

Southern Wiltshire Highways Matters event – 22 February 2024

Highway Maintenance, Improvements and Repairs

1	<p>Why has there been such a long wait regarding the TRO on Church Rd, Laverstock?</p> <p>ANSWER: The volume of comment generated by this proposal is extensive and as such it is taking a considerable amount of time to analyse and produce the consultation report.</p>
2	<p>I think it is accepted that traffic in and around Salisbury is congested more often than not. One unrecognised route increasingly used by through traffic, and locals who have always used it, is the C322 from A.36 near Wilton past the racecourse along the C12 into Coombe Bissett and continuing on to A 338 past Odstock and Nunton , or along the A354 to enter the Rockbourne C road that goes to Fordingbridge or even on to Verwood and Ringwood etc. When will the Council acknowledge this and bring these roads up to a much better standard of width . surface and drainage?</p> <p>ANSWER: Many of our country lanes can become subject to use by traffic avoiding the congestion on major routes. We would not seek to further encourage traffic onto such routes by providing improvements that are out of character with that of the location.</p>
3	<p>There are many of my peer group reluctant to drive when dark, owing to challenging visibility. Q. To make night driving safer and easier on so many of our narrow country roads, why not install Verge placed reflective posts or roads ‘white line’ edged. This application works brilliantly on the continent.</p> <p>ANSWER: An analysis done some years ago highlighted an increase in driven nighttime speeds where white edge lines were provided. Concerns were expressed that increased speeds would lead to an increase in severity of any collision. As such the recommendation was not to provide additional road markings.</p>
4	<p>As a cyclist, covering appx 150km per week around our country lanes and roads, it beggars belief of the 3rd world standard of our surfaces (having the experience of driving on the communist era roads in poverty stricken Yugoslavia, 40 years ago). Punctures are a regular frustrating experience. But it gives me close up and uncomfortable first hand experience of lack of civil engineering application. Q. Why doesn’t highways address the primary cause of surface damage (surface water retention) by verge soak -aways or under surface wide bore drainage.</p> <p>ANSWER: The Council has annual programmes of work that seek to address drainage issues across the network. However given the extent of the network, the funding available, and the need to engage with 3rd party landowners work has to be prioritised to those locations worst affected and it is not possible to treat the whole network.</p>
5	<p>Cyclists often need to cycle well away from badly damaged road edges, but many drivers (I am also a car user) fail to take this into consideration.</p> <p>ANSWER: The Council supports Operation “Close Pass” which is designed to actively target motorists who ignore Highway Code rules on overtaking cyclists. The operation uses a plain-clothes police officer on a cycle (equipped with video camera) to look out for motorists who do not leave the required space when passing cyclists. If motorists are spotted not leaving the appropriate space then the police will intervene and take appropriate action.</p>

