

SOUTH WEST WILTSHIRE COMMUNITY AREA TRANSPORT GROUP 21 SEPTMBER 2016

	Item	Update	Actions and recommendations	Who
1.	Attendees and apologies			
	Present:	Tim Woolford (Wiltshire Council), David Button (Wiltshire Council), Margaret Thompson (Ansty PC), James Thompson (Ansty PC), Juliette Foy (Ansty PC), Tim Martin (Ansty PC), Jose Green (Wiltshire Councillor), Frank Freeman (Hindon PC), Ashley Truluck (Broad Chalke PC), Mike Ash (Bishopstone PC), Julie Wharton (Wiltshire Council), Steve Harris (Wiltshire Council), Tony Deane (Wiltshire Councillor), Tony Phillips (Fovant PC), Richard Mitchell (Tollard Royal PC), Sally Armitage (Netherhampton PC), Bridget Wayman (Wiltshire Councillor), John Wigg (Zeals PC), Clare Churchill (Quidhampton/Compton Chamberlayne/Dinton PC), Sandra Harry (Tisbury/Donhead St Andrew PC), Catherine Purves (Wilton TC), Julia Hawkins (Wilton TC), William Holmes (Fovant PC).		
	Apologies:	Roy Sims (Mere TC), Charles Smith (Dinton PC) Sheila Shepperd, Jane Childs (Barford St. Martin PC), Spencer Drinkwater (Wiltshire Council), Peter Edge (Wiltshire Councillor)		
2.	Notes of last meeting			
		The minutes of the previous meeting held were agreed at the South Western Wiltshire Area Board meeting on Wednesday 25 May 2016. <i>Link can be found on the Wiltshire Council website here</i>		
3.	Financial Position			

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		The final finance sheet for 2015-16 was presented along with 2016-17. There is currently £5004 unallocated.		
4.	Potential Substantive Bids			
a)	New Road, Zeals (Mere) 30mph speed limit.	Scheme has been re-estimated using new rates and is now in the region of £55k. PC have public support and are willing to make a contribution of £5000 from reserves and have set up a group to organise fund raising activities. CATG agreed to set aside £10k for substantive bid. The substantive bid was successful, the Cabinet Member report can be found here .		JW
b)	Issue 2968 Request for VAS on A30 at Brook Hill.	CATG funded feasibility study determined that cost would be £60k. CATG agreed to set aside £10k for substantive bid. The substantive bid was unsuccessful, see above link for the Cabinet Member report.		JW
c)	Issue 4170 Quidhampton – Netherhampton New shared use path	Pre-feasibility has been carried out and an unbound footway 1 metre wide would cost approximately £80,000.	The group determined that as neither PC had been properly engaged the issue should be closed.	
5.	Top 5 Priority Schemes			
a)	High Street, Fovant 20pmh implementation	Scheme agreed by CATG. AB funding of £2250. PC funding £750. <i>Traffic Regulation Order advertisement period finished 11 July, 2 letters of comment were received and therefore report has been prepared for a decision by the Cabinet Member.</i>	Cabinet member has signed off the report, therefore the detailed design will take place.	JW

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b)	C368, Quidhampton 20mph implementation	Scheme agreed by CATG that will cost £7000. AB funding of £5250. PC funding £1750. <i>Traffic Regulation Order advertisement period finished 11 July, 2 letters of comment were received and therefore report has been prepared for a decision by the Cabinet Member.</i>	Cabinet member has signed off the report, therefore the detailed design will take place	JW
c)	Town Centre, Mere Waiting restrictions	Various waiting restrictions within Mere Town Centre. AB £500. PC £1500. Objections were raised and a report was prepared for the Cabinet Member. <i>The report has now been signed off and the works package is being prepared.</i>	JW waiting for permission to rect signs from some property owners. Works hopefully to be completed by end of 2016.	JW
d)	Tisbury 20mph implementation	Scheme agreed by CATG. AB approved funding of £3600. PC agreed to fund £400. The works package is being prepared by the Traffic Management Team.	Works order placed with contractor and waiting to be programmed. Works hopefully to be completed by end of 2016.	JW
e)	Broad Chalke 20mph implementation	Scheme agreed by CATG. AB funding of £6300. PC funding £700. The works package is being prepared by the Traffic Management Team.	Works order placed with contractor and waiting to be programmed. Works hopefully to be completed by end of 2016.	JW
5.	Other Priority schemes			
a)	Hindon Traffic Management Measures	The works package has been issued to Ringway and will be completed as part of the Countywide coloured surfacing programme.	JW to speak to FF.	JW

