

MINUTES

Meeting: AMESBURY AREA BOARD
Place: Shrewton Recreation Hall, Recreation Ground, Shrewton, SP3 4JY
Date: 19 July 2012
Start Time: 6.00 pm
Finish Time: 7.50 pm

Please direct any enquiries on these minutes to:

Kirsty Butcher Democratic Services Officer, Tel: 01225 713948 or (e-mail) kirsty.butcher@wiltshire.gov.uk

Papers available on the Council's website at www.wiltshire.gov.uk

In Attendance:

Wiltshire Councillors

Cllr John Smale (Chairman), Cllr Mike Hewitt, Cllr John Noeken, Cllr Ian West, Cllr Fred Westmoreland (Vice Chairman) and Cllr Graham Wright

Cllr Keith Humphries (Cabinet Member for Public Health and Protection Services)

Wiltshire Council Officers

Mark Smith, Service Director Neighbourhood Services
Karen Linaker, Amesbury Community Area Manager
Adrian Hampton, Head of Local Highways & Streetscene (Northern Area)
James Hazelwood, Senior Democratic Services Officer
Jenni Bertram, Youth Development Co-Ordinator
Kirsty Butcher, Democratic Services Officer

Town and Parish Councils

Durrington Town Council – Marion Wardell
Allington Parish Council – Mike Brunton
Berwick St James Parish Council – Neil MacDougall
Idmiston Parish Council – Janet Tidd and Andy Tidd
Shrewton Parish Council – Carole Slater and Ken Lovelock
Tilshead Parish Council – George Murray
Wylve Parish Council – Mark Shuldham

Partners

Police – Inspector Christopher Lange and PSCO Wendy Leat

Fire and Rescue Service – Mike Franklin

Wiltshire Involvement Network – Phil Matthew

Total in attendance: 37

| <u>Agenda Item No.</u> | <u>Summary of Issues Discussed and Decision</u> |
|------------------------|--|
| 18 | <p><u>Welcome and Introductions</u></p> <p>The Chairman welcomed everyone to the meeting of the Amesbury Area Board. He thanked Wiltshire Community bank and Victim Support for their displays and Shrewton Recreational Hall for hosting the meeting.</p> <p>At the Chairman's invitation, the Councillors and officers sitting at the front of the meeting introduced themselves.</p> |
| 19 | <p><u>Apologies for Absence</u></p> <p>There were no apologies.</p> |
| 20 | <p><u>Minutes</u></p> <p><u>Decision</u></p> <p>The minutes of the meeting held on 24 May 2012 were agreed as a correct record and signed by the Chairman.</p> |
| 21 | <p><u>Declarations of Interest</u></p> <p>There were no declarations of interest.</p> |
| 22 | <p><u>Chairman's Announcements</u></p> <p>a) Tackling Financial Exclusion</p> <p>More information was available on page 13 of the agenda.</p> <p>The Chairman thanked the Wiltshire Community Bank for their display and highlighted the leaflets and pamphlets available for people to take away.</p> <p>b) Digital Literacy</p> <p>The information available on page 15 of the agenda gave a summary of the Digital Literacy Project.</p> <p>c) Localism Act</p> <p>More information was available on page 17 of the agenda.</p> |

| | |
|----|--|
| | <p>The Chairman highlighted the need to raise awareness and understanding of this issue, explaining it contained a number of important measures, not all of which were in force. He informed the meeting of the intention to invite David Milton to the informal parish council meeting being held on 18 October 2012.</p> <p>d) Paths for Communities</p> <p>More information was available on pages 19 to 22 of the agenda.</p> <p>The Chairman noted that there was a lot of money on offer to make local public right of way improvements within parishes.</p> <p>e) Stonehenge Visitors Centre.</p> <p>The information available on page 23 of the agenda provided an update on the work being carried out.</p> <p>f) Broadband</p> <p>Councillor Noeken highlighted the news contained in a recent press release which detailed the 2 companies selected to provide the service. He explained the next step as being the invitation to tender and the aspiration of a contract being in place by the end of the year.</p> <p>g) A338 Broken Cross Bridge</p> <p>The Chairman drew attention to the public meeting being held at Winterbourne Glebe Hall on 24 July 2012 at 7.00 pm, which Network Rail, their contractors and Wiltshire Council Highways Officers would be attending and to which Councillor McLennan and Laverstock and Ford Parishes had been invited.</p> |
| 23 | <p><u>Your Local Issues</u></p> <p>Karen Linaker, Amesbury Community Area Manager, introduced the report enclosed at pages 25-26 of the agenda.</p> <p>She highlighted that all issues reported were highways related, and encouraged all to report issues relating to any matter. She explained that a historic issue over cross cutting at Tilshead was now resolved.</p> <p>Updates on specific issues were:</p> <p>1901 – Winterbourne Stoke speeding issue: The most recent metrocount was thought to be 14 months out of date, however it was brought to the meeting's attention that one had been completed approximately 6 weeks – 2 months ago and it was agreed that the data should</p> |

| | |
|----|---|
| | <p>be requested from the Highways Agency.</p> <p>(ACTION: Karen Linaker)</p> <p>2137 – Steeple Langford public highway condition This has been resolved.</p> <p>2324 / 2382 – Shrewton speeding concerns This is being looked at by the Speedwatch Working Group.</p> <p>2424 – Amesbury Countess Road speed concerns Metrocount results were received this week. They showed that out of 45145 vehicles the 85th percentile was 42.9mph therefore no further action would be taken based on the current criteria. The subsequent discussion showed that this equated to 6670 vehicles speeding, approximately 1000 per day, and concern was raised on the criteria used in metrocounts.</p> |
| 24 | <p><u>Updates from Partners and Town/Parish Councils</u></p> <p>The Chairman referred to the updates set out in the agenda and invited further updates from Town/Parish Councils and other Partners, including outside bodies. It was noted that the preferred option was for written updates, to minimise time spent during the meeting.</p> <p>NHS</p> <p>Written report noted</p> <p>Fire and Rescue Service</p> <p>Mike Franklin introduced the written report on page 29 of the agenda. He welcomed the good news that the total number of fires had fallen to 3 in June from 8 in May and 15 in April. He noted that 9 home fire safety checks had been completed, and hoped that this number would increase. He informed the meeting of the requirement by law for the Fire and Rescue Service to hold a consultation on its business plan and explained that the public engagement process would start on 1 October 2012. He stated he would be writing to the Community Area Manager and asking parishes and other groups to register as stakeholders.</p> <p>In response to a question posed in May over the legality of having a bonfire he confirmed that it was down to the landowner to provide consent and asked if the contact details could be forwarded to him again. Inspector Lange confirmed that there were only laws around having bonfires near roads.</p> <p>Police</p> |

