

**Meeting:** AMESBURY AREA BOARD

**Place:** Shrewton Recreation Hall, Recreation Ground, Mill Lane, Shrewton SP3  
4JY

**Date:** Thursday 19 September 2013

**Time:** **7.00 pm**

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## **ADDITIONAL PAPERS**

**Relating to item no. 13 – Update from the Community Area Transport Group (CATG) on the agenda for the above meeting**

**The attached papers were circulated as soon as received.**



**UPDATE FROM COMMUNITY AREA TRANSPORT GROUP**

**1. Purpose of the Report**

1.1. To provide an update on schemes currently being considered by the Community Area Transport Group (CATG), and new policies and processes which apply to the group.

**2. Background**

2.1. The CATG last met on the 6<sup>th</sup> September, and discussed a number of ongoing and new projects, and considered a number of new initiatives and policies.

**3. Main Update**

3.1. The minutes of the September meeting are attached.

3.2. One of the Transport Group's sub groups is the Speeding Group. An update from that sub group is attached at appendix 1 for the board to consider. In considering this report and suggestion that Wiltshire Council look at funding intelligent Speed Indicator Devices (SIDs), the board is asked to note that the Council is currently reviewing its policy on SIDs.

3.3. The following schemes were discussed and put forward for the board's approval:

Shrewton, Tanners Lane to Bridge Garage : pavement request	<p>The board agreed £2,000 for these works in July 2013. This is update the board that the scheme will not include a coloured footway, due to the current degraded nature of the route. For the time being, works will include a repositioning of the sign and the painting of white lines.</p> <p>The group requested that this route be listed on the appropriate highways works list for future resurfacing so as to ensure that when it was resurfaced, the red surface would be incorporated.</p>	£0
Gomeldon Primary School – Highway	The school is looking to introduce a number of measures to improve safety for its pupils during the	£1k

Safety measures	school run. The school has an up to date travel plan and is taking advice from officers as to the most appropriate measures. The board is asked to agree in principle to contribute to the costs of these measures, pending a full report on the implications and costings	
Bulford – various crossing sites of concern	The board is asked to allocate funds for pedestrian counts to be undertaken to assess how the sites of concern can be improved	£1k
Solstice Park, Porton Road, Amesbury – Provision of a Toucan Crossing	That the position of the crossing be between locations 2 and 3 (see attached report and plan – appendix 2)	£0

3.4. It is also important to highlight that CATGs are now requested to work to a number of new and revised policies, including:

- (a) the prioritising and funding of the reviews/implementation of C and UC road reviews. The Amesbury CATG budget has increased by £7,500 to account for this
- (b) the determination (subject to officer advice) of where minor signs and road markings should be removed and where new ones should be placed. The costs of such decisions will not be deducted from CATG budgets
- (c) the prioritising of requests for 20mph speed limits and zones (not part-time restrictions including those outside schools). The cost of implementing new limits or zones will fall to the CATG, but Traffic Regulation Orders associated with this process will be funded centrally

#### **4. Recommendations**

- (a) To wait for the outcome of Wiltshire Council’s review of its use of Speed Indicator Devices (SIDs), before considering the Speeding Group’s suggestion that funding be prioritised for “intelligent SIDs”
- (b) To agree support and (where appropriate) funding for the schemes listed in paragraph 3.3 above.
- (c) To note the new policies and processes for which the CATG is now responsible, as in paragraph 3.4 above.

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## Speeding Group Update

The Speeding Group trial in Larkhill proved that changes in speed restrictions, signage (drive slowly children crossing), 20MPH Zones, Zebra Zebrite lighting, Gateways and publicity have proved to have minimal effect on overall speeds.

What did work were the custom intelligent roadside SIDs that provide visible indication to drivers to slow down. When these were combined with a speed-watch team and the Police in attendance, or at least visible, the results were outstanding.

We ask the CATG and the Area Board to support our request that Wiltshire Council look at using monies that were allocated for reducing speed limits for purchasing intelligent SIDs.

The SIDs give you output of how many vehicles passed and their initial approach and final pass speeds.

