

MINUTES

Meeting: SOUTH WEST WILTSHIRE AREA BOARD
Place: Nadder Centre, Weaveland Road, Tisbury, SP3 6H
Date: 21 November 2018
Start Time: 6.30 pm
Finish Time: 8.50 pm

Please direct any enquiries on these minutes to:

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or (e-mail) lisa.moore@wiltshire.gov.uk

Papers available on the Council's website at www.wiltshire.gov.uk

In Attendance:

Wiltshire Councillors

Cllr Jose Green (Chairman), Cllr George Jeans and Cllr Tony Deane (Vice-Chairman)

Wiltshire Council Officers

Stephen Harris, Community Engagement Manager

Lisa Moore, Democratic Services Officer

Town and Parish Councillors

Ansty Parish Council – M Brewer & J Foy

Bishopstone Parish Council – J Gibbon

Bowerchalke Parish Council – J Body

Dinton Parish Council – C Smith

Fovant Parish Council – A Mallalieu & T Phillips

Hindon Parish Council – F Freeman & D Robertson

Mere Parish Council – J Jordan & R Sims

Quidhampton Parish Council – C Churchill & K Taylor

Stourton with Gasper Parish Council – C Spencer

Sutton Mandeville Parish Council – J Childs & P Thatcher

Swallowcliffe Parish Council – S Banas, G Ewer, & B Fitzpatrick

Tisbury Parish Council – S Harry

Tollard Royal Parish Council – R Mitchell

West Tisbury Parish Council – G Flower & R Platts

Wilton Town Council – P Matthews

Zeals Parish Council - C Spencer

Partners

Wiltshire Police - Inspector John Hutchings

Total in attendance: 63

<u>Agenda Item No.</u>	<u>Summary of Issues Discussed and Decision</u>
45	<p><u>Welcome and Introductions</u></p> <p>The Chairman, Councillor Jose Green welcomed everyone to the meeting of the South West Wiltshire Area Board.</p>
46	<p><u>Apologies for Absence</u></p> <p>Apologies for absence were received from:</p> <ul style="list-style-type: none"> • Cllr Pauline Church • Cllr Bridget Wayman • Tim Martin – Ansty PC
47	<p><u>Declarations of Interest</u></p> <p>There were none.</p>
48	<p><u>Minutes</u></p> <p>The minutes of the previous meeting held on Wednesday 19 September 2018 were agreed as a correct record and signed by the Chairman.</p>
49	<p><u>Chairman's Announcements</u></p> <p>The Chairman made the following announcements:</p> <ul style="list-style-type: none"> • I attended the presentation of the Banner to the Tisbury Cadets which was a lovely group of young people who were so enthusiastic. More under eighteens should be encouraged to join up • The Tisbury Link Scheme had made a cry for help, for more volunteer drivers. • The WWI Tree planting scheme, was moving forward, all that had registered their villages to take part had now had their trees delivered. • A Library Home Service has been rolled out, this was a new scheme for those unable to make the journey to the Library. • Parking on Sundays in Wiltshire Council owned car parks to be free from this weekend • Highways maintenance works were due to take place on potholes and white lining. • The release of Chinese lanterns and sky balloons have been banned from Wiltshire Council land. • There would be a real ice rink in market square in Salisbury over Christmas.
50	<p><u>Partner and Community Updates</u></p>

The Board noted the following written updates attached to the agenda and circulated at the meeting:

- Neighbourhood Police Team
- Fire Service
- Wiltshire Council

In addition the following verbal partner updates were received:

Police - Inspector Hutchings gave a verbal update, noting that he represented the South Team, and would take back any queries regarding the West to Inspector Fee's team. Some of the points from the update included:

- Work of our Special Constables – Wiltshire Police had invested heavily in recruiting more Specials and were now reaping the rewards of that investment. So far, the Specials had provided 63,000 hours of voluntary service, and were a fantastic asset. They are fully operational Police Officers and could be used for all aspects of our work.
- Visibility commitment & Pulse patrols – At this time of year there could often be an increase in theft at this time of year. We run pulse patrols, where we get the team together for 20 – 30 mins and put them all on patrol in a specific area. It works to deter criminals from this type of activity.
- I have made a commitment to all Area Boards in the South, if you would like a Police Officer to attend an event in the community, if you contact me, I will endeavour to get someone there where possible.

