

SOUTH WEST WILTSHIRE COMMUNITY AREA TRANSPORT GROUP 09 SEPTEMBER 2020

	Item	Update	Actions recommendations	Who
1.	Attendees and apologies			
	Present:	Ken Taylor, Richard Botten, Sandie Smith, Stephen Banas, John Nicholas, David Button, Patrick Boyles, Richard Blarney, Richard Mitchell, Roy Sims, Clare Churchill, Jane Childs, Frank Freeman, Cllr Jose Green (part), Cllr Bridget Wayman (part) Cllr Pauline Church (part), Cllr Tony Deane, David Button, Julie Watts.		
	Apologies:	Ruth Burrows, Jess Luck, Tim Martin		
2.	Notes of last meeting			
		The minutes of the previous meeting have not officially been confirmed at a South Western Wiltshire Area Board therefore they will be ratified at the next meeting (30 September 2020).		

3.	Financial Position		
		An updated version of the finance sheet was presented – see Appendix A. There is currently £20,318 unallocated.	CATG
4.	General Items		
a)	Social Distancing	JW provided an outline of the process and no representative at the meeting wished to pursue the installation of measures to accommodate social distancing. Appendix B has a list of locations raised by officers as possible locations for intervention.	CATG
b)	HGV's & Sat Nav's	At February's meeting Cllr Bridget Wayman reported that she had raised the issue again with Baroness Scott who agreed to follow up in the House of Lords. BW was not in the meeting at this point to provide update	BW
c)	Traffic Surveys	Traffic surveys (i.e. Metrocounts) are intended to re-commence in September. Any requests should be submitted using the standard form which can be found on the councils website at www.wiltshire.gov.uk/council-democracy-area-boards and should be sent to trafficsurveys@wiltshire.gov.uk	CATG
d)	Cranborne Chase AONB	Initial consideration of whether there is support within the group for a feasibility study into an area wide speed limit similar to the New Forest, approximate cost £10,000. The group agreed that this would be more appropriate to discuss at an Area Board meeting.	AD

5. Top 5 Priority Schemes				
a)	20mph Implementation Teffont Magna & Teffont Evias	The order was advertised from 9 January to 3 February 2020. No objections were received and therefore the scheme can proceed to implementation. This scheme was put on hold during COVID but it is anticipated that this will be in place by December 2020.		JW
b)	20mph Implementation Chilmark	The order was advertised from 28 November to 23 December 2019. The objection was considered by the Cabinet Member for highways and a decision was made to proceed with the 20mph speed limit. This scheme was put on hold during COVID but it is anticipated that this will be in place by December 2020.		JW
c)	20mph Implementation Fovant	The order was advertised from 23 January to 17 February 2020. No objections were received and therefore the scheme can proceed to implementation. JW to meet with FPC to finalise signing layout on 10 September.		JW
d)	14-20-1 C283 Stoford Various	S&SNPC agreed that a 7.5 tonne weight limit was their priority. They agreed that they were prepared to fund 25% of the £10,000 estimated cost in principal.	The group agreed to make this a priority therefore detailed designs and costings will be progressed.	JW
e)	14-20-6 Sutton Maundeville HGV signs	HGV's are getting stuck on the tight bend on the corner of Lagpond Lane/ Sutton Row; (the area lies between SP3 5NG, SP3 5NQ and SP3 5ND). For several years it was primarily EHD lorries and the Parish Council could speak with EHD to manage the situation however now the lorries are from random companies using SATNAV. There are currently signs which indicate "narrow road with passing places" but the Sutton Maundeville PC would like to request additional "unsuitable for heavy/long/wide vehicles" signs.	The group agreed to progress this issue as a priority in conjunction with warning signs at Teffont.	JW