| | |
|----|--|
| | <p>Inspector Lange introduced the written report on pages 31 – 33 of the agenda. He expressed his pleasure at the low rates of crime during the Jubilee events, and highlighted the increase in non-domestic burglaries as seen all across the West.</p> <p>In response to questions he confirmed that officers had been placed on standby during the Olympic period and there may be additional pressure during this period.</p> <p>Parishes</p> <p>Concern was raised over the additional pressure the Localism Act put on parish clerks. The Board confirmed that they could not provide any extra funding and it was unlikely to be found elsewhere, however it was recommended that this issue be raised with David Milton at the informal meeting in October.</p> <p>Clarification was sought over the online code of conduct form and councillors working in sensitive jobs. It was advised that the documents were contained separately however any concern should be raised with Nina Wilton in Legal.</p> <p>Youth Co-Ordinator</p> <p>Jenni Bertram was welcomed as the new Youth Co-Ordinator – her email address is jenni.bertram@wiltshire.gov.uk.</p> |
| 25 | <p><u>Update from the Community Area Transport Group (CATG)</u></p> <p>Councillor Hewitt introduced the written report and appendices seen on pages 35 – 45 of the agenda which reflected the groups work.</p> <p>He asked the Board to approve the release of £5000 from the Discretionary Highways Budget for the Stonehenge Roundabout to Amesbury footpath scheme.</p> <p>The good record and results of the CATG was noted, with success achieved by excellent partner work with the police and other agencies. Tom Gardner was thanked for his help and support.</p> <p>CATG has started work on the issue of the taxi rank on the High Street in Amesbury.</p> <p>Since the meeting a revised version of Appendix A to the report has been made available and is attached to the minutes.</p> <p><u>Decision:</u></p> <p>1. The minutes from the meeting held on 11 June 2012 were noted.</p> |

| | |
|----|---|
| | <p>2. £5000 from the 2012/13 Transport Budget was allocated to the footpath scheme along the A345 from Stonehenge Road to Amesbury.</p> <p>3. The recommendation of further meetings between Councillor Smale and officers regarding Telegraph Hill was noted.</p> |
| 26 | <p><u>A303 Winterbourne Stoke - Review of speed limit urgently needed</u></p> <p>Councillor Ian West introduced the draft letter seen at page 49 of the agenda.</p> <p>He asked that the language be toughened up, highlighting that the 3 fatalities happened in a 3 month period and drawing attention to the impact on the surrounding villages with big articulated lorries using them when the road became a crime scene and was closed.</p> <p>He informed the meeting of an advisory note from Highways which stated that 30 mph was the normal speed limit in villages, and provided the definition of a village as being 20 or more houses on one side, highlighting that allowances should be made if it was just fewer.</p> <p>It was agreed that pressure should be kept up, and the Chairman asked Councillor West to meet with the Community Area Manager to finalise the detail within the letter prior to it being sent.</p> <p>The Board noted the South Somerset consultation on making the A303 a dual carriageway which was due to close that evening.</p> <p><u>Decision:</u></p> <p>The Board agreed that the letter once amended should be sent to the Highways Agency and copied to Councillor Tonge, Cabinet Member for Transport and Highways, Wiltshire Council.</p> <p>(ACTION: Karen Linaker)</p> |
| 27 | <p><u>Speeding in the Amesbury Area</u></p> <p>Councillor Wright updated the meeting on the progress with the set up of the new Speedwatch working group. He informed the meeting that letters would be sent to all parish clerks asking for representatives.</p> <p>In response to questions it was stressed that local roads are the concern of Wiltshire Council and the formation of the group was welcomed by all. A scheme to reduce all roads to 40 mph was reported as being at the consultation stage.</p> <p>Inspector Lange confirmed his awareness of the issues and emphasised he did not want to see enthusiasm squashed.</p> |

| | |
|----|---|
| | <p>A discussion over the criteria used when reviewing metrocount data resulted in the Chairman recommending that a request be given to Councillor Tonge, Cabinet Member for Transport and Highways asking for a review of the policy to take into account the volume of vehicles.</p> <p><u>Decision:</u></p> <p>The Board agreed the metrocount policy, regarding the 85th percentile criteria used to assess the eligibility of roads for speedwatch or a SID should be reviewed. The Amesbury Area Board request that this policy be more flexible, to suit local circumstances, particularly where the remaining 15% of vehicles surveyed exceeds a sufficiently large number.</p> <p>(ACTION: Karen Linaker)</p> |
| 28 | <p><u>Speed Indicator Device Prioritisation Scheme</u></p> <p>Karen Linaker, Amesbury Community Area Manager introduced the report seen at pages 51 to 52 of the agenda and noted that the allocation was constrained by metrocount criteria. She explained that the programme would be refined over the coming months.</p> <p>The subsequent discussion found that a previous device placed at C32 Milton Road had not been working for the majority of its placement there. It was noted that the recommendation (a) A360 London Road, Shrewton was incorrect and should read (a) A360 Devizes Road, Shrewton. It was agreed that the A360 London Road, Shrewton should be added to the list.</p> <p><u>Decision:</u></p> <p>The Board agreed the following recommendations:</p> <p>(i) To agree the SID prioritisation programme for 2012/13 as:</p> <ul style="list-style-type: none"> (a) A360 Devizes Road, Shrewton (b) A345 Salisbury Road, Amesbury (c) A345 Netheravon Road, Durrington (d) Marlborough Road, Bulford Camp (e) C32 Milton Road, Bulford (f) A360 London Road, Shrewton <p>(ii) To delegate responsibility for future discussions and decisions on the allocation of the SID's to the Community Area Manager in consultation with the CATG and Speedwatch Working Group.</p> |
| 29 | <p><u>Community Area Plan</u></p> <p>Karen Linaker, Amesbury Community Area Manager introduced the report and documents seen in the agenda at pages 53 – 72. She thanked Vicky Cobbold</p> |