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b)	Issue 4121 Whitlock Rise, Bishopstone. Junction warning signs	A junction ahead warning sign to be erected on the eastern approach. Cost approx. £250. AB approved funding £125, PC approved £125 funding. The work has been ordered.		JW
c)	Issue 4206 A30 – Speeding on blind bend in Compton Chamberlayne. Difficulty for residents entering and exiting driveways. Request for metrocount, reduction in speed limit &/or double white centre lines &/or white gates.	A&B roads were reviewed in 2009 and limits will only be reassessed if a substantive change takes place. This length of road was surveyed as part of the A30 route study and the road widths found to too narrow for a double white line to be installed. (The minimum width is 6.1m.) White gates are approximately £800-£1000 each and could be erected at the same point as the village name plate. PC to provide an update to the meeting as to whether white gates are required.	CC reported that PC does not want to proceed with the white gates therefore the group agreed that the issue should be closed.	PC
d)	Issue 4126 Coombe Lane, Ansty Do not follow Satnav sign	A large vehicle got stuck in Ansty Coombe Lane because the driver was following the Sat Nav, concerned they will damage road surface and get stuck preventing access for emergency vehicles. See new issue 4644 raised below, suggest that this item is now closed.	Agreed	PC
e)	Issue 3749 The Turnpike, East Knoyle. Speeding/new footway	TH advised small hamlet of 7 houses have front doors on A350. JW advised A350 is primary road and heavy goods route. Possibility of an off-road footpath. To be investigated when CATG makes priority scheme. Cost of constructing footway is approximately £40,000. Parish Council would need to obtain agreement from landowner on either side of the road for an off highway footpath, suggest this is investigated by PC first before being made a priority for CATG.	The group agreed that this was in excess of the CATG's budget and that the item should therefore be closed.	

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f)	Issue 4078 & 4504 Hindon The Dene/High Street Additional signing	Large vehicles trying turn into The Dene from the High Street are getting it wrong and frequently hitting the wall to 2 Beckford Cottages. Further issue raised requesting that the height restriction element on the large road sign on the B3089 from Mere just before The Angel is enlarged or add a Lorry Route sign to Tisbury North such as exist on the B3089 coming from the East telling HGVs to go straight on through Hindon and turn right just before Fonthill Bishop through the arch. <i>To be investigated when CATG makes priority scheme.</i>	To be made one of the groups next top five priorities.	JW
g)	Issue 4363 C283 South Newton. Weight limit and traffic calming	South Newton and Stoford Council have requested a weight restrictions and calming measures. Residents have found an increase in traffic particularly by larger vans and lorries using the road. This is more noticeable during the rush hour and is causing pedestrians to feel very vulnerable as there are no pavements on either side of this road. <i>To be investigated when CATG makes priority scheme.</i>	To be made one of the groups next top five priorities.	JW
6.	New Requests / Issues			
a)	Issue 4501 Remove Double yellow lines. 12 Russell Street, Wilton	Town Council has raised a request for 7 metres of No Waiting At Any Time (double yellow lines) to be removed from outside of resident's garage. The resident has verbally agreed to make a contribution. <i>Cost approximately £2000, WTC has spoken to the resident and suggested that he may be liable for the entire cost (given the amount left in the CATG budget), the resident is considering whether or not to proceed. Suggest if he has not responded by the next CATG the issue should be closed.</i>	TC confirmed that no response has been received from the resident and therefore the group agreed that the issue should be closed.	
b)	Issue No: 4612 Kingsbury Square, Wilton One way system	Rat run through Kingsbury Square into the Market Square causing minor prangs and a lot of shouting. Residents, supported by Wilton Town Council would like a one way system	TC to discuss their contribution at their finance committee next week.	