f)	<p>14-20-8</p> <p>Teffont Junction of B3089 & C12 Various measures</p>	<p>A storage company operates a bonded warehouse on the site of RAF Chilmark owned by Fonthill Estate. 44 tonne articulated lorries from all over UK and the continent deliver and collect stock 5 - 10x a day (up to 20 vehicle movements). Access to the site is via the junction of the B3089/C12 east of Teffont; a very dangerous semi-blind 60mph corner. Manoeuvring the HGV's is challenging and can take in excess of 5 mins. Traffic queues form in both directions (a major safety concern) and damage is consistently caused to verges, carriageway, road signs and fences. In addition, Teffont Magna and Evias are receiving increased volume of HGV traffic from lorries leaving the A303 at the C276 which is a growing safety concern amongst drivers, pedestrians and horse riders.</p> <p>In order to reduce risk/danger of an accident on the B3089 Teffont PC would like to request;</p> <ul style="list-style-type: none"> ➤ Installation of warning signs ("HGV's turning"?) to encourage speed reduction on the B3089 ➤ Review junction lay-out for any possible quick fix improvements ➤ Reduce volume of HGV's utilising C roads in Teffont as a rat-run ➤ Install signage at the Chilmark/Teffont exit on the westbound A303 (no left turn for HGV's/ Not suitable for HGV's/ Access Only for HGV's?) 	<p>The group agreed to progress warning signs on the B3089 as a priority as part of the same scheme for Sutton Maundeville.</p>	<p>JW</p>
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6. Work Instructed				
a)	14-19-3 Fovant – A30 - Reduction of 50mph to 40mph.	The group agreed to fund the speed limit review at a cost of £2,500, FPC have agreed a contribution of 50% up to £1250. The results have been passed to Fovant PC. JW to discuss at meeting on 10 September.		JW
b)	Issue 6659 Fonthill Bishop C43/B3089.	White village gates at speed limit terminal on road from A303 to B3089. £1500 from CATG and £500 from Fonthill Gifford Parish Group. The work has been ordered and the signs have been installed. Lining works will progress when traffic management requirements have been agreed with the contractors.		JW
c)	14-20-2 Whitesand Cross Amendments to signing	The group agreed to fund the cost of 2 no. give way signs, £750 with a 25% contribution of up to £250 from DSt A Parish Council. The work has been ordered and is awaiting programming by the contractor.		JW
d)	Issue 6248 Mere Water Street/The Lynch. HGV Signing	A signing scheme to prevent HGV's from using Water Street and The Lynch will cost approximately £2000. The group agreed to fund the scheme subject to a contribution of 25% from Mere TC. Mere TC have agreed to fund 25%. This work has now been ordered and is awaiting programming by the contractor.		JW

7. Other Schemes				
a)	Issue 6547 Quidhampton Lower Road Traffic calming.	The group agreed to progress the design work as a package and put it forward as a substantive bid. To start the process the group agreed to fund a topographical survey which has been completed; cost £3650 - CATG £2737.50 and QPC £912.50. Cllr Pauline Church is confident that S106 funding from the Harnham Development will be available to fund this scheme but may not be available for a number of years. In light of this the group agreed not to make the design work a top 5 priority at this time.		CATG
b)	14-19-4 Barford St Martin Amendment to 50mph speed limit terminal	A suitable location using a lamp column in the Bus Layby has been found so this site can be included within the SID study. The study however was put on hold due to the COVID lockdown but it is anticipated that the SID trial will recommence in October.		JW

8.	New Issues			
a)	Tisbury 20mph extension	The group agreed to progress 2 no. 20mph speed restriction feasibility assessments again this year but only one application was received from Tisbury Parish Council. They would like to extend the existing 20mph scheme to include Vicarage Road, Duck Street, Cuffs Lane, Court Street, Park Road, The Avenue and Tisbury Row. See Appendix C. The cost of the assessment remains £2500; SWW CATG £1500, Tisbury Parish Council £1000.	TPC confirmed that they are happy to fund the required contribution and the group agreed to progress the feasibility study.	JW
b)	14-20-4 Hindon, Stops Hill Various traffic management measures.	Residents of Stops Hill and Chalk Lane have expressed serious concern about danger to road users, especially pedestrians, from speeding traffic travelling on the C25 to and from Hindon and Tisbury. Hindon PC would like to investigate the following measures further; Speed Bumps, On Carriageway Footway, Build Outs/Narrowing/Chicanes & an informal Pedestrian Crossing at the Junction of Stops Hill/Chalk Lane. A detailed report can be found in Appendix D.	The group agreed that the issue should be progressed once an available top 5 priority space was available.	CATG
c)	14-20-5 Tisbury Cove Cottage, Weaveland Road	At the junction of Jackson Terrace & Weaveland Road large vehicles attempting to turn right often cause damage to Cove Cottage, the property and external pipes and fittings, despite a notice at the entrance from the High Street. When first reported (over 3 years ago), works to the camber of the road had some initial benefit but has not resolved the issue and the residents approached Tisbury PC again in February 2020 when damage was occurring daily. In the short term the PC would like to see advisory signs (“No access to Churchill Estate & no turning space”) at the junction of The Quarry and High and in the longer term progress a legal width restriction.	The PC have not heard from the occupants recently and therefore this scheme was not made a priority on this occasion.	CATG