| | |
|----|---|
| | <p>and Councillor Graham Wright for the work done over the past year, and noted that it would be going to the meeting of the Children’s and Young People’s Group in September.</p> <p>The information given on page 60 of the agenda was highlighted as incorrect and the reference to ‘drugs’ should be changed to ‘alcohol’. There would be a further report on the large number of alcohol related admissions to hospital, and a new initiative would commence soon. The Police were thanked for their work with licensed premises.</p> <p>The need to complete the gaps was stressed with the aspiration of completing the action lists by the end of the summer. Engagement of youth groups was welcomed as was the set up of a resident’s panel.</p> <p>It was noted that community area planning was complex and long term.</p> <p><u>Decision:</u></p> <ul style="list-style-type: none"> (i) The Board approved the revised Community Area Plan subject to the revision stated above. (ii) The Board agreed the approach outlined in paragraph 3 of the report. (iii) The Board agreed to set up a resident’s panel as detailed in paragraph 3.8 of the report. (iv) The Board agreed to seek an update on the plan’s progress in six month’s time. |
| 30 | <p><u>Community Area Grants</u></p> <p>At the Chairman’s invitation, Councillor John Noeken, Lead member for Grants, introduced this item and reminded the meeting of the revised conditions for grants.</p> <p><u>Decision:</u></p> <p>Cholderton Village Hall was awarded £2380 towards the replacement of windows. <i>Reason – The application met the Community Area Grants Criteria 2012/13 and would support the parish in providing facilities for local community groups benefitting all ages of the community.</i></p> <p><u>Decision:</u></p> <p>The Brambles Pre-School was awarded £1170 towards the cost of a new boiler. <i>Reason: The application met the Community Area Grants Criteria 2012/13 and would support this community group in providing facilities for the local young children.</i></p> |

| | |
|----|--|
| | <p>(ACTION: Karen Linaker)</p> <p>A summary circulated at the meeting and attached to these minutes gave an update on the achievements of the archaeological dig at Amesbury towards which the Board had previously granted £5000. It was stressed that this work would not have gone ahead without the funding from the Area Board.</p> |
| 31 | <p><u>Bourne Valley Youth Transport Project (sponsored by Councillor Mike Hewitt)</u></p> <p>Councillor Hewitt introduced the item and requested that £3000 be set aside from the Transport Budget, or other appropriate budget, to assist with the funding of a minibus to transport youths from the villages over the summer months.</p> <p>He explained that the scheme was still being devised at the moment and, given the timing of the next Area Board meeting, requested that the decision be delegated to the Chairman and Vice-Chairman subject to final plans being submitted.</p> <p>Concern was raised over whether it met the criteria for funding from the Transport budget and it was agreed that this needed to be confirmed before any decision is taken.</p> <p><u>Decision:</u></p> <p>The Board agreed to delegate to the Chairman and Vice Chairman the decision to allocate £3000 from the Transport budget, or other appropriate budget, to assist the funding of a minibus to transport youth from the villages subject to confirmation that it met the criteria for funding from that budget and sight of final plans.</p> <p>(ACTION: Karen Linaker)</p> |
| 32 | <p><u>Future Meeting Dates, Evaluation and Close</u></p> <p>The Chairman drew attention to the public meeting being held on Tuesday 24 July 2012 at 7.00 pm in Winterbourne Glebe Hall which would be discussing the A338 Broken Cross Bridge replacement.</p> <p>It was noted that the next meeting of the Amesbury Area Board would be held on Tuesday 20 September 2012 at 6.00 pm in Figheldean Village Hall, Pollen Lane, Figheldean SP4 8JR.</p> <p>The Chairman thanked everyone for attending.</p> |

MINUTES Community Area Transport Group

Venue: Training room Churchfields

Time 10am – 12.50pm

Attendees:

Cllr Roger Fisher
 Cllr Mike Hewitt
 Cllr John Smale
 Cllr Ian West
 Cllr Graham Wright
 Mr Howard Jarvis (representing Shrewton Parish Council)

| | |
|--------------------|--------------------------------|
| Graham Axtell | Area Highways Engineer |
| Chris Clark | Local Highways Manager (South) |
| Spencer Drinkwater | Principal Transport Planner |
| Tom Gardiner | Senior Transport Engineer |
| Karen Linaker | Community Area Manager |

| | | Action |
|----|--|---------------|
| 1. | <p>Appointment of Chairman Cllr Mike Hewitt was appointed as Chairman of the Transport Group.</p> | |
| 2. | <p>Welcome / Introductions / Apologies All were welcomed to the meeting, and asked to introduce themselves. Apologies for absence had been received from Cllr Mike Brunton (representing Bourne Valley) and Cllr Carol Slater (representing Shrewton).</p> | |
| 3. | <p>Minutes of the Meeting held on 11 April 2012 A general discussion took place around the minutes, and updates were provided which are detailed below at minutes 4 and 5.</p> | |
| 4. | <p>Cllr Fisher registered his concern that issues regarding the speed of traffic on Porton Road, Amesbury had not been recorded in the minutes of the previous two meetings. He was however grateful to have received the latest metrocount readings for this stretch of road.</p> | |
| | <p>Current / Ongoing Schemes</p> | |
| a. | <p><u>Steeple Langford Flooding</u> Tom had investigated this issue and was continuing to assess how much it would cost to remedy the issue.</p> | Tom |
| b. | <p><u>Larkhill</u> Cllr Wright secured the group's agreement to paint the railings on the zebra crossing in Larkhill a more prominent colour than the current grey</p> | Cllr Wright |

MINUTES
Community Area Transport Group

| | | |
|----|---|----------------------------------|
| c. | <p><u>West Amesbury</u> Assessments had found that the stretch of road in question should be reduced from 60mph to 40mph. Investigations to see if the limit could be further reduced to 30mph was still ongoing, and would now be undertaken as part of the C road review. Residents had been informed of this and were satisfied thus far.</p> | Tom |
| d. | <p><u>Church Street Amesbury</u> The TRO to carry out the desired works to this site would be advertised between the 21 June and the 16 July. Following this, subject to their being no objections, the work would be carried out.</p> | Tom |
| e. | <p><u>Porton Village</u> The MOD has offered to fund red surface treatment at the 30mph speed limit adjacent to Porton Down entrance. The cost would be £5k. Tom was requested to liaise with Porton Down.</p> | Tom |
| f. | <p><u>Salisbury Road, Bulford to Solstice Park known as Telegraph Hill</u> Allistair Millington was continuing in his negotiations with the tenant of the land, who maintained some concerns with the proposed cycle route. Cllr Smale confirmed that the owners of the land were satisfied with the proposal. Strong concerns were expressed that the negotiations were taking a long time to come to a solution, and there was a fear that the S106 funding would be lost as a consequence of a scheme not being agreed before the deadline. Allistair was asked to write a report on the scheme, its progress so far, and the current challenges preventing it from being agreed and implemented, to Cllr Tonge, as a matter of priority.</p> <p>Cllr Fisher agreed to discuss the matter amongst the local farmers to see if he could assist with the negotiations.</p> | Allistair/Tom Cllr Fisher |
| g. | <p><u>Newton Tony – 20mph</u> Cllr Smale explained that this matter was still being discussed, and that it was specific to the stretch of road between the ford and the village hall. The Bourne Valley Alliance and Newton Tony Parish Council were due to discuss the matter.</p> | |
| h. | <p><u>Netheravon Road, Durrington</u> Cllr Wright explained that he was investigating if this site could also use a CSW team, in addition to the SID that had been allocated to it.</p> | Cllr Wright |
| i. | <p><u>Gomolden Road</u> Repeater signs have been ordered.</p> | |
| j. | <p><u>Broken Cross Bridge</u> A public meeting would be hosted by the Area Board in Winterbourne Earls as soon as more was known about the contractors appointed to these works. The Southern Wiltshire Area Board, and in particular, Laverstock & Ford Parish Council would need to be informed of the date of the meeting/</p> | Karen |

