

# MINUTES

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**Meeting:** Amesbury Community Area Transport Group (CATG)  
**Place:** Redworth Centre, Amesbury Leisure Centre, Amesbury  
**Date:** Friday 18 October 2019  
**Time:** 9.30 am

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Please direct any enquiries on this Agenda to Kate Davey (Traffic Engineer), direct line 01225 713302 or email [kate.davey@wiltshire.gov.uk](mailto:kate.davey@wiltshire.gov.uk)

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# AGENDA

## 1 **Note Tracker**

The following information is included in the attached Note Tracker:

- Attendees and Apologies
- Approval of notes of the previous meeting
- Financial Position
- Top 5 Priority Schemes
- Other Priority Schemes
- New Requests/Issues
- Current / ongoing schemes
- Other items

## 2 **Date of the next meeting** **14<sup>th</sup> February 2020**

## AMESBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

03	Item	Update	Actions and recommendations	Who
<b>Date of meeting: 18<sup>th</sup> October 2019</b>				
1.	<b>Attendees and apologies</b>			
		<p>Present:</p> <ul style="list-style-type: none"> <li>Cllr Mike Hewitt – Wiltshire Council</li> <li>Cllr Robert Yuill – Wiltshire Council</li> <li>Steven Cocking – Idmiston Parish Council</li> <li>Tony Pywell – Winterbourne Stoke Parish Council</li> <li>Roger Fisher – Amesbury Town Council</li> <li>Rhod Evans – Amesbury Town Council</li> <li>John Ellis – Durrington Town Council</li> <li>Debby Potter – Tilshead Parish Council</li> <li>Richard Harris – Shrewton Parish Council</li> <li>David Hassett – Shrewton Parish Council</li> <li>Cllr John Smale – Wiltshire Council</li> <li>Graham Jenkins – Bulford Parish Council</li> <li>Charles Penn – Winterbourne Parish Council</li> <li>Jenny MacDougall – Wylve Parish Council</li> <li>Lucy Cassels – Wylve Parish Council</li> <li>Andy Cole – Wiltshire Council Highways</li> <li>Kate Davey – Wiltshire Council Highways</li> </ul> <p>Apologies:</p> <ul style="list-style-type: none"> <li>Cllr Darren Henry – Wiltshire Council</li> <li>Darrell Amison – Figheldean Parish Council</li> <li>Spencer Drinkwater – Wiltshire Council</li> <li>Jacqui Abbott – Wiltshire Council CEM</li> </ul>		

## AMESBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

2.	<b>Notes of last meeting</b>		
		The notes of the last meeting held on 15 <sup>th</sup> July 2019 were accepted as a true record.	Agreed.
3.	<b>Financial Position</b>		
		See Finance sheet. 2019/20 allocation is £17,731.00. 2018/19 underspend was £42,655.00 and the current commitments total £39,900.00 giving a remaining budget of £29,211.00.	Agreed.
4.	<b>Top 5 Priority Schemes</b>		
a)	<a href="#">6383</a> Speeding traffic & HGVs – Shrewton village	<p>Speeding traffic and HGVs using Shrewton despite the 3.5ton weight restriction. Three minor accidents recorded in the last week. Large numbers of vehicles using the route as a rat run to avoid A303. No footpath down into the village resulting in difficulty walking children to school.</p> <p>KD has requested overgrown trees be cut back and lamp columns to be cleaned to make them more visible. Shrewton PC confirmed 25% contribution and the design has been finalised, including the style of village gate to be installed.</p> <p>Work carried out during July 2019, some of the high friction surfacing (HFS) has started to deteriorate due to the surface underneath failing. KD has arranged for the carriageway areas covering the HFS patches to be resurfaced and newly laid HFS to be completed Dec/Jan 2020. This remedial work will require another road closure but I will endeavour to distribute this information when I have a date in place.</p>	<p><b><u>ACTION:</u></b>            Remove &amp; close issue. KD is overseeing remedial work.</p>

## AMESBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

b)	<a href="#">6743</a> A360, Tilshead. Horse warning signs.	Work complete.	<b><u>ACTION:</u></b> Work complete. Remove.	KD
c)	<a href="#">6904</a> Stockport Avenue, Amesbury – request for bus shelter.	<p>Residents of the Archers Kings Gate Estate and employees of local businesses require a bus shelter on the Stockport Avenue, Amesbury to protect them from inclement weather. The land that the bus shelter will be located belongs to Amesbury Town Council. Request for Installation of a bus shelter at the junction of Stockport Avenue and Byway 20.</p> <p>Amesbury TC confirmed shelter to be located on south side of Stockport Avenue adjacent to Byway 20 and no electrics are required. Amesbury TC confirmed agreement to take on future maintenance of shelter.</p> <p>KD provided Amesbury TC with quotes for various options on relocation / installation, which are:</p> <ul style="list-style-type: none"> <li>- Relocate Queensbury Rd shelter/electrics @ £6560 (25% = £1640).</li> <li>- Remove &amp; dispose of Queensbury Rd shelter/electrics @ £2196 (25% = £549).</li> <li>- Supply &amp; install new premium shelter at Stockport Avenue with no electrics as per quote @ £6625 (25% = £1657).</li> <li>- Supply &amp; install new standard shelter at Stockport Avenue with no electrics as per quote @ £5312 (25% = £1328).</li> </ul> <p>Amesbury TC to confirm their preferred option and group to discuss funding and 25% contribution.</p>	<b><u>RECOMMENDATION:</u></b> Group agreed funding for standard shelter with no electrics. Amesbury TC have confirmed 25% contribution. <p><b><u>ACTION:</u></b>  Order works as per Externiture quote.</p>	KD

## AMESBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

<p>d)</p>	<p><a href="#">6996</a></p> <p>Mill Lane, Figheldean – irresponsible parking and anti-social behaviour at the Mill Pool wild swimming area.</p>	<p>Traffic Regulation Order proposals and option for gate design sent to Parish Council for discussion. Ball park estimate for prohibition of driving and waiting restrictions scheme is in the region of £7,000 (including TRO adverts/gate installation and associated signing and road markings).</p> <p>Traffic Regulation Order documents drafted and information agreed with Figheldean PC. TROs advertised in the Salisbury Journal on 11<sup>th</sup> July 2019 with the consultation period for comments ending on 5<sup>th</sup> August 2019.</p> <p>Comments of support and objection received, therefore a Cabinet Member report has been drafted and submitted for consideration by the Cabinet Member for Highways &amp; Transport. Awaiting outcome.</p>	<p><b><u>RECOMMENDATION:</u></b> Group agreed funding up to £7,000 if Cabinet member report is approved.</p> <p><b><u>ACTION:</u></b> Figheldean PC to confirm 25% contribution £1750 if cabinet member report is approved.</p> <p><b><u>ACTION:</u></b> If report is approved, complete detail design and confirm accurate cost and gain approval if higher than estimate.</p>	<p>Figheldean PC</p> <p>KD</p>
<p>e)</p>	<p><a href="#">6817</a></p> <p>Fore Street, Wylde – speeding traffic between High Street and Teapot street.</p>	<p>Design and estimate for on-carriageway footway and associated kerbing/footway work to allow pedestrians to rejoin footway and cross at northern end of High Street is £3,700 (25% = £925). Funding and 25% contribution agreed.</p> <p>Work has been ordered, awaiting construction date.</p>	<p><b><u>ACTION:</u></b> Chase construction date.</p>	<p>KD</p>

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f)	<p><a href="#">7164</a></p> <p>A345 Durrington – crossing movements to the cemetery</p>	<p>Safety concerns over crossing the A345 to access Durrington cemetery. Request for amendment to existing warning signs on each approach to give more advance warning of crossing movements from the parking area to the cemetery.</p> <p>Durrington TC confirmed support of this issue. Design and estimate for this work is £1100 (25% = £275). TC confirmed 25% contribution.</p> <p>Work ordered with anticipated completion date of end October/early November.</p>	<p><b><u>ACTION:</u></b> Chase construction date.</p>	KD
5.	<b>Other Priority schemes</b>			
a)	<p><a href="#">5451</a></p> <p>Salisbury Road, Shrewton - 7.5t weight limit except for loading</p>	<p>TRO has been advertised and the consultation period runs from: 18<sup>th</sup> April – 20<sup>th</sup> May 2019. No comments received, therefore this scheme can now progress to implementation. Design for signing work drafted with estimate of £5000. Electrical work is required for some locations, initial estimate was £13.5k.</p> <p>After further investigation the electrical costs have reduced and considering these signs should have been illuminated when the weight restriction was originally installed, agreement has been sort for this part of the scheme to be funded separately.</p> <p>Therefore the signing part of this scheme to be funded through the CATG is £5000. Shrewton PC have confirmed agreement and £25% contribution at £1250.</p> <p>Design work complete and work has been ordered.</p>	<p><b><u>DISCUSSION:</u></b> Shrewton PC confirmed they are in the process of setting up a lorry watch for the area.</p> <p><b><u>ACTION:</u></b> Chase construction of signing and electrical works</p>	KD

## AMESBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

<p>b)</p>	<p><a href="#">5794</a></p> <p>Telegraph Hill/Salisbury Road, Bulford</p> <p>7.5t weight restriction</p>	<p>At the bottom of the hill just entering the village it is dangerous if not impossible for 2 heavy vehicles to pass, e.g. double decker bus, articulated lorry, tracked vehicle.</p> <p>No further action can be taken until FAPM process has been reviewed. Group agreed to keep issue open. Refer to freight management update attached to this agenda for more information. Leave on agenda for now pending completion of LTP4 in 2020.</p> <p>Cllr Smale committed to contacting Spencer Drinkwater regarding feight review. Update to be given at meeting.</p>	<p><b><u>ACTION:</u></b> Bulford PC requested that the action be with them to supply details to be sent to Spencer Drinkwater.</p>	<p>Bulford PC</p>
<p>c)</p>	<p><a href="#">6347</a></p> <p>Bulford Road speeding traffic (outside The Beeches)</p>	<p>Speeding traffic along Bulford Road from its junction with Amesbury Road heading west past the Military accommodation. Request for speed signs, children warning signs and SID.</p> <p>This area is a 30mph speed limit by virtue of street lighting therefore regulations state that repeater signs can not be erected. If Parish Council supports the issue it is recommended in the first instance to request a metro count to see if the route meets the criteria for community speed watch or the use of the SID (Speed Indicator Device). Possible to investigate warning signs if more information is given regarding specific location along this route.</p> <p>Online petition received for pedestrian crossing on Bulford Road. Bulford PC to continue to liaise with MoD noting that first occupancy is planned for June 2019. Group agreed to leave on agenda for now until further occupancy has taken place after September 2019.</p> <p>Further information received from DIO below:</p>	<p><b><u>DISCUSSION:</u></b> Bulford PC informed the group that a separate planning application for a cyclepath on Bulford Road has been submitted, to which the PC have objected due to lack of formal crossing proposed. Cllr Smale has called it in to go to committee.</p> <p>Also confirmed pedestrian survey is yet to be carried out.</p> <p><b><u>ACTION:</u></b> Provide Cllr Smale with notes on this issue.</p>	<p>AC</p>