Questions

- Tisbury would like to invite you to send Police presence to the Tisbury Christmas Fair on 8th December – Answer: I will feed this back.
- On page 16 of the agenda, it details a lot of PCSO's are they now doing most of the Policing? – Answer: No, these are the people that make up the Community Policing Team, the eyes and the ears on the ground. Whilst every Police Officer is allocated an area, the demand on an Officer means they are sometimes not able to do a foot patrol in that area, so the PCSO are there to support them.
- We would also like a Police presence on 30th November at the Mere Christmas fair. – Answer: I will feed that back.
- In Donhead St Andrew I have not seen a Police Officer patrolling in many years. Answer: We have had many Offices patrolling. We cannot commit to the types of patrols we had many years ago. We have to move our resources where the crime reports to be. We are a demand led service. We have to be proportionate to requests.
- Years ago, we had Dickson of Dock Green, were Officers went around alone, now we often see the Police in pairs, and they tend to be talking together, and not looking around as much. Answer: Most of our crew are

	<p>single crew. It is not a given that our Officers go out in pairs. What we do have is an Officer and a PCSO, sometimes in training.</p> <ul style="list-style-type: none"> • There was a plan to introduce Special Constables based in a set area. Can you introduce that back into an area? <u>Answer:</u> We do have Special Constables and they do take part in high visibility patrols in specific areas. • Rural crime in sheds and out buildings seems to be prolific. <u>Answer:</u> The nature of shed burglaries is that they are random, and unless you can gather evidence for specific leads, it is difficult to catch these offenders. • Is there an upper age limit to be a voluntary Police Officer? <u>Answer:</u> No, they need to commit to a 12 week training course, every weekend for 12 weeks. <p>We have increased our volunteers in every aspect of work we deal in, however we cannot employ a volunteer to replace a paid post.</p>
51	<p><u>Theme Item: A focus on the attempt to slow traffic in the villages</u></p> <p>Cllr Deane introduced this themed item, which was focused on the attempt to slow traffic in the villages. The Board received presentations from local groups looking at what had and had not worked in the parishes, including 20 mph schemes and Community Speed Watch.</p> <p>He explained that the CATG has a limited budget, which was spent on small initiatives. We are here to discuss the matter of speeding through the villages. There is an element of perception, but not in all cases. The local Highways Officer had put together a presentation. The slides are attached to these minutes.</p> <p>The Board then heard from the following community groups:</p> <p><u>Hindon – Frank</u> Speeding Hotspots have been identified in many areas across our communities.</p> <p>20 years ago, things were different, Police would visit an area and they would book people and charged them. Now we need to look to the three E’s, education, engineering and enforcement.</p> <p>There are examples to be seen where the implementation of mini roundabouts, chicanes and humps can be effective.</p> <p>Police have conducted speed checks in Hindon twice this year, we would like to see them more often. The ratio of tickets to words of advice has improved.</p> <p>There are hurdles to go through to get a Speedwatch team up and running.</p> <p>In Hindon, we share our device with two other villages. Once you have your</p>

team trained by the Police in Devizes, you then agree a programme with the other villages. We do two weeks on and four weeks off.

We input the data into a spreadsheet for submission to the local Police team. There is quite a lot of effort involved with this.

Speed Indicator Devices (SIDS) – This is another option, where you do not deal with the Police, you deal with the Highways Team. The solar panel SID has run for most of the summer. During winter months the battery will need to be charged.

In our village we made two scarecrows with fake speed guns, and there was a dramatic impact.

Questions and comments –

- The Speedwatch training has changed now, and can be undertaken more locally, it takes about 6 weeks.
- The CSW is effective for the period of time they are there. The figures for speeding does come right down, but when the high-vis jackets go away the speeding goes back up. There was also a personal verbal attack on our volunteers, and they no longer take part. Answer: We do get abuse verbally but there has never been a physical attack. The reaction is on the whole supportive.
- If someone is reported by us for speeding they can expect to receive a letter from the Police. Some can receive a visit from a Police Officer.
- In Sedgemoor and Semely we share a device, what about maintenance, long term?
- Cllr Jeans - the one we have just bought in Mere was £1300.

