

MINUTES

Meeting: Amesbury Community Area Transport Group (CATG)
Place: Virtual Meeting via Microsoft Teams
Date: Friday 30 October 2020
Time: 10.00 am

Please direct any enquiries on this Agenda to Kate Davey (Traffic Engineer), direct line 01225 713302 or email kate.davey@wiltshire.gov.uk

AGENDA

1 **Note Tracker**

The following information is included in the attached Note Tracker:

- Attendees and Apologies
- Approval of notes of the previous meeting
- Financial Position
- Top 5 Priority Schemes
- Other Priority Schemes
- New Requests/Issues
- Current / ongoing schemes
- Other items

2 **Date of the next meeting** **26th February 2021**

AMESBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

03	Item	Update	Actions and recommendations	Who
Date of MS Teams meeting: 30th October 2020				
1.	Attendees and apologies			
		<p>Present:</p> <ul style="list-style-type: none"> Cllr Mike Hewitt – Wiltshire Council Cllr Robert Yuill – Wiltshire Council Cllr Graham Wright – Wiltshire Council Cllr Kevin Daley – Wiltshire Council Cllr John Smale – Wiltshire Council Kate Davey – Wiltshire Council Highways Andy Cole – Wiltshire Council Highways Jacqui Abbott – Wiltshire Council CEM Myra Orr – Cholderton Parish Meeting Graham Jenkins – Bulford Parish Council Jenny MacDougall – Wylve Parish Council Steven Cocking – Idmiston Parish Council Jo Tudor – Durrington Parish Council David Hassett – Shrewton Parish Council Richard Harris – Shrewton Parish Council Charles Penn – Winterbourne Parish Council <p>Apologies:</p> <ul style="list-style-type: none"> Debby Potter – Tilshead Parish Council Catherine Purves – Idmiston Parish Council 		

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2.	Notes of last meeting			
		The notes of the last meeting held on 14 th February 2020 were accepted as a true record.	Noted and agreed.	
3.	Financial Position			
		See Finance sheet. 2020/21 allocation is £17,731.00. 2019/20 underspend was £31,462.18 and the current commitments total £37,340.00 giving a remaining budget of £19,938.18.	Noted and agreed.	
4.	Top 5 Priority Schemes			
a)	6996 Mill Lane, Figheldean – irresponsible parking and anti-social behaviour at the Mill Pool wild swimming area.	<p>Traffic Regulation Order proposals and option for gate design sent to Parish Council for discussion. Ball park estimate for prohibition of driving and waiting restrictions scheme is in the region of £7,000 (including TRO adverts/gate installation and associated signing and road markings).</p> <p>Traffic Regulation Order documents drafted and information agreed with Figheldean PC. TROs advertised in the Salisbury Journal on 11th July 2019 with the consultation period for comments ending on 5th August 2019.</p> <p>Cabinet Member report signed off. Works ordered with the contractor with anticipated completion by end of April 2020. Subject to Covid-19 restrictions.</p> <p>Works completed. Invoice to be issued.</p>	<p><u>ACTION</u> Project complete and invoiced. Remove from agenda.</p>	KD

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b)	<p>6817</p> <p>Fore Street, Wylve – speeding traffic between High Street and Teapot street.</p>	<p>Design and estimate for on-carriageway footway and associated kerbing/footway work to allow pedestrians to rejoin footway and cross at northern end of High Street is £3,700 (25% = £925). Funding and 25% contribution agreed.</p> <p>Lining works have been marked out ready for completion, however we will now need to wait for the weather to improve as road markings need to be laid on a dry and clean road surface. The dropped kerb works are imminent.</p> <p>Works complete. Invoice issued May 2020.</p>	<p><u>ACTION</u> Project complete and invoiced. Remove from agenda.</p>	KD
c)	<p>1-19-6</p> <p>Wylve village – Request for 20mph speed limit.</p>	<p>Wylve PC have raised concerns over the speed of traffic through the village where the roads are narrow with no footways so pedestrians are forced to walk in the carriageway to access the village facilities. There are also a number of cyclists as the C10 is a designated cycle route. Request for 20mph speed limit assessment to be undertaken at a cost of £2500. Group agreed to fund the assessment. Wylve PC has confirmed 25% contribution of £625.</p> <p>20mph speed limit assessment is now complete, please see final report attached to this agenda for discussion. Cost estimate for implementation is in the region of £11,000 (25% contribution = £2750).</p> <p>Wylve PC have asked that the proposed village gate at the eastern end of the village to be removed. New estimate £9,000 (CATG £6,750 (25% contribution = £2,250). Group to discuss and decide whether to proceed with implementation.</p>	<p><u>ACTION</u> Group agreed to fund installation. Wylve PC agreed contribution. Move forward to complete legal Traffic Regulation Order process.</p>	KD
d)	<p>1-19-2</p> <p>B3086 Rollestone Crossroads, Shrewton</p>	<p>Shrewton PC have raised concerns over military vehicles using London Road as a rat run. Request for revision of signing around the crossroads to emphasise 'No military vehicles' and direct traffic</p>	<p><u>ACTION</u> No further action required. Remove from agenda.</p>	KD

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		<p>towards A303. KD has reviewed the existing signs. Please see proposal for additional signs attached to end of agenda. Cost estimate for this work is in the region of £600 (25% contribution = £150).</p> <p>Proposal rejected. Shrewton PC to further consider options at this location.</p>		
e)	<p>1-19-3 B3086 The Packway between ROW Shre27 – Shre32, Shrewton</p>	<p>Shrewton PC have raised concerns over horse riders using The Packway to travel between Byway Shre27 and Shre32. Request for warning signs in both directions along this route.</p> <p>KD has reviewed the existing warning signs and liaised with Shrewton PC. Please see proposal for amending horse warning signs on The Packway attached to end of agenda. Cost estimate for this work is in the region of £1000 (25% contribution = £250). Proposal rejected.</p> <p>Amended proposal sent to Shrewton PC for review. Amended cost estimate £340 (25% contribution = £85). Shrewton PC to confirm approval after April Parish meeting.</p> <p>Works complete. Invoice to be issued.</p>	<p><u>ACTION</u> Project complete and invoiced. Remove from agenda.</p> <p>Arrange for the signs to be amended to read 'For ½ mile' as originally designed.</p>	<p>KD</p> <p>KD</p>
f)	<p>1-19-10 Orchard End/MilstonRoad/Bulford Drove, Bulford – horse & rider warning signs</p>	<p>Concerns raised over safety of horse riders in the village of Bulford. Request for installation of warning signs where leaving the roundabout at Orchard End heading toward Bulford Camp/Milston Road and one in Bulford Drove approaching the village from Bulford Camp.</p> <p>Please see attached to agenda a proposal plan. Cost estimate is in the region of £1,000 (25% contribution = £250). To be discussed.</p>	<p><u>ACTION</u> Group agreed to fund project subject to contribution. Bulford PC to review proposal and confirm 25% contribution before proceeding.</p>	<p>Bulford PC</p>