For more information contact Councillor Wright at [graham.wright@wiltshire.gov.uk](mailto:graham.wright@wiltshire.gov.uk)





## MINUTES

### Amesbury Community Area Transport Group

*Meeting: 6<sup>th</sup> September 2013*

**Attendees:**

Cllrs Dave Goodman, Roger Fisher, Mike Hewitt (Chairman), Carol Slater, John Smale, Margaret Strange, Jan Tidd and Ian West

Andy Cole (Highways Engineer), Spencer Drinkwater (Principal Transport Planner), Karen Linaker (Amesbury Community Area Manager), and Kirsty Rose (Transport Engineer)

	<u>Item</u>	<u>Update</u>	<u>Action</u>
1.	<u>Apologies</u>	Apologies from Cllr Wright.	
2.	<u>Minutes of Previous Meeting</u>	The minutes of the previous meeting held on the 12 <sup>th</sup> June 2013 were noted.	
<b>3.</b>	<b><u>Current / Ongoing Schemes</u></b>		
(i)	<u>Shrewton High St – lack of footway</u>	This matter was now resolved and at the request of the parish council and the advice of the officer, the issue was removed from the Group's list of schemes	Karen
(ii)	<u>Shrewton, Tanners Lane to Bridge Garage pavement request</u>	Funding has been allocated from the CATG budget. The works now proposed will not include a coloured footway, due to the current degraded nature of the route in question. For the time being, works will include a repositioning of the sign and the painting of white lines.  The group requested that this route be listed on the appropriate highways works list for future resurfacing so as to ensure that when it was resurfaced, the red surface would be added.	Kirsty  Kirsty
(iii)	<u>Shrewton Primary School – potential for bollards to prevent parking</u>	Comments from the headteacher had confirmed that bollards may not be the best use of public money.  Karen to chase the school for a copy of their travel plan.  Subject to the details of the travel plan, Kirsty to explore the suitability of yellow hatching to prevent parking.	Karen  Kirsty
(iv)	<u>Salisbury Rd, Bulford to Solstice Park – new cycleway</u>	Consultants have been briefed for the preliminary design of the whole route, and for a detailed design of the first section. The preliminary design was completed in July, consultation will take place at the end of September, and planning permission will be sought thereafter.	Karen

(v)	<u>Winterbourne Earls – assisted crossings</u>	<p>One of these has been constructed, costing £3.5k from the 12/13 CATG budget. At the July board meeting funds were earmarked from the 13/14 CATG budget for the second assisted crossing.</p> <p>Kirsty advised that the cost estimate had reduced to approximately £2,000.</p> <p>The group asked Kirsty to ask the Parish Council for a contribution.</p>	Kirsty
(vi)	<u>Winterbourne Earls School warning sign</u>	<p>The school is currently considering a report from the Council's Travel Plan Adviser on how a new warning sign can be installed. Subject to the school's consideration, a report would then be issued to the parish council.</p> <p>The group understood that the funds for the new warning sign would come from the Taking Action on School Journey's budget, rather than the CATG budget.</p> <p>Karen to check when this issue has been resolved and then to remove this matter from the schedule of schemes</p>	Karen
(vii)	<u>Amesbury – Butterfield Drive</u>	<p>The revised speed table had been completed, and the Hoppa Bus Service will continue along this route.</p> <p>Scheme to be removed from schedule.</p>	Karen
(viii)	<u>Amesbury High Street – amend parking restrictions on taxi rank</u>	The Traffic Regulation Order prioritisation process will deal with this request in September. Cllr Fisher was provided with the name of the relevant officer (Joanne Heal) to chase to check the outcome of this process.	
(ix)	<u>Gaters Lane, Winterbourne Gunner</u>	The proposed solution being pursued to amend the visibility splays was to reposition the hedge and re-grade the bank. Kirsty had asked for a quote to be prepared.	Kirsty
(x)	<u>Berwick St James – speeding solutions</u>	The parish representative will present a report to the next meeting of the Transport Group. Options were still being considered, including the use of Durrington Town Council's SID.	
(xi)	<u>Lanfear Close, Amesbury – request for dropped kerbs</u>	Until contact had been made with the relevant residents, this issue was to be removed from the transport groups ongoing list of schemes.	Cllr Fisher
(xii)	<u>Bulford Primary School – school run improvements</u>	The preferred option would be for the school to pursue options e.g. dropped kerbs, red markings, wigwags, school crossing point/patrol, via its travel plan. Karen was asked to chase.	Karen