Presentation 2 - Quidhampton – Clare Churchill

Quidhampton is a rat run to Salisbury. We have always had a traffic problem and a speeding problem, so we applied for a 20mph reduced speed limit. We failed the first time but succeeded second time.

We have 12 volunteers and have the machine for 2 weeks a month. We do also have the Police to come and monitor the speeds as well.

We do not have a pavement through the whole village. Speed has reduced a bit from having 20mph limit, however, there are many road users that still do not realise that the speed is 20mph. Taxis and buses, and even refuse lorries.

If you have any ideas of how to slow the speed down please let us know.

Questions and comments –

- There is no actual way of stopping them.

- Chilmark also has a speeding problem, we would like to reduce to 20mph. If you make signs and have them on your own property, is that ok? Answer: They can be deemed as an obstruction.
- It must be possible to find out previous metro count data to see whether the money that has been spent and effort put in, has been of much benefit.

Presentation 3 - Fovant – Tony Phillips.

Fovant is on A30, west of Salisbury. We had a speed reduction to 20mph on the High Street 2 years ago. We also have narrow roads with no pavement. There are 1600 vehicle movements a day, with a lot of pedestrians fighting with cars for the shared space.

Fovant PC supported the change to 20mph, so we joined with two other parishes and purchased a SID and have so far been very impressed. The kit is 18kg so fairly heavy to move around.

To ask, is the 20mph working for us, to some extent it is. There is no evidence from the community that the speed should go back to 30mph.

How can 20mph be improved, firstly to improve the signage. The Highways engineer was excellent when she visited and made a dozen suggestions for changes along our stretch of road.

Need more people to volunteer for the Community Speedwatch scheme and we need more yellow advisory signs, which so far we have not been able to get hold of.

The training has also been an issue, we have had trouble in setting up volunteers with a session.

Fovant will in the future consider extending the current 20mph zone, further in to the 30mph area. It has been rewarding to work with the other two villages and makes it more feasible to move forward more quickly.

Questions and comments –

- The training regime has changed. There will be a new leader from next week, hopefully things will then speed up. I would say keep pushing for the training.

Presentation 4 – Tollard Royal – Richard Mitchell

We are the most southernly village in Wiltshire. In parts the road is 12ft wide, and most properties front directly on to the road. In 2000, Highways announced we were to have a 20mph speed limit.

When it was a 30mph zone, the Police would attend several times a year with a speed device, however now it is 20mph, this no longer happens.

In 2004 we formed a Community Speedwatch team. When I contacted Devizes about a serial offender who lived outside Wiltshire, I was told that only those living in Wiltshire would actually get a visit. So those outside are free to speed. Our team felt that this was an insult to those that had given up their valuable time.

Our latest deterrent is our SID. Even when the battery is drained drivers will slow down anticipating triggering the device.

Questions and comments -

- I think there may be some negotiation with Dorset Police so hopefully there will be some joined up work to result in letters for those outside of Wiltshire.
- In Zeals, we asked for a 20mph limit outside the school. We were told we could not have one coming off a 40mph. So we settled for a 30mph limit. The Highways officer led us through the process and made it clear that signs do not slow people down, she designed a scheme that does actually work. My message is that you have to do traffic calming of some sort to slow the traffic down.
- Cllr Dean noted that Speedwatch enforcement and SIDs were time limited. It was good to hear about the Zeals enforcement that had been successful. We do need to have something physical. The average build-out is around £15k, and the CATG fund is limited. If you have something that you believe in then take it to the parish council. Start with the physical, if road users cannot drive fast then they wont drive fast.
- We do need to take time to look at the particular circumstances of each village. It is important to get the training right. A key thing is a balance of a build out and something else.
- The only thing that will stop some people is a speed camera, to hurt people in their pocket.
- One size will not fit all.
- Hindon is going through a Neighbourhod Plan at the moment, we are not allowed to put traffic issues in to that, we are only allowed to consider the houses going in, but not to consider the traffic that goes with them. Answer: Cllr Deane – I would put them in.
- Police Inspector Hutchings – There have been many valid points. In my 22 years in the service, for majority of that time I have been a Traffic Officer and have stood in many of your villages with a speed gun. As soon as we walked away the speeding returned. There are many ideas available to us to decide which would best suite each individual area.