<p>6</p>	<p>Re: Stagecoach bus route 68, The Pheasant stop on the A30, East Winterslow/Porton Down</p> <p>There is a very serious and dangerous situation with the bus stop known as The Pheasant on the A30, after Firsdown and before Lopcombe Corner, at the Porton Down crossroads. The 68 is primarily laid on for the transport of students from Salisbury to Peter Symonds College. The stop is known as The Pheasant because there used to be a pub there of that name however, a couple of years ago the pub was sold and turned into residential housing. It is right on the A30 at a very dangerous crossroads on a straight section of the A30 that allows for the drivers to reach substantial speeds. The pub used to have an in and out drive but that has been given to the houses, leaving a narrow layby for the bus to pull in to. The parents have to pull in to the houses 'private' land in order to drop their children and the students then have to stand there to wait for the bus to arrive. Not only is it very dangerous already but now the residents are being verbally and physically aggressive towards us and the students. A male resident went nuts at the students recently and then got on the bus and had a go at the driver. Last week a man in a van swore at the students aggressively and drove off at speed followed by another car that drove aggressively towards the students. This situation cannot be allowed to continue.</p> <p>I do accept that we pull on to what they are calling 'private' land and I do accept that it must be very annoying to have our cars pulling up and the students outside waiting for the bus, but I make a point of being considerate and would never get in the way of someone leaving their house, and I have only ever seen other parents do the same. The residents behaviour towards the students is totally unacceptable. Apart from there being no need for any aggression, these are adults acting aggressively towards teenagers. The students are apprehensive about being left there on their own so the situation is getting worse as some parents are choosing, quite rightly, to stay with their children until the bus arrives. In addition to all of that, there is also an extremely dangerous issue with where the return journey bus stops... in a slip road on the A30! It's not a layby, it's not separate from the road and that particular section of the A30 enables drivers to travel at high speed. It is a terrible accident just waiting to happen. The dangerous road situation is the same at the previous stop so that isn't an option; the next 'stop' at Lopcombe Corner is also too dangerous and nobody uses it for that reason and the next stop is around 9 miles away in Stockbridge High Street, so there really isn't an acceptable option. Several other buses travel through Winterslow where there are designated school bus stops and I fail to see why the 68 can't divert off the A30 and in to Winterslow which would address all of the current issues, prevent a terrible accident and also placate the residents. Someone needs to take urgent action to resolve the situation for all concerned. There must be an alternative stop located for the students travelling from the Firsdown, Winterslow and West Tytherley area and quickly please.</p> <p>ANSWER: The situation is being resolved from this coming Monday with the 68 bus diverted via Firs Road to pick up the students there, and the unofficial pick-up at the Pheasant removed.</p>
<p>7</p>	<p>regarding the above meeting. I would like to ask a question please regarding the DSTL Site at Porton Down.</p> <p>Recently there has been a significant increase in the development of the site and it seems likely that there will be more development in the future.</p> <p>It is clear to anyone living in the village of Porton that the increased volume and type of traffic is having a serious negative impact on the condition of the road surface and also the quality of life of the residents.</p> <p>Can the board please explain what is currently being done to deal with the issues and what the future traffic management strategy is?</p> <p>ANSWER: Beyond the Council's Network and Asset Management responsibilities, there is no specific local strategy for managing traffic and maintenance. That said, the Council attends Porton Campus/Community Engagement Meetings as well as liaison with DSTL's Travel Plan Co-ordinator, both of which look to influence local traffic choices and decisions.</p>

8	<p>As a resident in Charlton-All-Saints, I have not been able to drive down Warrens Lane for at least a year. The potholes have had a temporary repair previously and then like many other places it was very badly flooded for months. The potholes are now worse than ever. Please can these be repaired properly before the next bad weather. Also the entrance to Warrens Lane from the A338 is very difficult to see at night, making it dangerous when you slow down to look for it. It would help if the road markings were more visible.</p> <p>ANSWER: Warrens Lane Charlton all Saints is currently on the forward programme for carriageway repairs in 2027/2028. It would appear that the condition of the carriageway has deteriorated over the last 6 months but will be subject to inspection shortly. Junction lines at the End of Warrens Lane are not significantly faded and do not meet intervention levels.</p>
9	<p>In December 2023 Wiltshire Council Highways department undertook some long overdue ditch dredging along the roadside verge leading up the road from the property 'Redivivus' in Black Lane, Lover.</p> <p>Unfortunately the contractors left the job half-finished piling vast amounts of environmentally damaging and highly unsightly dredging spoil high along the fragile spring verge thereby suffocating thousands of spring snowdrops and creating a World War 1 trench.</p> <p>To date numerous applications to complete the undertaking by removing the spoil have been submitted to the Council in detail + explicit photos. All requests have been promptly declined. WHY have requests for appropriate completion been repeatedly declined? WHAT is Wiltshire Council going to do about this unresolved ongoing issue? WHEN can we hope for a satisfactory resolution?</p> <p>ANSWER: When recutting ditches it is normal procedure for arrisings to be deposited on the adjoining verge</p>
10	<p>Can Highways confirm a commitment to repairing and clearing cycle paths and, as a commitment to cyclists where no cycle path exists, commit to repairing potholes near the kerbside to enable cyclists not to dominate the highways so causing motorist frustration?</p> <p>ANSWER: We seek to keep all elements of the highway clear from vegetation, where the vegetation is the responsibility of the council we will undertake cutting, where it is the responsibility of adjoining landowners we will take action to require them to trim back appropriately. With regards to potholes close to the channel lines in carriageway we manage them in accordance with our Highways Inspection manual.</p>
11	<p>Although I recognise that bad weather increases the creation of potholes, what commitment is there to properly repair road surfaces to reduce future potholes and to address the current number of dangerous potholes including those on minor roads. In Downton, potholes in Moot Lane, Wick Lane and Mesh Pond and in Charlton-all-Saints throughout the village are causing damage to vehicles with potential redress via formal complaints.</p> <p>ANSWER This year we have introduced a "mini planer" operation to repair more extensive areas of potholing. Details contained within slide deck.</p>
12	<p>State of the road surface and road water drainage, Warrens Lane, CAS. There are now huge pot holes, around 100-150mm deep in this road, most village residents are using Church lane only. These holes grew from a much smaller pot hole which had an ineffective temporary repair in 2023. The road regularly floods, due to the lack of maintenance of the ditches either side of the road and the drainage channel running south towards Downton on land owned by the Longford Estate. The poor state of the road, and water wash across it due to no maintenance of the drainage ditches has resulted in Warrens Lane now being pretty unusable during the autumn/winter</p>