(xiii)	<u>Gomeldon Primary School – Highway Safety measures</u>	<p>Kirsty and Ruth Durrant were in liaison with the school, and the school had submitted its up to date travel plan to assist with the process.</p> <p>The group noted that the school may be advised to make an application to the “Taking Action on School Journeys” scheme to assist with funding the improvements required, and that the school had prioritised funding for this as well.</p> <p>The group agreed that it would contribute to the costs, pending a full report on what was required.</p>	Karen / Kirsty
(xiv)	<u>Amesbury High Street (by Barclays Bank): - request for bollards</u>	A quote for works had been agreed – the town council will pay for the bollards and the cost of installation will come out of the central highways budget, not the Transport Group’s budget.	Andy
(xv)	<u>C22 Tilshead to Chitterne – request for road markings</u>	Mark Stansby has confirmed that the road is sufficiently wide enough for white line markings to be added. This work would be carried out within the next 6 months, and the cost will not fall to the transport group.	
(xvi)	<u>West St, Great Wishford (outside school) – 20mph speed limit request</u>	As with other similar requests from other parishes, the transport group will be better placed to consider this following publication of the council’s new 20 mph policy.	Karen
(xvii)	<u>Repairs to barrier rails – Hills Cycles &amp; Spire Carpets, Amesbury</u>	The group noted that the new rails were on order, and that this work would be done in October. It was confirmed that this would not be a cost to the Transport Group.	Andy
<b>4.</b>	<b><u>New Schemes / Issues</u></b>		
(i)	<u>Bulford – various crossing sites of concern</u>	Kirsty reported that she has met with the Parish Council Chairman and visited the various sites in question. From these site visits, Kirsty believes that improvements can be made, but that prior to that pedestrian counts and metro counts need to be undertaken.	Kirsty / Karen
(ii)	<u>Solstice Park, Porton Rd, Amesbury – provision of Toucan Crossing</u>	<p>The town council had considered the report and disagreed with the recommendation that the position should be at location 1 (between London Rd Roundabout and Sunrise Way/Mills Way Roundabout).</p> <p>Following investigations themselves, the town council were</p>	Spencer

		<p>requesting that the position be between locations 2 and 3 as in the report.</p> <p>Cllr Fisher agreed to enquire about the actual timetable for the installation of this crossing.</p>	<p>/ Phil</p> <p>Cllr Fisher</p>
(iii)	<u>Queensbury Bridge, Church Street, Amesbury (proposal to replace)</u>	<p>The Chairman had been requested to remove this matter from the agenda.</p>	Karen
(iv)	<u>Mill Pond, Figheldean – Summer Anti-Social Issues</u>	<p>Cllr Smale relayed the conclusions of a meeting with the parish council chairman and police officers held earlier this year, when the issues of anti-social behaviour associated with this site had been discussed.</p> <p>He reminded officers of the need for the following action to be taken:</p> <p>(a) Signs to be amended / removed to ensure a slow and safe route for all vehicles, cyclists and pedestrians heading down to the Mill Pond and beyond. Currently the route becomes a de-restricted one when pulling off of a 30mph. Officers were asked to assess the potential for introducing a “please drive with care” or “slow down for children” sign</p> <p>(b) Karen was asked to report the need for the graffiti to be cleaned off of one of the bins at the Mill Pond to Craig Campbell</p> <p>(c) Cllr Smale was asked to liaise with Craig to see if the parish council could be provided with a commercial bin</p>	<p>Kirsty / Mark</p> <p>Karen / Craig</p> <p>John / Craig</p>
(v)	<u>Boscombe Rd, Amesbury – Speeding Concerns</u>	<p>The group was informed of the two issues that had been submitted on the subject of speeding on Boscombe Rd, Amesbury. Karen was asked to report the outcome of the metro count to the next meeting.</p>	Karen
(vi)	<u>Archers Gate, Amesbury – Parking Concerns</u>	<p>The group were asked to consider concerns raised by the unitary member for Archers Gate regarding haphazard and sometimes dangerous parking on this estate. One of the suggested solutions was the need for repeater 20mph signs.</p> <p>Cllr Fisher agreed to discuss the matter with Steve Llewellyn, if only to ensure the same problem did not arise for the new Kingsgate estate.</p>	Roger