	<p>Having the input of the Highways Officer is pivotal. Volunteers schemes are vital and we support these. We know there have been some issues in the past with training, and we are working to resolve those.</p> <p>With regards to abuse, sadly when someone is prepared to stand up and protect their area, there will always be people to shoot them down. If you have a dedicated team of volunteers, Wiltshire Police is dedicated to support you.</p> <ul style="list-style-type: none"> • Speed traps – can you put one in Tollard Royal? <u>Answer:</u> A 20mph limit does come with its problems. Our visibility acts as a deterrent, so we encourage our teams to be that visible presence as it has a positive effect. In terms of speed cameras, there is no doubt that they worked, however the problem is they are hugely expensive and fines do not come back to us but to central government. • Are there any figures on the numbers of people who gets prosecuted? <u>Answer:</u> A repeat offender gets up to two letters and on the third offence they get a visit. Problem is, our officers have spent a great deal of time travelling to properties to find them not at home, it becomes a huge resource.
52	<p><u>Sub Group Updates</u></p> <p>The Board noted the written updates from the Sub-Groups attached to the agenda, and considered funding recommendations as detailed in the reports.</p> <p>Further information on the proposals of the Health and Wellbeing Initiative was circulated at the meeting and is attached to these minutes.</p> <p><u>Decision</u> The Board approved the recommendations of the CATG as detailed in the report.</p> <p><u>Decision</u> The Board approved the recommendation to ringfence £6,000 for local community projects to combat social isolation and loneliness.</p> <p><u>Decision</u> The Board approved the recommendation for LYN funding as detailed in the report.</p>
53	<p><u>Area Board Funding</u></p> <p>The Board considered the three proposals as set out in the agenda.</p> <p><u>Decision</u> The Board ratified the Community Area Grant of £3,500 to Quidhampton Parish Council, for new play equipment, which had been awarded under</p>

	<p>delegated powers by the Community Engagement Manager, in consultation with the Board Members, as detailed in the report.</p> <p>Cllr Deane abstained from voting on the next grant from Cranbourne Chase AONB, and Cllr Jeans asked the CEM to check that the funds would be spent on the same project as detailed in the original award.</p> <p><u>Decision</u> The Board approved the request of Cranbourne Chase AONB for an extension to the grant previously awarded.</p> <p><u>Decision</u> The Board Approved the proposal that for all future applications, applicants would require the support of the Town or Parish Council and a meaningful contribution to be considered by the South West Wiltshire Area Board.</p>
54	<p><u>Close</u></p> <p>The next meeting of the South west Wiltshire Area Board will be held on</p>
<p><u>slides</u></p>	

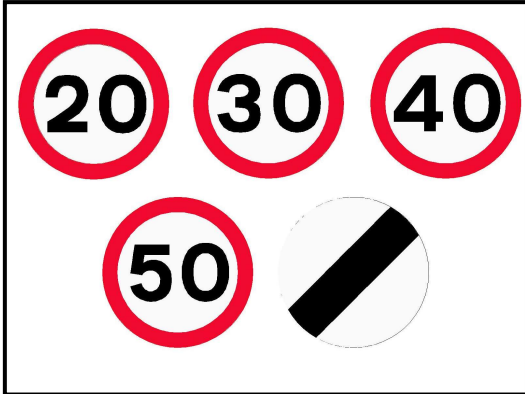


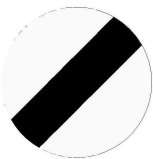
7) A focus on the attempt to slow traffic in the villages

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Speed limits in Wiltshire



20 **30** **40**
50 

Speed limits in Wiltshire

Follow national guidance set out by [Department for Transport - Local Transport Note 01/2013](#) Setting local speed limits.

Speed limits should be evidence led, self-explaining and reinforce the average drivers assessment of what is a safe speed to drive.