	<p>ANSWER A review of reports with in the MyWilts public reporting system does not show any reports currently, An inspection will be carried and a repair iniated if deemed to meet intervention levels.</p>
<p>13</p>	<p>My question was simply to ask that Wiltshire Council give clear and easily accessible Highways Maintenance guidance for those responsible for smaller lanes and paths in the county? This relates to hedges, verges, ditches and so on, which in some areas are now severely neglected and dangerous. There appears to be an almost complete lack of understanding among the general public as to just what is expected of them in terms of Highway Maintenance and this is reflected in the current problems we see. This same lack of knowledge also appears to extend to many Parish Councils who seem equally unaware of what is called for. The general expectation is that Council Highways are always responsible and this is so often not the case. Clear understanding of widths of highways particularly (highways boundaries as opposed to ownership boundaries) with allowance for annual growth of hedges would see many problems solved. Proper guidance on maintenance of verges, banks and ditches would also be helpful with emphasis on encouraging lower growth plant species and the need for adequate drainage to reduce flooding and subsequent potholes. The requirement not to obscure road signage or block verges should also be more readily understood as this is not only dangerous, it poses considerable accident liability questions ?</p> <p>Wiltshire highways have all this information for their own use including detailed maps showing maintenance responsibility. Could this now be made easily available to the public via county and local council websites in a format all can follow. With clear and easily accessible information available I feel many improvements would follow as a matter of course, and this in turn would not only help in easing pressure on highways budgets, but make all means of local travel far safer. I notice online that a number of other counties are already adopting this approach and ask that Wiltshire Council do the same.</p> <p>ANSWER While the Council as the Highway Authority hold the majority of the responsibilty for maintenance of highways there are responsibilities that are the responsibility of others. We are working towards producing a comprehensive FAQs document that will be published on our web site.</p>
<p>14</p>	<p>Repair work was carried out on Firs Road, Firsdown in the summer of 2022. The repair failed and no further work has been done at this location. What inspection regime is used to check on repairs/maintenance once completed and why when this repair failed has it not be rectified?</p> <p>ANSWER We do undertake audits of works completed by contractors, with regards to this specific issue further investigation is required and a more detailed response will be prepared.</p>
<p>15</p>	<p>At the potholes seminar held in June 2023 the method for repair potholes was presented, which involved cutting out the hole, removing debris and adding a bonding coat before filling the hole. Evidence would suggest that the repairs do not follow this methodology. Can you confirm what percentage of potholes are repaired in this way?</p> <p>ANSWER While we have moved towards the majority of our repairs being undertaken with the process outlined, there is still a necessity to undertake an interim repair. the introduction of the "Bobcat" repair process has seen significant improvements in the durability of repairs.</p>

<p>16</p>	<p>The A30 / Winterslow Road junction has been on the major maintenance programme for a number of years, why is this not considered a higher priority than other schemes given it is high speed/major road? How are major maintenance schemes prioritised?</p> <p>ANSWER A30 Winterslow Junction area: this is in the forward plan for 2025/2026. This date was assigned when the junction was added to the forward plan. Major maintenance schemes are prioritised through analysis of machine survey data using asset management principles. Where we have a number of roads with similar condition scores, local priorities will be taken into consideration.</p>
<p>17</p>	<p>Repair works to High Street, Porton were carried out in 2023. This involved a number of visits to the site over a period of several months. Despite this, the worst stretch of road with damage from tree roots remains. Why was this work not carried out in one go and when will the problem area affected by roots be resolved?</p> <p>ANSWER This site was treated using a process called surface dressing. There were three stages to this process for High Street Porton a) Pre surface dressing patching. B) Surface dressing and c) Application of Kiely Lock to seal the final surface. There needs to be time between each stage to allow the materials to bed down and any excess material to be removed by sweeping.</p> <p>The tree causing the damage to the highway is privately owned. Communications with the owner in relation to the removal of this tree are ongoing.</p>
<p>18</p>	<p>Added to the problems on Warrens Lane, Charlton All Saints - due to the no mow policy the verges don't allow anyone to step on to them out of the way of passing traffic - causing real highway hazards and pedestrian safety concerns</p> <p>ANSWER While it is acknowledged that leaving verges uncut through the summer does not make it inviting for pedestrians to access them to allow vehicular traffic to pass on the carriageway, however we do not believe that it prevents access in the majority of cases.</p>
<p>19</p>	<p>What is the strategy/policy around weed clearance between highway and pavements?</p> <p>ANSWER The councils current approach is one where this service is provided via the Parish Steward Scheme on a reactive basis. Herbicide is utilised which is a glyphosate based material.</p>
<p>20</p>	<p>What is done to ensure roads have the capacity to take extra traffic generated by new developments?</p> <p>ANSWER – to follow</p>
<p>21</p>	<p>Parish Steward scheme - What provision and/or capacity is available to enable the Parish Steward service to continue to parishes when the operatives are diverted to flooding or gritting duties?</p> <p>ANSWER Parish Stewards are programmed across 4 days of the working week, Friday is considered a "float" day where any "outages can be made up. It is appreciated during times of particularly severe weather that resources are finite and visits may have to be cancelled.</p>

