

SOUTH WEST WILTSHIRE COMMUNITY AREA TRANSPORT GROUP 6 NOVEMBER 2019

	Item	Update	Actions recommendations	Who
1.	Attendees and apologies			
	Present:	Tony Deane (Chair) (Wiltshire Councillor – Tisbury), Jose Green (Wiltshire Councillor – Fovant & Chalke Valley), Bridget Wayman (Wiltshire Councillor – Nadder & East Knoyle), Julie Watts (Principal Engineer) David Button (Area Highway Engineer), Karen Linaker (Community Engagement Manager), Phil Matthews (Wilton Town Council), Richard Botten, Mick Pont (South Newton & Stoford PC), Frank Freeman (Hindon PC), Richard Mitchell (Tollard Royal PC), Clare Churchill (Quidhampton PC, Dinton PC, Donhead St Mary PC & Berwick St John PC) Sandra Harry (Tisbury PC), Elizabeth Forbes (CSW Tisbury), Tony Phillips (Fovant PC), David Curless (Semley & Sedgemoor PC), Jane Childs (Barford St Martin & Sutton Maundeville PC), Catherine Sharma (Barford St Martin PC), Roy Sims Mere TC, Stephen Banas (Swallowcliffe Parish Council), Virginia Brockway (West Knoyle PC), Ruth Burrows Graham Cotton (Kilminster PC)		
	Apologies:	George Jeans (Wiltshire Councillor - Mere), Roy Sims, Lindsey Wood (Mere TC) Spencer Drinkwater (Principal Transport Planning & Development Manager), Mike Ash (Bishopstone PC) Patrick Boyles Jenny MacDougall (Chilmark PC), Helen Daveridge Richard Salter, Wiltshire Police.		
2.	Notes of last meeting			
		The minutes of the previous meeting held were agreed at the South Western Wiltshire Area Board meeting on Wednesday 18 September 2019. <i>A link can be found on the Wiltshire Council website here</i>		

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3.	Financial Position			
		An updated version of the finance sheet was presented. There is currently £8264 unallocated; see Appendix A.		
4.	General Items			
a)	Additional Funding for Highway Maintenance	David Button provided a verbal update to the group. Members are encouraged to use the MyWiltsApp to report any maintenance issues. There will be a demonstration of the new App at the next SWW Area Board meeting on Weds 20 November 2019 at the Nadder Centre 18:30.		DB
b)	HGV's & Sat Nav's	No progress due to Brexit.		BW
5.	Top 5 Priority Schemes			
a)	Issue 6041 Semley, Junction by Church Farm – improvements to the layout of the junction.	JW met with the contractor on 26/6/2019 to confirm traffic management requirements and finalise construction detail. The scheme will require 3 way temporary traffic signals and will commence on 25 November 2019. Due to another scheme overrunning because of the wet weather the contractors are likely to be a week late getting to Semley. JW to keep PC updated.		JW
b)	20mph Implementation	The group agreed to fund 3 feasibility studies at a cost of £7500 subject to a contribution of a £1000 from each Parish Council. <ol style="list-style-type: none"> 1. Teffont Magna – C277 North end of the village to junction with the B3089 & Teffont Evias – South end of the village up to junction with the B3089 2. Chilmark – the area covered by the existing 30mph 3. Fovant - an extension to the existing 20mph speed limit, exact details to be confirmed. <p>The group agreed to allocate £3,000 for the legal orders.</p>		JW

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		All parish councils have confirmed that they will fund the implementation costs. The legal orders have been sent to the traffic order team for processing. The orders are currently forecast for advertising mid-December.		
c)	Issue 6659 Fonthill Bishop – C43/B3089.	The group agreed to fund white gates at a cost of approximately £1000 each, subject to a site visit to establish whether there is sufficient room to install the gates and a 25% local contribution. £1500 to be allocated towards the cost of providing white gates, no confirmation received from the parish group regarding a contribution. As the police database shows a small cluster of collisions the junction, the group agreed to fund a small improvement scheme at this junction for £3k, (No local contribution required. Proposals to be brought to the next CATG meeting.		Fonthill Gifford Parish Group
d)	14-19-2 Tisbury Row On carriageway footway	The group agreed to fund the scheme at a cost of approximately £750 subject to a 25% contribution from TPC. A site visit was carried out by AD and JW after July's meeting. JW to carry on assessment of number of pedestrians using the route during the morning commute before the next CATG.		JW
6. Work instructed				
a)	Issue 6553 East Knoyle, Sheephouse Farm, Hindon Road - Horse Warning Signs	CATG agreed to fund £375, PC to fund £375. The design work is complete and the works pack has been sent to the contractor for programming.		JW
b)	Issue 6998 Market Square, Wilton - Dropped Kerb for pedestrian access to Wilton Baptist Church	The design work was completed and the works pack sent to the contractor for programming. In advance of the construction works the area was CAT scanned to locate electricity services. The cables are located above the permitted depth therefore any alteration to the level of the footway will require that the cable is lowered.		JW
c)	Issue 6659	CATG to fund £375, Sutton & Maundeville Parish Council (SMPC) to fund £375.		JW