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g)	1-20-1 Village gates, Cholderton	<p>Request for white gates at each entrance into Cholderton village and information on process for purchasing/installing a SID in the village.</p> <p>Site meeting undertaken to investigate village gates at the requested locations. Please see attached to end of agenda a proposal plan. The cost estimate for each location is set out below:</p> <p>Location A = Grateley Road - £2,100 (25% contribution = £525). Location B = A338 south – £3,400 (25% contribution = £850). Location C = Amesbury Road - £3,300 (25% contribution = £825). Location D = A338 north - £2,600 (25% contribution = £650). Total estimate = £11,400 (25% contribution = £2,850)</p> <p>To be discussed at the meeting.</p>	<p>DISCUSSION Group agreed to fund Locations B and D subject to Cholderton Parish Meeting confirming contribution. Leave all sites on agenda for remaining locations to be progressed at a later date.</p> <p>ACTION Progress locations B and D ready for installation after March 2021 when contribution confirmed.</p>	KD
h)	1-19-11 Footpath that connects the upper back-way to the Methodists Church on the high street, Shrewton. (SHRE22)	<p>During the winter months the route to the village shop/school/ doctors/ bus stop along the back-way becomes very muddy and not user friendly for elderly people with shopping trollies and walking aids and mothers with baby buggies etc and those using electric scooters, all of whom struggle at times to mount the kerb in question either on their way to or back from the village with their shopping.</p> <p>Vehicles block access to the footpath (SHRE22) by parking across the entrance to the path and thus preventing both residents, who live on the path, and anyone else wishing to use the path from doing so.</p> <p>Request for installation of a dropped kerb at the entrance to the footpath that connects the upper back-way to the Methodists Church on the high street. (SHRE22).</p> <p>DW and AC suggested this issue be resolved when the High Street, Shrewton resurfacing works are completed. However, after further</p>	<p>ACTION Group agreed to fund project subject to contribution confirmation.</p> <p>Progress to detail design.</p>	KD

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		<p>investigation this location is some distance away from High Street and therefore it is not suitable to include it with these works. Therefore, I have kept it on the CATG agenda for investigation.</p> <p>Proposal plan attached to agenda. Cost estimate in the region of £2500 (25% contribution = £625). Site visit to be undertaken to confirm works required and costs subject to Covid-19 restrictions.</p>		
5.	Other Priority schemes			
a)	<p>5451</p> <p>Salisbury Road, Shrewton - 7.5t weight limit except for loading</p>	<p>TRO has been advertised and the consultation period runs from: 18th April – 20th May 2019. No comments received, therefore this scheme can now progress to implementation. Design for signing work drafted with estimate of £5000. Electrical work is required for some locations, initial estimate was £13.5k.</p> <p>After further investigation the electrical costs have reduced and considering these signs should have been illuminated when the weight restriction was originally installed, agreement has been sort for this part of the scheme to be funded separately.</p> <p>Therefore the signing part of this scheme to be funded through the CATG is £5000. Shrewton PC have confirmed agreement and £25% contribution at £1250.</p> <p>Works complete. Invoice issued 2019.</p>	<p><u>ACTION</u></p> <p>Project complete and invoiced. Remove from agenda.</p>	KD
b)	<p>5794</p> <p>Telegraph Hill/Salisbury Road, Bulford</p>	<p>At the bottom of the hill just entering the village it is dangerous if not impossible for 2 heavy vehicles to pass, e.g. double decker bus, articulated lorry, tracked vehicle.</p>	<p><u>DISCUSSION</u></p> <p>Cllr Smale and Bulford PC confirmed this is still an</p>	

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	7.5t weight restriction	<p>No further action can be taken until FAPM process has been reviewed. Group agreed to keep issue open. Refer to freight management update attached to this agenda for more information.</p> <p>Bulford PC requested that the action be with them to supply details to be sent to Spencer Drinkwater. KD chased Spencer Drinkwater for LTP4 completion date April 2020.</p> <p>Due to Covid-19 pandemic resource has been allocated to the response and therefore the LTP4 is currently in the development phase, no formal timescale for completion given yet.</p>	<p>issue and is getting increasing worse.</p> <p><u>ACTION</u> Area Board to write to Wiltshire Council for a decision.</p>	AB chair
c)	<p>6347</p> <p>Bulford Road speeding traffic (outside The Beeches)</p>	<p>Speeding traffic along Bulford Road from its junction with Amesbury Road heading west past the Military accommodation. Request for speed signs, children warning signs and SID.</p> <p>This area is a 30mph speed limit by virtue of street lighting therefore regulations state that repeater signs can not be erected. If Parish Council supports the issue it is recommended in the first instance to request a metro count to see if the route meets the criteria for community speed watch or the use of the SID (Speed Indicator Device). Possible to investigate warning signs if more information is given regarding specific location along this route.</p> <p>Online petition received for pedestrian crossing on Bulford Road. Bulford PC to continue to liaise with MoD noting that first occupancy is planned for June 2019. Group agreed to leave on agenda for now until further occupancy has taken place after September 2019.</p> <p>Area Board meeting in which Allan Creedy, Parvis Khansari and Cllr Richard Clewer attended. AC due to meet with PK on other SFA</p>	<p><u>DISCUSSION</u> AC confirmed proposed new Toucan crossing to be installed along this route and Bulford PC will conduct CSW.</p> <p><u>ACTION</u> No further action. Remove from agenda.</p>	KD

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		issues and will raise this issue with him. Bulford PC to pursue this issue with Wiltshire Council Leader.		
d)	6543 Church Street, Winterbourne Stoke – request for 20mph speed limit	<p>Request for 20mph speed limit for Church Street area in Winterbourne Stoke. Cost of feasibility study for such request is £2.5k. More information required from Winterbourne PC.</p> <p>Winterbourne Stoke PC have confirmed support & 25% contribution towards 20mph speed limit assessment. Also confirmed residents of Brook Close (not public highway) support its inclusion in any recommended outcome.</p> <p>Group agreed funding for implementation as per assessment recommendation. Implementation cost estimate £5,000 (25% contribution = £1,250). Still awaiting confirmation from Winterbourne Stoke PC of contribution and written agreement to include Brook Close into the Traffic Regulation Order before proceeding with implementation.</p>	<p><u>DISCUSSION</u> Winterbourne Stoke have confirmed contribution. Residents of Brook Close confirmed agreement to be included in TRO. Group agreed to fund project.</p> <p><u>ACTION</u> Move to top priority list. Progress Traffic Regulation Order to formal consultation phase.</p>	KD
e)	5795 A3028 from Double Hedges approaching new roundabout - No waiting at any time	<p>A new path has been introduced between Bulford and Solstice Park Amesbury. Accordingly the approach pavement at the Bulford end has been widened parking bays marked on the opposite side of the road and a preferred crossing installed. People are now parking half on the kerb adjacent to this crossing vert near to the junction which is particularly dangerous.</p> <p>BPC asked for this scheme to be put on hold until the outcome of discussions with DIO regarding S106 works in the village.</p> <p>Process for requesting waiting restrictions is for the Town/Parish Council to complete request form and submit to Network Management</p>	<p><u>DISCUSSION</u> Bulford PC confirmed submission of WR1 forms but have had no response.</p> <p><u>ACTION</u> Investigate WR1 forms with Network Management and find out when next Amesbury review is due to commence.</p>	KD

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		<p>for assessment when next review is completed. Group agreed for this issue to be left open for now.</p> <p>AC confirmed waiting restrictions are not proposed as part of the works. JA invited project manager from DIO to attend Area Board meeting. Group agreed to leave this on the agenda for now, Bulford PC to resolve at strategic level.</p>		
f)	1-20-2 Avon Lodge Vets, Flower Lane, Amesbury	<p>Request for direction signs to the veterinary surgery to be erected opposite the junction to Flower Lane to aid the public when trying to find the practice.</p> <p>To be discussed at meeting.</p>	<p><u>ACTION</u> Amesbury TC to confirm whether this is still an issue.</p>	Amesbury TC
6.	New Requests / Issues			
a)	1-20-3 East Gomeldon Road, Idmiston	<p>Safety concerns for the approach to the railway arch heading south on East Gomeldon Road. Request for road side mirror, traffic signals, reinstatement of give way marking.</p> <p>It is accepted that Wiltshire Council policy does not allow mirrors on the public highway. The request form details that traffic signals have been informally explored and not pursued due to expense.</p> <p>Request to reinstate give way marking for vehicles heading south towards the railway arch.</p>	<p><u>DISCUSSION</u> AC confirmed reinstatement of road markings is maintenance issue and should be raised through MyWilts App. However Group agreed to investigate additional warning signing.</p> <p><u>ACTION</u> Undertake site visit to assess signing requirements.</p>	KD

