

## AMESBURY COMMUNITY AREA TRANSPORT GROUP 21 JULY 2016 ACTION NOTES

	Item	Update	Actions and recommendations	Who
<b>1.</b>	<b>Attendees and apologies</b>			
	Present:			
	Apologies:			
<b>2.</b>	<b>Notes of last meeting</b>			
		The notes of the previous meeting were ratified at the <a href="#">Amesbury Area Board, 26 May 2016</a> . (click on link for webpage)		All
<b>3.</b>	<b>Financial Position</b>			
		The final finance sheet is appended. Current financial position – there is currently £17,366 uncommitted.		All

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<b>4.</b>	<b>Top 5 Priority Schemes</b>			
a)	Amesbury Town Centre – Amendments to waiting restrictions around Amesbury Town Centre.	Work order has been issued to Ringway, still awaiting a date for works.		JW
b)	Orcheston C291 – 30mph implementation	The Area Board approved the total allocation of £2550 Parish Council confirmed their contribution of £450. The statutory consultation is open until the 11 <sup>th</sup> April 2016. No objections have received therefore this will proceed to implementation.		JW
c)	Shrewton - review of the current weight limit.	<p>The Area Board approved the allocation of £10,500 and Shrewton Parish Council confirmed a 20% contribution.</p> <p>The guidelines have been published by the Department for Transport. These make no reference to the weight limit therefore JW has provided advice to the PC that they can either await Wiltshire Councils policy document which is likely to make reference to a 3.5t weight limit rather than 3t or proceed with the 3.5t weight limit. Currently awaiting a response from Shrewton PC.</p>		JW
d)	Winterbourne Earls – Closure of the Fords	Parish Council have confirmed that they are happy with the plans therefore the legal advert is to be prepared and sent over to the TRO team for advertising.		JW
e)	Great Wishford – 20mph	Implementation of 20mph, AB confirmed funding of £11,000 subject to PC confirming contribution of 10% (£1100). Advert to be prepared and sent to TRO team.		JW

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<b>5.</b>	<b>Other Priority schemes</b>		
a)	<a href="#">Issue 4168</a> A338, Porton	Idmiston PC have raised the issue of speeding traffic along the A338 through Porton. Previous metro counts have provided evidence that traffic exceeds the 30mph speed limit. Would like to set up a CSW group. <i>A metrocount has been ordered, unfortunately it has had to be delayed due to the highway maintenance works.</i>	JW
b)	<a href="#">Issue 4171</a> Porton Road, Amesbury	Concerned about speeding, request to set up a CSW group.  A metrocount to be ordered. The 85% was 40.7mph therefore as this is within a 40mph it is not eligible for CSW therefore recommend that this issue is now closed.	JW
c)	<a href="#">Issue 4292</a> Amesbury Road, Cholderton	PC concerned about speed in Amesbury Road, Cholderton. Metrocount and SID last year was ineffective. Request for Road humps, Police presence, warning signs.  CATG felt that this road could potentially benefit from the changes that will take place at the junction with the A303 when the tunnel is constructed.  Previous metrocount in April 2014, 85 <sup>th</sup> percentile was 40.3mph. Updated metrocount, 85 <sup>th</sup> Percentile was 36.9mph, eligible for CSW but not police enforcement (Over 42mph).	JW
d)	<a href="#">Issue 4053</a> High Street, Shrewton - On carriage footway	JW met with PC and will bring costings to the meeting.	JW
e)	London Rd, Shrewton - Request for buildouts	Work to commence on this project once the weight limit has been completed and the CATG makes this a priority.	JW

