

COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

	Item	Update	Actions and recommendations	Who
1.	Attendees and apologies			
	Present:	Chair: Cllr Mark Connolly (MC) Wiltshire Councillor, Cllr Chris Williams (CW) Wiltshire Councillor, Cllr Tony Pickernell (TP) Wiltshire Councillor, Gareth Rogers (GR) Wiltshire Council Highways, Humph Jones (HJ), Tidworth Town Council, Richard Semple (RiS) Collingbourne Kingston PC, David Dennis (DD), Collingbourne Ducis PC, Sharon Duggan (SD) Wiltshire Police, and Dennis Bottomley (DB) Everleigh Parish Council. Apologies: Rhiann Surgenor (RS) Wiltshire Council Highways,		
2.	Notes of last meeting			
		Notes of the last meeting had been circulated previously.		
3.	Financial Position			
		2022-23 Allocation £22,170 Note; this is subject to Cabinet Approval on Change to Local Highway Footway Improvement Groups.		

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		<p>2021-22 Underspend of £8,708.63</p> <p>Available to allocated once existing commitments from 21/22 are accounted for is £28,878.63</p> <p>GR stated LHFIGs will have additional responsibilities such as waiting restrictions, white lines, signs and footways (signs, stiles and improvements of WC maintained footways).</p>		
4.	Changes to Groups			
	<p>Discussion around the likely changes to the groups, and what can they may be able to support and the structure / resposnabilities will be going forward.</p> <p>Note this is subject to Cabinet Approval in April.</p>			
5.	Priority Schemes			
a)	<p><u>Ref 15-20-1</u></p> <p>Enford</p> <p>Request for 20mph Limit Assessment</p>	<p>Enford Parish Council would like to bid for funding support to conduct traffic calming measures within the village. The Parish committee in January 2020 passed that it would fund 25% of costs towards the study up to a contribution of £650.00.</p> <p>Current Speeds are 30mph and we would like this reduced to 20mph throughout the village boundary excluding the A345. There are parts of the village roads that are particular issues of mainly speeding commuter cars. The risk is compounded with no pavements, regular deep surface water and a school bus stop.</p> <p>It is acknowledged that part of the village (Long St and west of the Swan pub) has generally slower speeds of traffic due to the closeness of houses and a narrow road. However, a blanket</p>	Close and remove.	

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		<p>speed restriction is requested by the parish in order to protect and keep safe pedestrians.</p> <p>Work has now been completed and PC Invoiced for contribution. Close and remove.</p>		
b)	<p><u>Ref 15-20-04</u></p> <p>Tidworth, Pennings Road</p> <p>Request for Pedestrian Crossing Assessment</p>	<p>Following on from requests and concerns raised by residents our Services Committee discussed the above location and agreed that for safety reasons a crossing needed at this location.</p> <p>Now that the development is pretty much complete there is an increase in use by pedestrians.</p> <p>Tidworth Town Council fully supports the request for a pedestrian crossing and will fund 25% of the assessment.</p> <p>After a discussion the group agreed to recommend to TAB an assessment for a pedestrian crossing on the A338, Pennings Road (near its junction with Connolly Way), Tidworth to be undertaken.</p> <p>Assessment has been completed and sent to Town Council – recommendation was NFA, but observations made on potential improvement to speed limit gateway given vehicle speeds in the area (To be requested as new issues).</p> <p>Issue to be closed and removed.</p>	Close and remove.	
c)	<p><u>Ref 15-21-05</u></p>	<p><i>Issue is that Hannon's race horses frequent the road from yard exits to near the Uniform tank crossing.</i></p>	Close and remove.	

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	<p>Everleigh, Netheravon Road</p> <p>Horse warning signs.</p>	<p><i>Although most local drivers expect and respect the horses and riders, many drivers are unaware of the risk.</i></p> <p><i>Two Caution Horse Warning Signs are required, to alert drivers coming from each direction:</i></p> <ul style="list-style-type: none"> - <i>One sign opposite the main entrance to The Crown, 25m south of the A342/Netheravon Rd junction.</i> - <i>2nd sign 25m south of Uniform tank crossing.</i> <p>Work has been completed and invoiced.</p> <p>Issue to be closed and removed.</p>		
d)	<p><u>Ref 15-21-06</u></p> <p>Station Road, Tidworth</p> <p>Bend Warning / Chevron Signs</p>	<p><i>Station Road in Tidworth is the main High Street with many shops and outlets, therefore creating a heavy traffic flow. There is already a 20mph speed limit on the main drag of the street, which appears to be working well.</i></p> <p><i>At the top of station road is a very sharp bend with a warning sign with two chevrons on it.</i></p> <p><i>There have been many incidents of cars speeding and crashing into the verges when coming from the North East direction of Perham Down. This has become a dangerous, downhill, sharp bend to the right.</i></p> <p><i>This subject was raised with the services committee of the town council, and it was proposed that Tidworth town council</i></p>	<p>Signs not yet erected.</p>	