SOUTH WEST WILTSHIRE COMMUNITY AREA TRANSPORT GROUP 09 SEPTEMBER 2020 ACTION NOTES

e)	<p>14-20-7</p> <p>Tollard Royal B3081 Speed limit review.</p>	<p>Tollard Royal PC feel that the change of speed from 40mph to 20mph at both entrances to the village does not give motorists time or encouragement to comply with the 20mph. From the Shaftesbury direction there is a steep hill which given the impetus of a 40mph restriction means that most vehicles enter the village at well over the 20mph. This length of the B3081 is primarily single track with many accesses to houses and a busy public house; it is also experiencing an increased number of local and visiting pedestrians.</p> <p>Tollard Royal PC would like to request that the 40mph is reduced to 30mph at each end of the village as this would encourage drivers to slow down enough to enter the village at a safer speed of 20mph.</p>	<p>The group agreed to employ an independent consultant to advise on the most appropriate traffic management measures for the village. The PC to provide a summary of the problem and desired outcomes to Cllr Deane.</p>	<p>Tollard Royal PC</p>
g)	<p>14-20-9</p> <p>Swallowcliffe C316 Pheasant Copse & Mulberry House, SP3 5PE Village Gateway</p>	<p>On the C316 in vicinity of 30 mph speed sign close to the entrance Pheasant Copse, Mulberry House, Wilbury Barns & 1,2 Higher Farm Cottages. This stretch of the C316 has a speeding issue as noted in the metro count between 28/02/2017 and 10/03/2017, since 2017 new housing developments have taken place (with children) and the speeding issue is considered to have worsened.</p> <p>The Parish Council would like to request that village entrance gates with speed signs are introduced at this location. This would help create a visual boundary at the distinct change from rural to residential and emphasise the change from 60 mph to 30 mph.</p>	<p>The group agreed to progress this scheme once a top 5 priority space was available.</p>	<p>CATG</p>
<p>10. Date of Next Meeting: Tbc</p>				

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 **£14,318**.

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

South West Wiltshire CATG
FINANCIAL SUMMARY

BUDGET 20-21

£17,079.00 CATG ALLOCATION 2020-21

£17,477.00 2019-20 underspend

Contributions

£500.00 Fonthill Bishop Parish Group White Gates
£4,500.00 Teffont PC 20mph Implementation
£2,000.00 Chilmark PC 20mph Implementation
£3,500.00 Fovant PC 20mph Implementation
£500.00 Mere TC Water Street Signing
£912.50 Quidhampton PC Topo Survey
£1,250.00 Fovant PC A30 speed limit review
£250.00 Donhead St Andrew Signs
£2,000.00 2 no. PC's 20mph Assessments

£49,968.50

Total Budget

Commitments from previous years

Teffont 20mph Implementation	£5,500.00 Estimate
Chilmark 20mph Implementation	£3,000.00 Estimate
Fovant 20mph Implementation	£4,500.00 Estimate
Fonthill Bishop White Gates	£2,000.00 Estimate
Fonthill Bishop C43 Signing and Lining	£3,000.00 Estimate
Mere Water Street Weight Limit Signing	£2,000.00 Estimate
Quidhampton Topo Survey	£3,650 Actual
Donhead St Andrew Whitesands Cross Signs	£1,000 Estimate
20 mph feasibility assessments 20/21	£5,000 Estimate

