

LOCAL HIGHWAY FOOTWAY HIGHWAY IMPROVEMENT GROUP ACTION / NOTES LOG

	Item	Update		Who
1.				
		<p>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, Rhiann Surgenor (RS) Wiltshire Council Highways, Humph Jones (HJ), Tidworth Town Council, David Dennis (DD), Collingbourne Ducis PC, Peter Knowlson (PK), Collingbourne Ducis PC, Owen White (OW), Ludgershall Town Council, and Dennis Bottomley (DB) Everleigh Parish Council.</p> <p>Apologies: Sharon Duggan (SD) Wiltshire Police.</p>		
2.				
3.				
		2022-23 Allocation £22,170		
		2021-22 Underspend of £8,708.63		

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		<p>Available to allocated once existing commitments from 22/23 are accounted for is £22,228.63</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.	<p>Prior to the formation of LHFigs, previously Parking & Waiting Restriction requests were processed centrally. Following Cabinet's approval for the formation of the groups, these requests will be at the discretion of the groups to prioritise.</p> <p>The Group were told that there was one outstanding request for zig-zag lines on Wylde Road next to the Community Centre exit. However, as the new Civic Centre is to be built from next month, it was decided to review the situation after the civic centre had opened in late 2023.</p> <p>MC suggested that the Town Councils and Parishes consider if there are any waiting restrictions or parking bays they want to be considered as underaking such issues in bulk will be more cost effective than individual requests. Town and Parish Councils to submit requests via the LHFig process prior to the next meeting in Oct.</p>			
5.				
a)	<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,</i></p>	<p>Issue closed and to be removed.</p>	

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		<p><i>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 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 now been completed. Issue to be closed and removed.</p>		
b)	<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 now been completed and invoiced. Issue to be closed and removed.</p>	Issue closed and to be removed.	
c)	<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</p>		

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		<p>time they get to Aughton Junction. This would dramatically improve the position for vehicles exiting Aughton Junction. 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>Proposal has been added to works programme for 22-23 and will be progressed in due course.</p>		
d)	<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.</i></p> <p><i>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 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</i></p>	GR advised that contractors are in the County and hopeful for completion shortly.	

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		<p><i>April.</i></p> <p>No Objections to the TRO were received. Work has been ordered with the contractor. Awaiting implementation date, which should be within the next 4-6 weeks.</p>		
e)	<p><u>Priority No 03</u></p> <p><u>Ref 15-21-09</u></p> <p>A338 Tidworth</p> <p>Ashdown Estate / South Drive</p> <p>Request for Dropped Kerb Crossing.</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, 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.</i></p> <p>GR presented a proposed design to enable safer crossing for residents. HJ stated that there were concerns from TTC members on safety grounds. However, they and the Group recognised that people would continue to cross at this point and that the proposals will make it safer for pedestrians by widening the central island and providing dropped kerbs.</p> <p>It was suggested that a sign indicating crossing pedestrians on the Northbound side of the roundabout would be beneficial.</p> <p>GR stated the cost of the scheme would be between £22-£30K</p>	<p>GR to submit a substantive bid for the scheme.</p> <p>TTC to confirm a further contribution of £3400.</p>	

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		and would require 30% of the Group's annual allocation (£6600) as a minimum contribution. The Group and TTC had already contributed £2500 for the design but GR advised that the more provided as a contribution, the more chance it may have in succeeding. The Group agreed to make a contribution of up to £4100 and TTC would be asked to fund £3400 to make the total contribution towards the scheme £10K.		
f)	<p><u>Priority No 4</u></p> <p><u>Ref 15-21-10</u></p> <p>A338 Collingbourne Ducis</p> <p>A338 / A346 Church Street / High Street</p> <p>Junction Alteration</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-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>GR presented a proposed realignment of the roundabout. DD stated that this was not what he thought had been agreed, which was making the A338 the priority and Ludgershall Road a T-Junction.</p> <p>There was a debate on the safety merits of both solutions. It was agreed that a safety audit be undertaken on both options before a decision is taken on this scheme at a cost of approx. £1000. CDPC to confirm a contribution of £250 towards the audit.</p>	<p>GR to obtain a safety audit on the two options. DD to confirm that CDPC will provide a 25% contribution towards the audit.</p>	


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6.	Other Priority schemes		
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>Chute PC yet to confirm a 25% contribution towards the sign (total cost of £500).</p>	<p>Chute PC to confirm 25% contribution.</p>
b)	<p><u>Ref 15-22-02</u></p> <p>Everleigh</p> <p>Footpath 8</p> <p>Request for replacement signs</p>	<p><i>Everlight footpath 8 is a public footpath which starts from the netheravon Rd Everleigh footpath 200 metres South of the A342 in Everleigh and heads SE for about 1 kilometre to the vicinity of Weatherhill Firs.</i></p> <ul style="list-style-type: none"> • <i>Replace the Wiltshire Council public footpath sign at point A and cut the hedge</i> • <i>Erect an additional Wiltshire Council public footpath sign at point B in order to confirm the route for walkers.</i> <p>DB to meet Rights of Way officers next week on site and will report back to the next meeting.</p>	<p>DB confirmed that contact had been made by RoW and that a site meeting is scheduled for W/C 1st August</p>
7.	Open / Other Issues		

