

Pewsey Community Area Transport Group Meeting held on Wednesday 23 January 2013

1. Apologies and Introductions

Attendees

Robert Hall – Pewsey Area Board
Terry Eyles – Pewsey PC
Colin Gale – Rushall PC
Peter Deck – Pewsey PC
Vincent Logue – Wiltshire Police
John Brewin – Woodborough PC
Jon Mulroy – Upavon PC

Patrick Wilson – Pewsey Chamber of Commerce
Caroline Brailey – Wiltshire Council
Jerry Kunkler – Pewsey Area Board
Mark Stansby – Wiltshire Council
Richard Netherclift, Manningford PC
Noel Maskall – Upavon PC
Paul Cowan – Upavon PC

Apologies

Paul Bollen, Spencer Drinkwater, Adrian Hampton

2. New delegations

i) Review of C and unclassified roads – Mark reported that there has been a 12 week delay due to change in consultant Mouchel to Atkins. They are now gathering data and hope to circulate results in April.

ii) Caroline explained that the first 6 month SID rota had now been put together and all parishes on the rota have been written to. The SID was due to be in Upavon this week but it was noted that it was still at Wilcot. **Action: Caroline to ask Vicky what will happen if it slips – we don't want a village missed out. *Note, the SID was at Upavon by Thursday***

Upavon Trenchard Lines, Caroline explained that an MOD Police Officer requested a speed survey and the resulting 85%ile was 49 mph in 40 mph limit. It was not known if the MOD had any willing volunteers for CSW – Upavon PC will make contact – it was agreed to add this location to the SID rota. **Action Caroline to add to SID rota, Upavon PC to contact MOD at Trenchard Lines.**

3. Budget

It was confirmed that the current budget (2012/13) is £7,000 (£7,130.58)

4. Update on Priority List

a) Pedestrian access to Pewsey Rail Station – no news to report, the brief has been issued to Atkins – it was due to be returned today. They have confirmed that £10,000 will be enough to cover the feasibility study.

b) Wilcot One Way system – this is virtually completed, just a sign to be illuminated. It was noted that the road markings are lifting already – Mark will arrange for these to be

refreshed. The signs directing people into the village from Wilcot Road had been done, as has new signing into school. There is some subsidence which has been reported to Paul Bollen. **Action: Mark to organise road markings to be refreshed.**

c) Woodborough Road Safety – the Wiltshire Council works were held up whilst PC negotiated with landowner, all done now bar the section where railings join footway. Site work (dropped kerbs tactile paving) due to commence 4 Feb weather permitting. Current issue is the request for consideration for 20mph limit. The Wiltshire 20mph Speed Limit trials are now completed and the results are being analysed to see if they are likely to be effective – Woodborough are registering an interest to be considered for possible 20mph should Wiltshire Council think it is a good idea. Mark explained that the policy is to be written, pending guidance from DFT. Where 20mph trials were put in there has been a drop in all speeds – they haven't achieved 20mph but any reduction is good. 20 mph restrictions should be self enforcing, whether to choose between zone and limit is about how much reduction you need to achieve, the recommendation is for speeds around 24-25mph. Where speeds are high i.e. in the 30s, 20mph signs won't achieve lower speeds. A zone is enforceable, but shouldn't need to enforce as each calming feature has to be within 60 metres. Vince does carry out speed checks in Woodborough – many are doing 30mph which he feels too fast outside the school, particularly larger vehicles such as tractors. Vince feels that 20mph would be reasonable. It was suggested that this just be during school time and Mark said that the new guidance on the DFT website on setting local speed limits mentions variable/part time limits. Its advisory though so can't enforce. It was agreed to recommend to the area board that the Smithy Lane issue could be closed, but Caroline will advise that it would be considered for possibility of 20mph in the future. CATG agreed to consider the request for 20mph limit once the results of the trials and subsequent policy report had been published.

Action: Recommend to the area board to close issue number 2593, Safety of Pedestrians in Smithy Lane, Woodborough

d) Footpath Grey Flags Upavon. Mark produced a basic plan. Highways own up to the edge of carriageway and so there will need to be a land dedication to achieve the 1.5m required for a footway – 4 property owners, all have agreed by letter but there is a legal process to go through- we don't know what cost that will be – because if sold in future the next person could disagree, but once transferred then its fine.

Grey Flags is a Grade 2 listed building with a double hedge line – the owner is concerned about privacy and the sound level of the road and the effect it could have on the property – he doesn't like black top and would prefer a subtle covered pavement, i.e. light grey would make road look narrower – Paul feels that black top will give the impression of the road being wider. Mark confirmed that it will have to be kerbed as it is A class road so will need proper kerb face – black or coloured it still needs kerb face.

A wall has been suggested as the best way to deaden noise and protect the property from view from road, although the owner is open to suggestions to improve privacy – a laurel hedge would take years to mature. Who meets cost of this? If was reasonable then the owner might contribute towards it – line of sight from road to drive could be improved so think the owner may pay towards doing that. It is a question of negotiation. It definitely won't be paid for by CATG funding as this is purely reserved for highway improvements.