Key factors taken into account when setting speed limits include;

- Road function (strategic, through traffic, local access etc.)
- Road geometry (width, sightlines, bends, junctions, accesses, etc.)
- Road environment (rural, residential, shop frontages, schools, etc.)
- Traffic composition (existing and potential levels of pedestrian and cycle usage)

Speed limits in Villages

It is government policy that 30mph should be the norm through villages. 20mph can be considered in built up village streets, primarily residential in nature but not on roads with a strategic function or where the movement of motor vehicles is the primary function.

The definition of a village is;

- 20 or more houses
- minimum length of 600 metres
- average density of at least 3 houses per 100m

Engineering measures may be introduced to improve compliance with the speed limit.

Typical forms of Traffic Calming

Vertical Deflections

Objective - Improve safety by forcing a reduction in vehicle speed



• Round top



• Flat top

FACT – There are an estimated 500,000 humps on the UK's roads!

Typical forms of Traffic Calming

• Raised junction



• Speed cushions

Advantages

- Effective way of reducing speed.
- Can be adapted to form convenient pedestrian crossing points.
- Ramp gradients adjusted for individual site requirements.
- Speed cushions can be used on bus routes and on lengths highlighted by the emergency services.
- Can be constructed in materials sympathetic to surroundings.

Disadvantages

- Unsightly.
- Noise and Vibration.
- Potential to increase air pollution.
- Unpopular with emergency services.
- Unpopular with certain groups of drivers, in particular those with chronic pain.
- Cost (Average scheme costs £50k to £100k+)
- Loss of on street parking.
- Strict regulations (street lighting etc)

Horizontal Deflections

Objective - To restrict the ability of vehicles to pass one another and interrupt traffic flow.



• Chicanes

Typical forms of Traffic Calming

- Carriageway constrictions and / or pinch points with priority control.



• False Roundabouts

Advantages

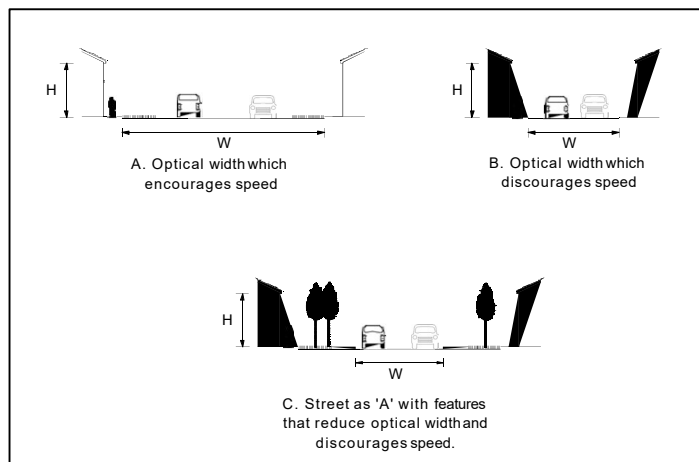
- Cheaper and easier to construct than humps. (Average scheme costs <50k)
- Results in lower noise and vibration than vertical features.
- Build outs can provide improved pedestrian crossing points.
- Can be aesthetically pleasing.

Disadvantages

- Can radically alter linear character of the street.
- Often results in a considerable loss of on street parking and delays to passing traffic.
- Chicanes can encourage drivers to take a 'racing line' at high speed.
- Pinch point reduce available carriageway space and squeeze down vulnerable road users, e.g. Cyclists.
- Associated signs, lines and street lighting can be unpopular and ugly.
- Require reasonable traffic flows in all directions to be effective.

Psychological Calming – The theory

- Drivers perceptions of the appropriate driving speed is influenced by the street appearance.
- Safety through uncertainty. (Driver uncertainty can result in reduced speed).
- An open or broad aspect encourages speed.



Psychological Measures

Objective To encourage reduced speeds by influencing driver behaviour through uncertainty and perception of the road.



- Gateways

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Psychological Measures

- Coloured surfacing



- Removal of centre warning Lines

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Psychological Measures

- Improved Signing



- Landscaping

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Advantages

- Simple and effective
- Reduced disruption in terms of noise, vibration and pollution.
- Immediate impact.
- Schemes can be individually tailored to site requirements.