New Schemes

Total 2019-20 **£29,650.00**

Remaining Budget 2019-20 **£20,318.50**

SWWAB Social Distancing

Town/ No.	Village	Street	Location Description	Potential Issue	Source	Comment	Assessment Stage 1
1	Broad Chalke	The Causeway	The pinch point over the bridge	Connects the two parts of the village, no footway on bridge.	Officer	The Causeway connects two halves of the village and the section of carriageway over the bridge narrows and there is no pedestrian formal footway for a short distance. Traffic flows are medium at busy times however it is within a 30mph restriction and the narrow carriageway restricts speeds. There have been no recorded PIC's in the last 3 years. Any widening of footway would require carriageway space to be reduced to one lane and temporary traffic signals to manage traffic. No local representation has been received.	Fail
2	East Knoyle	East Knoyle	Church Rd		Officer	Limited footway space outside the village store for queuing. There appears to be plenty of room on grass verges. No local representation received.	Fail
3	Fovant	High Street	Outside the Stores	Footway is very narrow, no room for queueing although village is subject to 20mph	Officer	Very narrow footway outside of the local stores will not accommodate both queuing and pedestrians. Traffic flows are relatively low and it is within a 20mph restriction. There have been no recorded PIC's in the last 3 years. Any widening of footway would require carriageway space and reduce availability of on street parking. No local representation has been received.	Fail
4	Ludwell	A30	outside stores	No footway to queue	Officer	No footway to facilitate queuing outside of the local stores which is located on the A30. There is also limited parking, any room for queuing would restrict the parking further. Traffic flows can be relatively high, and it is within a 30mph restriction however speeds can be high when flows are low. There has been one slight PIC's in the last 3 years which involved a pedestrian. Likely to be low numbers of customers at any one time and given rural location the space to park is probably vital for the shops survival. No local representation has been received.	Fail
5	Mere	The Square to Boar Street		Post Office/newsagent/one stop and Coop. One way pedestrian routeing possible; adjacent parking/loading bays potentially could be barriered off outside of co-op and post office to provide space between pedestrians and queuing shoppers.	Officer	Narrow footways on both sides of the road will make social distancing difficult, unlikely that there are sufficient numbers of pedestrians to justify a one way system. Bridge over the river only has narrow footway on one side so any additional carriageway space would require traffic to be restricted to a single lane using 2 way traffic lights. Good visibility so peds can see oncoming and wait as required. No local representation has been received.	Fail

SWWAB Social Distancing

Town/ No.	Village	Street	Location Description	Potential Issue	Source	Comment	Assessment Stage 1
6	Mere	The Square into Salisbury Street		There are footways on both sides of Salisbury Street (which has a small number of shops and a Kia Garage) along its entire length and leads into the main car park, therefore one way routing of pedestrians is possible, without barriers.	Officer	There are narrow footways on both sides of Salisbury Street (which has a small number of shops and a Kia Garage) and leads into the main car park. No carriageway space available therefore only option is for one way routing of pedestrians which is unlikely to be adhered to given the relatively low numbers of pedestrians during the majority of the day.	Fail
7	Mere	Castle Street/Salisbury Street		Narrow footways from car parks to village centre, and outside shops	Officer	Narrow sections of footway from car park to village centre. No carriageway space available therefore any additional space would require the carriageway being reduced to one lane with traffic signals. Traffic flows are relatively low as are speeds at this location. There have been no recorded PIC's in the last 3 years. Numbers of pedestrians are unlikely to justify temporary traffic signals for the short sections of narrow carriageway. No local representation has been received.	Fail
8	Mere	Water Street/Ivy Mead		Very narrow footways to the school/town centre	Officer	Narrow sections of footway from town centre to school. There is very limited carriageway space at this location therefore likely to require a road closure to provide additional space for pedestrians. No local representation has been received.	Fail
9	Tisbury	The High Street		Narrow footways with shops on both sides of the road. One-way pedestrian routing possible due, parking/loading bays could be barriered off for pedestrian use outside the supermarket	Officer	No footways, it is a route to school/Churchfields Industrial Estate. No carriageway space exists to create footway and residents/PC do not want to remove parking. There is an on-carriageway footway that has recently been repainted. The CATG is currently working with the PC to introduce traffic calming measures, no local representation has been received regarding the current process so this scheme should remain with the CATG.	Fail
10	Tisbury	The Square to the railway station		Footways present on both sides of the road so one way pedestrian routing possible. River bridge only has narrow footway on north side so traffic could be restricted to one lane using 2 way traffic lights.	Officer	Narrow footways with shops on both sides of the road. Narrow carriageway with parking on one side. No available carriageway space to facilitate additional space for queuing but parking/loading bays could be utilised, although given rural location car usage is high. Tisbury Parish Council are satisfied with the current situation and would not support any parking being removed at this stage.	Fail
11	Tollard Royal	B3081	Outside King John Pub	Lack of safe spaces for peds/cyclists through pinch point	Officer	The B3081 narrows to barely a single lane outside of the King John Public House. This creates a pinch-point for both pedestrians and cyclists. Traffic flows can be relatively high however it is within a 20mph and the narrow carriageway restricts speeds. There have been no recorded PIC's in the last 3 years. Any additional space for pedestrians would involve a road closure and given that this is a B road result in a long diversion route. No local representation has been received.	Fail