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		<p>The Noah's Ark Nursery (Early Years Setting (EYS)) at The Beeches is to be delivered by way of alterations to The Haig Centre.(Haig Centre at 19 Old Ward Road, Salisbury, Wiltshire SP4 9NJ).</p> <p>Welfare are to utilise The Beeches.</p> <p>ABP are signing up to a revised condition re Bulford SFA as follows;</p> <p>Before the first of October 2019, a survey shall be undertaken by the developer to assess the crossing pattern of pedestrians and cyclists on Bulford Road between the Canadian Estate area and the site access. The form of survey to be used shall first have been submitted to and approved in writing by the Local Planning Authority. As informed by the results of the approved survey, the crossing facilities, comprising either a single controlled or up to two uncontrolled crossings on Bulford Road, together with local traffic calming facilities as appropriate to the design of the crossing(s), as well as any requisite modifications to the existing highway facilities and furniture, shall be provided prior to 30th September 2020, at locations agreed in writing by the Local Planning Authority. The design and layout of such crossing facilities shall have been submitted to and agreed in writing by the Local Planning Authority prior to its installation.</p>		
d)	<p><a href="#">6543</a></p> <p>Church Street, Winterbourne Stoke – request for 20mph speed limit</p>	<p>Request for 20mph speed limit for Church Street area in Winterbourne Stoke. Cost of feasibility study for such request is £2.5k. More information required from Winterbourne PC.</p> <p>Winterbourne Stoke PC have confirmed support &amp; 25% contribution towards 20mph speed limit assessment. Also confirmed residents of Brook Close (not public highway) support its inclusion in any recommended outcome.</p>	<p><b>RECOMMENDATION:</b> Group agreed funding for implementation as per assessment recommendation.</p> <p><b>ACTION:</b> Confirm 25% contribution of £1250.</p>	<p>Winterbourne Stoke PC</p>

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		Assessment undertaken with report attached to end of agenda. To be discussed at meeting.		
e)	<a href="#">6700</a> Appleford School, Elston Lane Ocheston. Bus stop sign/post.	<p>Request for bus stop flag sign/post outside of Appleford School. Passenger Transport have confirmed that buses already stop outside of the school, but suggested a sign to indicate this might be beneficial. The bus company will supply a flag sign free of charge if this is requested by the school, but a sign post would have to be installed by Wiltshire Highways.</p> <p>Cllr Henry agreed to discuss request and funding source with Orcheston PC and Appleford School. KD chased Cllr Henry for an update on 19/6/19, no response received as yet.</p> <p>Group agreed to defer this issue from last meeting.</p>	<p><b><u>RECOMMENDATION:</u></b>          Group agreed to close this issue.</p> <p><b><u>ACTION:</u></b>          Inform Cllr Henry of decision.</p>	KD
f)	<a href="#">5795</a> A3028 Double Hedges No waiting at any time	<p>A new path has been introduced between Bulford and Solstice Park Amesbury. Accordingly the approach pavement at the Bulford end has been widened parking bays marked on the opposite side of the road and a preferred crossing installed. People are now parking half on the kerb adjacent to this crossing vert near to the junction which is particularly dangerous.</p> <p>BPC asked for this scheme to be put on hold until the outcome of discussions with DIO regarding S106 works in the village.</p> <p>Process for requesting waiting restrictions is for the Town/Parish Council to complete request form and submit to Network Management</p>	<p><b><u>RECOMMENDATION:</u></b>          Group agreed to leave this on the agenda for now at request of Bulford PC.</p>	

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		<p>for assessment when next review is completed. Group agreed for this issue to be left open for now.</p> <p>AC confirmed waiting restrictions are not proposed as part of the works. JA invited project manager from DIO to attend Area Board meeting – update to be given at meeting.</p>		
g)	<p><a href="#">7029</a></p> <p>Idmiston village – speed limit request</p>	<p>Concerned residents would like to request a reduction in speed limit to 20mph. This is due to the large number of vehicles using Idmiston Arch into/out of Porton Down and the fact that the road is narrow with no pavements. The road is used by a variety of resident pedestrians many who are elderly, dog walkers cyclists and school children.</p> <p>The costs for a speed limit assessment are £2,500. PC to confirm if this issue is supported. Metro count request submitted by PC, awaiting results.</p>	<p><b>ACTION:</b> Send more details on results of traffic survey to Idmiston PC.</p>	KD
h)	<p><a href="#">7032</a></p> <p>A338/Allington Track/Dogs Trust crossroads.</p>	<p>Speeding traffic and lack of visibility at the crossroads presents serious hazard for pedestrians and vehicles. Request for major changes to the junction layout/speed limit/signing. Additional road markings in advance of this junction to accompany the existing signs have been provided in the last 12 months. This location is now within its monitoring period since the road markings were installed last year and therefore it will be next years collision cluster site run which will determine if further investigation/action is required.</p> <p>Group agreed to leave on agenda for now and monitor.</p>	<p><b>ACTION:</b> Request police report on accidents during last 12 months.</p>	KD

## AMESBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

i)	<p><a href="#">7138</a></p> <p>Stockport Road, Amesbury – Request for barrier.</p>	<p>Concerns over fly tipping in the bushes and trees along Stockport Road and vehicles crossing the verge to gain access to A345. Request for barrier at end of Stockport Business Park.</p> <p>Cllr Westmoreland noted issue. Amesbury TC to give more detailed information on the outcome they are trying to achieve.</p> <p>Group agreed to defer issue from last meeting. No more information received from Amesbury TC for the legal team to advise on possibility of Public Space Protection Order.</p>	<p><b><u>ACTION:</u></b> Amesbury TC to investigate stopping up order.</p>	Amesbury TC
j)	<p>1-19-1 Gomeldon School, Idmiston</p>	<p>Idmiston PC have raised concerns over parking in the vicinity of Gomeldon school at drop off and pick up times. Request for off street parking nearby, Parish Council have an area in mind.</p> <p>PC requested construction of layby along East Gomeldon Road. AC committed to site visit to assess the location, update to be given at meeting.</p>	<p><b><u>RECOMMENDATION:</u></b> AC attended a site meeting and confirmed this request is not a viable solution.</p> <p><b><u>ACTION:</u></b> Close and remove.</p>	KD
	<p>1-19-2 B3086 Rollestone Crossroads, Shrewton</p>	<p>Shrewton PC have raised concerns over military vehicles using London Road as a rat run. Request for revision of signing around the crossroads to emphasise 'No military vehicles' and direct traffic towards A303.</p> <p>KD has reviewed the existing signs on all approaches to the crossroads, all of which are considered sufficient in diverting military vehicles away from using London Road.</p>	<p><b><u>RECOMMENDATION:</u></b> Group agreed to move this to the top priority list.</p> <p><b><u>ACTION:</u></b> Investigate possible signing amendments to deter military vehicles.</p>	KD

## AMESBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

	1-19-3 B3086 The Packway between ROW Shre27 – Shre32, Shrewton	<p>Shrewton PC have raised concerns over horse riders using The Packway to travel between Byway Shre27 and Shre32. Request for warning signs in both directions along this route.</p> <p>KD has reviewed the existing warning signs and liaised with Shrewton PC. Consideration can be given to amending the existing location of the westbound sign and distance plates if the group wish to put it as a top priority. To be discussed.</p>	<p><b><u>RECOMMENDATION:</u></b> Group agreed to move this to the top priority list.</p> <p><b><u>ACTION:</u></b> Provide design &amp; estimate for Shrewton PC to review.</p>	KD
<b>6.</b>	<b>New Requests / Issues</b>			
a)	1-19-6 Wylve village – Request for 20mph speed limit.	<p>Wylve PC have raised concerns over the speed of traffic through the village where the roads are narrow with no footways so pedestrians are forced to walk in the carriageway to access the village facilities. There are also a number of cyclists as the C10 is a designated cycle route. Request for 20mph speed limit assessment to be undertaken at a cost of £2500. Wylve PC has confirmed 25% contribution of £625.</p> <p>To be discussed at the meeting.</p>	<p><b><u>RECOMMENDATION:</u></b> Group agreed to fund assessment. Wylve PC have agreed 25% contribution.</p> <p><b><u>ACTION:</u></b> Move to top priority list and arrange for assessment to be carried out.</p>	KD
b)	1-19-7 Wylve village gates	<p>Wylve PC have raised concerns that when vehicles are entering the village they are not recognising they are entering a built up area with no footways and need to be reminded of the change in environment.</p> <p>Request for village gates at the entrances to the village. To be discussed at the meeting.</p>	<p><b><u>RECOMMENDATION:</u></b> Group agreed to approve 20mph assessment to be carried out before considering funding on village gates.</p> <p><b><u>ACTION:</u></b> Send ball park estimate for gates to Wylve PC.</p>	KD

## AMESBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

<b>7.</b>	<b>Any other business</b>		
a)	Street Nameplates	<p>The group agreed to proceed with the following Street Nameplates at a cost of approximately £3250 and agreed to allocate the remaining £1750 for future applicants.</p> <p>Idmiston – Church Road/Idmiston Road  Winterbourne - Highpost Road (both ends) West (Amesbury) end of Down Barn Road.  Durrington – Windsor Mews (Cllr Wright already has sign)  Bulford – Salisbury Road x 3, Newmans Way, The Leaze, Dukes Way</p> <p>Works order has been placed, will be completed in due course. AC to give update on adding Highpost Road to street gazetteer.</p>	<p><b>UPDATE:</b>  AC confirmed this work should be completed by end of November.</p>
b)	A338 The Winterbournes	Processsion for community fete for discussion.	Discussed by group. Close.
c)	SID Practise Note	Amendments to document.	Mentioned to group for information. Close and send out with minutes.
d)	Winterbourne Highway issues	Discussion on various highway issues not directly related to CATG.	<p>Andy Cole &amp; Diane Ware have both sent responses to issues.</p> <p>Cllr Hewitt agreed to facilitate meeting for Winterbourne PC and Adrian Hampton on Street Scene issues.</p>

## AMESBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

e)	Area Board Meeting:	<b>21<sup>st</sup> November 2019 @ 7pm – proposed venue: Lady Antrobus House, 39 Salisbury Street, Amesbury, SP4 7HH</b>		
8.	<b>Date of Next Meeting:</b>	14 February 2020, 10am, Redworth Centre, Amesbury Leisure Centre, Amesbury		

## AMESBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

### **Amesbury Community Area Transport Group**

#### **Highways Officer – Kate Davey**

#### **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 Amesbury Area Board.

2.2. If funding is allocated in line with CATG recommendations outlined in this report, and all relevant 3<sup>rd</sup> party contributions are confirmed, Amesbury Area Board will have a remaining Highways funding balance of **£19,602.00**.

