

SOUTH WEST WILTSHIRE COMMUNITY AREA TRANSPORT GROUP 23 NOVEMBER 2016

	Item	Update	Actions and recommendations	Who
1.	Attendees and apologies			
	Present:	Roy Sims (Mere PC), Cllr Bridget Wayman, Cllr Tony Deane, Mike Ash (Bishopstone Parish Clerk), Clare Churchill (Compton Chamberlayne, Dinton, Parish Clerk), Catherine Purves (Wilton Town Clerk), Sandra Harry (Tisbury/Donhead St Andrew Parish Clerk), David Corbin (Zeals PC), Frank Freeman (Hindon PC), Bev Ford (Sedgehill & Semley Parish Clerk), David Button, Tim Woolford, Cllr Jose Green, Richard Mitchell (Tollard Royal PC), T Martin (Ansty), William Holmes (Fovant PC), K Byrne (Zeals PC), Sheila Sheppard (Barford St Martin PC), Jane Childs (Barford St Martin/Sutton Mandeville Clerk)		
	Apologies:	Ashley Truluck, Sally Armitage (Netherhampton PC)		
2.	Notes of last meeting			
		The minutes of the previous meeting held were agreed at the South Western Wiltshire Area Board meeting on Wednesday 5 October 2016. <i>Link can be found on the Wiltshire Council website here</i>		
3.	Financial Position			

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		The final finance sheet was presented. There is currently £1441 unallocated. TD advised Area Board to consider ring-fencing £10k on 7.12.16 for CATG schemes.		
4.	Substantive Bids			
a)	New Road, Zeals (Mere) 30mph speed limit & traffic management measures.	CATG agreed to set aside £10k for substantive bid & PC funding £5000. The substantive bid was successful, the Cabinet Member report can be found here .		JW
5.	Top 5 Priority Schemes			
a)	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. Frank Freeman (Hindon PC member) made a presentation to the CATG.	TD advised elected members to raise issue of HGV satnavs. JW to explore possible options.	JW
b)	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.		JW

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c)	<p>Issue No: 4644</p> <p>Ansty Various Various traffic management measures</p>	<p>Concern about the size and volume of traffic passing through Ansty and the surrounding lanes.</p> <p>The PC would like to see a 20mph introduced throughout the village. Greater containment of vehicles on the single track section of road using Trief kerbs Signposting Adjustments to include 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. Introducing signage restricting the size of vehicles that can use the narrow lane through Ansty Coombe.</p> <p>JW to investigate the signage off the A30 and return with proposal.</p>		JW
d)	<p>Issue 4716</p> <p>A30 between High St junction and Pembroke Fm. Dropped kerbs</p>	<p>Request for dropped kerbs western side of A30 between High St junction and Pembroke Farm.</p> <p>Four dropped kerbs necessary, estimate £2500-£3000.</p>		JW
e)	<p>Issue 4790</p> <p>Causeway Road, Broad Chalke. New footpath.</p>	<p>The creation of a footway adjacent to the Causeway to connect the two sections of the village.</p> <p>The cost of the footpath would be approximately £60,000. CATG to consider as a substantial bid for 2017/18. 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><i>The design and land agreements must be finalised prior to any substantive bid being made. The next step is to obtain a Topographical Survey which will cost £2000.</i></p>	<p>Members voted in meeting to agree 50% contribution (£1,000) for survey on condition that this is matched by Broad Chalke PC (£1,000).</p>	JW

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6.	Schemes issued to contractors		
a)	High Street, Fovant 20pmh implementation	Scheme agreed by CATG. AB funding of £2250. PC funding £750. <i>The works are currently in progress.</i>	JW
b)	C368, Quidhampton 20mph implementation	Scheme agreed by CATG that will cost £7000. AB funding of £5250. PC funding £1750. <i>The works are currently in progress.</i>	JW
c)	Town Centre, Mere Waiting restrictions	Scheme agreed by CATG. AB £500. PC £1500. <i>The works order has been raised and is being programmed by Ringway.</i>	JW
d)	Tisbury 20mph implementation	Scheme agreed by CATG. AB approved funding of £3600. PC agreed to fund £400. <i>The works are currently in progress.</i>	JW
e)	Broad Chalke 20mph implementation	Scheme agreed by CATG. AB funding of £6300. PC funding £700. <i>The works order are currently in progress.</i>	JW
f)	Hindon Traffic Management Measures	The contractors have been chased and revised plans issued. Work is promised in the next couple of weeks. <i>The works are currently in progress.</i>	JW
g)	Issue 4121 Whitlock Rise, Bishopstone. Junction ahead warning signs	AB approved funding £125, PC approved £125 funding. The work has been ordered.	JW

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5.	Other Priority schemes			
a)	Issue No: 4612 Kingsbury Square, Wilton One way system	The TC have declined to finance this, because of the possible knock on effects in the immediate area. Councillors prefer to wait to see if an area wide system/residents parking arrangement etc can be implemented on the back of the Naish Felt factory application.	Issue to be closed.	JW
b)	Issue No: 4629 West Street, Barford St. Martin Measures to protect thatched roof.	The group agreed to fund a bollard subject to confirmation of the PC contribution. Parish Council have agreed to make 25% contribution (approx. £125) therefore work will progress when the group make it one of their top 5 priorities.		CATG
c)	Issue 4682 Barkers Hill, Semley New width restriction signs.	The group agreed to fund two 'Not suitable for HGV' signs at approx. £500. Donhead St Andrew PC/S&S PC have agreed 25% contributions therefore work will progress when the group make it one of their top 5 priorities.		CATG
d)	Issue 4714 Steep Hollow, Dinton One way system	PC to consult with neighbouring Parishes and report back to next meeting. Teffont PC and Wylde PC support. Dinton PC have informally supported it. Teffont PC proposed one way down Steep Hollow. Work will progress when made a top 5 priority.		CATG
e)	Issue 4723 B3089, Chilmark New signage to limit HGV's in	TD advised storage facility nearly full so turnover should be reduced in future. TD/BW have both spoken to EHD	DB advised EHD should approach Mark Stansby for fully legal signs. BW to action.	BW