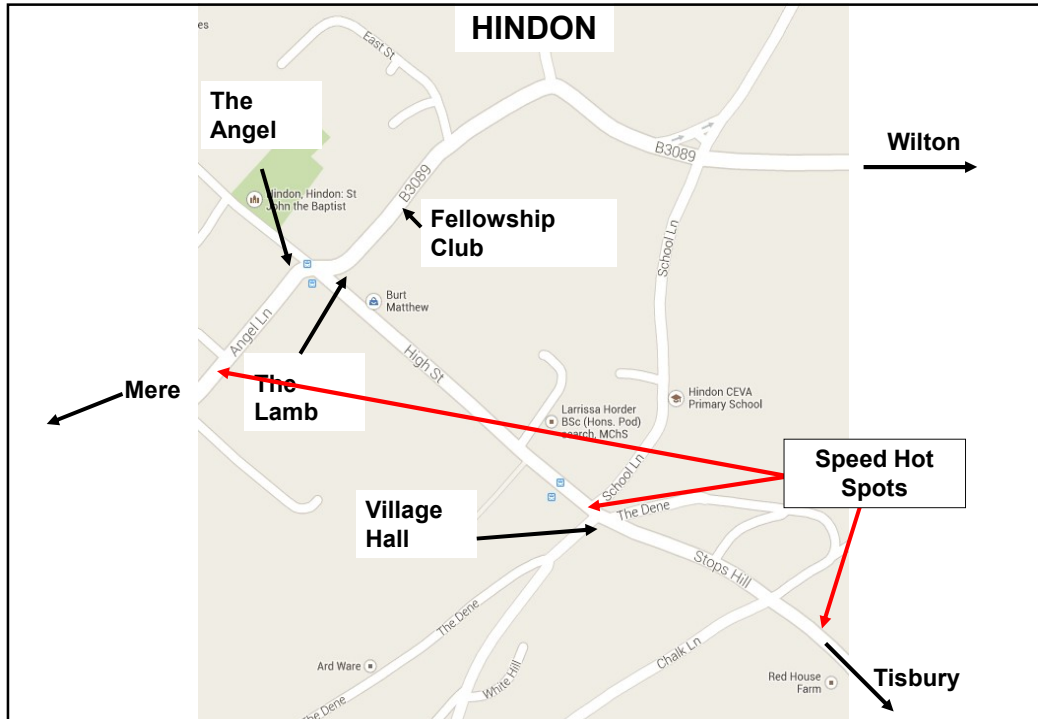
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Disadvantages

- Familiarity.
- Applicable for selected sites only.
- Can be unsympathetic to surroundings.
- Lack of self enforcing features, e.g. speed humps.

Speeding in Villages

The Hindon Experience



The 3 `E's

- Education
 - Speedwatch
 - Speed Indicator Devices (SIDs)
- Engineering
 - Speed bumps
 - Mini Roundabouts
 - Chicanes/buildouts
 - Signage
- Enforcement (Police)

Speedwatch

- ID Hot Spots
- Metro Counts
- Recruiting
- Vetting
- Training
- Share Device/Agree Programme
- Check Availability Team Members
- Issue Patrol Schedule

6-9 MONTHS

Patrol Schedule

- Mon 22 Oct: 0800-0900 hrs – DR/MC - Bus Shelter
- Tue 23 Oct: 1230-1330 hrs – SPMcC/FF – Stops Hill
- Thu 25 Oct: 0730-0830 hrs – LK/ALF – Bus Shelter
- Fri 26 Oct: 1630-1730 hrs – FF/ALF – Stops Hill
- Sun 28 Oct: 1230-1330 hrs - JG-R/NR – Bus Shelter
- Mon 29 Oct: 0900-1000 hrs – DR/MC – Stops Hill
- Tue 30 Oct: 0800-0900 hrs – SA/FF – Bus Shelter
- Thu 1 Nov: 1230-1330 hrs – SPMcC/SA – Bus Shelter
- Fri 2 Nov: 0800-0900 hrs – FF/LK – Stops Hill

4-5 HRS A WEEK

**6-10 SPEEDERS AN HOUR
Out of 350-400 VEHS AN HOUR**

Speedwatch

- ID Hot Spots
- Metro Counts
- Recruiting
- Training
- Share Device/Agree Programme
- Check Availability Team Members
- Patrol Schedule
- Submit Police Duty Sheet
- Submit Speedwatch Reports
- Complete Police Duty Sheet
- Pour Stiff Whisky!

