

SOUTH WEST WILTSHIRE COMMUNITY AREA TRANSPORT GROUP 7 NOVEMBER 2018

	Item	Update	Actions recommendations	Who
1.	Attendees and apologies			
	Present:	Wiltshire Councillors; Tony Deane, Bridget Wayman, Jose Green Phil Matthews (Wilton TC), Richard Botton (Stoford & South Newton PC), Clare Churchill, (Quidhampton PC, Berwick St John PC, Donhead St Mary PC, Burcombe PC), Tony Phillips (Fovant PC), Gary Ruwitt (Dinton PC), Richard Mitchell (Tollard Royal PC), Stephen Banas (Swallowcliffe PC), Catherine Sharman (Barford St Martin PC), Jane Childs (Sutton Mandeville, Barford St Martin PC), Ruth Burrows (Stourton & Gasper PC, Kilmington PC) John Jordan (Mere TC) Julie Watts (Principal Engineer), David Button (Highways Engineer)		
	Apologies:	Cllr Pauline Church, Cllr George Jeans, Sandra Harry (Tisbury PC), Roy Sims (Mere TC), Mike Ash (Bishopstone 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 19 September 2018. <i>A link can be found on the Wiltshire Council website here</i> Cllr David Marks, (Stourton & Gasper PC) was omitted from the attendance list.		
3.	Financial Position			
		The finance sheet was presented. There is currently £15,822 unallocated.		CATG

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5.	Top 5 Priority Schemes			
a)	Issue 4790 Broad Chalke, The Causeway - New footway	Broad Chalke Parish Council (BCPC) has funded the entire cost of the scheme. The work commenced on 5 November 2018. The Causeway is closed to through traffic and is scheduled to last 12 weeks.		JW
b)	Issue 5652 B3092 Stourton - Double white lines	The group agreed to proceed with the feasibility study for double white lines. This has been passed to our lining experts they have completed a desktop study the sections in question would not meet the requirements. This information has been passed to the Parish Council and JW has offered to meet to discuss alternatives.		JW
c)	Issue 5116 Swallowcliffe 20mph Speed restriction	The metrocounts have taken place and the details have been passed to the PC. JW to meet with PC to discuss implementation next week.		JW
d)	Issue 6028 Fovant - High St Dinton Rd Tisbury Rd - Improvements to signing of 20mph	JW met with the PC on 5/9/18 to discuss various changes. Various signing and lining amendments have been discussed. Estimate of signing works - £1355. Estimate of lining works - £900 (if completed in conjunction with other works)	The group agreed to fund the work subject to a PC contribution of 25% (PC meeting 01/09/19).	PC
e)	Issue 6029 Fovant - High Street/A30 Improvements to layout of the junction and footway.	The PC have determined that given no recent history of collisions the junction should remain untouched. However in order to make manoeuvring around the footway easier for the disabled and cyclists, they would like to see the existing older style gully cover changed for a newer double triangle cover. The cost of this is approximately £400 as the gully has sunk and the opening will need adjusting.	The group agreed to fund the works at a cost of £400.	JW
f)	Issue 5431 Tisbury - Weaveland Road Improvement to pedestrian crossing.	The order to install the bollard is with the contractors for programming. The lining works will be ordered in conjunction with the additional lining work to lay roundels.		JW
a)	Issue 5983	The group agreed to set aside £3000 for roundels here Quidhampton & Tisbury.		JW

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	Tisbury – Hindon Lane & Upper High Street. Additional 20mph roundels.	Plans for the proposed locations of the roundels have been sent to Quidhampton and Tisbury.		
6. Work instructed				
a)	Issue 4714 Dinton, Steep Hollow - One way system	The Parish Council held a public engagement exercise in July and the outcome of was discussed at the following Parish Council meeting. The PC have decided not to proceed with their idea to introduce a one way restriction and would prefer some additional signage. The group agreed to release the funds set aside and agreed to JW would meet with the PC to discuss possible signage.	£6500 set aside to be released and JW to meet PC.	JW
b)	Issue 5356 Mere, B3092 & B3095 - Improve visibility at junction for pedestrians.	The legal team have checked all possible sources and are unable to find the landowner either. The PC are still searching for the owners of the land. They would like to consider an alternative routing of the footpath. PC to send details to JW.		PC
c)	Issue 5775 Ebbesbourne Wake, Duck Street – Pedestrian warning signs.	The signs have been erected, the issue can be closed.	The group agreed to close the issue.	CATG
7. Other Priority schemes				
a)	Issue 5804 Fonthill Bishop Road between B3089 & A303 SLOW markings or a pinch point.	The group discussed adding additional markings in advance of the 30mph speed limit signs to reinforce to drivers that they were entering a built up area. Simon Fowler has confirmed that the Estate are not able to make a contribution to the scheme. The group discussed the fact that villages which have a Parish Meeting rather than a Parish Council can still raise a precept. The group felt that with no local contribution forthcoming they were unable to proceed with a scheme and the issue should be closed.	The group agreed to close the issue.	CATG
b)	Issue 5514 Semley Village Hall; School Warning Signs	JW has contacted the Village Hall to establish whether or not they wish to proceed with this request. They wish to proceed but have not responded to the request as to whether or not they are prepared to make a contribution. The PC are in support	BW is liaising with the Area Office to arrange for this to happen, therefore	CATG