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		<p><i>pay 25% towards the assessment for the installation of a second Chevron sign on the bend at the top of Station Road.</i></p> <p>Work has been completed and invoiced.</p> <p>Issue to be closed and removed.</p>		
e)	<p><u>Ref 15-21-08</u></p> <p>Ludgershall, Castle Court</p> <p>Request for Street Name sign</p>	<p><i>Castle Court has never ever had a Road Sign stating that it is Castle Court.</i></p> <p>NA confirmed that LTC had agreed to fund 25% of the implementation costs.</p> <p>Work has been completed and invoiced.</p> <p>Issue to be closed and removed.</p>	Sign not yet erected.	
f)	<p><u>Priority No 01</u></p> <p><u>Ref 15-20-3</u></p> <p>Collingbourne Kingston</p> <p>Request for Speed Limit Assessment</p>	<p>The current 30mph zone and signage is failing to slow traffic down as it passes Aughton Junction. It is located so close to the Junction that traffic is only starting to slow down as it passes the Junction. This is creating a very dangerous situation for vehicles that are exiting the Junction on to the A338</p> <p>We would like the 30mph zone and signing to be moved 2-300 yards north of its current positioning. This would allow traffic to slow down in consideration of the 30mph speed limit by the time they get to Aughton Junction. This would dramatically improve the position for vehicles exiting Aughton Junction.</p>	<p>GR to seek the lighting of the scheme to be funded by WC highways (£3-4K). Group to fund 75% of and CKPC 25% of the remainder.</p> <p>Post meeting note: GR confirmed the Group and CKPC will need to fund £9K of the cost (£6650 for the Group and £2350 from CKPC).</p>	

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		<p>We would like to have a speed review conducted to verify our concerns and then move on to having the zone and signage moved north as indicated above.</p> <p>RS confirmed that CKPC would fund 25% of the assessment costs. After a discussion the group agreed to recommend to Tidworth Area Board for a speed limit assessment to be undertaken on the A338 in CK to assess if the existing 30 mph limit can be extended to the end of the present 40 mph limit.</p> <p>The assessment has been completed and sent to Parish Council for consideration.</p> <p>Recommendation of a small extension to north of village – Estimate £13,000</p> <p>GR stated that the present signs are not compliant as not lit. The Group agreed that WC should fund the lighting of the new scheme as it would have to do this for the existing speed limit. GR assessed this to be between £3-4K. The Group agreed to fund the remainder of the cost, less a 25% contribution from CKPC.</p>		
g)	<p><u>Priority No.02</u></p> <p><u>Ref 15-21-02</u></p> <p>A338 Tidworth</p> <p>Parking Issues Outside Post Office</p>	<p><i>The A338 outside of the Post Office is a very busy, often congested part of Pennings Road. There is a pedestrian pavement outside of the Post Office, Tattoo Parlour and Flower Shop. Outside the Flower Shop and Tattoo Parlour there is a short parking area/layby for clients. Outside the Post Office there is no parking but to the side there is an alley way to a residential building behind the Tattoo Parlour. The pedestrian pavement outside of the Post Office is often used for parking and causes many ructions, and more so now with social distancing and queues forming outside of it. There</i></p>	MC & TTC to support the advertised scheme.	

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		<p><i>have been several nasty incidents where individuals have been rude to the Postmistress.</i></p> <p><i>There is also a pelican crossing to the right of the Post Office (as you look at it), so this area is a very busy, which does not need further complications of car parking on the pavement.</i></p> <p><i>There is a clear need to have 2 or 3 bollards or other similar 'No Parking' measures in front of the Post Office parking as agreed at the Tidworth Town Council Meeting dated the 13th April.</i></p> <p>Proposal for 20-minute waiting restrictions has been discussed. MC has consulted with business owners and the overall feedback is positive for restrictions during the daytime.</p> <p>An extension of the crossing zig-zag lines/yellow lines to the access road between to the Post Office and the shops could also be considered.</p> <p>MC advised he had replied in his role as a Wiltshire Councillor and supported the proposal. He stated that Tidworth Town Council's Services Committee support proposal.</p> <p>Orders have been drafted and prepared and will be advertised from 15th April to 9th May.</p> <p>GR asked that MC and TTC support the advertised scheme.</p>		
h)	<p><u>Priority No 03</u></p> <p><u>Ref 15-21-09</u></p> <p>A338 Tidworth</p>	<p><i>The A338 south Tidworth has a newly completed estate, call The Ashdown Estate. There is a small roundabout at the junction with Rourke's Drift, and opposite is South Drive. South Drive leads to Tedworth House and Park.</i></p> <p><i>Many families from the Ashdown Estate cross the road near the roundabout, to walk down South Drive to Tedworth Park,</i></p>	<p>Costed design to be brought to the next meeting.</p>	