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		<p>to be introduced which would prevent drivers from turning right into the side road which runs parallel to Russell Street and on into the Market Square.</p> <p><i>This is feasible and would cost approximately £1000 for the legal order and approximately £5000 for works as any signs would need to be illuminated.</i></p>		
c)	<p>Issue No: 4625</p> <p>C12, Fifield Bavant Traffic Mirror/Signage</p>	<p>I keep my horse at Manor Farm Stables in Fifield Bavant and am deeply concerned at the speed of the traffic through the village. The worst areas are the sharp bend at Manor Farm and at also at the bottom of the hill turning into the bridleway to Mead End. Many other horse owners have had near misses with cars and we see on a daily occurrence cars almost crashing on the bend by Manor Farm House. Request for a warning sign and or mirror on corner.</p> <p><i>The use of a mirror is not advised. Mirrors can give a misleading image and dazzle due to sunlight or headlights at night can also be a problem. A pair of horse warning signs could be erected at a cost of £600.</i></p>	<p>PC were due to discuss at their meeting on 14/09/16. Item deferred to next meeting as no PC representative at the meeting.</p>	PC
d)	<p>Issue No: 4629</p> <p>West Street, Barford St. Martin Measures to protect thatched roof.</p>	<p>The thatched roof of Fern Cottage is being damaged by high sided vehicles travelling west on the B3089 after leaving the road narrowing outside the old school. The problem seems to be due to bad driving but assistance is required.</p> <p><i>The house owner to erect chevron signage on the edge of the thatch. Another option is to erect a keep right bollard in front of the property. Cost approximately £400. (Possibility that the surface water drainage may prevent this).</i></p>	<p>The group agreed to fund the bollard subject to confirmation of the PC contribution. JG to liaise with PC over contribution.</p>	JG
e)	<p>Issue No: 4644</p> <p>Ansty Various Various traffic management measures</p>	<p>The major issue of concern to Ansty residents is the effect that traffic passing through the village is having on their everyday lives. There is the immediate issue of safety and feeling intimidated by the traffic but also the damaging effects on property and verges and the nuisance caused by excessive noise and vibration to those living on High Street. As a separate</p>	<p>JW to investigate the signage off the A30 and return with proposal when made a priority for the</p>	