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b)	1-20-4 A338 Porton Village, Idmiston	<p>The speed limit approach the 30mph limit in both directions is 50mph, which gives drivers insufficient time to reduce their speed to enter the 30mph limit at or below 30mph, thus endangering pedestrians on the narrow pavements, particularly at the Tidworth end of the village.</p> <p>The Parish Council would like the speed limits on the A338 at both these approaches to Porton village to be reviewed, and a staggered reduction in speed limits introduced. For example, by extending the current 40mph limit which begins at the Earl of Normanton to the 30mph limit, as it makes little sense for the limit to change from 50mph to 40 mph to 50 mph to 30 mph.</p>	<p><u>DISCUSSION</u> Group not supportive of funding a speed limit review, however agreed for investigation into additional signing in advance of 30mph speed limit.</p> <p><u>ACTION</u> Investigate advance warning sign options.</p>	KD
c)	1-20-5 Stonehenge Road, Amesbury	<p>The 40 mph zone in Stonehenge Road is dangerous because of the blind bend and crest. Motorists travelling west and cars exiting their drives cannot see each other until it is too late to brake safely. Also, motorists frustrated by the traffic jam on the A303 tend to accelerate up Stonehenge Rd exceeding the speed limits. The 40 mph zone is 600m long. There are 18 drives directly onto the road. These serve 21 houses with frontage directly onto the road, thus meeting the criteria for a 30 mph speed limit as stated in Traffic Advisory Leaflet 01/04.</p> <p>Request for the 40 mph zone to be removed, making the whole of the residential section of Stonehenge Road a 30 mph zone, finishing at the current National Speed Limit sign.</p>	<p><u>DISCUSSION</u> General consensus that group not supportive of funding a speed limit review as the location would not meet the criteria for a 30mph speed limit, however asked for further information from Amesbury TC on support for issue.</p> <p><u>ACTION</u> Amesbury TC to provide information on support for this issue.</p>	Amesbury TC

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d)	1-20-6 High Post Road, Durnford	<p>Speeding traffic from the A345 traffic lights at High Post down to Netton, particularly past the Chemring factory. Employees from the factory and suppliers find exiting and entering the site entrances dangerous due to vehicles speeding. The volume of traffic on this road continues to increase thanks to the residential developments on the outskirts of Salisbury adjacent to the A345 and A360. It will increase even further with the approval of the enlarged salt store and Naish factory planning applications. The speed limit on this road is the national speed limit – 60mph.</p> <p>Request for a site visit and discussion with Chemring and PC to investigate possibility of traffic calming measures in the vicinity of the factory entrance.</p>	<p><u>DISCUSSION</u> Group agreed this is an issue relating to employees of Chemring factory.</p> <p><u>ACTION</u> Chase response from factory on outcome.</p>	Cllr Mike Hewitt
e)	1-20-7 Great Durnford	<p>Speed limit through Great Durnford. Currently this is the national speed limit of 60mph which negates any attempts at speed control through the village. Volume of traffic has increased considerably due to residential developments on the outskirts of Salisbury at Longhedge and Fugglestone, and will continue to do so when the Naish factory is re-located to High Post. Of more concern is the fact that the road is increasingly used by walkers and cyclists due to the Covid-19 outbreak.</p> <p>Request for Wiltshire Council to impose a 30mph speed limit from Strathavon Farmhouse to North Barn, with the length from Strathavon Farmhouse to Dairy House being of most concern.</p>	<p><u>DISCUSSION</u> Cllr Daley made comments on issue detailing low traffic levels and did not believe it would meet the criteria for a lower speed limit due to the nature of the surroundings. Group agreed this issue is not supported.</p> <p><u>ACTION</u> Remove from agenda. Parish Council to inform requester.</p>	KD Durnfor d PC

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f)	1-20-8 C42 Upper Woodford	<p>The frequency of vehicular traffic using the C42 seems to increase steadily. During this Covid-19 summer and autumn there has been an increase in pedestrian use of the C42, by locals and visitors, between Upper and Middle Woodford for journeys to and from the Woodford Valley Primary Academy (the school), The Bridge Inn or for recreational walking. Upper Woodford has almost no pavements. Parents walking children to and from the school are considered to be the most vulnerable pedestrians. Pre-emptive measures should be taken to reduce risk of pedestrian road traffic accidents.</p> <p>Request for virtual footways: 1 - On the east side of the C42 from start of the hill up to Heale House gates to the new section of pavement. 2 - On the west side of the C42 from the gate to Chestnut Cottage to the 30 MPH sign south of No 41.</p>	<p>DISCUSSION Group agreed there is a need however AC confirmed it is not a feasible option due to lack of carriageway width at this location.</p> <p>ACTION Remove from agenda.</p> <p>Parish Council to inform requester.</p>	<p>KD Woodford PC</p>
h)	1-20-13 Glebe Rd, Durrington	Request for signing to inform vehicles there is no entry from Glebe Road to College Road. Especially for delivery vehicles following Satnav.	<p>ACTION Group agreed to move this issue to top priority list and investigate additional signing.</p>	<p>KD</p>
i)	1-20-14 School Road, Durrington	Request for signing to inform vehicles there is no entry to Avon Valley College via School Road and road unsuitable for HGVs.	<p>ACTION Group agreed to combine and investigate this issue with 1-20-13 above.</p>	<p>KD</p>

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j)	Winterslow Road, Idmiston	<p>The apparent lack of adequate surface drains along this stretch of road allows surface water to collect and flow down along the gutters towards the crossroads with the Gomeldon and Idmiston roads, where the water meets with surface water sourced from Porton Garden Centre and flows on down the road towards Porton surgery, which it threatens to flood in times of heavy rainfall.</p> <p>As a minimum, the existing road drains/gullies should be emptied, and the pipework between each drain rodded/jetted out. The reason for the lack of road drains from the crossroads southwards to the 30mph sign should be explored. If they exist, they should be reinstated to a working state, if they don't, then new surface drains should be installed along this stretch of road.</p>	<p><u>DISCUSSION</u> AC confirmed this issue is a maintenance issue and that currently the vac visits this site twice a year. This is not a CATG issue and should be dealt with via the maintenance team.</p> <p><u>ACTION</u> Remove from agenda.</p>	KD
k)	1-20-15 Durrington 20mph speed limit assessment	<p>The Roads listed below are without adequate footways and sit within the Conservation Area of the oldest parts of Durrington Village. These areas were never designed for modern traffic volumes and without footways pedestrians are at higher risk than other parts of the village.</p> <p>Roads to be included in 20mph assessment are: Hackthorne Road (full length) which leads to Church Street (full length) which leads to The Ham (no through rd). The north end of Bulford Road (from jnctn Church St to Glebe Road to include School Rd which is also a no through rd). College Rd (full length). High Street from junction of Church Street to Ridgmount.</p>	<p><u>DISCUSSION</u> Group agreed to fund 20mph speed limit assessment. Durrington TC confirmed contribution.</p> <p><u>ACTION</u> Undertake 20mph speed limit assessment.</p> <p>Investigate with Network Management when next Amesbury waiting restrictions review is due to commence.</p>	KD KD

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l)	Social Distancing measures within the Amesbury CATG area	Please see attached to the end of this agenda a spreadsheet showing suggested sites to potentially install temporary social distancing measures in the Amesbury CATG area. To be discussed at the meeting.	<p><u>DISCUSSION</u> Group decided this is not supported.</p> <p><u>ACTION</u> Remove from agenda.</p>	KD
7.	Any other business			
a)	Area Board Meeting:	TBC - subject to Covid-19 restrictions.		

AMESBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

Amesbury Community Area Transport Group

Highways Officer – Kate Davey

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 3rd party contributions are confirmed, Amesbury Area Board will have a remaining Highways funding balance of **£19,938.18**.

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.

Amesbury CATG

FINANCIAL SUMMARY

BUDGET 20-21

£17,731.00 CATG ALLOCATION 20-21

£31,462.18 2019-20 underspend

Contributions

Winterbourne Stoke PC 20mph speed limit implementation	£1,250.00	TBC
Wylde PC for 20mph speed limit assessment	£625.00	Invoiced
Shrewton PC - The Packway Horse Warning Signs	£85.00	Invoiced
Shrewton PC - Rolleston Crossroads Military Vehicle signing	£150.00	Rejected
Bulford PC - Horse Warning Signs	£250.00	TBC
Shrewton PC - Upper Backway dropped kerbs	£625.00	TBC
Cholderton Parish Meeting - village gates	£2,850.00	TBC
Wylde PC for 20mph speed limit implementation	£2,250.00	TBC

Total Budget

£57,278.18

Commitments carried forward

Street namplates	£5,000	Estimate
Winterbourne Stoke 20mph speed limit implementation	£5,000	Estimate
Wylde 20mph speed limit assessment	£2,500	Actual
Shrewton The Packway Horse warning sign amendments	£340	Actual
Rollestone crossroads review of military signs	£600	Rejected

New schemes

Bulford Horse Warning signs	£1,000	Estimate
Shrewton Upper Backway dropped kerbs	£2,500	Estimate
Cholderton village gates	£11,400	Estimate
Wylde 20mph Speed Limit implementation	£9,000	Estimate

Total commitment £37,340.00

Remaining Budget £19,938.18

**HIGHWAYS & TRANSPORT
TRAFFIC & NETWORK MANAGEMENT**

**AMESBURY CATG
Wyllye Village**

**20 mph Speed
Restriction Assessment**

Document Control Sheet

Project Title: Amesbury CATG: Wylie Village

Report Title: 20 mph Speed Restriction Assessment

Revision: Version 1

Status: Draft

Date: February 2020

Record of issue

Issue	Status	Author	Date	Check	Date	Authorised	Date
1	Draft	SJA	03/2020	KAD	03/2020	DMT	04/2020

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1.0 Introduction and background

Following the publication of Wiltshire Council's policy for 20mph speed limits, the authority made a commitment to undertake assessments to determine the feasibility of 20mph speed restrictions where requests are made, supported and funded by Community Area Transport Groups.

A request to assess Wyle village for a 20mph speed restriction was raised by Wylde Parish Council and discussed at Amesbury Community Area Transport Group (CATG) and subsequently prioritised for assessment in October 2019.

This report sets out the analysis of this location against "Wiltshire's Policy on 20 mph Speed Limits and Zones" and the Department for Transport (DfT) Circular 01/2013 "Setting Local Speed Limits". This guidance will be used to determine which areas are suitable for a 20mph speed restriction.

The village of Wylde is a civil Parish on the River Wylde and is approximately 10 miles equidistant from Salisbury in the Northwest and Warminster in the Southeast, accessed off the A303.

The village is currently subject to a 30mph speed limit. There are some areas which benefit from street lighting and footways, however being largely a rural location, these are not present throughout the village.

The full extent of the area studied is set out in **Appendix A**.

2.0 Data Collection

Average speed and volume of traffic was recorded using a device called a Metrocount. This is a roadside unit with sensors placed across the road.

Metrocounts were installed at eight locations to record data from 4th February through to 10th February 2020.

The approximate location of each counter is shown at **Appendix A**.

Table 1 below sets out a summary of the results of each Metrocount:

Metro Count Number	Total Traffic Volume (7 day average)	85th %tile Speed (mph)	Mean Average Speed (mph)
Site 1 – Teapot Street	107	20.8	17.1
Site 2 – Dryers Lane	117	27.7	23.4
Site 3 – High Street	256	23.1	18.8
Site 4 - High Street	371	24.5	20.2
Site 5 – Church Street	28	20.0	15.8
Site 6 – Fore Street	330	26.4	21.5
Site 7 – Dinton Road	174	36.1	30.5
Site 8 – Wilton Road	131	31.1	25.9

Table 1 – Summary of metrocount results

3.0 Collision Data

An investigation into the Police Collision Database shows there have not been any Personal Injury Collisions recorded in the 36-month period prior to this report up to 31.08.2019.

4.0 Analysis against Wiltshire Council Policy

It is important to remember that all speed limits should be set where it can be expected that overall compliance with the limit can be realistically achieved. Higher recorded speeds are generally not reduced with signing alone and are likely to require hard engineering measures such as alteration to the road layout and/or road humps.

With the above in mind, there are two different types of 20mph speed restriction – a 20mph Zone or a 20mph Speed Limit.

Wiltshire Council policy has considered previous studies into 20mph speed limits and zones as well as the guidance from DfT Circular 01/2013. Wiltshire Council policy identifies the options to consider when implementing 20mph zones and limits within Wiltshire:

20mph Zones:

20mph zones are defined as areas subject to a 20mph speed restriction which cover a number of roads and are supported by the appropriate traffic order and signs.

Typically there will be traffic calming measures at regular intervals throughout the zone to ensure speeds remain consistent in the area. This could include the addition of road humps and raised junctions as well as build outs, chicanes or pinch points.

20mph zones to be considered where:

- Roads are restricted to a 30mph speed limit
- A proven history of road user conflict with vulnerable users such as child pedestrians is apparent.
- New residential developments
- Where there is an alternative route existing, so drivers are able to avoid the zone.
- On major streets if there is a significant number of journeys on foot or bicycle and this outweighs the disadvantage of longer journeys for motorists.

20mph Speed Limits:

20mph limits are defined as streets where the speed restriction has been reduced to 20mph but where there are no physical calming measures. Drivers are alerted to the restriction by the use of terminal and repeater signs only.

20mph Speed Limits to be considered where:

- Mean before speeds are at or below 24 mph (if they are just above this threshold lighter touch engineering measures to reduce speed may be implemented)
- On roads which do not have a strategic function or where motor vehicle movement is not the primary function.
- On major streets if there is a significant number of journeys on foot or bicycle and this outweighs the disadvantage of longer journey times for motorists.
- In rural areas where the location in addition to the above conditions meets the definition of a village as set out in Traffic Advisory Leaflet 01/04 – “Village Speed Limits”.

5.0 Recommendation

Results have shown that mean average traffic speeds within the assessed area are largely below the guidance threshold of 24 mph, with the exception of Site 7 (Dinton Road) and Site 8 (Wilton Road).

Based on the analysis of the speed and collision data for the area and comparing these results with Wiltshire Council Policy on implementing 20mph speed limits and zones, it is recommended that the location be considered for a 20mph speed limit.

Site 8 on Wilton Road recorded mean average speeds of 25.9mph; just over the guidance threshold for proposing a 20mph speed limit. It is recommended that the 20mph speed limit is set at the existing terminal point of the 30mph speed limit and that a gate is erected on the offside verge, as well as some lining and markings on the carriageway to further highlight the change in speed limit. Please see **Appendix B** for a preliminary proposal.