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		<p>but feel that the contribution should be made by the village hall committee. The cost of two signs is approx. £500.</p> <p>Fovant PC suggested that the redundant school warning signs at Fovant could be used. BW to contact Village Hall committee to determine whether they will make a contribution.</p>	the issue should be closed.	
c)	<p>Issue 5870</p> <p>Teffont Magna – B3089 to Farmer Giles; Teffont Evias – B3089 to Tisbury</p> <p>20mph speed restriction.</p>	<p>The group decided not to proceed with any further 20mph restrictions until the outcome of the DfT is known. There is no indication of the timescales for the publication of the results.</p> <p>BW as the Cabinet Member for Highways has requested a report on the effectiveness of the recent 20mph speed limits installed across the County.</p>		CATG
d)	<p>Issue 6041</p> <p>Semley, Junction by Church Farm – improvements to the layout of the junction.</p>	<p>CATG agreed to fund Topographical Survey to facilitate design works and cost estimate. Cost of Survey £1500, CATG to fund £1125, PC to fund £375. The topographical survey has been ordered.</p>		JW
e)	<p>Issue 6163</p> <p>Ebbesbourne Wake, 1 The Cross - Marker Posts</p>	<p>DB has met with resident and provided marker posts. Issue can now be closed.</p>	<p>The group agreed to close the issue.</p>	CATG
f)	<p>Issue 6248</p> <p>Mere – Water Street/The Lynch</p>	<p>The number of HGVs that are driving along Water Street and through The Lynch despite the weight restriction signs. CATG has helped to make Weight Restriction signs more visible but this does not stop HGVs from using route. Investigate the feasibility of providing a) a physical width restriction at the entrances to The Lynch or b) width restriction at the entrance to The Lynch.</p> <p>Investigations will proceed when made a top 5 priority.</p>		CATG
g)	<p>Issue 6361</p> <p>Wilton – Burcombe Lane</p> <p>Street nameplates</p>	<p>Request for additional street nameplates at the entrance and at intervals along the route.</p> <p>The group agreed to fund 50% for the cost of this scheme on the basis that the TC purchases the street nameplates and pass to Wilton Depot who will install. TW to provide details of the specification.</p>		TW/ PC

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		The group agreed to fund all additional street nameplates on this basis. Area Board to confirm whether or not this is to be funded via CATG or AB. If via CATG then costings need to be provided to JW in order that funding can be set aside.		
8.	New Issues			
a)	<p>Issue 6290</p> <p>Chilmark - Cow Drove</p> <p>Carriageway construction and signing</p>	<p>The verges along Cow Drove A303 to B3089 Chilmark are potholed and quickly become a quagmire in bad weather. Road has not been modernised and amount and size of vehicles has increased. It is only wide enough for single lane traffic. The road needs to be redesignated and passing places signed and tarmaced.</p> <p>DB will be carrying out repairs to the edge of the carriageway using planings. These will compact and should last longer than scalplings. It was agreed to wait and see how these repairs last through the winter. PC to report back to next meeting in February.</p>	PC to report back to next meeting in February.	DB/ CPC
b)	<p>Issue 6427</p> <p>Dinton - 32 Spracklands</p> <p>Improvements to dropped kerb.</p>	<p>The dropped kerb for pedestrians to the side of 32 Spracklands is not level and the gradient leading to it does not facilitate safe use or access for wheelchair users. Pram access would also be difficult. Customer is unable to utilise other dropped kerbs in the Close due to uneven footway leading to risk of falling from wheelchair. Customer now requiring assistance to cross road or access car as cannot safely do this alone.</p> <p>The PC had not had chance to discuss this matter. The estimate for the works is £1500. PC have only just been made aware of this issue therefore have not had time to consider formally. PC to report back to next meeting as to whether they support the issue and are prepared to make a contribution to the works.</p>	PC to discuss and report back to next meeting.	DPC
c)	<p>Issue 6481</p> <p>Mere – Junctions of Clements Lane with Woodlands Road & Shaftesbury Road.</p>	<p>There is no dropped kerb facilities for pedestrians at the junction of Woodlands Road & Clements Lane and none on the opposite side of the road to the junction Clements Lane & Shaftesbury Road. This results in wheelchair and mobility scooter users needing to use the busy carriageway for significant distances in order to cross the junction to continue on either Clements lane or Shaftesbury Road</p>	TC to investigate and report back.	MTC