#### **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.



# Amesbury CATG

## FINANCIAL SUMMARY

### BUDGET 2019-20

£17,731.00 CATG ALLOCATION 2019-20

£42,655.00 2018-19 underspend

#### Contributions

Shrewton PC for London Road Traffic Management Imp.	£3,500.00	Confirmed
Shrewton PC for B3083 amendment to weight limit exemption	£1,250.00	Confirmed
Tilshead PC for A360 horse warning signs	£400.00	Invoiced
Figheldean PC for Mill Lane prohibition of driving	£1,750.00	Confirmed
Amesbury TC for Stockport Avenue bus shelter relocation		TBC
Durrington TC for A345 Cemetery warning signs	£275.00	Confirmed
Wylde PC for High Street on carriageway footway/kerbing works	£925.00	Confirmed
Winterbourne Stoke 20mph speed limit assessment	£625.00	Confirmed

#### Total Budget

**£69,111.00**

#### Commitments carried forward

Street namplates	£5,000	Estimate
Shrewton, London Road Traffic Management Improvements	£14,000	Estimate
Shrewton, B3083 amendment to weight limit exemption	£5,000	Signing Estimate - Electrics funded separately
Tilshead A360 horse warning signs	£1,600	Actual

#### New schemes

Figheldean Mill Lane prohibition of driving	£7,000	Estimate
Amesbury Stockport Avenue bus shelter relocation		Options with Amesbury TC for consideration
Durrington A345 Cemetery warning signs	£1,100	Estimate
Wylde High Street on-carriageway footway/kerbing works	£3,700	Estimate
Winterbourne Stoke 20mph speed limit assessment	£2,500	Estimate

Total commitment **£39,900.00**

Remaining Budget **£29,211.00**

**HIGHWAYS & TRANSPORT  
TRAFFIC & NETWORK MANAGEMENT**

**WINTERBOURNE STOKE – CHURCH  
STREET RESIDENTIAL AREA**

**20mph Speed  
Restriction Assessment**

## **Document Control Sheet**

**Project Title:** Winterbourne Stoke – Church Street Residential Area

**Report Title:** 20mph Speed Restriction Assessment

**Revision:** Version 1

**Status:** Draft

**Date:** September 2019

### **Record of issue**

<b>Issue</b>	<b>Status</b>	<b>Author</b>	<b>Date</b>	<b>Check</b>	<b>Date</b>	<b>Authorised</b>	<b>Date</b>
<b>1</b>	<b>Final</b>	<b>KD</b>	<b>24/9/19</b>	<b>DMT</b>	<b>25/9/19</b>	<b>DMT</b>	<b>25/9/19</b>

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## 1.0 Introduction and background

Following the publication of Wiltshire Council's policy for 20mph speed limits, the authority made a commitment to undertake assessments to determine the feasibility of 20mph speed restrictions where requests are made, supported and funded by Community Area Transport Groups.

Amesbury Community Area Transport Group requested that Church Street residential area, Winterbourne Stoke be subject to an assessment to determine the feasibility of a 20mph speed restriction for this location.

This report assesses the feasibility when considered in respect of the guidance contained in the following documents:

- i) "Wiltshire Policy on 20mph Speed Limits and Zones"; and,
- ii) The Department for Transport (DfT) Circular 01/2013 "Setting Local Speed Limits".

The full extent of the area selected to be studied is set out in Appendix A.

## 2.0 Data Collection

Average speed and volume of traffic was recorded using a device called a Metrocount. This is a roadside unit with sensors placed across the road. Metrocounts were installed at two locations along Church Street and operated during the period 3<sup>rd</sup> September – 9<sup>th</sup> September 2019.

The data from each Metrocount has been used to identify free flow traffic speeds. The exact location of each counter is identified in Appendix A.

Table 1 below sets out a summary of the free flow speeds of each Metrocount.

<b>Metro Count Number</b>	<b>Total Traffic Volume (annual average daily traffic)</b>	<b>85<sup>th</sup> %ile Speed (mph)</b>	<b>Mean Average Speed (mph)</b>
Site 1	999	23.0	18.7
Site 2	898	23.0	19.0

**Table 1** – Summary of metrocount results Church Street residential area

### **3.0 Collision Data**

For a 20mph speed limit assessment report, it is normal practice to report collisions occurring in the 36 months preceding the report's preparation. However currently, the most recent data in the police collision database run up to 31 December 2018. An investigation of the database shows that in this period there have been no recorded personal injury collisions on the routes assessed in this report.

## 4.0 Analysis against Wiltshire Council Policy

It is important to remember that all speed limits should be set where it can be expected that overall compliance with the limit can be realistically achieved. There is no expectation that higher speeds can be reduced merely through the provision of signs; it is likely that hard engineering measures would be necessary, such as alteration to the road layout and/or road humps.

There are two different types of 20mph speed restriction – a 20mph Zone and a 20mph Speed Limit.

Wiltshire Council policy has taken into account the experience gained from previous studies into 20mph speed limits and zones, as well as the guidance from DfT Circular 01/2013. The Wiltshire policy identifies options to consider when implementing 20mph zones and limits within the county:

### 20mph Zones:

20mph zones are defined as areas subject to a 20mph speed restriction which cover a number of roads and is supported by the appropriate traffic order and signs.