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	<p>Ashdown Estate / South Drive</p> <p>Request for Dropped Kerb Crossing.</p>	<p><i>for recreational purposes, and to watch events that take place there.</i></p> <p><i>If they did not use South Drive, families would have to walk towards Hampshire Cross and access the park by the Avenue leading to Tedworth House, which is a very long diversion along a very busy main road.</i></p> <p><i>The Ashdown Residents have requested dropped kerbs near to the Rourke's Drift roundabout to ease the situation, by enabling pushchairs, wheelchairs etc to cross the road more safely, and access South Drive, which is a much shorter route. Tidworth Town Council has agreed to pay 25% contribution towards the survey, to help make this popular road crossing safer.</i></p> <p>MC confirmed he had had a site visit with GR. GR outlined the potential difficulties with providing an informal crossing point. The Group agreed to fund £2000 for a design to provide an informal crossing 10m from the Northern end of the roundabout.</p> <p>Scheme has been allocated to an Engineer and preparatory work is underway to undertake the design. Topographical survey has now been completed (end March). Preparatory designs are underway.</p> <p>GR advised that a costed design should be ready for the next meeting.</p>		
i)	<p><u>Priority No 4</u></p> <p><u>Ref 15-21-10</u></p>	<p><i>Collingbourne Ducis continues to have issues with speeding across this junction and near misses on a weekly basis. It is far too easy for vehicles to not slow down to a safe speed when turning left onto the High Street coming from Church Street due to the generous nature of the corner. Our second issue with the roundabout is that no sooner does it get re-</i></p>	<p>Costed design to be brought to the next meeting.</p>	


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	<p>A338 Collingbourne Ducis</p> <p>A338 / A346 Church Street / High Street</p> <p>Junction Alteration</p>	<p><i>painted but within a year it is noticeably getting worn away. Having a flat painted roundabout again means vehicles are no slowing sufficiently crossing the roundabout which has several close by entrances to driveways and the pub car park.</i></p> <p><i>Build Raised Roundabout and / or look at slowing down (Building Out) the corner from Church Street to the High Street coming from Tidworth direction</i></p> <p>It was agreed that Collingbourne Ducis put in requests for the schemes for discussion at the next meeting of the Group. An assessment of options for the roundabout is likely to cost £2000.</p> <p>Scheme has been allocated to an Engineer and preparatory work is underway to undertake the design. Topographical survey has now been completed (end March). Preparatory designs are underway.</p> <p>GR advised that a costed design should be ready for the next meeting.</p>		
6.	Other Priority schemes			
a)				
7.	Open / Other Issues			
a)				

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8.	New Issues			
a)	<p><u>Ref 15-22-01</u></p> <p>Chute</p> <p>Forest Lane</p> <p>Request for Unsuitable for HGV Sign's</p>	<p>The lane is not suitable for HGV's and despite there being a 'Not Suitable for HGV's' sign in place vehicles are still trying to access it. The current sign has been damaged.</p> <p>I have received reports of damage in November and December 2021 and believe that there were reports of damage before I took on the role.</p> <p>https://goo.gl/maps/52AudQ5JX5iudwLp9</p> <p>The 'Not Suitable for HGV's' sign being replaced with 'No HGV's' sign.</p> <p>MC asked if Chute had confirmed it would fund 25% of the cost. GR stated this was not stated in the request. MC to contact the Clerk for Chute to confirm.</p>	<p>MC to contact Chute's Clerk to confirm if the PC will contribute 25% of the implementation cost.</p>	
b)	<p><u>Ref 15-22-01</u></p> <p>Everleigh</p> <p>Footpath 8</p> <p>Request replacement / new signs</p>	<p>Everleigh 8 is a public footpath which starts from the Netheravon Road 200m south of the A342 in Everleigh and heads SE for about 1km to the vicinity of Weatherhill Firs.</p> <ul style="list-style-type: none"> • <i>Replace the Wilts Council public footpath sign at Point A and cut the hedge.</i> • <i>Erect an additional Wilts Council public footpath sign at Point B in order to confirm the route for walkers.</i> <p>RiS stated that CKPC have spare right of way direction signs EPC would have if they wanted to do the work themselves. GR to provide DB with RoW officer details to discuss the scheme. CW stated that the AB has funding for footpaths too.</p>	<p>GR to forward RoW officer details to DB so that DB can discuss whether the self-help solution can work.</p>	