		<p>issue residents in Ansty Coombe find that large commercial vehicles are trying to negotiate the Coombe and are getting stuck on the hairpin bend or where the lane narrows necessitating the cutting back of the bank or overhead trees to extricate these vehicles.</p> <p>Introduce a 20mph speed limit in the village including Ansty Coombe. For the majority of residents going down High Street other than by car or bigger vehicle is taking an unacceptable risk with their life. If you walk down the road you have to rely on drivers seeing you and taking evasive action to avoid you. The bends in the road restrict drivers visibility vehicles hug the road edge because its narrow there are no pavements for pedestrian safety limited driveways to retreat into and significant stretches where you just cannot get off the road due to the banks hedges or walls. A 20mph speed limit is not going to transform this situation alone but it would form part of a plan to give Ansty a greater village presence a message that this is a village a rebalancing of priorities between vehicles pedestrians and cyclists. Also with a number of houses in High Street with their front wall against the road any reduction in speed will be beneficial to the occupants by reducing noise and vibration.</p> <p><i>Initial metrocount carried out gives average speeds of 26.6mph which suggests that a sign only 20mph may be feasible. The cost would be £2500 for the speed limit review and any implementation costs would be additional.</i></p> <p>Greater containment of vehicles on the single track section of road. A single track section of road on the north side of Ansty is flanked by a property on either side. The thatched roof to the cottage on the west side extends to the kerb line and is sustaining ongoing damage by passing vehicles. There is a very narrow verge on the east side and this is now being constantly mounted by vehicles trying to squeeze past each other. The verge is now ridges of mud up to the fence it is unsightly and shows an unfortunate disregard for this property and its owner. At the moment the road does widen between the two cottages giving half an opportunity for smaller vehicles to pass particularly if one goes up onto the verge. By narrowing the carriageway slightly it will reduce the opportunity for vehicles</p>	<p>CATG.</p> <p>To be made one of the groups next top five priorities.</p>	
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		<p>to attempt to pass within the narrows but also afford more protection to the thatched cottage. A higher kerb possibly a trief kerb should be put on the east side to prevent vehicles mounting the verge in front of the picket fence. On the west side the kerb should be brought out further into the road to provide more protection to the thatched cottage and to cater for the overhang of vehicles beyond their wheels. This would also give improved protection to pedestrians and walkers passing through this stretch of road.</p> <p><i>The existing kerbline has been built out as far as it can really, some containment (trief) kerbs, could be installed. The work would need a road closure, the precise length of kerbing required is not known but working on 20 m it would cost approximately £6,000 for a single side and around £10,000 for both sides.</i></p> <p>Signposting Adjustments Removal of the Tisbury South and All routes signage through Ansty which was part of a previous lorry routing but was not removed at the time all the other signs were taken down.</p> <p><i>This is possible but would need fully investigating to identify all signs that need amending before a cost is available.</i></p> <p>Introducing signage restricting the size of vehicles that can use the narrow lane through Ansty Coombe.</p> <p><i>Suggest unsuitable for use by HGV signs, approximately £750 for a pair.</i></p>		
f)	<p>Issue 4659</p> <p>Wishford Road, Wilton New signage</p>	<p>Speeding of traffic along Wishford Road. From stables on onwards there are no signs whatsoever. They don't wear hi viz gear. Several cats have been run over. It is very difficult to even get out of your car. There are several young children living in this road and it is really frightening to think what will happen. Request for speed limit restrictions and warning sign at horse stable as when it's dark you can't see anything.</p> <p><i>Wilton Town Council have requested a Metrocount be carried out</i></p>		

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		<i>before determining whether they support the issue.</i>		
g)	<p>Issue 4663</p> <p>A350 between Shaftesbury and the Signals at the B3089.</p> <p>Request for extension to 50mph limit – speedwatch – repaint lines.</p>	<p>The A350 between Shaftesbury and the traffic lights at the B3089 is becoming very hazardous. The turning out of Hays House which is an old peoples home is on the 60mph speed limit just beyond the end of the 50mph restriction and is on a bend where it is difficult for older people to turn onto the A350 when vehicles are travelling at 60mph. There are problems for people living at the Turnpike accessing and egressing their drives when traffic is travelling at 60mph. Turning onto the A350 at the northern end of the East Knoyle bypass from East Knoyle village centre is particularly dangerous as there are many drivers coming down the hill in excess of 60mph and there have been many instances of drivers overtaking the downhill traffic on the wrong side of the traffic islands at very high speeds. The white line road markings are very worn and it is causing problems for traffic turning right either into EK or towards Hindon.</p> <p>Extend the 50mph speed limit to beyond Hays House and The Turnpike repaint the white lines at the junctions into EK and Sheephouse Lane get the police to patrol the A350 or have a speed camera there to try to slow down the traffic or introduce some engineering works to help reduce speeds.</p> <p><i>A&B roads were reviewed in 2009. The information can be accessed on our website using this link. Following this review the Cabinet member for Highways determined that speed limits on A & B roads would not be re-reviewed unless substantive change occurs.</i></p> <p><i>Traffic calming would not be appropriate for use on this road. The Turnpike already has “slow” signs painted on the carriageway. These could be repeated near Hays House, but they would be fairly ineffective due to the concealment of the entrance. Hays House would benefit from opening up their frontage which would improve both their sightlines and make drivers aware of the presence of an access.</i></p>	<p>DB reported work tickets in place to repaint junction markings. No tickets in place for central highway markings (including cross hatching), would be managed by major maintenance team.</p> <p>The group agreed that BW would lobby the police to carry out some enforcement and that the issue should be closed.</p>	BW