<p>22</p>	<p>High St, Porton - what progress, if any, is being made for the review of the drainage and more importantly, the resurfacing of this road particularly from the corner by Rosemoor Cottage (where there are issues with tree roots) to the junction with the Winterslow Road.</p> <p>ANSWER This site was treated using a process called surface dressing. There were three stages to this process for High Street Porton a) Pre surface dressing patching. B) Surface dressing and c) Application of Kiely Lock to seal the final surface. There needs to be time between each stage to allow the materials to bed down and any excess material to be removed by sweeping. The tree causing the damage to the highway is privately owned. Communications with the owner in relation to the removal of this tree are ongoing.</p>
<p>23</p>	<p>Wiltshire Council contractors - what is being done to expedite the implementation of projects agreed via the LHFIG and which have been sitting with Milestone for many months now? there is a considerable backlog</p> <p>ANSWER Wiltshire Council is raising the matter on a contractual level, any orders which remain outstanding from the prior financial year are currently being programmed for priority in the new financial year.</p>
<p>24</p>	<p>Poor state of pavements in Laverstock & Ford Parish are becoming a priority equal to pot holes. Officers do not appear to be carrying out proper checks to ensure appropriate programming of repairs</p> <p>ANSWER Footways are inspected as part of our schedule of safety inspections and priority defects identified for repair. There has been a focus on repairing carriageways in preference to footways due to the higher risk of serious incidents when compared with the footway.</p>

Congestion and speeding

<p>1</p>	<p>Refer to the attached image as an example of dangerous driving near Charlton All Saints, Church Lane/ A338 junction.</p> <p>In the attached picture (available on request as unable to attach it within this spreadsheet - Catherine Pearcey) you will see a car overtaking around the central refuge going towards Downton. I would like to say that this is an isolated incident, however it occurs regularly, at the rate of 1 event per 14 to 28 days. I live in the house at the junction, (for 40 years), so I observe dangerous driving daily. The point to note here is that school children, as well as adults, use the central refuge to be able to cross the road to catch the bus or return to the village. I have also been overtaken while waiting in my car in the central lane, to turn right from the A338 from Downton to turn into Church Lane by another car coming from the Downton direction! So my questions are as follows:</p> <ol style="list-style-type: none"> 1. Do we have to wait for a child to be killed or seriously injured before action is taken? 2. Across the border in Hampshire, Hampshire Highways has for many years imposed a maximum speed limit of 50mph from Downton towards Fordingbridge, Why has Wiltshire Highways not followed Hampshire's example? Subsequent question: How many deaths or serious injuries does it take for you to follow Hampshire's example? 3. The A338 is an extremely busy road and queues of traffic often build up from the end of the dual carriageway all the way to Downton. If the maximum speed limit were to be reduced along this stretch, I suspect that the queues would not be so long, Does Wiltshire Highways concur? <p>ANSWER:</p>
-----------------	--