Typically there will be traffic calming measures at regular intervals throughout the zone to ensure that speeds remain reasonably consistent in the area. These could include the introduction of road humps and raised junctions, as well as build outs, chicanes and pinch points.

### 20mph zones to be considered where:

- Roads are already restricted to a 30mph speed limit
- A proven history of road user conflict with vulnerable users such as child pedestrians is apparent.
- New residential developments have been introduced.
- There is an alternative existing route, enabling drivers to avoid the zone.
- On major streets, there are significant numbers of pedestrian or bicycle journeys that are considered to outweigh the disadvantage of longer journeys for motorists.

### 20mph Speed Limits:

20mph limits are defined as streets where the speed restriction has been reduced to 20mph but where there are no physical calming measures. Drivers are alerted to the restriction by the use of terminal and repeater signs only.

### 20mph Speed Limits to be considered where:

- Mean before speeds are at or below 24mph (if they are just above this threshold lighter touch engineering measures to reduce speed may be implemented)
- Roads do not have a strategic function or where motor vehicle movement is not the primary function.
- On major streets there are significant numbers of pedestrian or bicycle journeys that are considered to outweigh the disadvantage of longer journeys for motorists.
- In rural areas the location, in addition to the above conditions, meets the definition of a village as set out in Traffic Advisory Leaflet "01/04 – Village Speed Limits".



## **5.0 Analysis / Conclusion / Recommendation**

The speeds recorded on Church Street meet the criteria for a 20mph limit as the mean speeds recorded are below 24mph.

Based on the analysis of the data collected against the Wiltshire Council policy it is recommended that a 20mph limit be implemented on Church Street, Brook Close, New Street and St Peters Close, Winterbourne Stoke.

Brook Close is not designated as part of the Public Highway, therefore this road will be included in the proposal of a 20mph speed limit on the proviso a written agreement signed by all residents is confirmed and received prior to the legal advertisement of the Traffic Regulation Order.

An outline plan of the above recommendations are set out in Appendix B.

## 6.0 Cost Estimate

The estimated costs of this scheme are set out in the table below.

<b>Item</b>	<b>Approximate costs</b>
New 20mph signing works	£1500
New optional carriageway roundels	£1000
Traffic Management Costs	£500
Traffic Regulation Order Costs	£2000
<b>Total Costs</b>	<b>£5000</b>





**WILTSHIRE PRACTICE NOTE**

**TEMPORARY SPEED INDICATOR DEVICE SITE ELIGIBILITY AND DEPLOYMENT CRITERIA**

**1.0 Introduction**

- 1.1 Speed Indicator Devices are a means of raising awareness of vehicle speeds and educating driver behaviour. They are useful in supporting other methods of direct speed control such as Police enforcement and Community Speedwatch (CSW) programmes. They can provide a means of highlighting speed issues where direct measures cannot be used, such as where speeding occurs at night or at locations with difficult access.
- 1.2 SIDs should only be used at the sites meeting the eligibility criteria.
- 1.3 SIDs should be deployed on a temporary basis and are normally in place at a site for between 2 and 8 weeks.. To maintain their effectiveness they should not be redeployed until a minimum time of 4 weeks has elapsed. SIDs should only be deployed on roads subject to 20, 30 and 40 mph speed limits. Enforcement activities on roads with higher speed limits remains solely within the remit of the Police.

**2.0 Eligibility Criteria**

- 2.1 The Council can undertake traffic counts at each requested site in order to measure vehicle speeds and allow assessment against the criteria. The counters will be in situ for a week at each site and will record vehicle speeds and volumes at all times during that week. If the request indicates that speeding is a problem at certain times of the year this will be taken into account. This enables determination of any trends relating to speed at certain times of the day or night. No site will be considered for SID deployment until a traffic count is undertaken.
- 2.2 The eligibility criteria for the use of SIDs is set out in the table below. The threshold levels have been set to accord with the National Police Chiefs Council (NPCC) speed enforcement guidelines.

	<b>Speed Indication Device (SID)</b>
<b>20 mph limit</b>	85 <sup>th</sup> ile speed 24.1 mph and over
<b>30 mph limit</b>	85 <sup>th</sup> ile speed 35.1 mph and over
<b>40 mph limit</b>	85 <sup>th</sup> ile speed 46.1 mph and over

The 85<sup>th</sup> percentile speed is that not exceeded by 85% of the vehicles using the route.