MINUTES
Community Area Transport Group

- | | | |
|-----------|--|---------------------------|
| h. | <u>Newton Tony – grass verge damaged by vehicles</u> Graham Axtell was asked to liaise and assist the parish council in remedying this issue, which was in the vicinity of Sherwood House. | Graham Axtell |
| i. | <u>Cycle Routes</u> Karen explained that the project involving the development of cycle routes in the Amesbury Area would be restarted within the next few months. The Chairman informed the meeting that Laverstock and Ford Parish Council would be funding and organising the first stretch from Ford to Hurdcott. | KL |
| j. | <u>Durrington – zebra crossing request outside Sainsbury’s</u> Tom had assessed the site in question, and will write a report to put to the group with a proposal for funding. It was noted that Durrington Town Council would consider putting some of the funding forward in addition. Tom and Cllr Wright would meet again to discuss the scheme | Tom / Cllr Wright |
| 5. | Schemes & Issues Raised for Discussion Since the Last Meeting | |
| a. | <u>Durrington – footpath between Stonehenge Roundabout and Countess Road.</u> Cllr Wright explained that Durrington Town Council had funding secured from a recent residential development for approximately two thirds of this new footpath, but that it was seeking the assistance of the Transport Group for the remaining funds required. The group was informed that the scheme had been assessed as cost effective and viable. Karen was asked to submit a bid to the Substantive Highways grants pot. | KL |
| b. | <u>Durrington – substandard footpath from Hackthorne Rd to the Cemetery (A345)</u> Cllr Wright explained the situation along this route, where the pedestrians visiting the cemetery (sometimes in wheelchairs) were having to venture onto the busy 40mph main road, as the footpath could not accommodate them. Cllr Wright and Graham Axtell agreed to meet and visit the site in question. | Graham Axtell/Cllr Wright |
| c. | <u>Shrewton – High Street</u> Mr Jarvis explained the Parish Council’s concerns over pedestrian safety due to the lack of a footpath on the High Street, and the apparent inconsiderate parking of cars on the side of the road. This was leading to pedestrians walking in the middle of the road. The group discussed the options on how to remedy this issue, including the introduction of a footpath or double yellow lines. Real concern was stressed that this issue was set to become even more pressing with the imminent closure of the A344 and the potential displacement of traffic from that route through the High Street. Mr Jarvis agreed to work with the Parish Council in consulting with residents regarding the most appropriate action, bearing in mind that Shrewton had no car parks and spaces for parking was very restricted. | Mr Jarvis |

MINUTES
Community Area Transport Group

- | | | |
|-----------|---|---|
| d. | <p><u>Shrewton – London Rd</u> Mr Jarvis explained the Parish Council’s concern over the speed of traffic entering the village on London Rd. The parish council would like to see earlier speed warning signs on the road approaching the village, the use of permanent electronic speeding signs to slow drivers, other speed mitigating measures, such as humps/chicanes, and permission for the speedwatch team to monitor along this stretch of road. Mr Jarvis explained that assessments of speed had been carried out locally and the findings from this demonstrated that there were more speeders at this point than at any other point in the village.</p> <p>Discussion took place around the possible options on how to remedy this issue, including the introduction of a footpath (which would need negotiations with local landowners to dig into the banks along the route), the regular trimming of vegetation along the route, to ensure all could carefully see the speed limit signs, and the use of CSW and SIDs.</p> <p>Discussion also took place regarding local concern of delivery vehicles parking at the rear of the Co-op, causing obstruction. Cllr West was working to resolve this.</p> | <p>Mr Jarvis/Cllr West</p> <p>Cllr West</p> |
| e. | <p><u>Figcheldean</u> Cllr Smale requested officers to inspect and take action on a number of sites in the village due to poor surfacing: A345 across the bridge to the School / Pollen Lane / Ablington Terrace (outside farm buildings).</p> | <p>Graham Axtell</p> |
| f. | <p><u>Orcheston – Elston Lane & Whatcome Brow</u> The parish council had requested speed restrictions along Elston Lane running from the 30mph speed limit in Shrewton up through the Orcheston crossroads and onto the junction with the A360. It also had requested speed restrictions in the village along Whatcombe Brow. Karen agreed to request metrocounts at these sites.</p> | <p>KL</p> |
| g. | <p><u>Winterbourne Stoke</u> Cllr West re-emphasised his and local concerns regarding the speed of traffic through the village, and asked the transport group’s backing for the speed limit to be reduced to 30mph. Cllr West explained that there had been another accident recently, and stressed the need for a review of this site. Discussions took place regarding the options on how to mitigate this issue, including the possibility of introducing signage to alert drivers to the risk of accidents and pointing out the number of accidents along this route. .</p> | |
| h. | <p><u>Amesbury, Cold Harbour</u> Local representations had been received regarding residents of The Ferrets, Smithfield Rd, where there was a request for the following due to the residents ill health and disabilities : dropped curbs either side of the road, so that Mrs Walker doesn’t have to travel in her wheelchair on the road, which she currently has to do and; double yellow lines either side of The Ferrets, because the last time the ambulance had to come to their house, the access was blocked by parked cars. Karen would ensure that</p> | <p>KL</p> |

MINUTES
Community Area Transport Group

all officers and local councillors new of the request and would work with officers to find a remedy.