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	Sutton Mandeville, A30 Buxbury Hollow - Horse Warning Signs	The design work is complete and the works pack has been sent to the contractor for programming.		
7.	Schemes awaiting Prioritisation			
a)	None			
8.	Other Schemes			
a)	Issue 6547 Quidhampton, Lower Road - Traffic calming.	Quidhampton Parish Council (QPC) have met and discussed the issues but would like further time to consider the matter and will report to the next CATG.		QPC
b)	Issue 6248 Mere – Water Street/The Lynch. Signage for HGV's	Improved signage previously installed by the CATG has not stopped HGVs from using Water Street and through The Lynch route. JW & MTC have agreed a signing scheme that would cost approximately £2000. The group agreed to fund the scheme subject to a contribution of 25% from Mere TC.		CATG
c)	Issue 6481 Mere, Clements Lane - Dropped kerbs for pedestrians.	The group agreed to fund the works at an estimated cost of £3000 subject to a contribution of 25% from MTC. MTC have confirmed that they have written to the developers to see if they can carry out the works as part of the development currently taking place. MTC have had no success with the developers and therefore would like to proceed with the scheme, they have agreed to fund 25% of the costs.		MTC
d)	14-19-1 Stoford – C283 nr Mount Pleasant. Speed ramp at the 30mph terminal & 30 mph terminal to be moved 100 m north.	Estimated cost of a speed table would be £20 - £30k depending street lighting, advance warning and carriageway widening requirements. The group requested a Metrocount to provide guidance of speeds at the 30mph terminal point. The metrocount is currently in place therefore the results will be available for the next CATG meeting.		JW

9.	New Issues		
a)	14-19-3 Fovant – A30 - Reduction of 50mph to 40mph.	<p>The speed limit on the A30 was increased from 40mph to 50mph as a result of the speed limit review that was undertaken in 2009 after new guidance was issued by the Department for Transport. Fovant Parish Council (FPC) feel that there has been substantial change since the last review and are therefore requesting that the speed limit is reviewed again. See Appendix B for full details.</p> <p>The group had a long discussion about whether or not the review should proceed given that there has been no substantial change in environmental conditions since the previous review. JW advised the group that any review may recommend an increase of the 30mph to 40mph. FPC disagree and feel that the guidelines have been revised since 2009 and would like to proceed. The group agreed to fund the review at a cost of £2,500 subject to a contribution of 50% from FPC.</p>	FPC
b)	14-19-4 Barford St Martin Amendment to 50mph speed limit terminal	<p>The 30mph speed limit ends just before the cemetery. The PC request that the limit is extended west beyond cemetery and layby to allow easier access for visitors and to prevent motorists from speeding up when they see the 50 mph sign. A review would cost £2,500.</p> <p>JW explained to the group that the terminal point was in the correct position; at the commencement of the built up part of the village. The density of housing reinforces to drivers why they should be driving at 30mph and encourages compliance. Moving the terminal point west risks compromising this compliance. Drivers will be provided with a 30 sign but no obvious reason for the speed limit change and are unlikely to slow down until they get to the built up section of the village. The Parish Council representative to take the CATG comments back to the PC.</p> <p>JW agreed to use the B3089 as a site for the SID study if an appropriate location can be found.</p>	JW / PC

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10.	Issues to be closed			
a)	Issue 6028 Fovant - High St Dinton Rd Tisbury Rd - Improvements to signing of 20mph	The CATG agreed to fund the signing works £1355 & lining works £900 (if completed in conjunction with other works). Fovant Parish Council (FPC) agreed to fund 25%. The work is complete and therefore the issue is to be closed.		CATG
b)	Issue 4714 Dinton, Steep Hollow – Signing	The group agreed to fund the signing works at an estimated cost of £1400 and the PC have agreed to contribute 25% up to £350. The work is complete and therefore the issue is to be closed.		CATG
c)	Issue 6894 B3092, Coombe Barn Lane - Farm vehicle warning signs.	The group agreed to fund the scheme at an estimated cost of £750 and KPC have confirmed that they will fund 25%. The group agreed to make this a top 5 priority. The work is complete and therefore the issue is to be closed.		CATG
11.	Date of Next Meeting: 26 February 2020, 2pm, Nadder Centre, Tisbury			

South Western Wiltshire Community Area Transport Group

Principal Engineer – Julie Watts

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 **£5423**.

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.