<b>5.</b>	<b><u>Review of Speed Limits on C and UC Roads</u></b>	
(i)	<p><b><u>New Policy : Review of Speed Limits on C UC Roads is now the Responsibility of Community Area Transport Groups</u></b></p> <p>The Group noted the outcome of the Cabinet Member’s recent review of the policy relating to how speed limits on C and UC Roads are reviewed. As such, members noted that the Transport Group’s budget had increased by £7,500, reflecting the change whereby it was now the Transport Group’s responsibility to review speed limits on these routes and to pay for the outcome of any recommendations.</p>	
(ii)	<p><b><u>Outcome of C Road Reviews 2012/13 (C285 and C32 and C42)</u></b></p> <p>The Group felt the need for further explanation and clarification regarding the recommendations from these reviews.</p> <p>Before agreeing to accept the recommendations and implement any changes in speed limits, the Group requested full information as to the costings and implications, especially in regard to the C42-13.</p>	<p>Kirsty</p> <p>Kirsty</p>
(iii)	<p><b><u>Outcome of C Road Reviews 2012/13 (C9 and 32)</u></b></p> <p>The Group asked Andy Cole to liaise with the Tidworth Area Board to see if they were intending to fund the financial implications from the review of the C32 route.</p>	<p>Andy</p>
(iv)	<p><b><u>C Roads for Review in 2013/14</u></b></p> <p>The group will discuss this matter at its next meeting.</p>	<p>Karen</p>
<b>6.</b>	<b><u>Sign De-cluttering and Minor Sign Requests</u></b>	
	<p>The Group noted its new responsibilities regarding:</p> <p>(i) <b><u>Sign de-cluttering requests:</u></b> the group was asked to consult with all town and parish councils to see if they could compile a list of traffic signs and road markings that they would like to be considered for removal.</p> <p>(ii) <b><u>Minor signing requests:</u></b> the group was now required to consider most minor signs and road marking requests, and to prioritise which ones warrant approval subject to technical advice and guidance from officers. It was noted that officers would be putting a list of all current requests to a future meeting of the group for consideration, and that all new requests will be directed via the Area Board’s Issue System and then to the Transport Group.</p> <p>(iii) Members noted that there was no financial implication for the Transport Group</p>	<p>Karen</p> <p>Karen</p>