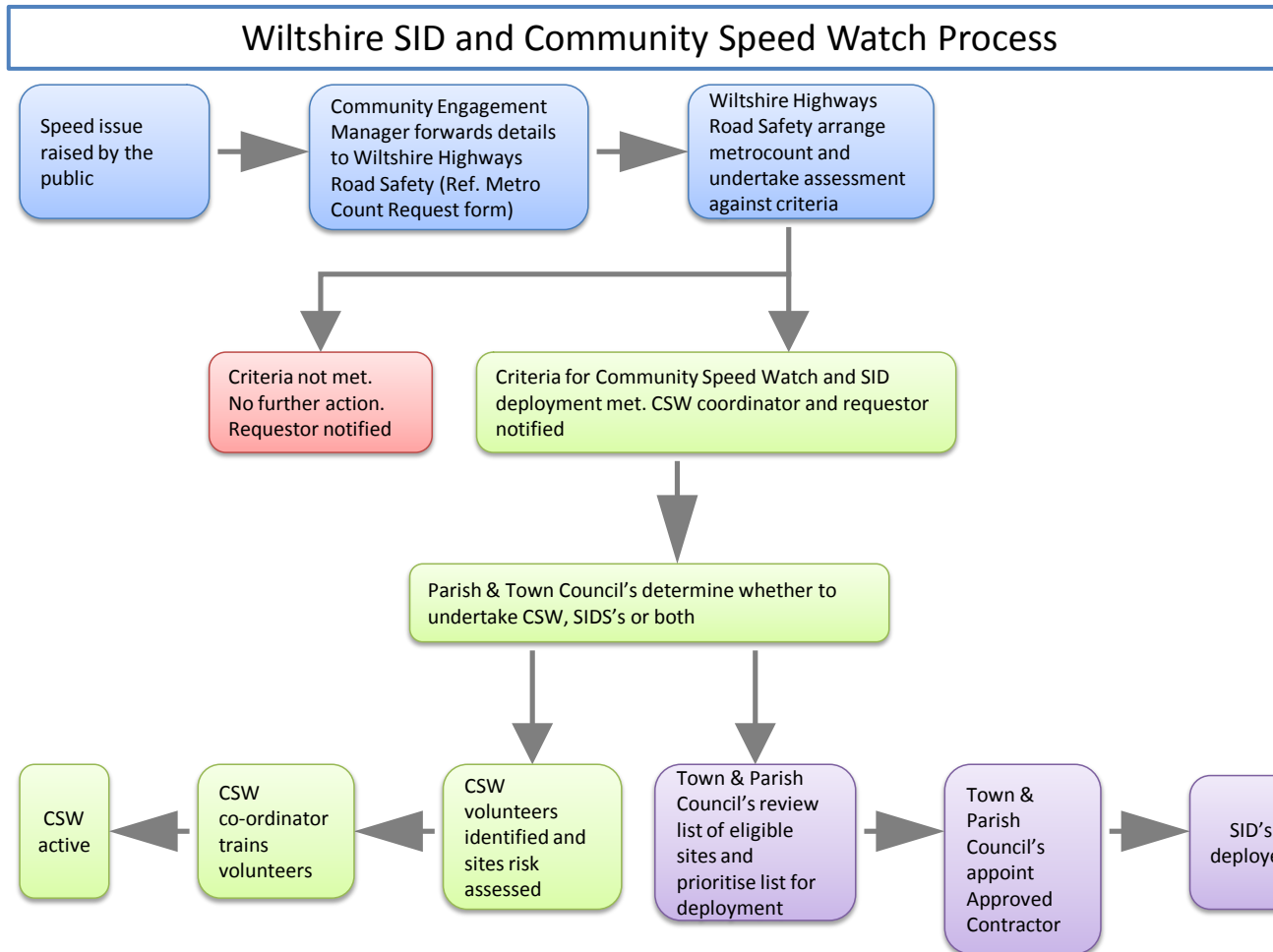
Note: The threshold levels for SID's are the same as those used for Community Speedwatch.

2.3 A flow chart illustrating the process is included at **Appendix A**

### 3.0 **SID Deployment**

- 3.1 SIDs should be deployed on a temporary basis and should be insitu for between 2 and 8 weeks. Research by the Transport Research Laboratory has indicated that the effect of the SID on speed reduction is greatest within the first two weeks of deployment, with sites having SIDs in situ for longer recording little or no further speed reductions after two weeks ('Effectiveness of Speed Indicator Devices on reducing vehicle speeds in London', TRL, 2008). Deployment periods between 2 and 8 weeks are at the discretion of the relevant Town or Parish Council based on individual site circumstances but it is recommended that this is evidence led.
- 3.2 Town & Parish Council's either singularly or in collaboration are responsible for the sourcing and purchase of suitable SID units.
- 3.3 The Town and Parish Council's will be responsible for putting together, monitoring and reviewing a programme for SID deployment.
- 3.4. Deployment of the SIDs must be undertaken by an approved Contactor. The approved Contractor must have Operators Streetworks accreditation (for more details see <https://www.gov.uk/government/publications/street-works-qualifications-in-england> ) and Public Liability Insurance of at least £5,000,000. Responsibility for checking and approval of suitable contractors rests with Town & Parish Councils and is therefore self-policing.
- 3.5 It will be for the Town & Parish Council's to decide on how many contractors are engaged and how any payment mechanism should work. Deployment by members of the public or other groups is not permitted due to safety and liability considerations.
- 3.6 Town and Parish Councils are encouraged to review, amend or add to the deployment programme not less than every six months to take into account new sites or to allow sites which may not have been deemed a priority during the initial programme to be incorporated.
- 3.7 Other factors relating to SID deployment are set out at **Appendix B**