SWWAB Social Distancing

Town/ No.	Village	Street	Location Description	Potential Issue	Source	Comment	Assessment Stage 1
12	Wilton	West Street	Between Four Corners crossroads and C&O Tractors	Shops on north side of A30 i.e. Reeves the baker; Italianate Church etc on the south side– footway on both sides so one way pedestrian traffic possible. Problems with space for queuing on narrow footway from shops such as the bakers.	Officer	Narrow footways, particularly outside Reeves the Baker where queuing for social distancing further restricts available width. No carriageway space to provide additional space without use of temporary traffic signals, which would have to be 4 way given the proximity to the permanent traffic signals. No local representation received.	Fail
13	Wilton	North Street	Between Paloma Lily and the post office/supermarket	Queuing is a daily feature with 2 food shops and others – footway present on the shop (western) side. Parking bays could be used for additional pedestrian space. Buses require entire carriageway outside One Stop to turn out of the Market Square.	Officer	Queuing is a daily feature with 2 food shops and others – footway present on the shop (western) side. Parking bays could be used for additional pedestrian space but this is unlikely to be popular with locals. These spaces are used by both residents and shoppers. Buses require entire carriageway outside One Stop to turn out of the Market Square. No local representation received.	Fail
14	Wilton	North Street	North of Russell Street Junction	Narrow footways, one way north of jcn with Russell Street, could potentially be closed with a road closure to provide more space for pedestrians. SGN are undertaking works in centre of Wilton & this is part of a local diversion route.	Officer	Narrow footways, no carriageway space, could potentially be closed to provide more space for pedestrians. Significant amount of residential parking that would require relocating. Currently being used as local diversion route for A30 closure. No local representation received.	Fail
15	Wilton	South Street		Route to car park and milk station: footways on both sides, so one-way pedestrian routing possible	Officer	Narrow footways on route to car park. The carriageway could be barriered off but would require extensive lengths and removal of parking (predominantly residential). Given likely flows of pedestrians this is unlikely to be practical.	Fail
16	Wilton	Wilton		Cars parking on pavements	Public	No specific locations were provided and there is no known history of a problem in Wilton, other than outside of shops already has waiting restrictions so can be enforced.	Fail

TISBURY PARISH COUNCIL

**APPLICATION TO CATG FOR A PROPOSED EXTENSION OF THE
TISBURY 20 mph AREA in the following roads: Vicarage Road, Duck Street,
Cuffs Lane, Court Street, Park Road, The Avenue and Tisbury Row.**

Fao Julie Watts
CATG Principal Engineer
Traffic Engineering

Dear Julie,

Over the past year Tisbury Parish Council has received numerous and regular representations from 20 plus residents at our meetings for extensions of the 20mph limit throughout the village; the problems being an increase in number of vehicles, speeding and increased weights of vehicles.

In February 2019, Parish Councillors were sympathetic to the cause but were cautious about proceeding with further requests for 20mph limits if there was little evidence of these perceived problems.

Tisbury Parish Council at that time were waiting for funding from the Area Board for a Speed Indicator Device (SID) and a request for approval of a Community Speed Watch (CSW) site (following a traffic count on Hindon Lane after the introduction of the 20mph limit) and training of a small number of CSW volunteers since October 2018. The combination of the SID and CSW schemes were seen by other local communities as the best way forward to combat speeding vehicles.

Residents at the February 2019 meeting agreed that they would take part in a revitalised CSW initiative and a resident was appointed as Residents' Representative for a 20mph limit throughout the village; the first objective being an operational CSW site on Hindon Lane.

The Parish Councillors in turn agreed the purchase of a SID (subject to Area Board funding) and to submit traffic count requests to gain further information on the speed, type and number of vehicles on a number of roads in Tisbury.

The roads involved were Cuffs Lane, Court Street, Park Road, The Avenue and Church Street. Although Church Street already had a 20mph limit, the speed of vehicles was required for a CSW site.