7.	<b><u>Revised Policy on 20mph Speed Limits &amp; Zones</u></b>	
	<p>The group noted the proposed revised policy, and were reminded following the meeting of the deadline to respond to the consultation as the 21 Sept.</p> <p>Whilst noting that amendments to the policy and process may be made following the consultation exercise, the group noted the proposed new process for determining 20mph speed limit requests, which would now involve the transport group putting forward two sites a year for assessment.</p> <p>Members also noted that the group would bear the responsibility of funding the implementation of new 20mph speed limits and zones, with the costs of the traffic regulation order process being borne by centrally held highways budgets.</p> <p>Members also noted that, where appropriate, the group could apply for substantive highways budgetary assistance where it required additional funds to implement new 20mph limits and zones.</p>	Kirsty / Karen
8.	<b><u>Speeding Group Update</u></b>	
	The group noted the update report, and that Kirsty was involved in a review of Wiltshire Council's use of SIDs and associated equipment.	
9.	<p><b><u>Other Business</u></b></p> <p>(i) Andy was asked to follow up a concern raised by Cllr Hewitt re an HGV sign on the A360 signposting to the Woodfords</p> <p>(ii) Roger enquired about the need to restrict access to Byway 20 (Salisbury Rd – Archers Gate, Amesbury) – and was referred to Nick Cowen</p> <p>(iii) Roger was asked to liaise with the Amesbury Town Clerk re the concern of drivers trying to access a route of “no entry” on the A345 – and for this matter to be investigated by Craig</p> <p>(iv) The Shrewton Traffic Action Group were in liaison with the local MP to resolve the concerns relating to higher traffic flows and speeding through the village. Priority change request needed to be investigated for the Rollestone Crossroads junction.</p> <p>(v) In addition, the group was asked to note the concerns of a resident and Shrewton Parish Councillor which were emailed to Cllr Thomson regarding the need to review speed limits in the village, particularly since the increase in traffic flow. The group noted that this request should be revisited once the policy on 20mph limits and zones had been agreed.</p> <p>(vi) Shrewton – request for double yellow lines at the old Catherine Wheel Pub site, due to a number of highway safety concerns.</p>	<p>Karen</p> <p>Karen</p> <p>Karen</p> <p>Karen</p> <p>Karen</p> <p>Karen</p>
10.	<b>Date of Next Meeting – 4<sup>th</sup> December 2013, 2pm (Bourne Hill, Salisbury)</b>	Karen

## Report to Amesbury Community Area Transport Group

### **SOLSTICE PARK PORTON ROAD, AMESBURY**

#### **PROVISION OF TOUCAN CROSSING**

##### Background

A controlled crossing of Porton Road was required to be provided in conjunction with development at Solstice Park, Amesbury. Previous attempts to fund the provision of a crossing have not borne fruit, because of development not having come forward.

T J Morris, who are developing a Regional Distribution Centre and a Training Store at Solstice Park have agreed to build a Toucan crossing on Porton Road so as to assist pedestrians crossing Porton Road.

The exact location of such a crossing has not been finalised and it is considered appropriate to seek the views of the CATG and Area Board, with the benefit of their local knowledge, as to the optimum location of the crossing.

Subject to the Board's identification of a preferred crossing location, the crossing will be designed, funded and implemented by T J Morris.

##### Constraints

In order to be reasonably related to the development at Solstice Park, the crossing

- needs to be located between the London Road roundabout at the north-western corner of Solstice Park (*adjacent to Lidl's*) and the Boscombe Road Roundabout (*adjacent to the Methodist Church*).
- needs to be on a "desire line" for pedestrians where its use will be maximised.
- needs to be located where there is sufficient footway/verge width on either side of Porton Road to ensure that sufficient footway width is maintained taking into account the requirements for poles, dropped kerbs etc.
- needs to be located where there are suitable existing footway links on both sides of Porton Road.

##### Location Options

Three possible locations have been identified as indicated on the attached plan.

**Location 1:** Approximately half way between the London Road Roundabout and the Sunrise Way/Mills Way Roundabout.

**Location 2:** Adjacent to the entrance to Beverley Hills Park.

**Location 3:** Approximately half way between Beverley Hills Park and the Baptist Centre Roundabout.

**NOTE:** A location between the Mills Way Roundabout and Location 2 has been dismissed as there is no footway on the east side of Porton Road for the crossing to connect to.