- | | | |
|-----------|--|---|
| i. | <u>38/40 Pinkneys Way, Durrington</u> It was noted that Cllr Wright was taking action on this matter, which referred to local concerns about the potential misuse of a disused bus shelter at this site, by bored, disaffected young people. The hope was that this shelter, along with others in the village would be relocated to sites where a shelter was needed. | Cllr Wright |
| j. | <u>Winterbourne Earls – Earls Rise & The Shop</u> The Parish Council was requesting two assisted crossings on the A338 at these sites. General discussion took place and it was agreed that the Parish Council should be asked to conduct a survey of pedestrian activity at these sites to provide evidence for the need for the crossings. | KL / Winterbourne Earls Parish Council |
| h. | <u>Porton Crossroads</u> The Area Board had discussed the possibility of introducing a “this is an accident blackspot” sign on the approach to Porton Village. Officers advised that it would be wise to wait a while to see the impact of the recent introductions of red strips at this site. | |
| 6. | Priority of SID Sites Karen would work with officers to compile a report for the July Area Board meeting, to enable the board to review and ensure the SID Prioritisation programme was relevant to their needs. Cllr Smale also agreed to investigate how the Area Board might acquire a second SID. Cllr Wright also updated the group on the progress he was making with the board’s request that the metrocount/allocation of CSW/SIDs be reviewed, to ensure that the assessments truly met local need. He explained that part of the issue was that the metrocount 85 th %ile measurement was used to ensure that action was only taken at the ‘worst of the worst sites’, leaving a significant number of other sites left without action, despite speeding issues being a real concern. Cllr Wright explained that he was hoping to negotiate with partners a more ‘common sense’ approach. The group noted that a metrocount was not needed in every case, only a risk assessment. | KL Cllr Smale Cllr Wright |
| 7. | Amesbury Area – Parking Issues for Schools The Transport Group noted the findings of its recent survey regarding parking issues at schools in the Area. Karen was asked to work with the Council’s Travel Plan Officer to progress actions and findings from the survey. | KL |
| 8. | Date of Next Meeting – 3rd September 2012, 10am | |

School Survey Results (Parking Issues)

AMESBURY

Town Council – John Noeken has explained that the town council is working with the schools to address issues – a meeting is being held this month. Negotiations are also ongoing with Cllr Tonge to see if reduced parking charges might be possible for parents in the central car park

Amesbury Archer – no comments

Amesbury Primary – due to car park charges in centre of town, workers use side road close to the school, i.e. Kitchener Rd and Cold Harbour. Also, pupil numbers have risen from 205 – 271, which has led to an increase in staff and therefore no parking is permitted for parents in the school car park. The school have had meetings with the town council, and police, and have put up signs encouraging slow traffic. Letters and information has also been given to parents to explain the issue and urging co-operation

The school is regularly meeting with local councillors on the issue, and has liaised with council officials on the matter.

It has a travel plan and is running a 'lend a bike' scheme

Suggestions are being explored to remedy issues, including: free parking in the co-op car park, bikes for hire, local bus pick from Archers Gate, additional free spaces in the central car park at pick up/drop off times, an area of school field for drop off.

The Stonehenge School – issues because of parked cars at the school entrance on Antrobus Road, making visibility poor and causes obstructions at times for the school buses to enter the school site, and for staff and students to leave. The Headteacher constantly asks parents not to drive into the school site or to park near the entrance.

Officers have been requested to help, but interventions (including triangular warning signs) have not been successful

The town council has been informed of the issues in the past, but may need a more recent update

The school would like parking restrictions, such as yellow lines, along the entrance to the school and either side of the school entrance on Antrobus Road to improve visibility for drivers

The school has a travel plan

Christ the King – have tried to resolve issues and have a travel plan. Over the years, meeting with police, highways and byways department have been held, and initiatives such as walking buses, awareness raising with parents have been held. Working with town council to resolve

BULFORD – no comments from parish council

Kiwi – there are insufficient spaces in our car park as we share our grounds with the children centre which creates a lot of traffic. There are also issues with drop off/pick up around the school gate – parents dangerously abandoning cars and parking in a way which makes it difficult and sometimes dangerous for pedestrians to cross the road. The school has worked to resolve issues, asking parents co-operation and working with the MOD, e.g. laying out cones in the morning. The school has not reported the matter to the town council, but is trying to resolve matters themselves.

It has a travel plan (last updated 18 months ago). The school continues to remedy its issues, and has secured alternative parking in and around the garrison to help alleviate the problem. The school understands it is about educating and encouraging parents not to use their cars so much

DURRINGTON – the town council has been very proactive in working with local schools in the past and has helped them to update their travel plans. As a consequence of the council working in partnership with the schools and residents (and funding bollards to prevent parking at inappropriate spots), issues have been resolved and currently there are no known issues.

Larkhill Primary – has a travel plan, but no current parking issues. No comments from other local schools

FIGHELDEAN – no comments from parish council

Figheidean School – we have use of car park opposite school, but it has limited spaces and parents are not always careful to make the best use of space, others are lazy and find it easier to park on the road, despite the highway concerns this raises. The parish council are aware

It has a travel plan, and has tried initiatives such as a walking bus, car share. Currently pupils are involved in designing large 'no parking' signs to display at the front of the school. There is also a long term new build planned for the school, with good parking facilities

GREAT WISHFORD

Parish Council – has a great problem with parking at the school, despite working with the police and school to resolve. The school has a travel plan. Unfortunately it is difficult to envisage solutions, as there is no available alternative land for parking.

School – no comments

IDMISTON – no comments from parish council

St Nicholas Primary – no up to date plan, last produced 2009, bids for funding to update have been unsuccessful. Has problems with parking, and is running a “drop off” zone in the morning which is well supported by parents and working well. The parish council has agreed to lengthen the yellow zigzags by one extra car length either side of the entrance – unaware of any progress on this

NEWTON TONY – parish council has no issues, and the school has not commented

SHREWTON

Parish Council – there is an issue with parents parking on the footpath and causing pedestrians to walk in road. Parish council, school and police have been in discussions to find a solution, one suggestion is that bollards be placed on the stretch of pavement by the school to prevent parking

School – sometimes there are problems, particularly as Tanners Lane is a small lane, but it is only at pick up and drop off times. The school has a car park for staff and therefore helps to alleviate the issue. Sometimes, parking for the shop and doctors surgery adds to the parking issues. Have worked with the police and parents have been asked to co-operate

TILSHEAD – school confirmed it has no issues / no comments from parish council

WINTERBOURNES

Parish Council – will be discussing the schools concerns in June, and has previously discussed this issue as a priority

School – working with the police and parents to resolve, but parents have to park on the A338 to drop off children (as advised by police). Main concern is due to speed, amount and type of traffic (including HGVs) on the A338 running past the school, despite the 30mph limit.