In the meantime, many residents (over 20) expressed an interest in being trained for CSW duties and a petition of over 60 residents in 2018 was resurrected that demonstrated to the Parish Council that there was sufficient commitment of residents to encourage drivers to change their attitude and positive community benefits.

In March 2020, a letter drop to all residents in Tisbury asked whether there would be support for the proposed extension of the 20mph limit and although there were 6 objections, over 94% of respondents (104 in total) were in favour of the proposals

The information from the traffic counts undertaken in November 2019 and the resident survey in March 2020 has allowed Tisbury Parish Council to move forward with:

- a. This application to extend the 20mph speed limit to the above roads; the Vicarage Road traffic count has been submitted subsequently and the requests for Duck Street and Tisbury Row arose from the letter drop responses.
- b. Future requests for CSW sites from the Police – for use on a rota basis rather than increasing the overall number.

- c. Future sites for positioning the SID; currently new sites have been approved by Wiltshire Council on the High Street, The Avenue and Church Street; adding to the private property site on Hindon Lane and a proposed private property site on Cuffs Lane.

The Parish Councillors know a 20mph limit reduces traffic speed: on Hindon Lane, by 2017 it had fallen by 30% since previous measurement in 2012, and it has now fallen a further 10% since.

Also that an increased number and larger traffic is coming into Tisbury and means many people no longer feel safe using our roads. People living in the many older houses opening directly onto the road also feel threatened.

But more large vehicles are now using the Chicks Grove route because that is the only one without a low bridge or archway. Residents on that side of the village have now asked that the 20mph limit should cover their area too.

Tisbury Parish Council is therefore now asking that the 20mph speed limit extensions specified are now added to those existing limits; being aware that:

- d. these extensions are likely to be self-enforcing (evidenced from the traffic counts already undertaken),
- e. are on roads that are narrow and have residential on-street parking,
- f. and probably most crucially, little in the way of pavements or pedestrian refuges.

I would be grateful if you would accept this submission and look forward to the next CATG meeting where it will be discussed along with any others.

Many thanks.

Yours sincerely,

Sandra Harry – Parish Clerk and Responsible Financial Officer

HINDON PARISH COUNCIL

Executive Summary

1. **Introduction.** Serious concern has been expressed by residents of Stops Hill and Chalk Lane concerning danger to road users, especially pedestrians and cyclists, from speeding traffic travelling on the C25 to and from Hindon and Tisbury. The results of previous traffic surveys, carried out at the request of Hindon Parish Council (PC), show a significant reduction in speeds and that CSW activities appear to have succeeded in reducing vehicle speeds by around 5 mph in less than 4 years. This is a better result than that achieved by trials conducted by WC in villages elsewhere in Wiltshire and compares favourably with their results achieved according to 'before and after' data either side of installation of 20 mph zones in those villages. Nevertheless, these statistics cannot hide the fact that about 15% of drivers exceed the speed limit, some excessively so; something needs to be done to bring that number down.
2. **Submissions to CATG.** The following traffic calming measures have been submitted to CATG for advice. Hindon PC has now received advice from Julie Watts, Principal Engineer to the WC Traffic Engineering Department, and her advice, together with estimated costs, has been assessed and used as a basis for the recommendations contained below.
 - **A 20 mph Limit.** In the South West Wiltshire CATG area any Parish/Town Council is expected to contribute £1k towards a feasibility study, with no guarantee of a positive outcome, and to fund the entire installation costs, which could range from £5-10k.
 - **Rumble Strips.** The proximity of residential properties likely to be affected by the noise created by rumble strips and the limited space on the carriageway to provide safe passage for cyclists/motorcyclists means this is not a feasible solution.
 - **Speed Bumps.** Speed bumps are the most effective measure to slow speeds but they are hugely unpopular, therefore it is advisable to consult widely. Speed cushions are likely to be the most appropriate option for this location as they would be relatively low cost to install, approximately £9k - £12k a pair depending on the lighting requirements.
 - **On Carriageway Footway.** A desktop study suggests that this length of carriageway meets all the requirements apart from forward visibility, which will require checking on site once the current COVID-19 restrictions are relaxed. A 1m wide On Carriageway Footway would cost approximately £4k and £10k with coloured surfacing. (NB: works would require a full road closure).
 - **One Way System at Choke Points or a 'Venturi' or Chicane at the Entrance to Stops Hill (aka Build Outs/Narrowing/Chicanes).** Narrowing the carriageway can make drivers slow on approach but generally only when unfamiliar with the road layout or when they meet opposing traffic flows. Cost is very much dependent on the type, length, signing and lighting requirements but typically cost between £7k to £35k.
 - **A Pedestrian Crossing at the Junction of Stops Hill/Chalk Lane.** Known as an 'Informal Pedestrian Crossing' this is typically a feature that consists of dropped kerbs, bollards and coloured surfacing to highlight the area that pedestrians are crossing. There is no legal requirement for vehicles to stop and let pedestrians cross at such a feature. This could be explored further when the COVID-19 restrictions are lifted. The sightlines would also need to be checked to ensure that the informal crossing point is fully visible. This may require the removal of some the adjoining hedgerow. Cost is typically around £5k.
 - **A Mini roundabout at the Bottom of Stops Hill outside the Village Hall.** A mini roundabout is unlikely to be effective at this location due to the lack of flows from The Dene/School Lane. It would also be difficult to get the