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f)	<p><a href="#">Issue 4426</a></p> <p>Tanners Lane, Shrewton – measures to prevent no 1. being struck by vehicles</p>	<p>Shrewton PC would like to see measures introduced to prevent vehicles hitting no 1. Tanners Lane. The PC believe that the revised weight limit will help with the situation. AC &amp; JW to report outcome of site visit.</p> <p>The group discussed the item and decided that no action to be taken before weight limit is implemented.</p>		
g)	<p><a href="#">Issue 4427</a></p> <p>Parsons Green, Shrewton – No through road sign.</p>	<p>Parsons Green is a cul-de-sac but vehicles are mistakenly travelling up believing they can get through. Request for a no through road sign/new street nameplate.</p> <p>The group agreed to erect two new street nameplates at a cost of £500 subject to Shrewton PC confirming a contribution of 25%. Work order to be raised.</p>		PC
<b>6.</b>	<b>New Requests / Issues</b>			
a)	<p><a href="#">Issue 4545</a></p> <p>Church Street, Winterbourne Stoke – request for waiting restrictions.</p>	<p>Cars are parking along the northern end of Church Street at junction with the A303 causing cars exiting Church Street to move towards the centre of the road and coming in to conflict with cars entering Church Street from the A303.</p> <p>A request for further information has been submitted to the Parish Council but has not yet been returned.</p>		PC
b)	<p><a href="#">Issue 4634</a></p> <p>Unnamed Road - SP4 0EQ</p> <p>Request for 30mph speed limit.</p>	<p>Current road outside our house is national speed limit which is too fast. There are several houses with young children. Culprits of the high speed belong to an industrial estate at the end of the road. I believe due to the residents down the road and the road being single carriageway the road should be changed to a 30mph.</p>		

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		<p>This would require a Speed Limit Review which would cost approx. £2500, and any costs associated with implementing any changes that may be recommended would be additional.</p> <p>However it does not meet the Department for Transport requirements for a 30mph.</p>		
c)	<p><a href="#">Issue 4636</a></p> <p>Unnamed Road - SP4 0EQ</p> <p>Request for street light or illuminated bollard.</p>	<p>There have been several accidents at the junction at the beginning of the road. Due to the layout at night it looks like the road goes straight on cars then fly over the grassland and end up in a hedge or badly damage the car as it goes over the rough ground. I have been here for 3 months and I have seen 3 accidents.</p> <p>Police Collisions Database shows two collisions at this site, only one related to the above scenario, however the database only holds information to the end of February 2016.</p> <p>As there are no other street lights in this location a connection would be costly and it would be out of keeping with the local environment. A line of hazard marker posts could be trialled as an initial low cost/low environmental impact measure at a cost of £50 each.</p>		
d)	<p><a href="#">Issue 4655</a> &amp; <a href="#">Issue 4656</a></p> <p>Bulford Road, Bulford.</p> <p>Request for a pedestrian crossing – footway from entrance to site.</p>	<p>The Beeches Bulford Road Amesbury. There is a need for a pedestrian crossing to access The Beeches centre especially Noah's Ark under 5s nursery. There are regular drop offs and collections of younger children who can only get to the building via Bulford Road. Although this road is limited to 30mph this is regularly exceeded. In addition to a safe crossing the general access to the building is shared with cars which is unsafe for all using the entrance and exit of this site.</p>		

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		The access to the building is off of the highway and therefore a matter for the owners of The Beeches to consider. A pedestrian crossing assessment would need to be carried out at this location. This would cost approximately £600 and any recommendations resulting from the assessment would need additional funding.		
<b>7.</b>	<b>Other items</b>			
a)	CATG Terms of Reference			
<b>8.</b>	<b>Date of Next Meeting:</b> 10.00am, 3 October 2016, Bowman Centre, TBC			

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

#### **Principal Engineer – Julie Wharton**

#### **1. Environmental & Community Implications**

1.1. Environmental and community implications were considered by the CATG during their deliberations. The funding of projects will contribute to the continuance and/or improvement of environmental, social and community wellbeing in the community area, the extent and specifics of which will be dependent upon the individual project.

#### **2. Financial Implications**

2.1. All decisions must fall within the Highways funding allocated to Amesbury Area Board.

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

#### **3. Legal Implications**

3.1. There are no specific legal implications related to this report.

#### **4. HR Implications**

4.1. There are no specific HR implications related to this report.

#### **5. Equality and Inclusion Implications**

5.1 The schemes recommended to the Area Board will improve road safety for all users of the highway.

#### **6. Safeguarding implications**

6.1 There are no specific safeguarding implications related to this report.