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		<p>Speed enforcement is carried out by Wiltshire Police. Fixed cameras are not provided in Wiltshire as they are not supported by Wiltshire Police. The CATG via the local Wiltshire Councillor could make contact with the Police to request that enforcement is carried out.</p>		
h)	<p>Issue 4682</p> <p>Barkers Hill, Semley New width restriction signs.</p>	<p>Large lorries damaging finger post road sign at narrow junction Barkers Hill Semley. Due to Sat-Navs sending lorries down unsuitable country lanes.</p> <p>The sign is very close to the edge of the carriageway therefore it would be more appropriate to look at re-siting the sign when it is refurbished.</p>	<p>The group discussed the matter and the problem is not necessarily the sign but HGV's using the lane therefore 'Not suitable for HGV' signs could be erected, The cost is approx. £500 for two signs. BW to request contribution from S&S PC.</p>	BW
i)	<p>Issue 4689</p> <p>A30 Shaftesbury Road, Ansty New warning signs.</p>	<p>There are no road signs to indicate the regular movement of cattle and farm machinery across the A30 at Horwood Farm Ansty SP3 5PU. Cattle are moved several times through the year across the road and there is regular daily movement of farm traffic across the A30 from the dairy on the south side to the rest of the farm on the north side of the A30. The road traffic is often fast moving along our stretch of A30 it is used for overtaking. If a motorcyclist or someone overtaking were to come too quickly around the bend or along the straight then there could be dire consequences when moving cattle farm equipment or those moving the cattle.</p> <p>A triangular warning sign and/or farm crossing sign to be displayed in both directions preferably before the bend and dips in the road so it is clear. Some signs may help road users to know why they are being slowed and prevent overtaking at that particular moment. Any signs must not block visibility from vehicles pulling out of dairy or farm entrance.</p>	<p>No feedback received from the PC to date. Ansty PC requested additional time to discuss the matter and therefore the item was deferred to the next meeting.</p>	

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		<i>The cost of two signs would be approximately £750 including traffic management.</i>		
j)	Issue 4709 C12 Bishopstone. New section of footway	The need to construct 30m of pavement alongside the south side of the C12 in Bishopstone between the houses known as Meadow View and Whitlock Rise. School children are forced to walk along this heavily trafficked road carriageway going to and from the local bus stop. At the request of the Parish Council, Wiltshire Council has occasionally cut the grass along the roadside to enable pedestrians to walk along the grass verge. However this soon becomes overgrown again and the problem returns. <i>There is 100m between Meadow View and Whitlock Rise. The cost of this would be approximately £20,000.</i>	The group felt that given the cost the Parish Council should consider alternative options to construct & maintain and the issue should be closed.	
k)	Issue 4714 Steep Hollow, Dinton One way system	Steep Hollow is a narrow stretch of road that links St Marys Rd to the Wylve Rd between Phillips House entrance and the crossroads. By making the stretch one way and routing traffic along Sandhills Rd and the Hanging. This would eliminate the danger of two vehicles travelling in opposite directions meeting and struggling or being unable to pass. Over the years unofficial passing places have been created but these are in a poor state and a danger to road users as they are unofficial it is not a requirement to repair them. The road states it is unsuitable for HGVs but the route is used by all types of vehicle including HGVs and agricultural machinery. The parish council request that the option of making this one way either northbound or southbound is looked into. <i>One way restrictions are more suited to urban locations. In rural locations local drivers know there is little chance of meeting opposing traffic and therefore take a chance and ignore the restriction, this along with the inevitable increase in speeds of traffic travelling in the correct direction creates a much more dangerous environment. A far safer alternative would be to look at improving the unofficial passing areas.</i>	PC to consult with neighbouring Parishes.	PC

