manningford – Caroline explained that this issue has been resubmitted – the C52 is already on the Freight Assessment and Priority Mechanism list which means that every year a number of assessments are made on the route to establish if it will be a priority for freight management in the next financial year. This should be known by the end of April. There is an issue with verges and Peter Hanson is meeting with the parish council.

**Action: Peter Hanson to meet with Manningford Parish Council**

#### **4.5. Review Priority List**

The list was circulated and Caroline reminded the group that she wrote in August to parish councils inviting them to complete an issues sheet if the schemes were to stay on the list. Alton Parish Council has not responded and it was agreed that these be removed together with Huish Corner, Oare and the Golden Swan, Wilcot for the reasons explained above.

It was agreed that the two further phases for Rushall be added to the priority list.

**Action: Area Board to agree to remove Alton, Huish Corner and Wilcot schemes**

from the list and add the two further Rushall footpath schemes.

#### 4.6. New Delegations to CATG

a) **SID allocation** – Caroline circulated a draft schedule which included historical sites which still met the criteria and the addition of a number of Community Speed Watch sites and two locations which don't meet the criteria but Caroline felt might benefit from the use of the SID. A discussion took place and it was agreed that the group needed to have a clear process for allocating SIDS and if a speed survey has concluded that there is No Further Action then the group should not agree to that village having a SID.

It was agreed that all villages carrying out Community Speed Watch be added to the SID rota together with the three locations that already qualified. The proposed rota is attached.

**Action: Area Board to agree to the attached rota for SID deployment**

A discussion took place about Community Speed Watch and in particular the lack of available equipment. There is just one speed gun between 8 teams and continuing demand for speed surveys with the potential for more teams signing up. When the speed gun is sent for calibration a replacement is not provided. It was agreed that the Area Board should be asked to purchase two additional speed guns.

**Action: Area Board to agree to the purchase of two additional speed guns.**

*Post meeting note: The cost for a unipar speed gun is £2,100 with an annual calibration fee of £135. It must be noted that there is limited capacity for the back office work related to CSW and increases in watches needs to be controlled so as not to exceed the capacity of the resources available. The Community Area Manager would therefore suggest the area board consider the purchase of one additional gun for the time being (economies of scale only apply for the purchase of three or more), and monitor the effectiveness before considering the purchase of a second gun.*

b) **Review of C and unclassified roads**

This can only be done when a list is provided to the CATG by highways – this list is not yet available.

#### 5. CATG Recommendations to Pewsey Area Board

##### **High Street, Great Bedwyn Scheme**

**To agree that this scheme now be removed from the list because the works have been carried out.**

##### **Woodborough Road Safety**

**To agree that £500 (being the balance of the CATG budget) be awarded with a £500 match from Woodborough.**

**To agree to the lease of the footpath through the field to the school being 8 years and not ten as originally stated.**

##### **Pewsey Primary School Crossing**

**To agree that the situation be monitored once alterations have been made to the lights.**

**Huish Corner, Oare**

To agree that works to the vegetation be completed and the request can now be removed from the scheme list.

**A342 Speed Limit Reduction**

To endorse the request from Chirton Parish Council to extend the speed limit reduction to beyond the Conock Junction

**HGV Signage in Devizes diverting through A342/A345**

To endorse the statement by CATG and also respond to the consultation requesting that the signs be removed pending the results of the consultation

**Priority List**

To remove the Alton Barnes/Priors, Huish Corner and Wilcot Schemes and add the two further phases for Rushall

**SID site allocation**

To agree that all villages carrying out Community Speed Watch be added to the SID rota together with the three locations that already meet the criteria.

**Speed Guns**

To agree to the purchase of two additional speed guns. *Post meeting note: The cost for a unipar speed gun is £2,100 with an annual calibration fee of £135. It must be noted that there is limited capacity for the back office work related to CSW and increases in watches needs to be controlled so as not to exceed the capacity of the resources available. The Community Area Manager would therefore suggest that the area board consider the purchase of one additional gun for the time being (economies of scale only apply for the purchase of three or more), and monitor the effectiveness before considering the purchase of a second gun.*

**6. Date of Next Meeting**

Thursday 19<sup>th</sup> April – 2pm Pewsey Parish Office

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