

29 November 2023 – South West Wiltshire Area – Highways Matters

Questions & Answers

Highway Maintenance and Repairs

1) Is there any plan to repair the roads around Mere particularly Shaftsbury road which is in a terrible state and collapsing in some areas. If there are no plans to make repairs, is there a process to claim damage to cars. I have broken a wheel which has cost £1000 to replace.

Shaftsbury Road, Mere is not in the current surfacing programme. However, it will be subject to inspection to ensure that it is safe to use.

Wiltshire Council has allocated an extra £10m over the next two years to spend on preventative maintenance, including a road resurfacing programme that will help to prevent potholes occurring and manage other highways defects across all areas of the county. The investment will also fund more small, local repairs to verges on rural roads.

This funding is in addition to the £20.7m Wiltshire Council will receive from the Government's Highways Maintenance fund with an extra £3.6m for pot holes for 2024/25, plus a further £5.2m committed over the next two years from the Department for Transport's recently announced Road Resurfacing Fund following the cancellation of HS2.

The process to make a claim is outlined on the Council website:

<https://www.wiltshire.gov.uk/article/1269/Insurance-claims-against-the-council>

2) Why has it taken so long to fix the Dinton Primary school warning sign, (flashing 20) at the cross roads immediately to the west of the school? The Clerk advised Highways of the problem on the 24th January 2023.

The school warning sign was inspected at the time and no fault was found. An action to carry out a further inspection has been given.

3) Potholes - Local roads are in a dreadful state. There are two main reasons: repairs are not undertaken or, if they are, they don't last. Requests for pothole repairs are submitted by the Parish Council and residents using the MyWilts app. 90% of the time no action is taken because: "This issue does not meet the intervention levels for repair set out in Wiltshire Council's Safety Inspection Manual." There is a widespread view that the criteria are driven by resource constraints rather than any objective consideration of the potential to cause accidents or damage to vehicles. As a result some very large and quite deep potholes are simply left unrepaired. Invariably these get deeper, exposing sub strata, so that eventual repair of the road is a much bigger, more expensive, job than would have been the case if action had been taken earlier. Is there a case for a review of the intervention criteria so that more potholes are dealt with? What steps are being taken to improve the longevity of pothole repairs?

Wiltshire Council recognise that there is a great deal of local concern related to road conditions; however, it is important that a systematic approach is taken to repairs. The Highway Inspection Manual provides this and the intervention levels contained within it are broadly similar to other local authorities.

Most people are aware that road conditions across the country have suffered badly with the particularly dry and hot summer of 2022 followed by a wet autumn, interspersed with two prolonged periods of cold weather. During January 2023 in particular there was an exponential growth in pothole reports. As an illustration of this in December 2022 we received around 900 reports, whilst during January 2023 the number was closer to 4000. Weather patterns over late 2023 have been very wet with freezing conditions in January 2024, so pot holes will continue to be prevalent.

On rural roads, additional verge damage from large tractors and their trailers is a particular issue.

To address this, we have substantially increased the resources dealing with potholes by redeploying teams from other works, including our Parish Stewards. At a national level road deterioration has been recognised and the Department for Transport made an additional £3.6m available to local Councils to help address the problems during 2023/24. With extra funding provided by Cabinet this year at a local level, additional resource has been deployed to repair potholes.

Reactive repairs are driven from both our scheduled inspections and also public reports such as via the MyWilts app. When assessing defects, we apply intervention levels detailed in our Highways Safety Inspection Manual: [Microsoft Word - Wiltshire Highways Safety Inspection Manual Draft 26.07.18.docx](#)

Response rates are: P1 – 24 hours, P2 - 14 working days and P3 – one calendar month. Lower priority defects will be considered when resources allow.

Residents are encouraged to continue to report highway issues by using the MyWilts mobile app which support photographs and the use the GPS on a Smart phone. Users will receive notifications as to any action (or not as the case may be). Alternatively, residents can report

1. On line at <http://www.wiltshire.gov.uk/mywiltshire-online-reporting>
2. By telephone on 0300 456 0105 – please ask the customer services team to give you a log number.

4) Gutch Common is a hamlet between Semley and Donhead St Mary. The minor roads leading from Gutch Common to Semley and Shaftesbury have a number of appalling potholes which have been there for a long time. They are dangerous and damaging to vehicles. Some patching was recently done on the road to Semley but for some reason the potholes were not touched. Nothing has been done on the road to Shaftesbury. When are these roads to be fixed? It is high time they were.

A number of locations in this area are on the advance list for investigation to inform the future surfacing programme. Once investigations have been completed, details will be published and the Forward Plan shared with Area Boards.

