

TIDWORTH COMMUNITY AREA TRANSPORT GROUP (CATG)

**NOTES OF THE TIDWORTH COMMUNITY AREA TRANSPORT GROUP (CATG)
MEETING HELD ON 23 APRIL 2018 AT CONFERENCE ROOM, TIDWORTH
LEISURE CENTRE, NADDER ROAD, TIDWORTH, SP9 7QN.**

7 **Note Tracker**

Please refer to the attached Note Tracker.

If you have any questions about the attached Note Tracker please contact:

Gareth Rogers

direct line: 01225 713384

e-mail: gareth.rogers@wiltshire.gov.uk

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Minute Item 7

	Item	Update	Actions and recommendations	Who
1.	Attendees and apologies			
	Present:	Cllr Mark Connolly (MC) (Chair), Cllr Ian Blair-Pilling (I B-P), Gareth Roger (GR), Andy Cole (AC), Marc Read (MR), Tony Pickernell (TP), David Harbottle (DH), Humph Jones (HJ), Brian Jarrett (BJ) and Lt Col Jamie Balls (JB). Guests: _David Carlisle (DC) (DIO), Tim Keleigh (TK) (Collingbourne Kingston PC), Steve Mantle (SM) (Collingbourne Kingston PC), Barry Newsom (BN) (Collingbourne Kingston resident), Mark Hiskett (MH) (Enford PC) and Richard Roberts (RR) (Enford PC).		
2.	Notes of last meeting			
		Minutes of the meeting held on 15 January 18 approved. DC gave an update on the s278 highway improvements as part of the Army Basing Programme. See attached report.		
3.	Financial Position			
		Financial position: MC confirmed that the allocation for 2018/2019 was £11,757. Total funds available after funds committed is £24,124.		

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4.	Top 5 Priority Schemes			
a)	Issue XXXX Perham to Tidworth Cycle Path	Complete other than final earth and seeding. Remove scheme.		
b)	Issue 5111 A338 / Riverbourne Fields, Tidworth New Footway	<i>A pathway is requested to be laid from the edge of Riverbourne Fields Estate in Tidworth where the roundabout is located to join the tank crossing NN.</i> Design to be finalised ahead of 18/19 Substantive Bid application (Deadline 30/06) with accurate financial information and improved surety. TC confirmed contribution of £3000. CATG Contribution set £3000 (Design elements)	TC contributions confirmed as £7500. Group agreed that this scheme will be put forward for central funding. MR/GR to ensure bid is submitted before the deadline.	MR/GR
c)	Issue 5458 Netheravon Request for Village Gates	<i>Outline proposal sent to Parish Council in early Jan. Awaiting PC response confirming agreement on the proposed locations.</i> A Site meeting has taken place to discuss alterations to the design. Ikely to have a small cost implication, and advised to re-engage with the CATG as the premis of the scheme has altered. A revised solution is being prepared and will be sent to the PC when ready.	GR met with Parish Council. The Council has reservations on proposed location. Revised plan sent to PC for consideration. PC also re-designing village crest. Awaiting advice from PC.	
5.	Other Priority schemes			

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a)	Somme Road Cyclepath	<p>Energisation of street lighting anticipated w/e 20/02.</p> <p>Formal opening of path being arranged by MOD. Formal opening to be when light controlled crossing complete. DIO consultants have designed the light controlled crossing for the Wellington Academy.</p> <p>MC to speak to K Ladner for update.</p>	<p>Plans for the toucan crossing outside Wellington Academy now approved by Wiltshire Council. DIO to commence work in July for completion at the start of the new school year in September.</p>	
<p>6. Open / Other Issues</p>				
a)		<p>A member of the public has donated £100 for a highway scheme for Enford. The PC is to discuss what it wishes to the money to be spent on. CATG will consider making a contribution.</p> <p>I B-P to contact PC to ask if they have any proposal.</p>	<p>Enford representatives suggested the £100 could be part of a contribution towards a Speed Indicator Device (SID). A discussion on SIDs then ensued. Parish Councils would own, maintain and site SIDs. Both Enford and Collingbourne Kingston expressed interest in sharing a SID. It was agreed that MR would approach all Town and Parish Councils to see if they wished to share and run a SID. CATG would part-fund along with Town and Parish Councils.</p>	MR
b)	<p>Issue 5754 Cadley Road, Collingbourne Ducis – Request for Additional Traffic Calming.</p>	<p><i>This is a 30mph limit but is used as a cut through from the main road across to Hungerford. Cars and vans race along at forty to fifty miles per hour. Many cats have been killed there are no pavements and children walk the road to and</i></p>	<p>Traffic calming request. Awaiting proposals from the PC.</p>	