The current speed restrictions and flashing sign do not work, and parents and the community have real concern for pupil and parent safety. Highways have advised that it cannot move the flashing warning sign to a better position. The school has applied for a Waiting Restriction / yellow lines at Earls Rise to stop inconsiderate parking, but it would ideally like a purpose built designated parking area near to the school

The school has submitted a petition asking for a flashing warning sign just before the school. The petition includes nearly 200 signatures.

WOODFORD

Parish Council – there are too many children from outside the area attending the school. Have tried to provide parking on the recreation ground adjacent to the school, but it is still not big enough. A grant to help the parish council level off some more of the recreation ground (damaged by number of cars using it) could help

School – has a travel plan and a drop off zone. But there are still some issues to be addressed

This page is intentionally left blank

Minute Item 30

<http://www.open.ac.uk/Arts/classical-studies/amesbury>



1st of May 2012- This picture was taken outside Salisbury Cathedral shortly after Her Majesty had been presented with the selection of Mesolithic tools discovered at Vespasian's Camp by our team.

SUMMARY OF AA309 AND U211 STUDENTS' FIELD WORK AT VESPASIAN'S CAMP, NEAR STONEHENGE, WILTSHIRE, 2005-2011



Vespasian's Camp is to the left of the monument, facing the tree clump.

David Jacques, a tutor on *Culture, Identity and Power in the Roman Empire* (AA309) and U211, describes the results of ten small excavations he directed with over 100 of his students at Amesbury, Wiltshire, 2005 - 2011. The work has resulted in the discovery of a site, situated about a mile from Stonehenge, which has been described as being "potentially one of the pivotal places in the history of the Stonehenge landscape" by an inspection team from English Heritage. The uncovering of the earliest settlement ever found in the Stonehenge landscape is the stand out discovery, but the fact that the site also provides evidence for ritual activity in the Neolithic, Bronze Age, Iron Age and Romano-British periods, and possibly beyond, means that a rare and special 'multi phase' site has been discovered.

These excavations were carried out with support made available through David's Research Associate award (2004-08), further OU Associate Lecturer Development funding 2008-10, and grants from Amesbury Town Council (2009 - present) and English Heritage (2011). David received an Open University Teaching Award for 2010 and has used the cash prize from that to support further work on this project.

UPDATES FROM 2011

Contexts to the discoveries

Simply because of its geographical location Vespasian's Camp might have been expected to have had some cultural and phenomenological significance in the prehistoric and early historical periods (see OS map below) The hill on which it stands rises to around 95 metres above sea level and, through its history, it would have had excellent intervisibility with important prehistoric and historic monuments and sites to all points of the compass in the Stonehenge landscape. It also commanded extensive views of the river Avon. But until our small scale excavations the place had received very little academic attention. Why?



OS Map of the area around Vespasians' Camp and Stonehenge: Vespasian's Camp is on the bend of the river Avon, at the place marked 'fort'.

Despite being a scheduled monument on account of it being an Iron Age hill fort, Vespasian's Camp's archaeological potential only began to be revealed after my detailed research of the site's Estate and nearby farm records, which on and off took six years between 1999-2005. This investigation revealed that the widespread assumptions about the extent of the 18th century landscaping of the area had been wrong, and had led to mistaken assumptions that the areas earlier archaeology had been largely destroyed by it. The fact that the site has been in private hands since Tudor times, and that successive landowners have been understandably keen to safeguard the tranquillity and beauty of the place, also helped to create and reinforce the conditions where Vespasian's Camp became an archaeological blind spot. Our field work started in 2005 after Sir Edward and Lady Antrobus, the site's owners, kindly agreed to a

meeting on site between me and their Site Custodian Mike Clarke. Mike is a key player in this story because having worked on the site for over 30 years he really knows the land. For many years he had had astute observations about the landscape and wanted a number of questions, which were essentially archaeological ones, answered. We got on very well in that first meeting, and have since, and after whittling six possible targets down to one, Mike agreed to allow a small team of 20 to test pit and survey the Blick Mead area, which lies outside of the Scheduled Monument, in the north east corner of the Camp. This work went on over a long weekend in the autumn of 2005, and the results pointed to the area having serious archaeological potential. We have been invited back to dig there, and to survey other areas of the Camp, every year since, and are the first team to ever be invited back more than once to Vespasian's Camp.



The spring at Blick Mead

The discoveries

Our field work started in earnest 2005. Including the weekend dig last September 2011, we have had 28 days on site, and many OU students, their families, local residents from Amesbury, friends and experts have supported the project. Below is a summary of our most important discoveries.

We have uncovered a massive amount of prehistoric worked flint and burnt flint in and around the spring, spanning at least the mid Mesolithic to the early Bronze Age periods (@6250-2000BC), and much bone, so far dating from the Mesolithic.

The discovery of the Mesolithic material is really significant and has been described as of "at least national importance" by Barry Bishop of the British Lithics Society. In 2 trenches, measuring 6 by 4 and 2 by 2 metres, we have found around 9000 pieces of worked flint, along with 1000 pieces of burnt flint and more than 200 pieces of bone. Much of this bone is from aurochs (Chris Faine, Oxford Archaeology East), an aurochs was a very large, now extinct, ox, and some of it appears to have been cooked. Barry Bishop says that the indications are that the deposits of worked flint carry on for "hundreds of metres more".



Mike and Gilly Clarke, the Custodians of Vespasian's Camp, at one of our OU dig Saturday 'curry nights' in 'Tandoori Nights' in Amesbury.

My earlier examination of the property deeds and the Estate records of the Blick Mead area had in fact revealed that it hadn't been part of Charles Bridgman's 18th century landscaping plans at all. Indeed the water feature at Blick Mead, hitherto assumed to have been an 18th century pond, was identified by our geologist, Peter Hoare, as an ancient spring, and the largest of a complex of springs in the immediate area. Springs have the potential for excellent preservation conditions, and with this one's close proximity to other archaeological sites, as well the fact that springs are increasingly being regarded as 'special places' in the early landscape, it was clearly the best target for a close investigation in my view.