APPENDIX A



## Appendix B

### Temporary Speed Indicator Devices (SID) Deployment Guidelines

1. These guidelines apply to all SIDs used on the Wiltshire Highway network regardless of the funding source, ownership and device location
2. Sites should meet the eligibility criteria as set out in the Wiltshire practice note.
3. The SID should be in-situ for between 2 and 8 weeks at any eligible site.
4. The SID should not return to monitor an eligible site within 4 weeks of the previous visit.
5. The exact location of the SID within the eligible site can be varied within the site limits at each visit
6. Wiltshire Council reserves the right to remove any device where either the duration of 8 weeks is exceeded, the location is considered a road safety hazard, or if the SID is not being deployed in accordance with the stated guidelines.
7. Any additional infrastructure required to enable SID deployment must be funded by the Area Board / Community Area Transport Group or the relevant Town / Parish Council and approved by Highways officers prior to installation
8. Trigger Speeds of the device should be set to match the Police threshold levels for prosecution and as such should not be altered. In a 20mph limit the trigger speed is 24mph, in a 30mph it is 35mph and in a 40mph it is 46mph.
9. SID's must be mounted at a minimum height of 2.0 metres above ground level (to avoid damage / vandalism) in verge areas and 2.4 metres in footway and cycle-ways. . Devices must have a minimum edge clearance to the running carriageway of 450mm and cannot be fixed to telegraph poles or concrete street lighting columns. No ladders, step ladders or other climbing aids should be placed in direct contact with or leant against the lighting column or post as the additional weight may result in sudden failure. It will be for the Town & Parish Council's to ensure that approved contractors are aware of these requirements. Any damage to Highway furniture will be recharged.
10. Additional posts can be provided to facilitate SID deployment. However they must not be permanently left in place when the SID is not deployed. Posts must be fixed via a socketed ground anchor to allow for post removal. An example fixing can be found at <http://www.nal.ltd.uk/products/retention-socket-systems/retention-socket-non-illuminated-base/>.
11. Where SIDs are erected on existing street lighting columns, advance notification must be given to Wiltshire Council by sending an email to [streetlighting@wiltshire.gov.uk](mailto:streetlighting@wiltshire.gov.uk) providing the dates of deployment, the road name, and the column identification number.
12. SID's require a straight road on the approach, free of obstruction, to allow the radar to accurately assess vehicle speed. Dips in the road will affect the operation of the SIDs, as can bus shelters reflecting the sun. Careful consideration is required to direct devices away from property windows and avoid problems associated with light pollution. SID's must not be positioned close to or at speed limit terminal points.



## **SIDs - Frequently Asked Questions**

1. *Why can SIDs only be deployed on roads subject to 20, 30 and 40 mph speed limits?*

Enforcement of speed limits on roads subject to limits over 40mph has to be done by Police Officers who are suitable trained using in car or hand held speed enforcement devices. This is national practise agreed by the National Police Chiefs Council (NPCC) not just applicable to Wiltshire.

2. *Why can't SIDs stay at one location for longer than 8 weeks?*

Research by the Transport Research Laboratory has indicated that the effect of the SID on speed reduction is greatest within the first two weeks of deployment, with sites having SIDs in situ for longer recording little or no further speed reductions after two weeks. In addition, case studies from Kingston upon Thames, where the use of SIDs is wide ranging, have shown that SIDs effectiveness reduces over time. Deployment periods between 2 and 8 weeks are at the discretion of the relevant Town or Parish Council based on individual site circumstances but it is recommended that this is evidence led.

3. *Why does a count have to be carried out before SID deployment takes place?*

Counts are undertaken to establish if there is speeding taking place, the extent of the speeding problem and to identify the correct solution. Pedestrians and residents routinely overestimate the speed of vehicles passing by and it is vital that factual data is used. This helps to identify those locations which genuinely have a speeding problem and also means that further comparative counts can be undertaken to establish whether the problem has been addressed.

4. *Can a SID be used to collect traffic data?*

The data capture capability that some SIDs have has not been utilised due to concerns over the reliability of the data. The presence of the SID itself may alter driver behaviour and collecting data from it may give a false impression or different set of results that may not be representative. In addition data is only collected in one direction. To enable comparison between before and after speeds, those sites where SIDs are deployed may be subject to further counts as these provide more reliable data.

5. *What does the 85th percentile mean and why is it chosen? Doesn't this mean that speeding is being tolerated?*

The concept of the 85<sup>th</sup>ile speed has been developed from the considerable body of research and observation carried out to analyse driver behaviour. It is the highest speed at which most drivers can be considered to be driving sensibly and in a manner appropriate for the prevailing conditions. Those drivers exceeding the 85<sup>th</sup>ile value are therefore much less likely to conform to reasonable patterns of behaviour and consequently would pay little regard to safety enforcement measures. The 85<sup>th</sup>ile value can therefore be regarded as a cut off point beyond which safety measures would have no reliable practical or statistical value.

The 85<sup>th</sup>ile speed is defined as that which reasonable people tend to adopt according to the road environment and is calculated by recording the speeds at or below which 85% of all vehicles travel under free flowing conditions past a nominated point. For example if a count records the speeds of 100 vehicles then the top 15 are discounted and the resulting highest speed is then the 85<sup>th</sup>ile value.

6. *Can we have a permanent SID like the ones we see elsewhere in other counties?*

National evidence has shown that the effectiveness of permanently installed vehicle activated signs for speed education purposes reduces with time. The use of temporary SID's is intended to maximise the impact of this type of sign on motorists.

7. Can SID's be used at sites not meeting the criteria?

The Town & Parish Council's may, at their discretion, choose to add sites that have been subject to an automatic traffic count but that do not meet the eligibility criteria to the SID deployment list. . It will be for the Town & Parish Council's to decide if the SID deployment is justifiable in these circumstances. However use of SIDs at sites where there is no speeding problem is not encouraged as this may impact on the availability and frequency of deployment at those sites with a speeding problem and lessen the overall impact that SIDs are intended to have.

8. How often do they need service / recalibration?

Annually

9. What is an Approved Contractor?

An approved contractor is a company, business, group or individual who holds Operator's Streetworks accreditation and has a minimum £5,000,000 of Public Liability Insurance.