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		<p><i>from school. Horses are also regularly walked along. Extra speed bumps or cameras need to put in place or somebody will get hurt. Sitting for an hour especially at rush hour will highlight this problem but I am happy to obtain evidence if you can provide me with a speed gun camera. Speed testing equipment would best placed outside our house as we are half way down where their speed has picked up. They really do speed along and its dangerous.</i></p> <p>Suggested CD PC should contact Lockeridge PC who have recently implemented a scheme for a road with similar issues. Local discussion should take place to identify the solution the Parish Council would like to proceed with, and once considered re-approch the CATG to seek further assistance with development.</p>		
c)	<p>Issue 58414 Woodpark, Ludgershall – Request for Street Nameplate</p>	<p><i>New street naming sign request as there is only one sign and an ambulance had a problem in finding the address</i></p> <p>Request sent to Town Coucil for consideration / support. To Discuss</p>	Town Council not supportive. Close case.	
7.	New Issues			
	<p><u>Issue 5841</u> Tidworth, Andover Road Dropped Kerbs</p>	<p><i>I am once again reporting the issue of Aster tenants using my drop kerb to access their property. I have read an email from the police saying if the vehicles are using the kerb then running along the footpath that is illegal. I am told from tenant 95 that they have applied for planning permission but are still waiting that was more then 16 weeks ago. I am getting very frustrated regarding this matter and will not let it drop until you have done</i></p>	Aster Housing Association has indicated it will not fund and that their tenants should fund such requests. Issue to Town Council for comment.	MR

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		<i>your job and enforced this issue.</i>		
	<p>Issue 6070 Everleigh, Marlborough Road Speeding Concerns</p>	<p><i>The traffic travels to fast through this village. My cottage is on a corner and everyday I reverse out Im met my speeding cars appearing suddenly around the corner. At 50 Mph the breeding distance is 175 feet. This does not leave enough space for me to manoeuvre safely especially as Im reversing into traffic. Many of these cars are travelling well in excess of 50mph</i></p> <p>A response has been sent to PC who are discussing with the issue raiser, and whsh the issue to remain open.</p>	<p>Issue has been sent to Parish Council for consideration. Awaiting response.</p>	
	<p>Issue 6161 A338 Collingbourne Kingston Request for Village Gates</p>	<p><i>We wish to install gates at each end of our village to confirm the boundaries of the village to traffic on the A338 and to remind them of the speed limit that applies in the village.</i></p> <p>Submitted by the Parish Council – to be discussed.</p>	<p>Collingbourne Kingston would like gates at both 30 mph limits and the 40 mph limit. They had received a quote of £3300 but this did not include traffic management and installation. GR to cost for both two and three sets of gates.</p>	GR
	<p>Issue 6162 A338 Collingbourne Kingston – Junction to Brunton</p>	<p><i>Roundabout outside St Marys Church Collingbourne Kingston. We would like the roundabout to be re-mapped so that traffic moving north is obliged to respect the roundabout rather than ignore it as is currently too often the case</i></p> <p>Submitted by the Parish Council – to be discussed.</p>	<p>Re-mapping of roundabout. To remap the roundabout would be very expensive. However, it may be possible to provide bollards to the northern end of the roundabout and give way sign to the south. GR to cost these.</p>	GR

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<p>Issue 6183 A338 Collingbourne Kingston Brunton to King Hill</p>	<p><i>The footpath beneath St Marys Church in Collingbourne Kingston is in a dangerous condition. It is too narrow and the surface too irregular for it to be considered safe for pedestrians. It is the only pedestrian access connecting the roundabout outside St Marys Church to the middle and south of the village including the village pub the Barleycorn. We would like the footpath to be widened and resurfaced. We would also like the entrance and exit to King Hill to be made more user-friendly for pedestrians.</i></p> <p>Submitted by the Parish Council – to be discussed.</p>	<p>The path is narrow and uneven. PC in discussions with PCC on whether land next to the path could be used to widen the path. GR advised that earth encroachment onto the path being removed would perhaps mean it being 1.2m wide. However, this would require traffic management. Await outcome of PCC and PC discussions before discussing further.</p>	
<p>Issue 6190 Tidworth, Ashdown Terrace Concerns regarding lack of footway width.</p>	<p><i>No safe path route from the new ashdown estate into town. The path is far too narrow to be walking along with young children with the big lorries coming past especially as none of the traffic seem to take notice of the 30mph speed limit either. Safety barriers along would also be useful.</i></p>	<p>Footpath from Ashdown Terrace to Salamanca Drive, Tidworth. MC, GR and AC had walked the length of the path. The new path provided as part of the Ashdown Copse estate is of standard width. The old path to Ashdown Terrace is very narrow in places and there are no dropped kerbs at Church Lane or Ashdown Terrace. GR and AC advised that the path could be widened by cutting back earth that had encroached onto the path. This would be a large task that Parish Lengthsmen could not undertake easily and it would require traffic management. GR to provide a costed scheme to</p>	<p>GR</p>
<p>Issue 6191 Tidworth, Ashdown Terrace Concerns regarding lack of footway width.</p>	<p><i>The footpath between ashdown estate In Tidworth heading towards Tesco is unsafe. The path isnt wide enough especially for the speed that cars travel down there its also unsafe for buggies and bikes which is a big issue as this is a family estate and that is the only path for us all to use to head in that direction.</i></p>		
<p>Issue 6193 Tidworth, Salamanca Drive Concerns regarding lack of footway width & request for speed limit.</p>	<p><i>The pavement for pedestrians to use from salamanca drive to chruch lane going via park road is dangerous. It is just about wide enough for a single pram but double prams have to be pushed along the grass. Even though this is a concern the worst part is the fact the tarmac isnt level and its in a</i></p>		