	<p>There is only one recorded incident (via the Police database up to September 2023) which relates to an incident within the suggested area. There are already existing double white lines around the central island to identify to drivers that it is inappropriate to overtake and there is sufficient forward visibility. The slight collision is not related to overtaking the central island. For a reduction in speed limit, this would require a speed limit assessment. The request would need to be supported by the Parish Council who are able to apply for funding via the Local Highway and Footway Improvement Group/Southern Area Board.</p>
2	<p>Secondly, we are all concerned about the frequency of serious accidents along the stretch of the A338 in the vicinity of our village. Since the installation of the 'island' at the end of Church Lane, accidents have increased. Many times have villagers witnessed cars overtaking, being taken by surprise and driving on the wrong side of the road to avoid the island. Could you consider a speed limit or double white lines in this area please. When these awful accidents happen, the police shut the road from Bodenham to Downton leaving us stranded in our village or unable to get home.</p> <p>ANSWER Please see prior answer</p>
3	<p>I should be grateful if the Area Board would consider the implementation of a 40mph speed restriction along Odstock Road, Salisbury between Rowbarrow and the District Hospital. Many vehicles, including buses, cycles and lorries, leave the hospital site. This leads to quite a few near misses as cars travelling along the road at 60mph meet slow traffic leaving and entering the hospital site</p> <p>ANSWER For a reduction in speed limit, this would require a speed limit assessment. The request would need to be supported by the Parish Council who are able to apply for funding via the Local Highway and Footway Improvement Group/Southern Area Board.</p>
4	<p>What is the time frame for action (spades in the ground)to build a relief road and has our MP J Glen been actively working with us towards this goal?</p> <p>ANSWER: There are no current plans to take forward a relief road</p>
5	<p>We believe it would be appropriate to introduce a 20mph limit on the "The Borough", (the main road through the village). What is the procedure and who would we contact to progress this.</p> <p>ANSWER: For a reduction in speed limit, this would require a speed limit assessment. The request would need to be supported by the Parish Council who are able to apply for funding via the Local Highway and Footway Improvement Group/Southern Area Board.</p>
6	<p>There have been several incidents during 2023 on the stretch of the A338 around Charlton All Saints (CAS) which has resulted in CAS being isolated with the two access routes to the village closed. Whilst the police do a good job, on both occasions this year there is little understanding that no access is possible to the village. Access by one of the two roads to the village is always possible. There have been frequent accidents on this piece of road over the last 10 years, essentially due to the speed of traffic, quite often involving cars passing to the wrong side of the traffic island on the northern junction to CAS at Church Lane, since their speed & bend in the road means the traffic island is not seen. Considerable care also has to be taken when coming in and out of the village, with numerous near misses having taken place, either due to having to slow down considerably to enter the village, the roads are tight, and cars overtaking when you are turning right into Warrens lane, or when joining a 60 mph piece of road from a tight junction. Traffic calming measures such as</p>

	<p>roundabouts at either junction to CAS, or reducing the road speed should be considered to slow the traffic down. This would also ease the congestion which Downton often sees in rush hours.</p> <p>ANSWER See prior answer in (1)</p>
7	<p>In the event of an accident on the A338 in the vicinity of Charlton All Saints the road is often closed off between the last roundabout in Downton and the northerly most point of the Bodenham bypass. At least twice during 2023 the roadblocks remained in place overnight with no police stationed to assist. In this case it is not possible to to legally access Charlton All Saints and there is little or no information as to how long the road restriction will take place. On one occasion at reasonable time late afternoon there was no police stationed at the Downton blockade. I personally picked up an elderly lady at a bus stop who decided to park in the Downton industrial estate and was going to find a hotel to stay in. This meant missing out on necessary daily medication. We drove all the way around Barford Lane to Salisbury only to find an unmanned blockade at Bodenham.</p> <p>I'm aware of another case where a policeman has been stationed at Bodenham but has been unable to advise how and when an elderly person will be able to get home. I understand the road was kept closed once again without any clear information. The critical nature of an accident is very much appreciated and the safety of the persons involved is paramount. There is absolutely no question about the need to close the road for medical attention and maintaining the safety of the road. The time to deal with the accident of course varies. The case I am raising is the subsequent need of villagers to be able to get home or leave, when very necessary, when barriers are unmanned for an unknown period of time. A suggestion might be to post a notice on the Charlton All Saints website or advise an alternative formal site by the highways and traffic police where villagers can check for instructions or call. In most cases I expect it is possible where barriers are left unattended to access Charlton All Saints from one direction on the A338 or wiggling through Bodenham, back for a few hundred yards and then left into Church Lane. I look forward to your views on this matter. Also, if there are any thoughts about why we do have several accidents on this part of the A338 and if any consideration has been made to improve the safety of road users considering the increase in traffic numbers that will arise from the new estates all along the Wilton Road.</p> <p>ANSWER In such instances it is deemed a closure of the road is appropriate as safety of the persons involved, alongside members of the public is paramount – there will unfortunately be times where there is a need to retain this road closure for many hours for safety and retention of the scene to enable officers to carry out appropriate investigation. Wiltshire Council are often not directly responsible for these closures, and therefore it is suggested this matter be raised with Wiltshire Police.</p>
8	<p>Porton village suffers with heavy traffic to Porton Down, what is being done to address the congestion?</p> <p>ANSWER Beyond the Council's Network and Asset Management responsibilities, there is no specific local strategy for managing traffic and maintenance. That said, the Council attends Porton Campus/Community Engagement Meetings as well as liaison with DSTL's Travel Plan Co-ordinator, both of which look to influence local traffic choices and decisions.</p>
9	<p>Frequent accidents with consequent long road closures on A338 between Charlton and Nunton - can this stretch of road be reduced to a 50mph similar to the A338 stretch of road further down towards Fordingbridge where there are less accidents? Or can measures be taken to prevent over-taking?</p> <p>ANSWER For a reduction in speed limit, this would require a speed limit assessment. The request would need to be supported by the Parish Council who are able to apply for funding via the Local Highway and Footway Improvement Group/Southern Area Board.</p>