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l)	<p>Issue 4716</p> <p>A30 between High St junction and Pembroke Fm. Dropped kerbs</p>	<p>Lack of dropped kerbs on pavement alongside A30 between High St junction and Pembroke Farm .Parishioner paid for a dropped kerb which was put in with highways knowledge unfortunately there are three kerbs between the new dropped kerb and the High St making it impossible for someone in a wheelchair to safely access the village centre inc the shop. This is also an issue for parents using prams and pushchairs.</p> <p><i>The work would cost approximately £2000</i></p>	<p>There are actually 4 dropped kerbs necessary, estimate £2500-£3000.</p> <p>To be made one of the groups next top five priorities.</p>	
m)	<p>Issue 4722</p> <p>West Street, Barford St Martin New sign for Day Nursery</p>	<p>First Friends Day Nursery is located in Barford St. Martin in the Victorian premises of the former primary school. We are positioned by the road narrowing pinch point and the building is flush with the road and therefore is not always obviously seen as an occupied Day Nursery. Visitors drive by us without actually being able to find us. We are in the process of updating our onsite signs but we need to apply for a road sign now which will help motorists locate us as they approach our village. On two previous occasions an ambulance driver has been unable to find us and we are experiencing problems too with grocery oil and parcel deliveries. Obviously of paramount importance is our need to be located quickly in the event of an emergency so we would be grateful if you would consider our application and advise us.</p> <p>A permanent sign erected near the Nursery on the main approach road to the village would help to direct emergency and all other vehicles in the right direction.</p> <p><i>Given that First Day Nursery is clearly shown on Google Maps it is surprising that the emergency services/delivery drivers are unable to locate the business. It would be inappropriate to sign the nursery from the A30, as this is likely to encourage requests for signage from other businesses located along the B3089. West Street is signed and therefore this is what delivery drivers/emergency services would be</i></p>	<p>The group noted that a sign has now been erected on the fraontage of the Nursery, although it isn't that clear. They felt that given there was no history of complaints from residents of West Street they did not feel amendments to the street nameplates were necessary and the issue should be closed.</p>	

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		<p>searching for. If residents of West Street are generally having a problem with deliveries etc. then the CATG could consider improvements to street nameplates at this location.</p> <p>The nursery has a direct frontage onto the road therefore signs in West Street would only be considered in exceptional circumstances. At the time of my visit there was no clear signage on the frontage of the building to indicate that this was the nursery therefore this should be rectified before any additional signage is considered.</p> <p>The nursery has a direct frontage onto the road therefore signs in West Street would only be considered in exceptional circumstances. At the time of my visit there was no clear signage on the frontage of the building to indicate that this was the nursery therefore this should be rectified before any additional signage is considered.</p>		
n)	<p>Issue 4723</p> <p>B3089, Chilmark New signage to limit HGV's in</p>	<p>HGVs attempting to drive through the centre of the village to access Chilmark or the old RAF Chilmark site are using inappropriate routes. Temporary signs have been erected by the responsible company at RAF Chilmark but satnav still takes HGVs through the centre. Signs for Unsuitable for HGVs need to be erected on all roads from the B3089 leading into the centre of the village to try to stop the through traffic. It has been raised with the relevant company who have erected signs on the B3089 but the Highway Engineer is unhappy because they are not legal signs.</p> <p>Positive signage directing vehicles along the most appropriate route would be the best solution. This would need a full investigation before a cost is available.</p>	<p>TW and DB to look into maintenance of verge/sign issue.</p> <p>CATG to contact EHD to request action taken to address routes used.</p>	
o)	<p>Issue 4756</p> <p>West Netherhampton Village Weight limit</p>	<p>Increase in heavy vehicles through Netherhampton village accessing Netherhampton Business Park. Regular blockage of narrow village road by heavy vehicles. Parking overflowing from Netherhampton Business Park on to the village road is exacerbating the problem</p> <p>Numerous residents have raised concerns about safety and access. The</p>	<p>The group agreed to fund cost of additional signing if Parish Council fund 50% of scheme. PC to discuss.</p>	PC