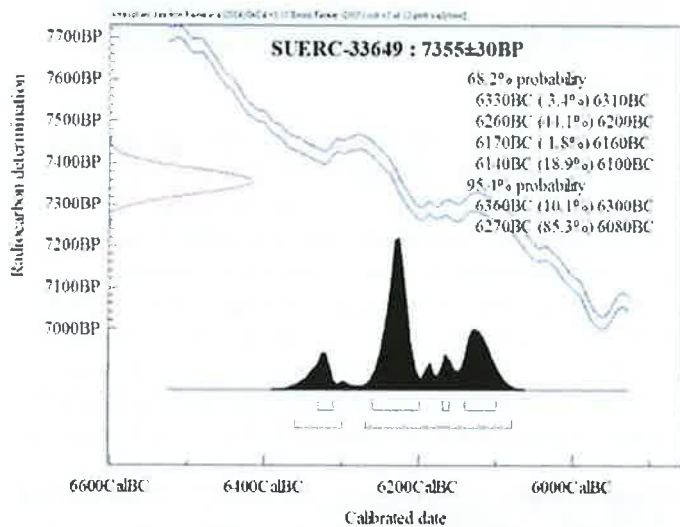
We have since learned from Reading University's Nick Branch, whose team from April 2012 are joining us and leading the environmental science investigations at the site, that this spring was once part of a seasonal lake, which only adds to the interest...



Starting to dig Trench 19 - where later a large amount of Mesolithic material, as well as the 'ducks', came from. Students are being supervised by Tom Phillips of Oxford East Archaeology unit (right)



The Auroch's rootless tooth which we obtained the first Mesolithic C14 date from (see below).



The C14 date of the auroch's - around 6250BC. This is the fourth earliest carbon date ever found in the Stonehenge environs and the earliest associated with a settlement.

The flints are being currently examined in detail and catalogued by Barry Bishop as a result of a grant from the Wiltshire Unitary Authority. Very excitingly, his interim report says that we have found evidence for a rare type of Mesolithic domestic site termed a 'Homebase', a residential site, where families lived "semi permanently" in a place which was "repeatedly revisited". The two carbon dates obtained so far suggest this site was settled between 6250-4700BC, though there are tool types in the assemblage which might date the site back to the 9th millennium! It also seems to have been an important place for ritual and feasting over this period. Barry's report also notes that we may have discovered a man made flint platform/jetty, perhaps from a late Mesolithic context. Nick Branch has suggested that this feature would have been likely to be in the deeper pool areas and perhaps would have been revealed seasonally when the water levels dropped. The spring/seasonal lake seems to have been marked up as a special place for activities; activities which may well have attracted people from outside of the immediate area?



Mesolithic Tools - note the sharp edges and points, and their all round excellent preservation.

Overall, the material we have found presents us with a huge question: Could our site be one of the reasons why Stonehenge is sited where it is? The carbon dating of the site is of particular significance because it dates this settlement as being the oldest one ever found in the Stonehenge area. A further excitement is that it is broadly contemporary with the enigmatic 'totem poles' pits, found underneath Stonehenge car park and dated to the Mesolithic, which are the only previous evidence for this period in the landscape. The provenance, and some of the typology, of the flints found suggests that they came from outside of the Stonehenge area. Were people coming from a distance to work, worship and feast at this site in the Mesolithic and the site in the Stonehenge carpark, foreshadowing what happened later at Stonehenge and Durrington Walls?

Nearby the so called 'Bluestonehenge' monument (constructed around 3000BC) has a spring immediately adjacent to it, which was formed at around the same time, and as a result of very similar geological conditions and processes, as ours at Blick Mead. This raises another tantalising question - were ancient springs on Salisbury Plain very early sites of veneration? Did practices in and around them later become monumentalised in the Neolithic?

Our team is the first to notice the potential significance of Bluestonehenge being placed by a spring, and the first to notice and pose this broader question about the importance of springs in the immediate area.



John Gibbens flanked by Oxford East site supervisors Tom Lyons (left) and Tom Phillips (right) in trench 19



The moment of discovery - a Mesolithic tool being uncovered for the first time in @8000 years

2. Alongside the spring, English Heritage Inspectors David McOmish, David Field and Mark Bowden identified a multi phase field system whose origins lie in the Bronze Age and which continued in use throughout the Romano British period. Subsequent excavation of this area by AA309 students and Amesbury residents in 2010 confirmed this identification as being completely accurate.

3. A copper alloy Bronze Age dagger, which was refashioned from a mid Bronze Age sword called a rapier, was a notable find in 2009, and last year a further piece of mid Bronze Age metalwork was found. This has been identified by David Barrowclough of Cambridge University as part of a chisel. The find of these pieces suggests the spring was a place of ritual and weapon deposition around 1400BC. David Barrowclough says that it "is highly likely there is more Bronze Age metalwork in the form of a hoard in the spring". Professor Richard Bradley of Reading University, who recently visited the site with his colleague Nick Branch, also thinks this likely.



Copper alloy Bronze Age dagger (note the chevron – upside down 'V' engraving mid blade). David Barrowclough, of Wolfson College, Cambridge University, analysis of the 'story' behind this blade was a "master class of deduction".

4. A seven year old girl discovered two 'duck' looking pieces of flint together in the spring in trench 19 in 2010. There is some debate as to whether they were deliberately shaped, or shaped due to natural processes, but all the experts agree that they were likely to be representational objects which were chosen for special deposition.

Waterfowls are a feature of late Bronze Age and

Iron Age ritual iconography and suggest veneration of some form of fertility/healing Goddess, such as the duck imagery associated with the worship of the Goddess Sequana found at an Iron Age shrine, later a Roman temple, at a springhead in the Loire Valley.



The 'ducks'.

5. The team have also found an Iron Age pottery assemblage from badger throws along the western ramparts of the Camp which pushes the occupation of the hill fort into the later Iron Age period and closer to the time of the Roman conquest. Some of this pottery might have come from over 50 miles away, according to Lorraine Mephram of Wessex Archaeology, which suggests the fort might have been an important centre for trade and people movement in the later Iron Age.



Roman 'curse' trench with AA309 students

6. The discovery of a likely Romano British curse in the spring, opened by Dana Goodburn Brown, but found to not have any writing in it, adds to our sense that this site was still seen as a special place for depositing ritual items in the Roman period. The ways the Romans reacted to the ancient monuments around Salisbury Plain is of increasing interest and this piece of evidence is tantalising as it suggests a close by Romano British temple, which might relate to the Romano British villa found recently in the nearby Countess area of Amesbury. Our site has a likely significant Romano-British context waiting to be discovered.

7. The finds of a 5th century Anglo Saxon Disc brooch from a nearby spring (Chester Kadwell), and medieval wooden staves from the main spring (Pryor and Taylor), connect the site to the early Anglo Saxon and Amesbury Abbey periods and add to the picture of the Blick Mead area being a place associated with veneration for the very long duree. It is likely to be one of the oldest continuously used such sites in Great Britain.