<p>10</p>	<p>Does Wilts Council have any influence at all to enforce the no left turn out of Porton Down? Village roads are ruined, but Porton Down traffic, A303 traffic, Amesbury, Salisbury, Andover traffic. Urgent attention and action is needed.</p> <p>ANSWER The location raised within the comment above does not form part of the adopted highway and therefore is not the responsibility of Wiltshire Council. Wiltshire Police carry out enforcement of enforcement and therefore I would suggest you raise the matter with them as these forms an area with unencumbered access to the public.</p>
<p>11</p>	<p>Idmiston Parish Council has in the past asked Wiltshire Council to take action regarding all issues relating to inappropriate traffic through the villages, but nothing seems to be done. The village is inundated with dangerous traffic levels, many accidents occur, is impacted by so many redirections due to traffic works nearby. Funding with immediate relief road is need urgently. White Gates had been requested previously, but still no progress. Sense that the parish council dialogue with Wiltshire Council needs improving.</p> <p>Answer There is no formal limit/policy on the volume of traffic allowed through villages as traffic has a right to pass and repass. There are no recorded incidents (via the Police database up to September 2023) within the village extent. A request for White gates would need to be supported by the Parish Council and raised via the Local Highway and Footway Improvement Group which does not appear within the records.</p>

Flooding

<p>1</p>	<p>I would like to know why Ford Road was not closed on 6/7th January despite several residents and councillors expressing concerns about the risks caused by flooding outside Boswell Brothers to other road users and local residents and whether this was a contributing factor in the bus accident in Monday 8th January.</p> <p>ANSWER: Decisions on closing roads are taken on the basis of a number of factors, the main one being the scale of the hazard being faced. It is understood that ice was a factor in the incident rather than flooding.</p>
<p>2</p>	<p>What is going to be done to resolve the flooding in Millford Mill Road?</p> <p>ANSWER: The land surrounding Milford Mill Road forms part of the flood plain. The surface level of the carriageway is very little different to that of the surrounding land and as such is prone to flooding. There is a proposed scheme to improve the way that water discharges from our drainage system to the river. While this will make a positive impact on flooding, it will not prevent floods from occurring.</p>
<p>3</p>	<p>My question is in relation to Warrens Lane, Charlton All Saints, Salisbury and, to a lesser degree, Church Lane, Charlton All Saints. Warrens Lane has been flooded for the last two months and the surface of the road has completely broken up. The problem is that the pot holes cannot be seen through the water and they are very deep. It appears that no one has dealt with the issue of drainage on this road. There is a system for drainage on the map but no one is opening this to allow the water to flow away. Is this the councils job or the Longford Estate who own the land or the tenant who farms it? This needs to be addressed so that the drainage can be sorted out. This road is</p>