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		<p>road being regularly blocked has the potential to become a serious safety issue. I am Chair of the Netherhampton Parish Council. As its representative I have approached the administrators of the Business Park and also a director of the company that is generating the heavy goods traffic Europa Leisure - discussions continue but the problem would appear not to have an obvious solution</p> <p>A weight and width limit needs to be applied to the village road especially at the Western end of the village. On-road parking in the area of the business park needs to be prohibited. The Business Park should be asked to review its on-road signage to ensure that it is clear where heavy goods drivers should be aiming for.</p> <p><i>Given the level of enforcement that takes place it is unlikely that a weight restriction would be successful. In the first instance it would be a good idea to adjust the signing. The current signs direct traffic to the business park via both entrances to Netherhampton Village; suggest amending this to direct traffic via the eastern entrance only. An additional sign could also be erected opposite the entrance to the business park to direct traffic back out via this same route. This would cost approximately £750.</i></p> <p><i>Introducing parking restrictions would displace the parking further into the village and would penalise the residents within the vicinity of the Business Park. If this hasn't been undertaken already informal consultation should take place directly with residents in the village. The cost would be in the region of £3000 dependant on length of restriction required. Alternatively an application could be made to Network Traffic Management team.</i></p>		
p)	<p>Issue 4784</p> <p>Castle Hill, Ebbesbourne Wake Passing place</p>	<p>Following the development of a site which previously had open frontage where vehicles could pull off the single lane road to pass each other we now have a length of road used heavily by busses and large commercial and agricultural vehicles where traffic is unable to pass each other. It then becomes necessary for someone to reverse up to 100 metres to a junction</p>	<p>PC were due to discuss at their meeting on 14/09/16. Item deferred to next meeting as no PC</p>	<p>PC</p>

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		<p>in order to get past. Because the road is so busy this often involves a number of vehicles having to go back which cause complete chaos. Drivers largely ignore the 30mph speed limit and due to the slight bend in the road they cannot see whether a vehicle is coming the other way. By the time they do see each other there is very little time to stop. Fortunately there have only been minor bumps so far but we fear there will be a serious accident. Additionally there is no pavement and walking down the hill to the bus stop at the bottom is becoming very hazardous indeed.</p> <p>The construction of a passing place on the narrowest stretch of road.</p> <p><i>The topography of the land opposite the properties means that some form of structural retaining wall would be necessary. Therefore our Design Consultants Atkins would need to be commissioned to carry out a structural assessment, this would cost approximately £6,000 - £10,000. The cost of the works would be dependent on the outcome of the assessment, but likely to be approx. £20,000 plus the cost of any retaining structure.</i></p> <p><i>Another option could be to erect warning signs to highlight to drivers that the road is single track with no passing places, whilst this would not solve the problem, it might help to alert drivers and make them drive more cautiously. This would cost around £500-£1000.</i></p>	<p>representative at the meeting.</p>	
<p>q)</p>	<p>Issue 4787 Church Lane, Tollard Royal New Signs</p>	<p>There is a serious issue with speeding traffic on Church Lane which feeds off the B3081. There are 2 equestrian establishments along this lane and over 50 horses in the village. The junction with the main C road is hazardous. Horses cross here to the bridleway sight lines are poor and traffic is coming at speed and I had a near miss with a speeding car on my horse. I am also the Chair of the Parish Council and have received numerous complaints.</p> <p><i>The cost of two signs would be approximately £750 including traffic management.</i></p>	<p>The group agreed to fund the scheme subject to a PC contribution of at least 50%. PC to confirm.</p>	