The alternative path surface hasn't been allowed for in the prices – the parish council could pay for something on top. The work has been split into two sections – A to B which is the caravan park to the boundary of grey flags and is estimated at £12,500 – this allows for drainage at the two vehicle accesses, removal of 11 concrete bollards, and anticipated up lift in prices when new contract comes in plus contingency. For entire length should consider another £4,000 for drainage for whole length (split 50/50) – The road surface falls away so it might not be necessary. There hasn't been a topographical survey so it is just a cautionary note. It also doesn't include legal fees for land dedication. The length B-C – includes removal of a large boulder on corner (Paul said he can move it). It is estimated at £8,300 allowing for contingency as before. The total is £21,000 and these costs don't include removal/disposal of hedging, timber fencing, new timber fencing, installation of sound barrier, land dedication and on carriageway drainage. The property owners are responsible for fencing – two are ok to do this, one has put fence up already and set back, caravan park have organised how they will re fence. Trees behind bollards have to come out too. Negotiation with landowners costs. It was asked if there anything was put in the precept for the work? This has been ongoing since 2000, they built the first bit 3 years ago, and entered into partnership with MOD, Upavon PC, farmer and the tenant that would use the path. The tenant has now gone, only farmer involved, Upavon PC pay peppercorn rent from MOD – the precept paid for part of it and part from fundraising. This is second phase and third is area into centre of village which is more problematical. Precept £14k per year 50% spent on grass cutting. Little to come out of it for this but Upavon PC have set £1000 from next year's precept initially to look at legal fees, and over next year will need to put more in. Looking for lottery funding for it, several partners, caravan site, 22 units – 5 houses – this is the only area in Upavon that doesn't have a pavement, it is lethal to walk down. It wouldn't start until next financial year.

The parish council confirmed that they are aware that they need to raise money but they didn't know the costs until now. Now that there is a plan they can start working on actual costs. A Traffic Regulation Order is £3-5k **Action: Mark to get legal costs for next meeting.** Legal costs to be met by Upavon PC. Grey flags is a stumbling block but A-B is able to proceed.

Precept for next year has already been set – a month ago, so allowed £1000 – from precept that maintain from previous year. Could pay a bit more from 2014 precept for B-C.

It was agreed to give funding towards the A-B stretch. CATG funding is capital so can't be used for legal fees. It was agreed to recommend to the area board to commit £7,000 from this financial year with Upavon PC covering the legal fees and £7,000 from next financial year (subject to funding being available). **Action: Recommend to the area board to approve the funding of £7,000 from this year's budget, and £7,000 from next year's CATG budget (subject to funding being available) for the Grey Flags Footpath Project length A-B**

e) Footpath A342 towards North Newnton. Rushall PC really want this to go ahead. There is an outline drawing, but not detailed, also had costing but this was a couple of years ago now. They would like to move forward for detailed drawings and costings which the PC is willing to pay for – **Action: Mark will liaise with Colin.**

f) Dropped kerbs at The Knapp – Spencer confirmed that funding from LSTF can be used for this and it will go ahead.

g) Footpath Elm Row, Rushall traffic is getting worse people can't walk out their front doors – 44 tonne vehicles are increasing. Mark confirmed that this is would be difficult to resolve because there is no land to consider a footway – to move an A road just one metre is very expensive. There is a planning application for houses on chicken farm at Upavon – plans include a footpath but users will have nowhere to go when they get to Rushall. The School closed in Upavon, the next catchment is Rushall, developer in S106 should contribute to hard path from Upavon to boundary of field – Wiltshire Council could stop school transport as they are within 3 miles, but children can't be expected to walk down grass path this time of year. It would be good to have a link to school, may be able to push for funding for rest of the path from the developer.

Action: Upavon and Rushall PCs liaise about their wish list for the developer.

h) and i) nothing to report, remaining on list

5. Issues List

535 Manningford PC is increasingly concerned about the volume of traffic using the C52, the Parish Council wondered if it was possible for a sign saying Pewsey Marlborough Swindon so people without sat nav will use main road. **Action Mark will provide a quote to next CATG for these signs.**

The Bridge has been redone, but now has kerb stones which has made the bridge narrower – the Parish Council would like signage saying that it is narrow, and possibly have a priority sign **Action: Mark will talk to bridge team.**

Spencer and PC to liaise regarding vehicle movement survey in Spring.

