

SOUTH WEST WILTSHIRE COMMUNITY AREA TRANSPORT GROUP 16 DECEMBER 2020

	Item	Update	Actions recommendations	Who
1.	Attendees and apologies			
	<p>Present:</p> <p>Apologies:</p>	<p>Wiltshire Cllrs Tony Deane (Chair), Jose Green, Pauline Church</p> <p>Frank Freeman Hindon Parish Council, Ken Taylor Quidhampton Parish Council Roy Sims Mere Town Council Tony Phillips Fovant Parish Council Gary Rowitt Dinton Parish Council Clare Churchill Quidhampton, Dinton, Donhead St. Mary Parish Councils, Wilton Town Council Sandie Smith Quidhampton Parish Council Richard Botten South Newton & Stoford Parish Council Mike Ash Bishopstone Parish Council, Patrick Boyles Chilmark Parish Council Phil Matthews Wilton Town Council, Steve Banas Swallowcliffe Parish Council, Sandra Harry Tisbury Parish Council</p> <p>Cllr Bridget Wayman, Jane Childs - Barford St. Martin & Sutton Mandeville Parish Council, Warminster NPT, Ruth Burrows - Kilmington Parish Council</p>		
2.	Notes of last meeting			
		<p>The minutes of the previous meeting were confirmed at the South Western Wiltshire Area Board on 30 September 2020.</p> <p>*Sandra Harry, Tisbury Parish Council to be added to list of attendees.</p>		CATG

3.	Financial Position		
		An updated version of the finance sheet was presented – see Appendix A. There is currently £9,091 unallocated.	CATG
4.	General Items		
a)	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 to provide update	BW
5.	Completed Schemes		
a)	14-20-2 Whitesand Cross Signing Amendments	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 is complete, and the issue can be closed.	JW
b)	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%. The work is complete, and the issue can be closed.	JW
6.	Work Instructed		
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 work is complete.	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 work is complete.	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. The work order has been sent to the contractor for programming.		JW
5. Top 5 Priority Schemes				
a)	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. This has been allocated to an Engineer to complete the design work.		JW
b)	14-20-6 Sutton Mandeville HGV signs	There are currently signs which indicate “narrow road with passing places” but the Sutton Mandeville PC would like to request additional “unsuitable for heavy/long/wide vehicles” signs. This has been allocated to an Engineer to complete the design work.		JW
c)	14-20-8 Teffont Junction of B3089 & C12 Various measures	In order to reduce risk/danger of an accident on the B3089 Teffont PC would like to request; <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?) The group agreed to progress warning signs on the B3089 as a priority as part of the same scheme for Sutton Maundeville. This has been allocated to an Engineer to complete the design work.		JW
d)	14-20-9 Swallowcliffe C316 Pheasant Copse & Mulberry House, SP3 5PE Village Gateway	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. The group agreed to progress this scheme once a top 5 priority space was available at the September meeting.		JW

7. Other Schemes				
a)	Issue 6547 Quidhampton Lower Road Traffic calming.	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 the meantime if the design work could be progressed some of the features could be put forward for funding via the CATG or a substantive bid. The group agreed to make this a top 5 priority.	The group agreed to make this a top 5 priority.	CATG
b)	14-19-4 Barford St Martin Amendment to 50mph speed limit terminal	This has been included as a site in the SID study. The study was put on hold due to the COVID lockdown 1 and lockdown 2. It is likely to be resumed in the spring depending on available resources. Barford St. Martin may wish to consider purchasing their own SID rather than wait for the trial.		JW
c)	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 will order the counts before departing but completing the study will depend on receiving the results in time.		JW
d)	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. The group agreed that the issue should be progressed once an available top 5 priority space was available.		CATG