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<p>r)</p>	<p>Issue 4790 Causeway Road, Broad Chalke. New footpath.</p>	<p>The growing popularity of the Chalke Valley and the Chalke Valley Community Hub and the increasing use of the Chalke Valley unclassified road by motorists and cyclists is causing a traffic constriction over The Causeway road in Broad Chalke. This has been flagged up as a major safety concern in the Broad Chalke Neighbourhood Plan. The evidence is all recorded in the draft Neighbourhood Plan and summarised in a The above-mentioned report recommends the creation of a footpath to widen the road and provide for a footpath to separate vehicular and pedestrian traffic on this congested bottleneck.</p> <p><i>The cost of the footpath would be approximately £60,000.</i></p>	<p>CATG to consider as a substantial bid for 2017/18.</p> <p>Funding can be matched by local community (already in place).</p> <p>JW to establish the extent of design needed to make a substantive bid.</p> <p>To be made one of the groups next top five priorities.</p>	<p>JW</p>
<p>s)</p>	<p>Issue 4818 Stops Street, Fonthill Gifford New warning signs</p>	<p>We have a road safety issue. Stop Street Fonthill Gifford is a narrow cul-de-sac which because of changes in the modern era has an increasing amount of traffic both private and couriers as a result of on-line shopping. There is one stretch of pavement about 100 yards along the narrowest part which also has a bend. Residents who live in the cottages alongside park their cars on the pavement because the lane is too narrow to accommodate a car and a delivery van - much less a fire engine or ambulance. In consequence pedestrians cannot use the footway and must walk in the middle of the lane. These pedestrians include mothers with small children and residents who use mobility scooters. People driving into the village are often faced with mothers and their young children in the road.</p> <p>The Parish Council has consulted the residents of the relevant cottages who point out that if they park on the road there will be even greater difficulty in accessing the top of the village. We have also spoken to the police. In the absence of getting the cars off the pavement we would like</p>	<p>The group agreed with the recommendation and that the issue should be closed.</p>	

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		<p>to see a prominent notice placed just below Gerrard's Farm warning approaching vehicles of the possibility of pedestrians especially children in the road.</p> <p><i>Given that this is an isolated stretch of footpath and pedestrians have to use the carriageway for the majority of the length of Stop Street erecting a pedestrian warning sign at this location is unlikely to lead to any change in driver behaviour.</i></p>		
7.	Other items			
a)	Freight Management	<p>Results of the Freight Management Priority Schemes will be presented. The Cabinet Member report can be found here.</p> <p>The B3081 was selected for progression through to the next stage. The B3089 was not selected for progression through to the next stage.</p>	SD sends apologies. The next stage is for more detailed surveys to be undertaken and appropriate measures investigated.	SD
b)	Road maintenance update	<p>TW gave update. Nominated contacts have been sent Parish issues sheet. Populated sheets to be sent to David Button, Area Engineer. Street Scene functions have been separated from local highways following recent re-structure.</p> <p>New Street Scene contacts: Lisa Lowton – Streetscene Area Manager lisa.lowton@wiltshire.gov.uk Craig Campbell – Streetscene Engineer Craig.Campbell@wiltshire.gov.uk</p> <p>In the first instance all reports should still be logged via the My Wiltshire. Usage has greatly increased and means the reports are easily accessible to the contractors.</p> <p>My Wiltshire can be accessed online here or by downloading the App which can be found at the bottom of that link.</p>		

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c)	Drivers using mobile phones.	TD proposed asking Community Speed Watch schemes to identify this happening when volunteering and pass details to Police.	TD to investigate whether this is possible.	TD
8.	Date of Next Meeting: 23rd November 2016 14:00-16:00 Nadder Centre, Weaveland Road, Salisbury SP3 6HJ			

South Western Wiltshire Community Area Transport Group

Highways Officer – 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 South Western Area Board.

2.2. If funding is allocated in line with CATG recommendations outlined in this report, and all relevant 3rd party contributions are confirmed, Southern Wiltshire Area Board will have a remaining Highways funding balance of **£4**

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.