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		<i>dangerous slant tilting prams towards the road. Then once you reach church lane there isnt a dropped curb to go down making it even more awkward especially as visibilty is minial as the bank on church lane is hard to see over. The main road is a 40 speed limit which should also be revised and changed to a 30 as its dangerous being a main route from the new housing estate for the school run. Footpath widened and leveled off. Dropped curb put in. 40 speed limit changed to 30 near the new housing estate.</i>	widen the path, provide dropped kerbs for Church Lane and Ashdown Terrace and raised kerb at former entrance.	
	Issue 6194 Tidworth, Ashdown Concerns regarding lack of footway width.	<i>I am aware that residents on the new Ashdown Estate in Tidworth are requesting that the pavement along the main road into Tidworth centre is made wider and drop curbs put in at junctions to allow better access for pedestrians with buggies. While this is a valid endeavour as pedestrian safety along the main road is poor it would probably be easier to make the alternative route that avoids the main road by cutting through Fuse Hill and Ashdown Road to Tesco more accessible. This would require replacing the current two large steps on the alley between Church Lane and Fuse Hill Road with a ramp. At present it is very difficult to get a buggy up or down these steps without tipping the child. This would also be an issue for wheelchair mobility scooter users.</i>	<i>Post meeting update: The contractors can undertake the path from Ashdown estate in Tidworth, dropped kerbs and cutting back growth that has encroached over the years. The Town Council has agreed to fund 25% of the scheme up to £2500 and the Area Board will decide if it will fund the remainder, which is expected to be less than £10K in total.</i>	
8.	Other items			
a)	Freight Strategy	Cabinet member has been approved: https://cms.wiltshire.gov.uk/ieDecisionDetails.aspx?ID=1262	Cabinet Member decision taken and neither CATG scheme (A345 and Butt St/Castle St bend, Ludgershall) had not been successful.	

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9.	AOB			
a)	Community Speed Indicator Devices	 RE: Community Speed Indicator...		
d)	Tidworth Area Cycle Network	 Tidworth and Ludgershall Cycle Net MA to update the 2013 map and to report to the next meeting.	MA to update the map to take into account improvements since 2013. Group to consider future improvements required. JB happy to push DIO into widening the Ashdown Copse as a joint foot/cyclepath and pedestrian link to cross A338 for access towards the camp. Also the rest of the Perham path toward Perham of group wishes.	
		<p>TP asked AC if a hedge outside the Youth Centre in Tidworth could be removed. <i>AC to visit site and confirm.</i></p> <p>HJ asked on the progress of the waiting restrictions advertised for Tidworth. MC stated that he had asked for some parking to be provided outside the pre-school in St Andrews Road.</p> <p><i>I am placing this recommendation, within the body of the main consultation report, to provide for a section of double yellow lines to be removed for a length equating to two parking spaces directly in front of the play group site to allow for parking there. As we are reducing the advertised TRO from double yellow lines, by removing</i></p>	MC confirmed that the waiting restrictions in Tidworth and Ludgershall had been approved by the Cabinet Member and should be implemented during the summer.	

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		<p><i>the lines in that area for a short section, I am hopeful that we do not have to re-advertise.</i></p> <p><i>This report will be finalised in the next 5 weeks to go to the cabinet members for approval.</i></p> <p><i>With respect to Ludgershall, this parish is included with the single TRO being produced for Kennet Parishes, that takes in Market Lavington, Pewsey, Potterne and Rowde. This order has also had some late additions from Rowde, that will be included and the TRO that will then go to advert shortly, I hope by the end of February 2018.</i></p> <p>JB - stayed that he is responsible for 130 km of MOD road. He raised the issue of speeding traffic in Humber Lane. He asked if the Group is engaged with Highways England with regard to Stonehenge and the Express Way (A303 from M3 to M5). The Group requested that Highways England be invited to consult the Area Boards along the A303. JB offered the Garrison Theatre. <i>MR to contact other CEMs to arrange this.</i></p> <p>I B-P sought advice on who is responsible for the road from the triangle next to the speed bump toward Netheravon Camp. <i>Agreed that NPC contact Kevin Ladner who can liaise with MOD and WC to establish responsibility.</i></p> <p>HJ asked when lighting on the North end of the A338 in Tidworth would be lit. MC has subsequently been advised that the delay is Partly due to SSE connecting and the S38 agreement being completed.</p>	<p>IB-P raised the issue of land ownership of the triangle in Netheravon and a stretch of the road toward the camp. AC confirmed that only one side of the triangle is maintained by WC. JB to approach DIO to confirm its ownership of this area.</p>	<p>JB</p>
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		DH raised concerns about the repairs to the A345 in Enford. AC advised that prior to the surface dressing being implemented, there are several processes to go through.		
10.	Date of Next Meeting: 2nd July 2018			

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Tidworth Community Area Transport Group

Highways Officer – Gareth Rogers

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 Tidworth 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, Tidworth Area Board will have a remaining Highways funding balance of **£0**

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.

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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

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