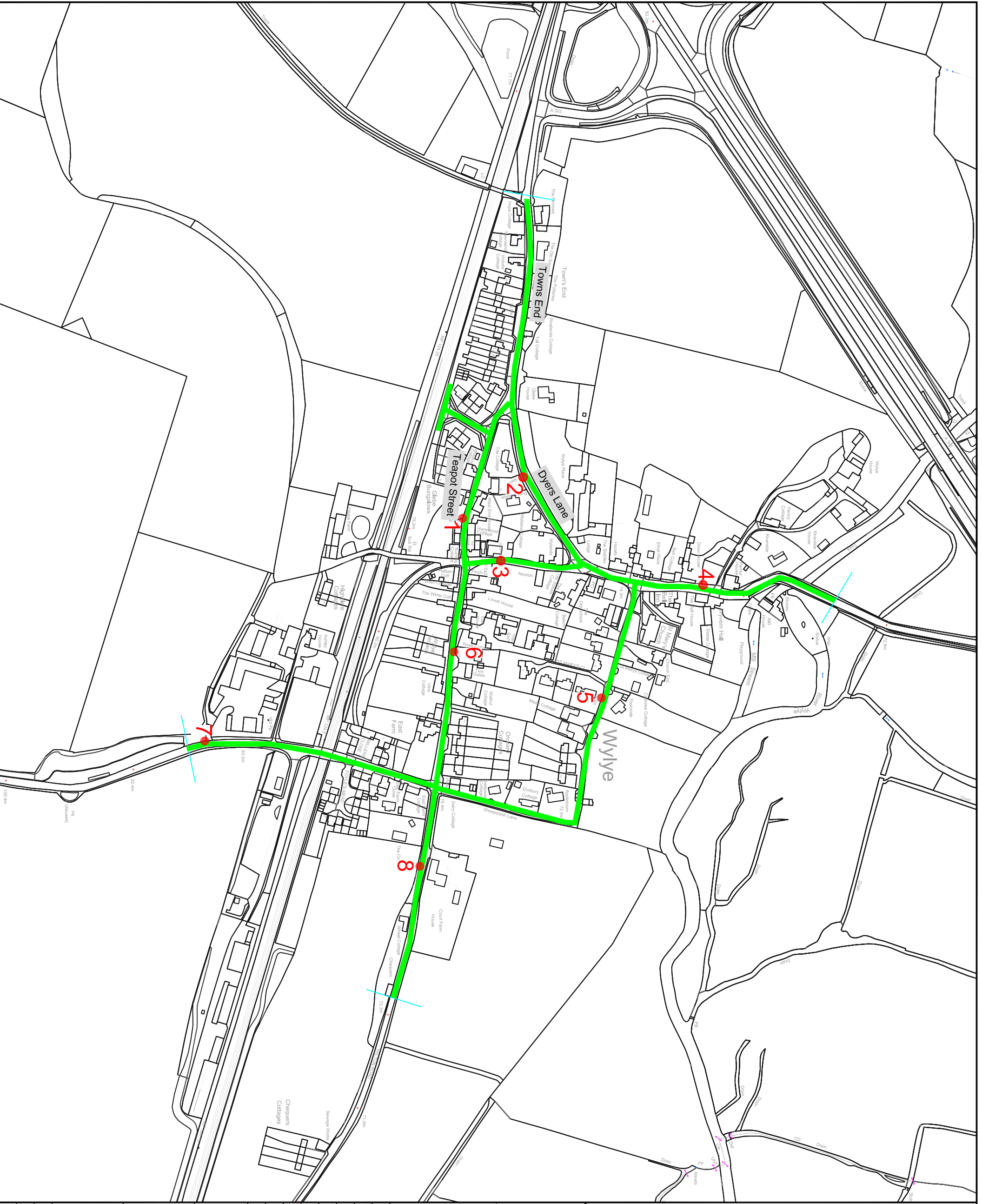
The current Speed Limit boundary for Dinton Road is at the junction of Dinton Road and Fore Street. This forms part of an historical Traffic Regulation Order implemented in 1937. With the addition of Foyles Mead and East Farm Close housing developments, as well as the presence of the Level Crossing, it would make sense to extend the speed limit boundary by approximately 200m to cover these areas. Since the recorded mean average speed on the downhill approach to the area is above the guidance threshold of 24mph, it is recommended to provide a SLOW marking on the carriageway adjacent to the Level Crossing Warning Sign. Please see **Appendix B** for a preliminary proposal.

6.0 Costs:

It is estimated that the cost to implement this scheme would be in the region of £11,000 to include development, legal fees and installation.

Item:	Cost Estimate:
Traffic Regulation Order	£1500
Signing	£4000
Lining	£1500
Traffic Management	£2000
Gateway Entry	£2000
Total	£11,000

7.0 Appendix A



NOTES:

Metro Count locations:

1. Metro Count on Telegraph Pole opposite Hartwood Cottage
2. Metro Count on Lmap column no.5 at Dyers Lane
3. Metro Count on telegraph pole at entrance to driveway of Jubilee Cottage
4. Metro Count on Telegraph pole opposite The Malt House
5. Metro count on telegraph pole East of St Marys Close
6. Metro Count on telegraph pole or lamp column opposite Wylye Terrace
7. Metro Count on sign post for Level Crossing at entrance to Windmill Farm
8. Metro count on "30" repeater sign opposite Court Farm House.

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Traffic & Network Management
 County Hall, Bythesea Road, Trowbridge
 Wiltshire, BA14 8JD
 Tel: 0300 4560100
 Website: www.wiltshire.gov.uk

REV	DATE	ISSUED BY	CHECKED BY	APPROVED BY	DESCRIPTION
0	24.01.20	SJA	KAD	DT	ORIGINAL

METRO COUNT PLAN

PROJECT:
 Wylye Village
 20mph Speed Limit
 Amenity CATS
 Project

DRAWING TITLE:		D001.0	
PROJECT:		METRO COUNT LOCATIONS	
SCALES:	NOT TO SCALE	SHEET SIZE:	A3
DRAWING No.:	2019-140-SJA-D001.0	REVISION:	0
FILE REF.:	L Amesbury CATG 2019-140 D001.0		