### Considerations

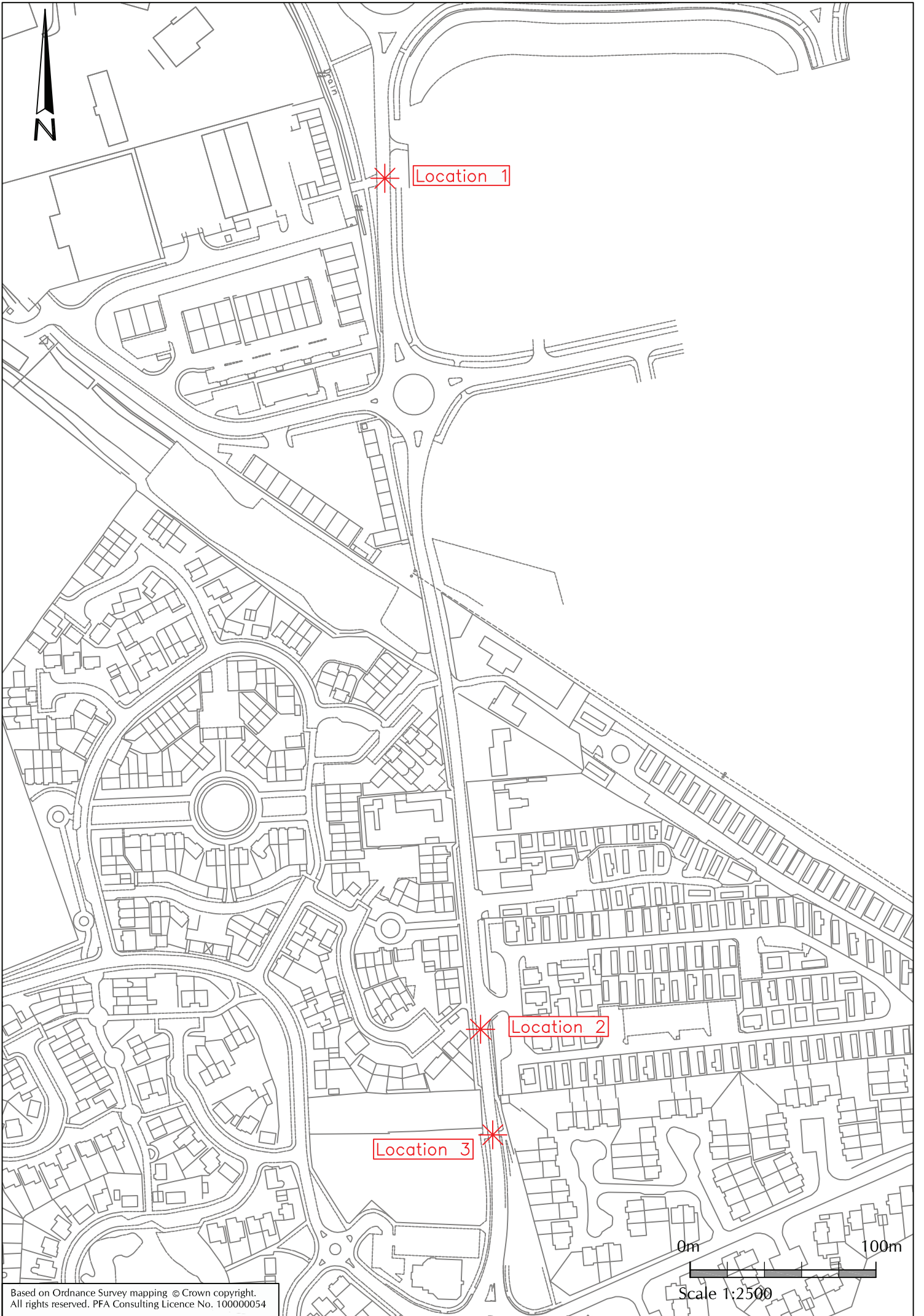
A Toucan crossing at location 1 would provide a crossing point which would connect the greater part of Amesbury to Solstice Park, but there are existing “splitter” islands at both the London Road and Mills Way roundabouts which facilitate crossing Porton Road. Location 1 is sited at a point where an existing segregated cycleway and footway on the west side of Porton Road joins the carriageway. To the east side of the road at this point, there is a combined foot/cycleway.

Locations 2 and 3 provide a crossing point which would benefit the residents of the mobile home parks and the Raleigh Crescent area (*but the “beep” from the crossing would potentially be a nuisance to adjacent residential properties*).

Location 2 has the potential to keep “calm” traffic speeds along this section of Porton Road, depending on the level of use.

### Recommendation

On balance it is considered that Location 1 is preferred but Members’ views are sought.



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Scale 1:2500