correct deflection without substantial kerbing works. It would also be necessary to remove some of the parking at the bottom of the High Street to ensure adequate visibility. Given the amount of kerbing work that would be required at this location it is likely that the cost would be in the region of £15k -£20k.

3. The following factors have been identified:
 - a. **Costs.** Except in the case of a 20 mph zone, current WC policy is that PCs are expected to contribute between 25-50% of the overall cost, depending on the merits of each case decided by CATG. Hindon PC's budget has already been set for FY 20/21. In the event of any work resulting from Hindon PC's submission to CATG being carried out in this FY, an assurance has been given that any contribution required can be paid in FY 21/22.
 - b. **Timescale.** It is unlikely that any work requiring on-site studies, let alone actual installation work, will be possible while 'lockdown' is in force. It is likely, however, that WC will agree with Hindon PC's request to waive the requirement for a further planned traffic survey, given the level of urgent concern. The next meeting of CATG, due to take place on 27 May 20, has been cancelled. The issue has been raised in another way with Integrated Transport.
 - c. **Alternative Measures.** There is compelling data available, supported by anecdotal evidence, that CSW activities at the speed hot spots in Hindon, which include Stops Hill, combined with the acquisition and deployment of Speed Indicator Devices (SIDs), have significantly reduced the speed levels of traffic passing through Hindon. CSW combined with SIDs appear to have had an effect greater than the sum of their parts and are, by some way, more cost effective than any single measure examined above.
4. **Recommendations.** It is recommended that:
 - a. **20 mph Limit Zone.** The proposal to introduce a 20 mph limit zone in Hindon be withdrawn from the submission to CATG. After due consideration by Hindon PC, it was agreed that a commitment to contribute £1k towards a feasibility study, with no guarantee of a positive outcome, and to bear the complete cost of subsequent installation was unaffordable.
 - b. **Rumble Strips.** It is recommended that Hindon PC should **not** pursue rumble strips in their submission to CATG.
 - c. **Speed Bumps.** It is recommended that Hindon PC pursue the installation of speed cushions at the top and bottom of Stops Hill under existing street lights, subject to affordability. Given the advice to consult widely, Hindon PC should ensure that all local residents are consulted.
 - d. **On Carriageway Footway.** It is recommended that Hindon PC pursue the suggestion with CATG of an On Carriageway Footway, subject to affordability.
 - e. **Build Outs/Narrowing/Chicanes.** It is recommended that Hindon PC pursue the suggestion with CATG of some form of Build Out, subject to affordability.
 - f. **A Pedestrian Crossing at the Junction of Stops Hill/Chalk Lane.** It is recommended that Hindon pursue the suggestion with CATG of an 'Informal Pedestrian Crossing Point', subject to affordability.
 - g. **A Mini Roundabout outside the Village Hall.** It is recommended that Hindon PC should **not** pursue the suggestion of a Mini-Roundabout outside the Village Hall.

FM FREEMAN
Cllr
for Chairman Hindon PC

Parish Clerk:
Mrs B Ford, 2 Tuckingmill Farm, Tisbury, Wilts. SP3 6JB
01747 871638 m 0753 117 0061
clerk.hindonparishcouncil@gmail.com