8.0 Appendix B

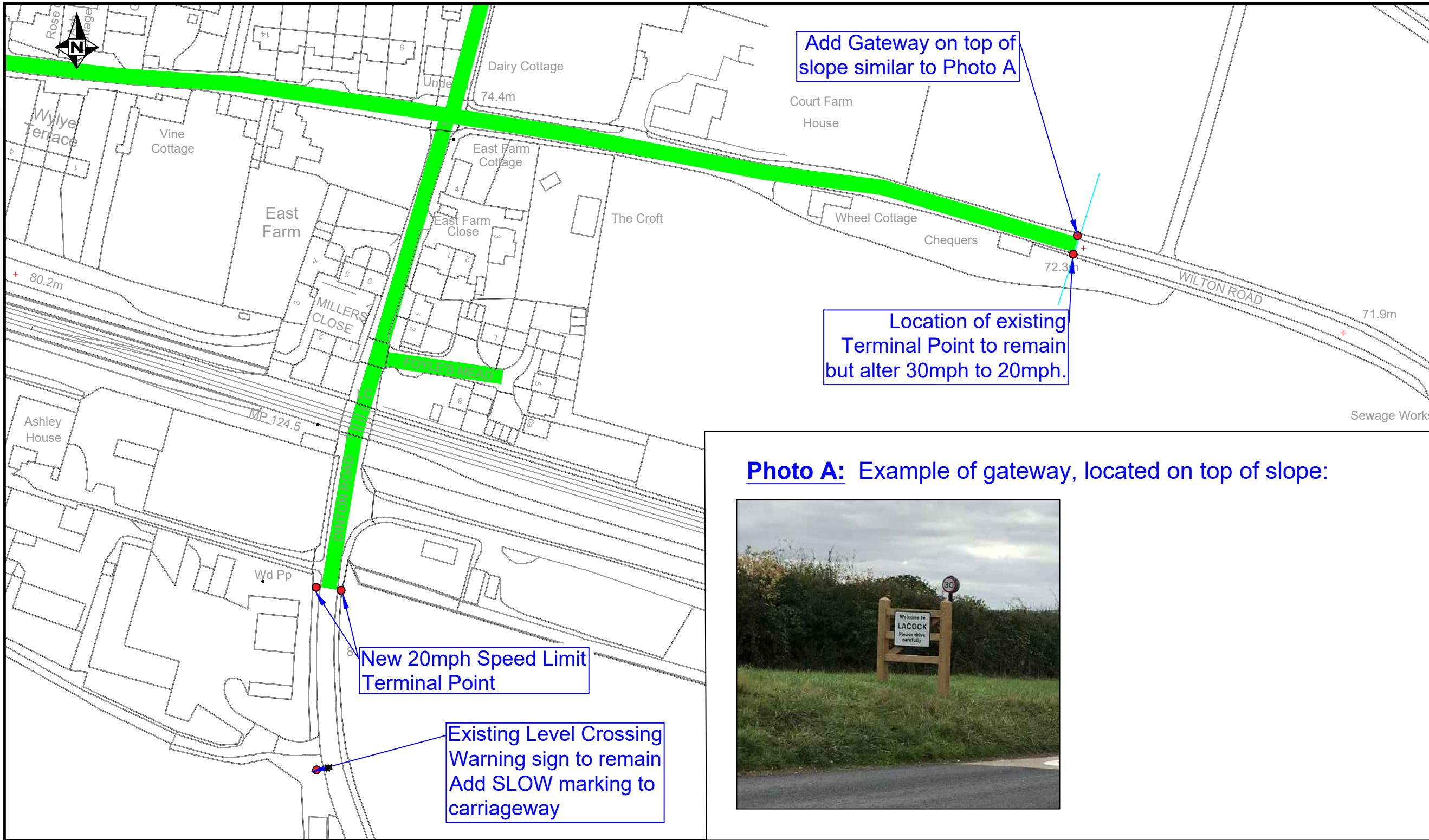
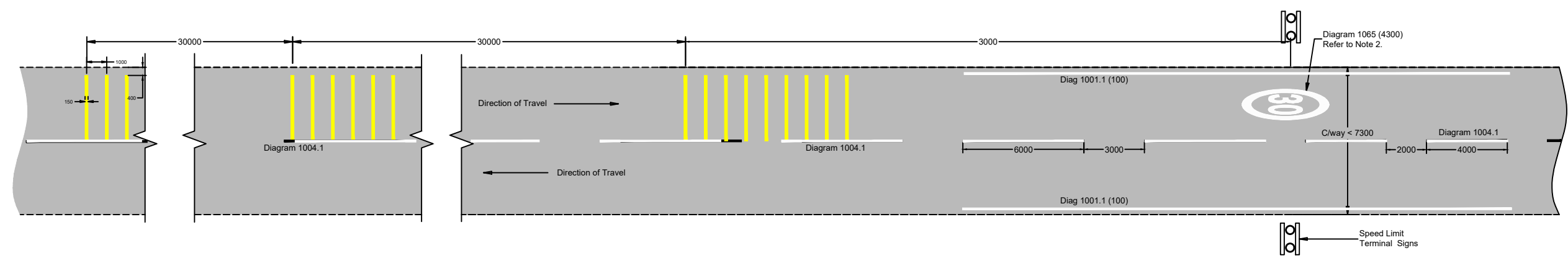


Photo A: Example of gateway, located on top of slope:



LINING DETAILS - GATEWAY TREATMENT:



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REV	DATE	DRAWN	CHECK	APPRV	DESCRIPTION

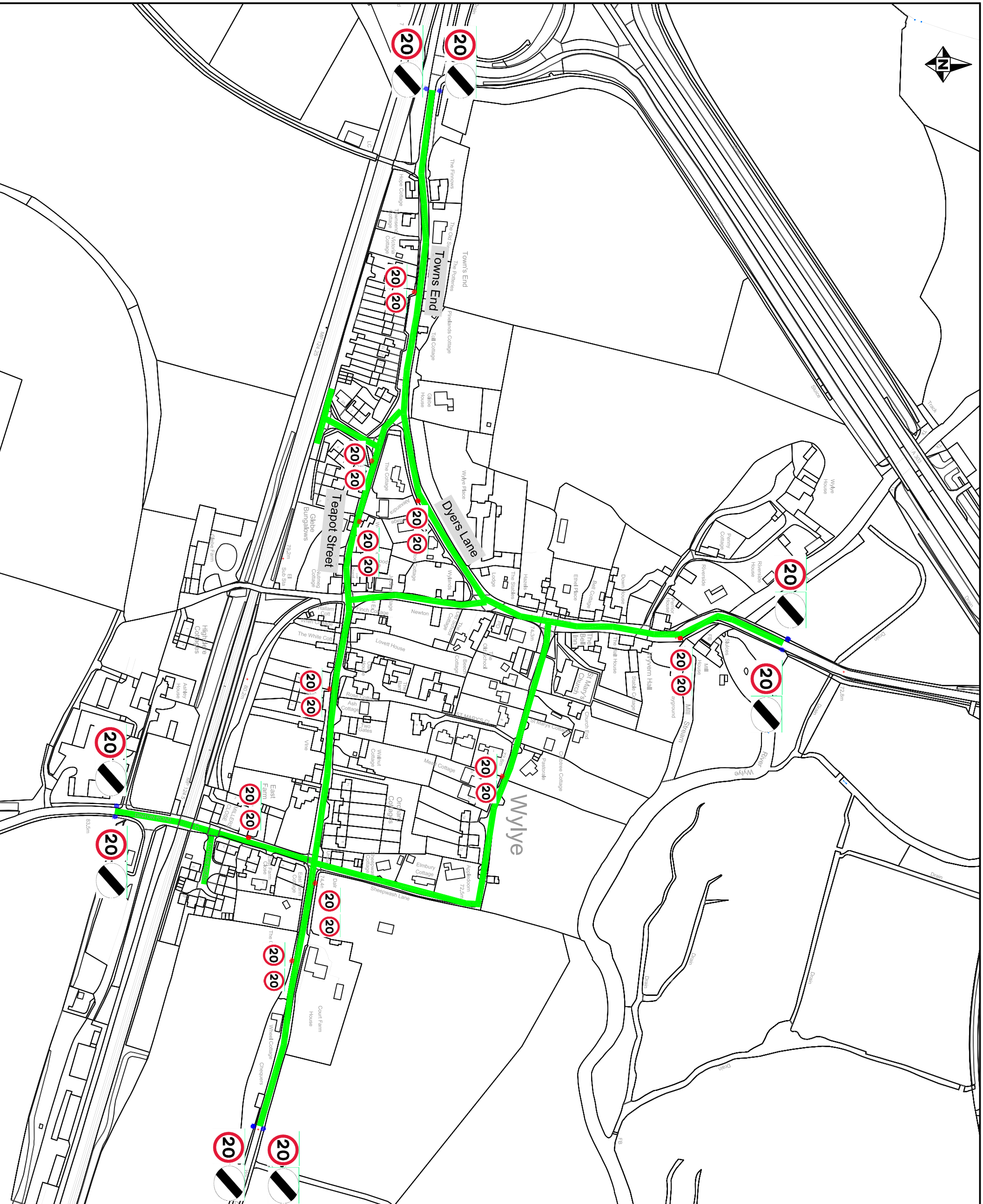
DRAWING PURPOSE:
APPENDIX B

PROJECT:
AMESBURY CATG
20mph Speed Limit
Wylye

DRAWING TITLE:
PROPOSED 20mph Speed Limit
Wylye Village

SCALES:	NOT TO SCALE	SHEET SIZE:	A3
DRAWING No.	2019-140-SJA-AMESBURY-WYLYE-0002.0	REVISION:	*
FILE REF:	TET-CATG-AMESBURY -2019-140-WYLYE-D002.0		