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a)				
8.	New Issues			
a)	<p><u>Ref 15-22-03</u></p> <p>Tidworth</p> <p>Ordnance Road</p> <p>Request for Improved Pedestrian Facilities</p>	<p><i>Ordnance Road SP9 7QB, runs from the new main roundabout in Tidworth along the A338 Pennings Road in Tidworth. It is the main route up to the old Ordnance Depot, now a business park, the Tidworth Leisure Centre on Nadder Road SP9 7QA, and the Clarendon Junior and Infant Schools on Wylde Road SP9 7QQ. It will also be the main route to the new Civic Centre once it has been built. The area is very congested especially at high peak times, including school opening and closing times. It becomes a bottle neck of traffic and pedestrians trying to cross Ordnance Road.</i></p> <p><i>Nadder Road and Wylde Road cut across Ordnance Road and is the main route for pedestrians to get to and from the schools.</i></p> <p><i>At the Full Town Council Meeting on 7th June 2022, Councillors agreed to pay a 30% contribution towards a survey to help make this area more accessible, and safe for pedestrians to cross Ordnance Road by means of a zebra crossing.</i></p> <p>GR advised that an assessment of the site would cost £2500. TTC would contribute £750. The Group agreed to fund the remainder of the cost (£1750).</p>	<p>GR to arrange for a Pedestrian Crossing assessment of the site.</p>	
9.	Other items			

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a)	Tidworth to Perham Down Cyclepath.	<p>MC reminded the Group that it had used S106 funds to widen part of the path and created a new path down to Kennet Road about three years ago. MC had complained to Wiltshire Councils leader that all monies for such schemes were going to the West of the County or Salisbury and that the East should see funding for its schemes. The leader had informed him that there were funds being sought from Central Government and that we should get schemes prepared.</p> <p>GR stated that Active Travel England oversee schemes and that they need to be more strategic than this scheme. The Group agreed that GR, MC, TP and CW meet with Martin Aldham (the WC lead on cycling schemes/bids) to look at the Perham to Tidworth to Bulford links as a more strategic bid (given that Tidworth to Ludgershall and Perham to Wellington Academy links are already complete). The Chair of the Amesbury LHFIFG to be invited?</p>	MA/GR to arrange a meeting with MC / CW / TP before the next LHFIFG meeting.	
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>		

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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>RS stated that the maintenance budget can be used as additional funding for white lining had been obtained.</p>		
c)	Collingbourne Kingston	<p>Discussion on Collision Reduction</p> <p>A public meeting is being held in CK village hall on Thursday with Danny Kruger MP and WC representatives. This followed an incident when a lorry from Solstice Park crashed into the River Bourne.</p>		

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d)	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. This scheme was likely to be in excess of what either maintenance or the Group could afford and would need to be submitted as a substantive bid. DD & PK stated that the roundabout was the priority of the two schemes and that this could be reviewed at a later date.</p>	<p>RS advised that it had been discussed with Major Maintenance however no medium term plans to progress surfacing in the area.</p> <p>GR advised that LHFIG funding could be used, but would be a substantive bid.</p> <p>CDPC outlined its not their current priority. Remove from list.</p>	
e)	Perham Down bus route	<p>CW & TP stated that WC had not received the funding required to improve the Perham Down bus services. Issued closed.</p>	<p>Issued closed.</p>	
f)	Footpath Maintenance	<p>HJ stated TTC had some footpaths that needed maintenance work. GR/RS stated that if Parishes have small schemes that could be implemented quickly, they should approach the Group. HJ to seek TTC support for schemes and seek 25% funding. Other Councils advised to do the same.</p>	<p>HJ to seek TTC approval for footpath maintenance schemes and 25% contribution in liaison with SR.</p> <p>LTC and Parishes encouraged to do the same.</p>	

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g)	Cadley Road – virtual footpath	DD stated that the white lining was fading in places. Group agreed to fund in principle on the basis CDPC contributed 25% of the cost.	CDPC to Confirm RS to arrange works package. GR to provide copy of original drawing.	
h)	Short Street, Ludgershall	CW raised the issues of parking and lighting on Short Street. RS stated that LTC should write to her about the overgrown hedge at the junction with Central Street. RS to meet with CW on site to discuss the tree blocking street light. Aster would need to be contacted about any waiting restrictions as it maintains half of the road.	RS/CW to meet on site.	
11.	Date of Next Meeting: 17 October 2022.			

Tidworth Local Highway Footway Improvement Group

Highways Officer – Gareth Rogers