SIDs

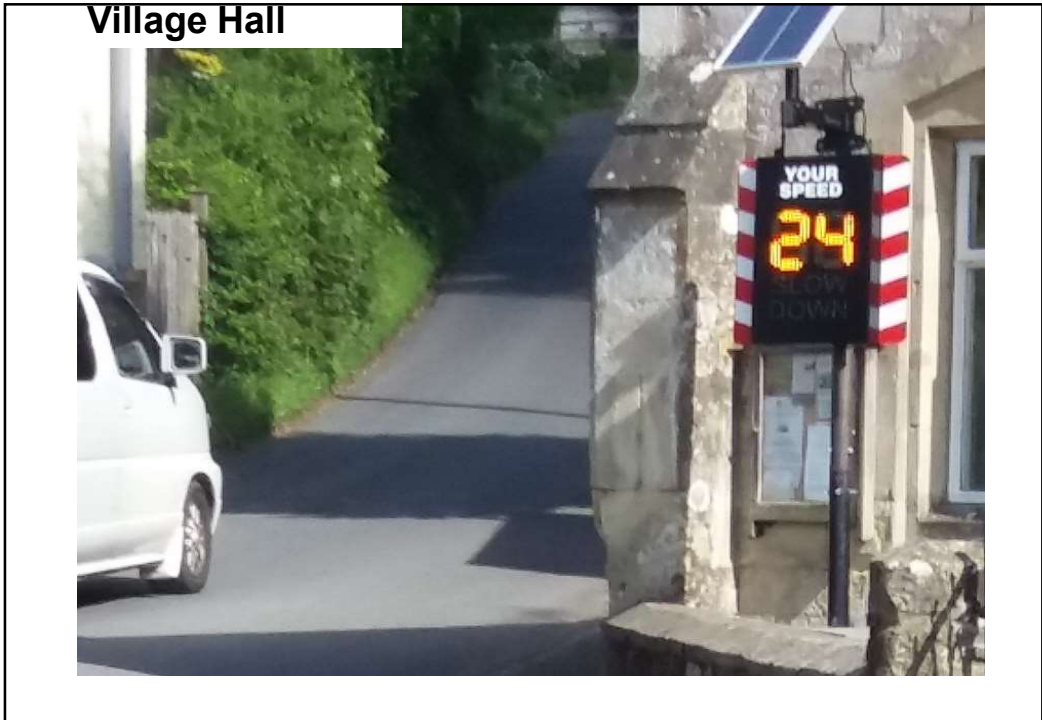
- ID Speeding Hotspots
- Metro Counts
- Decide on Likely SID Sites
- Check with Highways
 - Existing signs
- New posts/signs
 - Authority
 - Insurance
 - Risk Assessment
- Bid for Grant from WC
- Choose Supplier/Place order

SIDS Operational Guidance – June 2017

- Mounted onto existing street furniture, poles etc, where safe
- No bare poles
- New Poles:
 - Temporary only (ie. removable when not in use)
 - Carried out by accredited contractors
 - Set back 0.5m
 - Owner's consent

SIDS Operational Guidance – June 2017

- New Poles: (contd)
 - Don't use Parish Stewards
 - Underground services?
 - PC retain ownership/legally liable
 - Highways reserve the right to wdr consent
 - Conduct Risk Assessments
 - High vis clothing
 - Insurance (min £5M 3rd Party Liability)





Considerations

- Cost
- Security
- Range
- Data Access
- Moveable

Metro Counts

- 85th Percentile Speed: The speed at or below which 85% of passing vehicles travel
- Criteria:
 - 30 to 34.9mph 85th percentile = No Further Action (NFA)
 - 35 to 38.9 mph 85th percentile = eligible for Community Speed Watch
 - 39 to 42 mph 85th percentile = eligible for the Speed Indicator Device (SID) programme

Download – 14 Nov – 23 Dec 17

- 35-40 mph – 1566 vehs
- 40-45 mph – 297
- 45-50 mph – 48
- 50-55 mph – 12
- 55-60 mph – 2

85th %ile Speed: 32.8 mph



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