9.0 Appendix C



NOTES:

 Extent of 20mph speed limit

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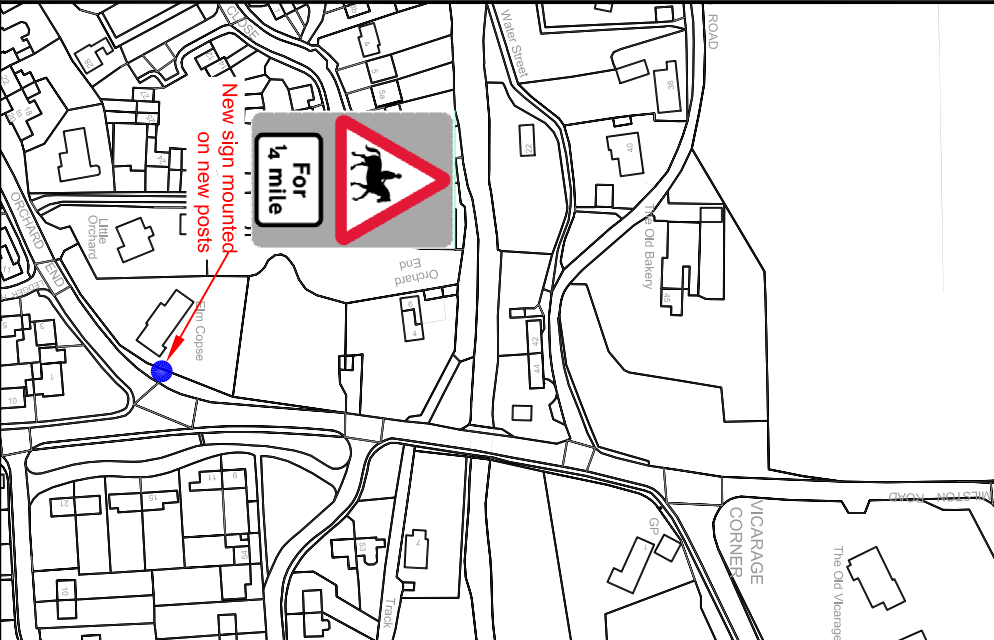
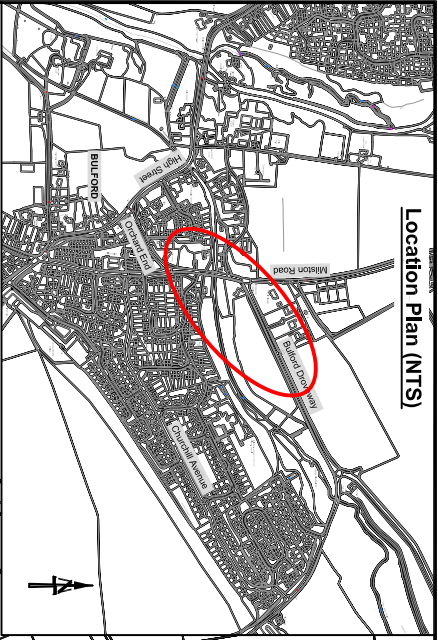
DRAWING PURPOSE:
APPENDIX C

PROJECT:
AMESBURY CATG
20mph Speed Limit
Wylve

DRAWING TITLE:
PROPOSED 20mph Speed Limit
Wylve Village

SCALES:	NOT TO SCALE	SHEET SIZE:	A3
DRAWING NO.:	2019-140-SJA-AMESBURY-WVVE-004.0	REVISION:	*
FILE REF.:	TET-CATG-AMESBURY -2019-140-WVVE-004.0		

Location Plan (NTS)



New sign mounted on new posts



New sign mounted on new posts

SIGNS SHOWN ON THIS PLAN ARE INDICATIVE ONLY

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REV	DATE	DRAWN/CHECKED	APPROVED	DESCRIPTION
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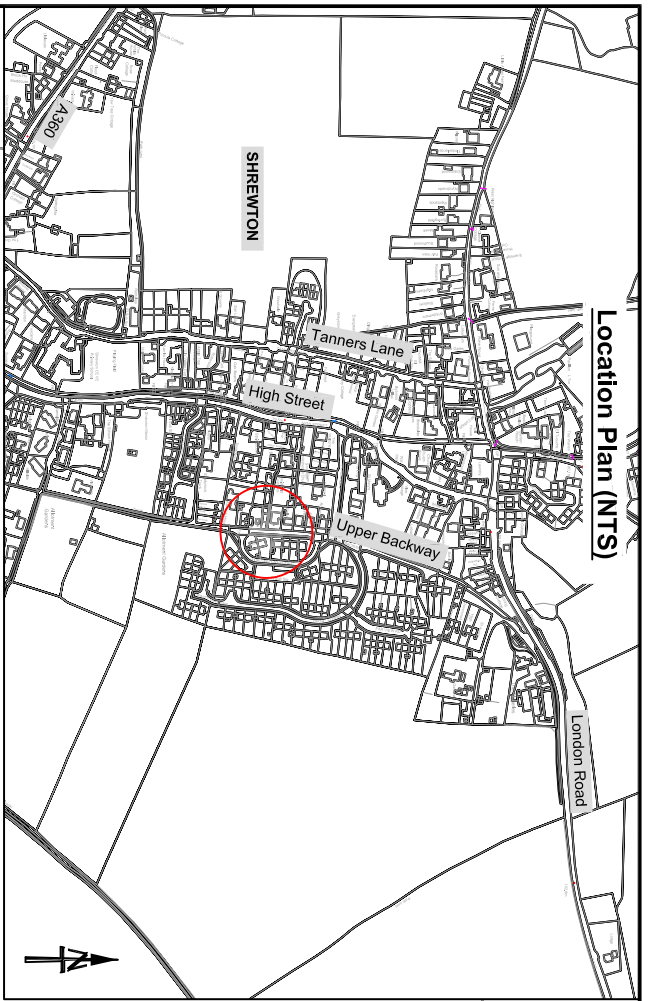
PRELIM DESIGN

PROJECT:
AMESBURY CATG SCHEME
BULFORD HORSE WARNING SIGNS

DRAWING TITLE:
PRELIM DESIGN

SCALES	NOT TO SCALE	SHEET SIZE:	A4
DRAWING NO:	2020-028(KAD)BULFD001	REVISION:	0
FILE REF:	L:\TECH\AMESBURY\SCHEMES\2020\028BULFD\PRELIMDESIGN		

DRY



Footpath leads to Shrewton Methodist Church

Footpath SHRE22

Cooma






Cosynest

1.0 - 1.5m

Access protection bar marking.