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9.	Other items			
a)				
10.	AOB			
a)	Tidworth Area Cycle Network	 <p>Tidworth and Ludgershall Cycle Net</p> <p>MA to update the map to take into account improvements since 2013. Group to consider future improvements required.</p> <p>GR advised that Government is likely to provide additional funding for cycling and walking schemes in future. I B-P suggested that the Group should have schemes agreed and supported in preparation for this.</p> <p>MC suggested that TTC and LTC should review their networks and make recommendations to CATG of possible improvements to the foot and cycle networks. CW suggested TAB also discuss the issue.</p> <p>NA request LTC review its network and suggest any improvements to its network.</p> <p>MC/HJ request TTC review its network and suggest any improvements to its network.</p>	<p>HJ confirmed that Tidworth TC had an aspiration for provide a joint foot and cycle path for the length of the path between Tidworth and Perham Down.</p> <p>MC to approach Ludgershall TC to see if it had considered the matter.</p> <p>Post meeting note: LTC confirmed they did not have any routes that needed improving at this stage.</p>	

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b)	Empress Way Lining	<p>NA raised a safety issue of white lining that had worn away. RS confirmed after the meeting that it is the responsibility of the Developer to reinstate the lines through a S278 agreement. An email had been sent to say these are now a safety issue and this job now needs to be completed urgently.</p> <p>NA stated that speeding was now an issue due to the give way lines having been moved. RS confirmed that a traffic island was to be placed at the informal crossing and other calming measures.</p> <p>RS had contacted the developer but was not aware if the white lining had been put in place. AP asked if the proposed traffic island could be moved from the end of Empress Way to the rail crossing. MC asked if the original buff road colouring could be re-instated at the informal crossing. RS would contact Development Control and report back at the next meeting.</p> <p>As RS was not available for the meeting, GR stated that he would ensure RS provided a written update on the above issues to be circulated to all members.</p>	<p>RS to provide a written update for circulation to members.</p> <p>Post meeting note: RS confirmed the crossing the crossing be placed on the right hand side of the junction as part of the planning condition, so unfortunately they will be unable to change this now. The developer is aiming to install this at the beginning of May.</p> <p>There is a meeting with the developer next week in which the lining will be discussed, and confirm the placement of this within the next couple of weeks.</p>	
d)	Collingbourne Kingston	<p>Discussion on Collision Reduction</p> <p>RiS stated there had been many discussions about accident and speed reductions on the A338. He requested a more strategic look at the issue.</p> <p>The Group felt that whilst the Police and Crime Commissioner's investment, announced at the November Area Board, in</p>	<p>The Area Board seek support from the Pewsey and Marlborough Area Boards to ensure WC provides a response to Highways England's consultation on the M4 to Dorset</p>	

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		<p>officers speed guns and support for Community Speed Watch are welcome, they do not solve the issues on the A338.</p> <p>Following a discussion, it was agreed that a combined approach between the Tidworth, Pewsey and Marlborough Area Boards to ensure WC provides a response to Highways England's consultation on the M4 to Dorset Coast Conectivity Study that will assist with the A338.</p> <p>CW stated that the next AB was on 30 May and that he would update on progress with working with Pewsey and Marlborough ABs.</p>	Coast Conectivity Study that will assist with the A338.	
e)	Collingbourne Ducis	<p>Church Street – Kerbing Improvements</p> <p>PK and DD requested kerb improvements in Church Street as HGVs are eating into the bank next to a footpath. GR suggested waiting for this to be done if the road was to be resurfaced. RS to check if the road is on the five-year programme.</p> <p>RS confirmed this matter was not on the five-year maintenance programme. However, it has been added to the kerbing team's list of sites and depending on funding next year, it could be done then. If not, MC stated we would review the issue then.</p> <p>RS confirmed the budget for 2022/2023 is still awaited. RS to report to the next meeting.</p> <p>As RS was not available for this meeting, MC stated she should send a written report for members of the Group.</p>	RS provide a written update for circulation to Members.	

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g)	Perham Down bus route	<p>NT queried if any news had come back from the bid to improve the bus service for Perham Down.</p> <p>MC stated Wiltshire Council would not know until the summer whether it had received Government funding that could fund this.</p>	MC to chase Wiltshire Council before the next meeting.	
h)	Footpath Maintenance	<p>As CATG's will have powers to fund footpath repairs and right of way styles to be replaced for example, GR advised that Parish and Town Councils should look at issues they would want attended to so that come Aprils meeting of the Group, there is a list that can be worked on with RS. MC stated he would send an email to the Town and Parish Councils.</p> <p>MC reported that only one PC had responded (the Everleigh PC request previously discussed), though Tidworth TC were to discuss the matter next week. MC asked that LTC and PCs provide requests for the next meeting.</p>	TCs and PCs to provide up to three shcmes for consideration at the next meeting.	
11.	Date of Next Meeting: To be confirmed.			

Tidworth Community Area Transport Group

Highways Officer – Gareth Rogers