	<p>dangerous and should be closed until repairs can be done. It will happen again if the drainage is not sorted. Attempts have been made to fill these potholes in past years but the repairs never last for more than a few months.</p> <p>ANSWER The high ground water levels currently in the south of the county is creating many issues, one of which is the acceleration of deterioration in road surface conditions. It is common for highway drainage to be dependent on land drainage of the adjoining properties. In this case the Area Team will follow this up to understand whether the problem sits with the council, is a landowner issue or a combination of the two.</p>
4	<p>Church Lane, Charlton All Saints - the edge of the road has completely broken up and has very deep potholes. This is due to vehicles parking on the road and people driving on to the verge to get around them. However are these minor roads ever checked as these potholes have been there for months? Local people are avoiding using Warrens Lane, as they know what lies beneath the water, so the holes on Church Lane are getting worse</p> <p>ANSWER The Local Highways Team does have a program of routine Safety Inspections, Main A 7B roads are inspected monthly while the lesser lanes are inspected on an annual basis.</p>
5	<p>Our access from A338 to our village is via two small country lanes, Warren Lane and Church Lane. Both were covered with flood water for many weeks recently. Warren Lane still has some water and is almost unusable because of erosion of the surface. Both my husband and son have incurred punctures from flint lying under the water. This is a regular occurrence in this lane. A quick fix was carried out a year ago but lasted only a few weeks. Please can these problems be looked at and a solution arrived at. Church Lane is deteriorating now with extra use and eroding edges.</p> <p>ANSWER REFER TO 3</p>
6	<p>“The Borough” suffers from large water flooding at times of very heavy rainfall, which are becoming more frequent. One of the areas, (outside number 136), has a 150mm pipe through to the river, but it blocks frequently. Could it be cleared on a regular, say every 3 months basis. The second, outside the Dentist , you are already aware of and action may be in hand to resolve it?). Could a thrust bore not be put through to the river tributary nearby, with a pipe with a non -return valve on the end of it. The third “ponding” is just East of the iron bridge on the North side. Again could a new gully and thrust bore through to the river etc. be installed.</p> <p>ANSWER This issue requires further investigation to understand options for resolving the issue. Our Land drainage Team will review.</p>
7	<p>Surface water drainage in and around Allington is routinely blocked and overflows. When will this be attended to?</p> <p>ANSWER The council has a program of gully emptying which is currently being reviewed and updated. it should be noted, however, there are aspects of drainage that sit outside of Wiltshire Councils responsibility and reside with other agencies. Without more detail of what the issues consist of it is difficult to confirm timeframes/Programme</p>
8	<p>What research and development work is being done to ensure the council is much more proactive, rather than reactive, in extreme weather events?</p> <p>ANSWER</p>

	The bulk of development is within the field of forecasting. However, the uncertain nature of the impacts that extreme weather can bring does mean that there will always be a significant reactive element to the approach taken.
9	Big floods on A36 by Park Wall junction needs sorting ANSWER The A36 is the responsibility of National Highways and therefore any flooding matters would need to be reported directly to them.
10	Footpath Alderbury 20 and associated ditch needs to be inspected and improved, due to ongoing flooding issues, creating a muddy, slippery and hazardous route - a main route for parents and children to access the primary school. Has been reported many a time to Alex Howson and Carys Ford, but no response or action received. ANSWER This issue has been investigated by our Countryside Access Team who are liaising with our Drainage team to identify both available options to deal with the issue and identifying responsibility for undertaking any works.
11	How can the public know/understand who owns which bit of land to appreciate whose is which responsibility regarding ditch clearing and drainage works? ANSWER Land ownership detail is available online via the Land Registry Site. However, there is a general rule that road side ditches are the responsibility of the adjoining landowners despite potentially being contained within areas that have highway rights across them.

HGVs

1	I am writing to enquire to see if a weight restriction can be put in place for HGV's in Nunton (specifically Nunton Drove)? The HGV lorries that are driving around our small village are getting worse, they are so large that they are disrupting the villagers, our grass verges. and we now have many pot holes and uneven road due to these HGV's. As a resident of Nunton Drove we are constantly trying to improve our grass verge before it dilapidates into the road. Some of these lorries arrive at Nunton Farm in the extreme early hours of the morning and again are disrupting neighbours in the area. Many walkers use Nunton Drove as it is an area of outstanding natural beauty and usually find themselves trapped between the verge and these lorries, many of which drive at ridiculous speeds. ANSWER: Whilst concerns are acknowledged, premises within areas covered by weight restriction are exempt from restrictions, so their introduction in this case would have no effect.
2	As you know, despite there being a 7.5 ton limit on the road, we still have a large number of overweight lorries passing through. As we are installing SIDS, would it be possible to also have cameras to picture the offending vehicles, than we can pass clear proof to the police. (Who have agreed that they will follow up on any "concrete" details we can provide.) ANSWER: 'Lorrywatch' is a scheme operated using local observers to detect the misuse of weight restricted routes by heavy goods vehicles in local towns and parishes – the Council is unable to supply cameras to that end.