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f)	<p>Issue 4756</p> <p>West Netherhampton Village Request for Weight limit & Waiting restrictions</p>	<p>The group agreed to fund the cost of additional signing to the Business Park if Parish Council fund 50% of scheme. PC to discuss.</p> <p>The PC have received information regarding the business park and other information regarding potential development in another part of the village therefore we prefer not to proceed with this request at the time being. Depending on the outcome of these local issues we shall probably make a request at a later date for some suitable signage.</p>	Issue to be closed.	JW
g)	<p>Issue 4787</p> <p>Church Lane, jcn Bridleway Tollard Royal</p> <p>Request for horse warning signs</p>	<p>The group agreed to fund <i>the cost of two signs approx. £750</i> subject to a PC contribution of at least 50%.</p> <p>RM advised Parish Council do not wish to proceed</p>	Issue to be closed.	JW
<p>6. New Requests / Issues</p>				
a)	<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>JW advised that 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.</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> <p>JG to chase up with PC for response.</p> <p>NB: response has since been received which will be reported to the next CATG meeting.</p>	PC

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b)	<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 and are still awaiting results before determining whether they support the issue.</i></p>		
c)	<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><i>The cost of two signs would be approximately £750 including traffic management.</i></p>	<p>Matter requires further discussion, PC will report back to next meeting.</p>	<p>PC</p>
d)	<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>TD questioned how many vehicles use that road and stated that there were similar cases throughout the</p>	<p>JW</p>

		<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><i>EbbesbourneWake Parish Council report</i></p> <p><i>1.1. The Council support the request for the construction of a passing place at Castle Hill, due to the frequency and size of vehicles that pass along this narrow stretch of road close to residential properties and near a blind crest in the road.</i></p> <p><i>1.2. However, the pinch point in this section of road has been exacerbated by the recent demolition and construction of Ebbleside, Castle Hill (see application 13/06410/FUL), to which the Council originally objected and following the construction of the new property with a garage, boundary wall and driveway</i></p>	<p>area. The Group agreed and felt that given that the PC weren't prepared to make a financial contribution the issue should be closed. JW to feedback to PC.</p>	
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		<i>bollards has removed the original passing place that was previously used by motorists and pedestrians on this section of Castle Hill. For that reason the Parish Council would object to making a contribution for the proposed passing place.</i>		
e)	Issue 4902 Mill Lane, Bishopstone Request for single track warning signs to be erected.	The section of Mill Lane in Bishopstone immediately west of the junction with Church Lane is a single track road. There are no passing places in this section and if vehicles meet there is no option but for one of them to back up a considerable distance. Use of this lane is likely to increase with the completion due March 2017 of the Faulston Barns development of six houses in Faulston Lane Faulston Lane runs into Mill Lane from the west. Bishopstone Parish Council considers that as a minimum there should be single track road warning signs at appropriate locations. The Parish Council would be prepared to make a contribution to the cost. Each sign would cost approximately £250. Work will progress when the group make this one of their op 5 priorities.	The group agreed to fund two signs subject to the PC contributing £125 (25%). PC confirmed that they would fund the £125.	CATG
f)	Issue 4949 Road between B3089 & A303 Fonthill Gifford? Request for SLOW markings or a pinch point.	Lack of white lines at the junction of the B3089 and the road leading to the A303. Some drivers are not aware of the junction until too late and there have been some collisions - visually it looks as though the road from the A303 continues straight on into the Fonthill Estate yard. Also need to slow traffic coming off the A303 as it enters the village - perhaps paint SLOW on the road create a pinch point. Re-paint the white lines at the junction of B3089 and road to A303. Paint SLOW on the road or create a pinch point at the entrance to the village on that road from A303. <i>A pinch point could be possible but would need a full investigation. The road could no be narrowed to less than 5.5m without the need for street lighting. SLOW markings would cost approximately £100 each if included with other lining in the area, or on its own would incur a</i>	JW to estimate cost of painted pinch point and Slow signs in advance of the village.	JW

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		<p><i>standing charge of £1000.</i></p> <p><i>DB informed the group that the work to refresh the give way markings had been instructed.</i></p>		
<p>7.</p>	<p>Other items</p> <p>TW gave update – 40 incidents of flooding in Southern area in past week. Parish Steward visits have been postponed whilst carry out reactive work.</p> <p>TW advised that My Wiltshire is still the way to report any road issues. DB emphasised that if not registered then won't be picked up.</p> <p>TD asked about white lining in the area. TW advised that statutory/safety re-lining will be done as identified but won't cover all requests.</p> <p>DB advised funding has been prioritised for white lining particularly in the South. TD advised that Area Board will look to fund junction re-lining where not covered by Ringway.</p> <p>Roy Sims asked about crossing on Hazard's Hill in Mere. TW advised wouldn't be covered in the same way but he would follow this up.</p> <p>GJ – if funding made available could it be approved to refresh yellow lines (check with Adrian Hampton). Steve Harris to action.</p>			
<p>8.</p>	<p>Date of Next Meeting: 11 January 2017 14:00-16:00 Nadder Centre, Weaveland Road, Salisbury SP3 6HJ</p>			

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 **£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.