538 Speeding on A342, Chirton

Chirton PC submitted the following questions which were answered as follows:-

1. We haven't had the police presence to enforce the speed limit. I do think it would be a good idea and I have spoken to Joe Sadd about it, but no news. I discussed this with Sgt Vince Logue – he has said that he travels the road daily and is monitoring the speeds. So far he doesn't believe there to be a problem but he will continue to monitor – this was accepted by CATG. Since the meeting the Police carried out speed checks and there were no incidences of speeding.
2. The speed limit distance is actually too short. We did apply for an extension which was refused, but drivers are not respecting the limit because it is no sooner imposed than gone again! The speed limit review has been completed, the findings were reported and there was an opportunity to comment. Chirton indeed made an objection on the basis that it was too short, but the decision was made to go with what was advertised. Unless there is considerable change on the ground to the environment, or the national criteria changes considerably, the cabinet member has decreed that he will not carry out a further review. This statement was made at CATG and was accepted.
3. We did apply for at least one SID and assumed that it was going ahead as Robert Hall had seen a letter to that effect, but this hasn't been installed either. There won't be a SID unless a speed survey is carried out to show that speeds are in excess of the limit – initially we did feel that it might be possible to put a SID in, but the criteria for the use of a SID does not allow us to.
4. On leaving the village going in the direction towards Rushall the 40mph sign on the right hand side of the road is dwarfed by a delimit sign and thus drivers speed up before the end of the 40mph limit. The delimit sign cannot be moved. It was felt that this does not affect speeds at the point of the junction, which is where the speed concerns were the greatest. CATG agreed that there wasn't anything that could be done to change/obscure the delimit sign.
5. What has happened to the change in the signage in Devizes directing HGVs down the A342 and the A345. As a corollary to this, the A342 has been 'repaired' somewhat by the road edges and at the junction of the A342 with Rushall. Since the insistence that these 12 wheeled overweight vehicles must use these routes the repairs which were carried out are now totally decimated and worse than they were before. A total waste of money and for once it would be helpful if Highways listened to

the folk who have to live with this on a daily basis. The changes to the signage have been carried out (confirmed by Mark Stansby). The road from Nursted to Rushall is due to be resurfaced some time in February.

I do believe that we have done the right thing by getting the limit down, but it isn't appropriate to have sanctioned so short a distance and it doesn't even take into account the very dangerous bend close to the Conock turn off where there have been two fatalities and numerous accidents - I don't understand the logic of not including that bend and it would be to the benefit of our villagers and the drivers to include the limit up to the first sign for Urchfont which is just beyond the bend and the Conock turn-off. See answer to 2. Above.

1594 – Commuter Parking at The Knapp, Great Bedwyn – Action: The views of Cllr Wheeler be sought as 6 months have passed since the white lining was installed.

2469 Request for Stop Sign at Cross Hayes, Wilcot - Highways have been to the site to check the sightline distances from both of the side roads. They have assumed an 85 percentile speed on the through route as 50 mph although this is probably an exaggerated figure. For Stop signs to be considered the maximum sightline distance from the side roads would be less than 70m. On the southbound approach drivers can see in excess of 70m in both directions and there are no particular concerns. However, on the northbound approach, where seemingly most of the overshoots have occurred, visibility to the right is good at over 70m but the left sightline is currently reduced to 55m. This could easily be resolved however by clearing away vegetation. A sightline of over 70m is achievable. Given the findings of the survey, it would be inappropriate to request Secretary of State approval for Stop signs, which are likely to be refused. On the positive side, it was noted that the Give Way signs and advance give way signs are all in good order but the road markings require refreshing and of course the vegetation needs some attention. Mark has asked Paul Bollen to action this work at the earliest opportunity.

In the meantime, the site will appear on the Collisions Cluster list for 2013/14 for further investigation and the findings will be reported to Pewsey CATG.

Terry said that he had asked Paul to ask the parish steward to clean the roads so the lines are visible, but this not been done.

It was agreed to close this as an area board issue as it is being looked at separately re collisions. **Action: Recommend to the area board to close issue number 2469, stop sign at Cross Hayes Wilcot**

2479 Large vehicles mounting pavement and hitting a residential wall in Rushall – Mark produced some drawings of signage improvements and confirmed that highways can fund from minor improvements budget – **Action Colin to discuss with PC and liaise with Mark.**

2603 – Lack of street light on railway bridge Great Bedwyn, speeding and lack of safety barriers. The safety audit has been done and there is potential for footway construction and improved street lighting – the station is well lit which makes the street looks poorly lit and pedestrians may feel vulnerable. The engineer who did the audit is experienced, and he felt there are some issues but most people are familiar with the road. **Action: It was agreed to send the report to the parish council and in the meantime Spencer would score it so it could be prioritised by CATG if Great Bedwyn PC wish to pursue.**

2700 lack of street lights near Pewsey Station on A345 – waiting for prices. It was felt that the pedestrian access study may recommend lighting improvements so it was agreed to wait until we have this.

2742 request for red surface patching at East Grafton. Mark confirmed that this has been put onto next year's programme. There has not yet been a formal request for support for white gates.

6. Any other Business

Colin referred to his request to Paul Bollen for friction checks on the Rushall to North Newton Road which is slippery when wet and there doesn't appear to be any oil on the road. **Action: Caroline to check with Paul.**

Richard asked Vince if the parking can be enforced opposite St John's Church Pewsey. Vince said that there is no obstruction, and there are no yellow lines there, so it can't be.

Next meeting 17 April 2pm Parish Office