e)	14-20-5 Tisbury Cove Cottage, Weaveland Road	<p>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.</p> <p>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 Street and in the longer term progress a legal width restriction.</p> <p>The group agreed to progress a temporary sign at a cost of £100 and the width restriction would be prioritised in due course.</p>	The group agreed that JW would progress a temporary sign at a cost of £100.	JW
f)	14-20-7 Tollard Royal B3081 Speed limit review.	<p>Tollard Royal Parish Council (TRPC) 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>TRPC has now requested funding for permanent electricity supply to the SID – see quote from SSEN see new issue below but still wishes to progress this issue.</p> <p>The group agreed to await the traffic survey results currently underway before considering the issue.</p>		CATG
g)	14-19-3 Fovant – A30 Speed limit Assessment	<p>JW and FPC met on site 10 September to discuss the results of the Speed limit assessment. FPC would like to proceed as follows;</p> <p>a) The existing 30 mph signage on the eastbound approach to Fovant to be changed to gateway signs, accompanied and preceded by red gateway markings consistent with the approach to the 30 mph limit travelling westwards. JW informed the group that Wiltshire Council no longer uses this type of gateway marking however on this occasion it makes sense to take a consistent approach. This will cost approximately £9k and the work will not be completed until April/May as the contractor does not warranty work completed during the salting/winter season.</p> <p>b) The verge preceding the sign on the north side of the road to be cleared of undergrowth for at least 100 yards, at least 20 feet back from the road, so as to enhance visibility. The work is likely to cost around £3k.</p>	The group agreed to proceed with the scheme subject to the PC funding 50% of the works.	FPC

8.	New Issues			
a)	<p>14-20-10</p> <p>Zeals – Wolverton Signing for cyclists.</p>	<p>There has been an increase in the use of bicycles down Wolverton Lane since the beginning of the lockdown. Invariably in pairs or in groups of three or more, at speed and almost never without bicycle bells, seemingly inexperienced bicyclists drive fast, thoughtlessly and inconsiderately down the narrow, twisty and overgrown lane in a way not seen before.</p> <p>There have been a number of incidents and near misses recently involving adults with children in prams have been verbally abused by speeding cyclists for "on the wrong side of the road" and one where a young driver was forced off the road by a cloud of bicyclists, involving damage to the vehicle. The inhabitants of Wolverton feel sure that, if the issue is not addressed, there will be an accident in the near future involving some sort of injury.</p> <p>It will be difficult to legislate against this sort of behaviour, but it is a problem that must be dealt with or someone will be hurt. The Council Road Safety team suggest contacting the local Community Policing Team as this something they may be able to address in terms of engaging with cyclists and encouraging/enforcing responsible behaviour in the area.</p> <p>The Council also suggested that It would be helpful to ask the Parish Council/Area Board to put up signs advising that cyclists watch their speed/ride in single file on this stretch (there is no regulation signage with this message).</p> <p>The Council made the point that they continue to run partnership campaigns across the county to encourage responsible road use and will be picking up some rural roads messages in the not-too-distant future, so will be sure to include appropriate messages for cyclists too.</p> <p>Perhaps Wiltshire Highways might agree to a suitable sign that could be sited before the bend on the verge, saying 'SLOW' which could be appropriate and effective, that is, unless you know of an alternative.</p>	<p>No-one from Zeals Parish Council was available to speak on the issue therefore it was deferred to the next meeting.</p>	<p>CATG</p>