Upper Backway

NOTES:

-  Existing carriageway surface on Upper Backway to remain
-  Existing footpath surface on SHRE22 to remain
-  Excavate footpath surface on SHRE22 to accommodate new dropped kerb
-  New DR/DL kerbs
-  New BN kerbs

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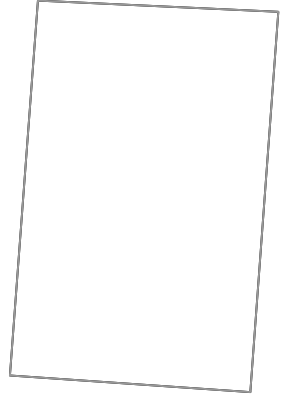
REV	DATE	DRAWN	CHECK	APPV	DESCRIPTION
O	MAR 20	KAD	G.T.R	D.M.T	ORIGINAL
A					
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DRAWING PURPOSE:
PRELIM DESIGN

PROJECT:
AMESBURY CATG SCHEME
UPPER BACKWAY, SHREWTON
DROPPED KERBS

DRAWING TITLE:
PRELIM DESIGN

SCALES:	NOT TO SCALE	SHEET SIZE:	A3
DRAWING No.	2020-027/KAD/SHRE/D001	REVISION:	O
FILE REF.:	L:\TET\B\AMES2021\CATG\2020-027\SHRE22\DESIGN		



LOCATION C

Replace posts, move speed limit signs higher & install new village gate (specification TBC) positioned front of 30mph speed limit terminal sign.

New village gate (specification TBC) to be positioned in front of 30mph speed limit terminal sign.

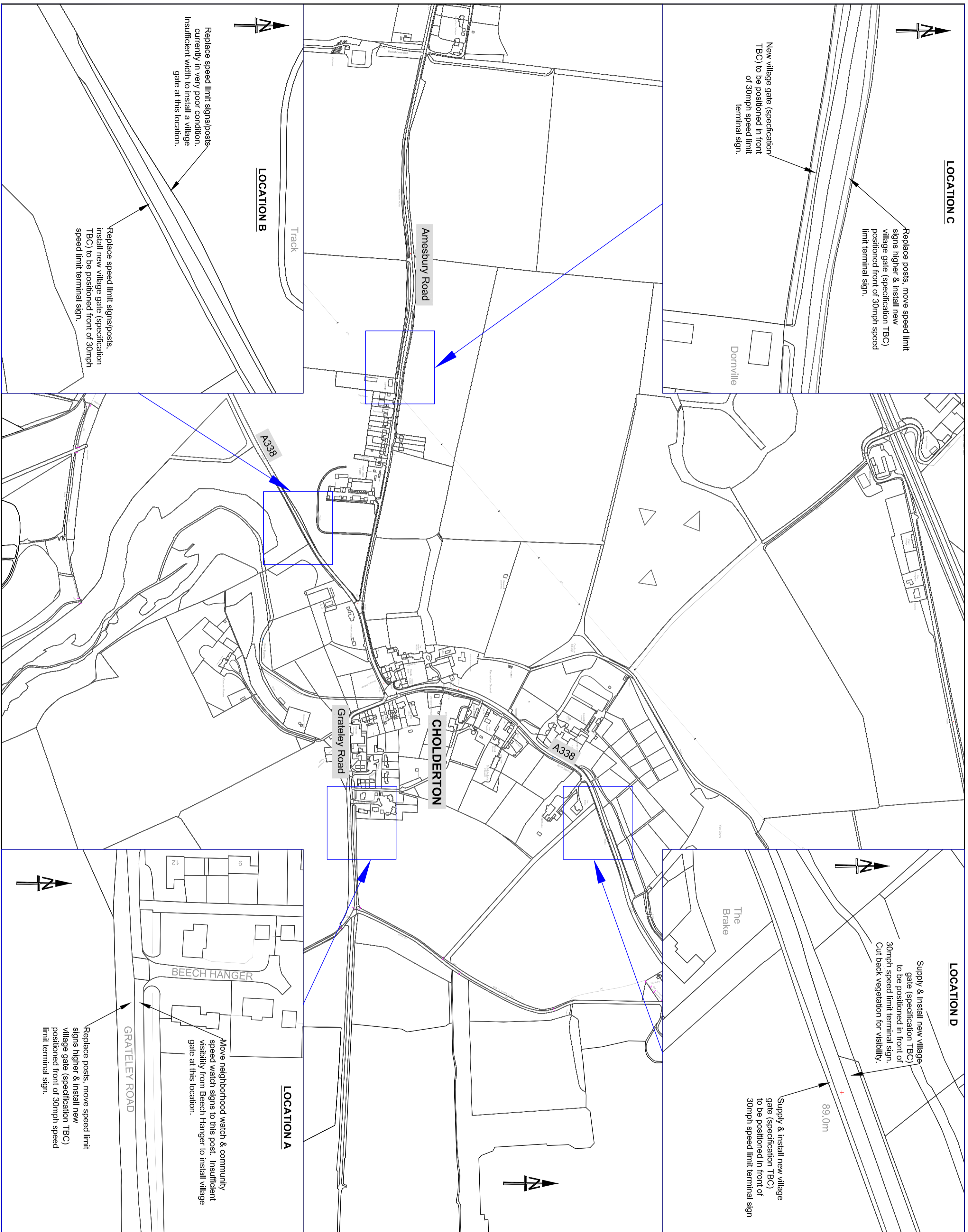
LOCATION D

Supply & install new village gate (specification TBC) to be positioned in front of 30mph speed limit terminal sign. Cut back vegetation for visibility.

Supply & install new village gate (specification TBC) to be positioned in front of 30mph speed limit terminal sign

89.0m

NOTES:



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REV	DATE	BY	DESCRIPTION

PRELIM DESIGN

Wiltshire Council
 Traffic & Network Management
 County Hall, Bytisham Road, Trowbridge
 Wiltshire, BA14 8UD
 Tel: 0300 4560100
 Website: www.wiltshire.gov.uk

PROJECT:
**AMESBURY CATG SCHEME
 CHOLDERTON VILLAGE GATES**

DRAWING TITLE:
PRELIM DESIGN

SCALES:	NOT TO SCALE	SHEET SIZE:	A2
DRAWING NO.:	2020-080/KAD/CHOLDERTON/14	REVISION:	0
FILE REF.:	L3171\WMS\2020\CT\10\2020\CHOLDERTON\PRELIMDESIGN		

Amesbury Community Area

No.	Street	Town/Village	Location Description	Grid Reference	Potential Issue	Request Type	Assessment Stage 1	Assessment Stage 2	Assessment Stage 3	Solution type	Outcome	Implementation date
7	High Street/Salisbury Street	Amesbury	Town centre one way system		Town centre and main shopping area including banks and pharmacy. Existing one way traffic in operation. Substantial amount of loading/unloading takes place.	Social Distancing	Pass	Pass	Pass	Reallocate road space to widen footways	Approved - Short Term	
11	High Street Shrewton	Shrewton	From A360 to London Road		Narrow footways with regular on-street parking. Possibly increase widths to access primary school and shop.	Social Distancing	Pass	Pass	Pass	Reallocate road space to widen footway	Approved - Short Term	
24	High Street	Shrewton	Bus shelter opposite Coop.		Opposite the Co-op, High Street, is a bus shelter, the pavement is very narrow making it difficult for people to pass safely without stepping into the road. The Council would like consideration to be given to placing bollards/cones with taping into the road, allowing pedestrians to pass and social distance safely. (a CATG request was sent 14.10.2019, as attached, for a permanent solution, discussed at Amesbury CATG 14 February 2020 to be taken into consideration when the High St is re-surfaced, no date for this has been indicated!) The Co-op has been a lifeline during the recent restrictions, with many elderly and shielding residents relying on an army of local volunteers shopping here, as many have not been able to get online shopping delivery. When the elderly and shielding are able to venture out again, we want them to feel it is safe to do so, especially as the traffic is starting to increase through the village once again	Social Distancing	Pass	Pass	Pass	Reallocate road space to widen footway	Approved - Short Term	