3	<p>Downton has a 7.5 ton HGV weight limit which is often ignored by HGV's coming across the New Forest and through Downton to the A338. Meetings with Hampshire & Wilts CC, NFDC, Highways and the Police (arranged through the Area Board about 7 or 8 years ago) accepted there was a problem and appropriate signage before the Cadnam exit from the M27 was discussed - but never followed up. Some HGV's are deterred by the B3080 through Downton village being narrow, lined with parked cars and having pinch points and an ancient narrow bridge, but this is not always clear on satnavs. We also appreciate that the police may not have the resources to enforce the ban (nor we are told to initiate another lorry watch) , but could the question of suitable signage on the M27 be revisited ?</p> <p>ANSWER The Motorway network is managed by National Highways - your question has been passed on accordingly.</p>
----------	---

Litter

1	<p>Litterpicking!! Whilst we all agree that litter shouldn't be dropped in the first place, sadly this is not the case. Wiltshire verges are in too many places thick with litter which never seems to be removed? Also, why are contractors allowed to cut the verges that are invariably covered with litter, slicing hundreds of pieces of litter into thousands of pieces?</p> <p>ANSWER: The Council schedules litter picking to avoid the need for residents to report litter. However, we would ask that all litter present is reported to the council on the MyWilts reporting system for clearance. We have a statutory duty to clear litter.</p>
2	<p>Please can Laverstock Litter Group have an up to date message from Wiltshire Council to clarify that they are no longer prohibited to litter pick. This message applied after the Novichok incidence in 2018 needs to be reviewed so that the group can be as proactive as it would like to be.</p> <p>ANSWER The guidance on community litter picking in Laverstock is national guidance, not a decision by Wiltshire Council. It is unlikely the guidance will change in the near future, however, the council continues to monitor for any change. Wiltshire Council's statement is "Litter picks in the Salisbury area are not encouraged - here, the advice from the UK Health Security Agency (UKHSA) remains 'if you didn't drop it, then don't pick it up'."</p>

A36 Southampton Road

1	<p>What is being done to relieve the congestion on the A36 entering Salisbury from the south?</p> <p>ANSWER: National Highways (formerly Highways Agency) are currently developing proposals to improve capacity on the A36 Southampton Road. As such any changes to the layout would be for them to consider as part of this work.</p>
2	<p>The key issue for me, and my neighbours, is the slowness/delays to traffic entering Salisbury on the A36, which results from congestion at the 'Tesco Roundabout' (entry to Bourne Way) and thereafter along Southampton Road to the A36/Churchill Way roundabout.</p> <p>ANSWER: As above at 1</p>
3	<p>"To what extent have the plans for the Solent Freeport development been taken into consideration in projections of future traffic volumes and type (PVs, LDVs, and HGVs) along the A36 through the</p>

	<p>New Forest villages of Wellow, Plaitford and Landford as well as Salisbury? ". I understand that the deadline for questions in advance was 12th February, but I only realised the potential scale of the Waterside development earlier this week. From one perspective it is great to see investment in the southcoast of England, but it does raise the concern on how this will impact the A36. As already discussed the A361 from Fawley Waterside, joins the M27 at the same roundabout as the A36 which is being promoted as a corridor from Southampton to Bristol.</p> <p>Answer The Solent Freeport was considered under the 2017 Solent to Midlands Route Strategy. The majority of traffic generated from the Port will be HGV's travelling along the M27/M3/A34 corridor to the manufacturing base in the Midlands and back. The impact on the A36 is considered to be minimal.</p>
4	<p>A36 towards Salisbury from Alderbury - two lanes merge into one, vehicles pull into the middle and block the second lane. What additional signage can be put in place to prevent this, and what, if any, enforcement is carried out?</p> <p>ANSWER This appears to be a question of driver behaviour and education. There are adequate merge signs, road marked arrows indicating that two lanes merge and hatched road marking indicating the end of lane 2 reverting to a single lane carriageway. No further signing is presently being considered at this location. National Highways are attempting to "de-clutter" the highways and therefore would not add any unnecessary signs. National Highways are not an enforcement agency and if any driving offenses are being disclosed then enforcement will be undertaken by the Police.</p>

My Wilts

1	<p>When reporting issues like potholes) on the mywilts app, the matter is often closed without adequate explanation why and the fault not rectified. Why is this?</p> <p>ANSWER: It is recognised that there are issues with the MyWilts App Functionality, some work has been done on improving feedback to customers, however there is a bigger piece of work to provide an improved system that should be in place later this year.</p>
---	---