b)	<p>14-20-11</p> <p>Fovant A30/High Street Kerb realignment</p>	<p>Discussions between Fovant Parish Council and Wiltshire Council on ideas to improve safety at the A30 junction with Fovant High Street that started in 2011 cited Parish Council objectives to increase safety:</p> <p>a) for the houses on the Shaftesbury side of the bend into High Street; b) for pedestrians crossing the A30 or walking on the road around the bend on the Shaftesbury side; c) and to reduce confusion for traffic entering or exiting High Street.</p> <p>As a result, the layout of the junction was not changed, and it was agreed that the robust structure of the triangle was essential to protect property bordering the west side of the entrance to High Street. The speed limit for that section of the A30 was reduced from 40 mph to 30 mph, and a later development has been the reduction of the speed limit in High Street to 20 mph.</p> <p>The lack of visibility into High Street as traffic on the A30 approaches from the west has always been a problem. The entrance into High Street is wide and it is observable that many vehicles do not slow as they take the blind bend into High Street. The potential danger to pedestrians and the risk of conflict with traffic entering High Street from Salisbury or preparing to exit High Street is obvious. The ability of modern vehicles including commercial vehicles to corner fast has exacerbated this problem. The Parish Council is not aware that previous Wiltshire Council studies have considered specific physical measures to slow the traffic as it enters High Street from the west.</p> <p>A Feasibility Study to consider additional measures to slow traffic eastbound in the A30 as it enters Fovant High Street, including physical measures for tightening the eastbound entry radius curb into High Street without detriment to the triangle or other traffic flows at the junction.</p> <p>A topographical survey was completed as part of the previous study and could be used to draft proposals for the requested amendments. A very rough estimate would be £7.5k but will depend upon design work.</p> <p>The group agreed with the principal of the scheme but felt that FPC already have a number of schemes under consideration. FPC agreed that the gateway was their next priority.</p>		CATG
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c)	<p>14-20-12</p> <p>Bishopstone High Road near Church Lane Extension of Bus Stop on North side of High Road.</p>	<p>There is a relatively small area of paving for bus passengers to stand on whilst waiting for buses at this stop – see link to google maps. When it rains the water runs down the road and those waiting at the bus stop get splashed. In order to avoid this happening passengers wait on the opposite side of the road and run across the road when the bus arrives. Recent growth in numbers of school children using this bus stop has accentuated this issue.</p> <p>Recent email exchanges with Julie Watts, Principal Engineer, suggests that it may be possible to lengthen the paved area and PC is prepared to contribute 25% of costs depending on final estimate.</p> <p>Mike Ash informed the group that the users of the Bus Stop were keen to have the bus stand widened into the bank rather than lengthened. JW informed the meeting that this would be expensive and may require obtaining some of the land behind the bus stop to make it wide enough to avoid water splashing the passengers. The bank could probably be retained with unilog, as used in the Broadchalke layby scheme. This would cost approximately £10k-15k and may require the design work to be undertaken by the Council's consultants Atkins (at an additional cost).</p> <p>Bishopstone Parish Council (BPC) to consider whether they wish to proceed.</p>		BPC
d)	<p>14-20-13</p> <p>Tollard Royal Installation of feeder pillar and funding of electricity supply.</p>	<p>Concerns re speeds restrictions + incidents of damage to vehicles property. With no pavements or pedestrian refuges apart from private drives walkers are at risk. Police checks v rare because of location, lack of contact signal and resources - Purchased SID (shared with Donhead St M) makes huge difference. Only viable and authorised site shaded valley & trees- solar panels receive insufficient light/power. Batteries exchanged every 2 days. Time consuming + two people needed - health and safety. Fully working SID would capture data of vehicle numbers and speed & prove our traffic problems.</p> <p>PC requests finance to install/connect SID to electricity. We would return to sharing the original SID with Donhead - a 2nd SID with no Data Capture is on long loan from SMART Group. Cart Shed + old phone box opposite the SID have power. A BT pole has lines to an opposite pole by the SID. Scottish and Southern Electricity have surveyed the site and can provide unmetered connection services for one off cost of £2,277. A Feeder Pillar would also need to be installed-(approx. £500) The PC is willing to contribute towards this vital project and cover the annual cost of the electricity.</p>	<p>The group agreed to progress the scheme and contribute £2000, TRPC to fund the remaining £777 costs.</p>	TRPC

		<p>The PC requests finance to install electricity for the SID. It proves to be the one thing that makes motorists slow down. Speed issues are minuted from pre 1970 with advice from many WCC representatives and both N Dorset and our own MPs. A 30mph was installed in 1997- changed to a 20mph (2000) with 40mph buffer zones added in 2012. Most vehicles ignore these limits and Police presence is the only deterrent, but geographical location and Police resources make these rare occurrences. Speedwatch was tried for 5 years but most offenders live out of county and no action could be taken to deter them.</p> <p>The group agreed to progress the scheme and contribute £2000 subject to TRPC agreeing to fund the remaining £777.</p>		
<p>10.</p>	<p>Date of Next Meeting: 17 February 2021</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 **£1,864**.

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