The early Anglo Saxon disc brooch (5th C) which Mary Kadwell Chester says still carries Roman design elements.

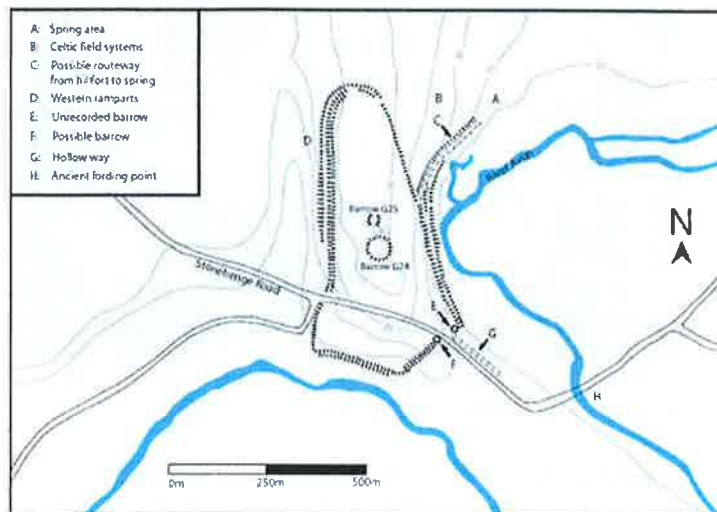


A very happy Cllr Westmoreland and Julia Cleave in the finds tent

CONCLUDING THOUGHTS - VESPASIAN'S CAMP: TIME AFTER TIME

Before our work there was no evidence for the Camp and its surrounds playing a significant part in the Salisbury Plain ritual landscape in any period. Though our budget has been tiny, our research effort and team work has produced spectacular results which have led the English Heritage team to describe Vespasian's Camp as potentially the "fulcrum of the landscape" in the prehistoric and early historic periods. All of the Open University students' hard work on site has been crucial to the success of the project, as have the contributions of increasingly large numbers of Amesbury residents who have participated alongside them. There has been such a wonderful synergy between the town of Amesbury, the OU students and colleagues from other places. As a result we have started to reveal a much more significant story of Vespasians' Camp's place in the landscape, and a special

place at Blick Mead, which may have been the focus for ritual and veneration for 9 millennia.



The Map of our work on the site 2005-2011: Vespasian's Camp and environs, showing features discussed in text. Contours in metres.

I would like to thank Sir Edward and Lady Antrobus so much for allowing us to work on their private property, which is such a magical place. I also want to thank Hugh Beattie, David Thomas, Janet Huskinson, Trish Cashen of the Open University and each one of the over 100 of our students from the OU for all their interest and input.

Amesbury Town Council and the Amesbury Area Board deserve the utmost credit for supporting our work and linking it with the needs of the town. In particular, Cllr Fred Westmoreland and Mayor Andy Rhind Tutt have been especially supportive and can do about the project. Without them a really important part of Amesbury's and Stonehenge's history wouldn't have been found and there would be no 'Brown Badge for Amesbury's Historic status', as awarded in 2011, or new museum, land bought for 2012. They and the town council team have been very helpful and far sighted. We are also very grateful for the contributions of Amesbury local people, in particular Mike and Rosemary Hewitt, Norman Parker and Peter Goodhugh of the Amesbury Society, Richard Crook, and Julie Bromilow and Pete Kinge of the Qinetiq group. The Amesbury Girls Brigade has also provided sterling help at every talk I have given in Amesbury, and on site, and staff at 'The George' and 'Tandoori Nights' have always been friendly and hospitable. The contribution of local resident Tim Roberts has been especially important to our work since 2005 and we are very lucky to have him as a core member of the team. Talking of which; John Gibbens boundless support and non linear thinking has impressed us all on site too, as have the contributions of Mike Snowden, Mick and Chris Smith and friends from East Norfolk College.



A Mesolithic blade Tool just as it came out of the ground – note how sharp the edge still is!

On every dig, and at all the key post excavation stages, we have been very lucky to have benefited from the great and lightly worn expertise of site supervisors Tom Phillips and Tom Lyons of Oxford Archaeology East. They have generously passed on their knowledge to so many volunteers, and in such ways that everyone has felt valued and listened to. On behalf of all those who have worked on site, thank you for everything 'the Toms'. David Barrowclough of Cambridge University has also been an insightful advisor and most important friend to this project. His analysis of the Bronze Age dagger and the 'ducks' were master classes in deduction and imagination, and his enthusiasm and support is keenly appreciated. Sue Oosthuizen, Mary Chester Kadwell, Henry Hurst of Cambridge University have also made important and generous contributions to the work. Dave McOmish, Dave Field and Mark Bowden from English Heritage thrilled us with their ideas and understanding of the site when they visited it for four hours in 2010 and have remained imaginative contributors of ideas since. Maisie Taylor, Francis Pryor and Peter Hoare have also made very valuable identifications of site dynamics and artefacts. Without Matt Westmoreland's expert digging we wouldn't have had any trenches to work in – thank you very much for your skills Matt.

We are also very glad to welcome the team from Reading University's Archaeology Department to the project from this Easter 2012.



Auroch's clavicle vertebra.

As well as the support from the OU and the ATC this project has also been fortunate to receive financial support from the following people and organisations – Wiltshire Unitary Authority, Wolfson College Cambridge, English Heritage, Beth and Bob Jacques, John and Sarah Gibbens, The Qinetiq group (Amesbury) and the Land Registry. I'd also like to thank the Fulbright Commission (USA) for giving me the chance to think the ideas through in the first place in Florida 1996-1997, Wolfson College Cambridge for giving me the best possible environment to work on them (thank you Gordon and Faith), and Kate Ayres of Ely Museum for imaginatively providing the first space to exhibit the artefacts which resulted from them! Jane Cuthbert, and Nelson Cuthbert Jacques, who has provided lovely fresh air in our lives, have my love and thanks for all their understanding and support, which has included allowing some of our family funds to be 'invested' in the project.



OU students and Amesbury residents walking along the Cursus after a day of digging.

Lastly, thank you to Mike and Gilly Clarke, the 'custodians' of Vespasian's Camp, who have made all the digs possible, become good friends and who have helped at every stage with enthusiasm, kindnesses and their sense of place. It has been Mike's love for the land he tends which has provided key stimulus for this project and the discoveries at Vespasian's Camp would not have happened without him.

Photo credits: Mayor Andy Rhind Tutt; Cllr Fred Westmoreland, Tom Lyons and David Jacques.