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		Estimated cost of the works is £1500 per dropped kerb. BW suggested that the TC should speak to C&G Frys, the developers of the Hill Brush Factory site adjacent to the site to see whether there were any development funds to carry out these works.		
d)	Issue 6547 Quidhampton – Lower Road Traffic calming.	Over the last four months the Community Speed Watch team have completed approx. 70 hours of speed watch. 1300 drivers have been reported to the police for exceeding the 20mph limit, including buses and taxis. This road is used as a route to Churchfields and the city but the price is becoming intolerable for the residents. There are signs on the road worn away and at each end of the village but our reported figures can verify they have no effect. This village needs road calming measures to be put in place urgently before someone is injured or worse. The group discussed the difficulties in implementing any kind of traffic calming that would be successful and not impinge on the daily lives of the residents. Hindon PC commented that they had found that it took several months of CSW to see an effect on speeds. JW to provide details of possible traffic calming option to PC.	JW to provide details of possible traffic calming options to PC.	JW
e)	Issue 6553 East Knoyle – Sheephouse Farm, Hindon Road Horse Warning Signs	The stables are on a sharp and slightly blind bend and despite “Slow” being marked on the road, cars travel fast and often on the wrong side of the road endangering the horse and rider at times. Drivers get a bit of surprise and grumpy when the horses exit the track out of the stables onto the road. Horse warning sign required next to “Slow” marking to explain what the “Slow” refers to. Estimate £750 for 2 new signs, new posts and temporary traffic management.	The group agreed to fund the works subject to a contribution of 50% from the Parish Council.	PC
f)	Issue 6658 C25 Stops Hill – Grade 2 listed Bridge Tunnel Improved signage prior to crossroads at Beckford Arms, SP3 6PX	This would avoid HGVs usually artics having to reverse all the way back to Stop Street to turn round. This results in congestion or even worse dangerous damage to the masonry thereby causing lengthy road closures and cost to the taxpayer. Specific requirement is signage south of that crossroads warning drivers of a height restriction in metres as well as ft & inches and a white on black lorry route sign inviting drivers to turn right through Fonthill Arch. Estimate £2000.	The group agreed to fund the works at an estimated cost of £2000.	JW
g)	Issue 6659	Parish Council have raised an issue requesting sign to warn motorists of equine traffic on A30. Bridleway signs have been erected but A30 is like a race track with.	The group agreed to fund the works subject to a	PC

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	Sutton Mandeville - A30 Buxbury Hollow Horse Warning Signs	Estimate £750 for 2 new signs, new posts and temporary traffic management.	contribution of 50% from the Parish Council.	
h)	Issue 6796 A354 Throope Request for a 50mph speed limit and speed reduction measures	<p>Barn conversions and new business developments means this area now has traffic frequently exiting and entering these sites. Drivers on the A354 are not aware this is a residential and office area so continue exceeding 60mph and even at 60mph local residents are concerned about safety.</p> <p>The residents have attended local Parish meetings in Bishopstone, Stratford Tony and Coombe Bissett who are all supportive of the residents requests.</p> <p>There was some discussion about whether any of this area falls within the SWW CATG area. JW confirmed that as far as CATG issues are concerned the section within the Parishes of Stratford Tony and Bishopstone is part of the SWW CATG. A plan is included with the notes for information.</p> <p>DB stated that he did not look after this section of the A354 so could not deal with any maintenance issues. They would need to be directed to his colleague Graham Axtell.</p>	JW would provide feedback directly to residents about what is and isn't possible.	JW
9.	Other items			
a)	Freight Assessment and Priority Mechanism (FAPM)	An update on the progress for the B3081 at Tollard Royal had been sent to the PC. SD was not available to provide details about this year's selections, i.e. C283 & High Street, Ansty. AD to invite SD to next meeting.		SD
b)	A303	No further update.		AD
c)	HGV's & Sat Nav's	No further update.		BW
d)	White Lining	The group agreed to set aside £10,000 for white lining. The work will be collated over the winter and an order issued in the Spring. This will allow the Area Office to carry out their next set of lining works and any carried out as part of this scheme can be removed from the CATG's list.	The group agreed to fund £10,000 of white lining.	DB

10.	Date of Next Meeting: 27 February 2019, 14:00-16:00 Nadder Centre, Weaveland Road, Salisbury SP3 6HJ
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South Western Wiltshire Community Area Transport Group

Principal Engineer – Julie Watts

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 **£7481**.

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.