On rural roads, additional verge damage from large tractors and their trailers is a particular issue.

Wiltshire Council has allocated an extra £10m over the next two years to spend preventative maintenance - this will help to prevent potholes and other highways defects across all areas of the county. The investment will also fund more small, local repairs to verges on rural roads.

This funding is in addition to the £20.7m Wiltshire Council receive from the Government's Highways Maintenance fund with an extra £3.6m for pot holes for 2024/25, plus a further £5.2m committed over the next two years from the Department for Transport's recently announced Road Resurfacing Fund, following the cancellation of HS2.

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When assessing defects, we apply intervention levels as laid out in our Highways Inspection Manual – to make best use of funds available, we prioritise the response based on specific criteria. Response rates are: P1 – 24 hours, P2 - 14 working days and P3 – one calendar month. Lower priority defects will be considered when resources allow.

5) We have great concerns that the current Highway Maintenance Policy is struggling to cope with the issues that put road users and pedestrians at risk. The build up of debris, as a result of insufficient road and pavement sweeping, not only creates a direct risk to users but will also compromise the highway drainage systems by clogging up the road gutters, gullies and culverts. Debris on the kerb and gutter areas allows plant growth which breaks up the tarmac - kerb joints leading to much more expensive future repair work. The environmental and cost benefit of only doing one verge cut now produces arisings at the same time of year as both straw movement and is followed shortly after autumn leaf fall. This organic material is readily washed into the road drainage systems by seasonal rain storms and in addition to the general road debris, ends up blocking the road gullies etc. Poor road drainage is also contributing to the formation of potholes and so we would ask for a much a greater emphasis on road and pavement sweeping as it is surely is a win-win for the overall performance of the road and drainage networks.

Wiltshire Council acknowledge the accumulation of debris and detritus on carriageways can create problems in extreme situations for drainage efficiency. We look to follow the standards laid out within the Code of Practice for litter and refuse. Historically, many local authorities worked to a schedule of sweeping, for instance weekly, monthly, or quarterly. This program was adhered to whether a road needed sweeping or not and, when reviewing this approach, it was apparent that the utilisation of the resources was not effective, so a movement to a more “demand lead” method was undertaken. To assess demand for sweeping, it is not feasible to have teams of officers assessing the extensive network; we therefore do rely on reports from members of the public to assist.

Across the c2,800 mile network, a large portion of it is unkerbed and has never been swept as part of a scheduled program; however, experience tells us that most detritus dissipates onto the adjoining verges.

We empty gullies reactively in response to reports from the public on a priority basis. We also undertake preventative maintenance and a further £1m has been allocated at a local level for extra gully cleaning. Further information can be found here: [Drainage and flooding - Wiltshire Council](#)

6) Roads around Calais Hill (Calais to Gutch Common, Calais Hill towards Shaftesbury, Gutch Common toward Knipes Farm) - *Pictures are available on request.* The condition of these roads has been the subject of innumerous conversations with Highways over the years. They are in a dangerous condition with deep potholes creating a threat of serious injury to all users. Extensive stretches of base material are now exposed, creating a very slippery surface when wet. After many

appeals for remedial work some patching was done recently but this interim tar-spraying and gritting work is already being washed out of the potholes. Why has Wiltshire Council deferred work to date, and when will these roads be repaired properly? There is also significant surface water on these roads due to blocked drains down the length of the hill and this is contributing to their dangerous condition. Will these be unblocked as part of the remedial work?

Calais Hill is in the forward programme for resurfacing; however, the timeline for the work is still to be determined. Road maintenance is undertaken in accordance with the Wiltshire Highways Safety Inspection Manual, with priority given to A&B roads which are the most heavily trafficked. Given the extreme weather, and the longer term effect this necessary approach can have on rural roads which can suffer additional verge damage from large tractors and their trailers, Wiltshire Council has allocated an extra £10m over the next two years to spend on preventative maintenance that will help to prevent potholes and other highways defects across all areas of the county. The investment will also fund more small, local repairs to verges on rural roads.

This funding is in addition to the £20.7m Wiltshire Council will receive from the Government's Highways Maintenance fund with an extra £3.6m for pot holes for 2024/25, plus a further £5.2m committed over the next two years from the Department for Transport's recently announced Road Resurfacing Fund, following the cancellation of HS2.

Updated programmes of work are in development, and we anticipate will be communicated with Area Boards (and subsequently made available on our web site) by the end of February.

7) Sedgehill - Pitts & Bridewell Lanes - *Pictures are available on request.* When are Highways going to tackle the resurfacing work on these lanes? Both of these lanes were surveyed about 18 months ago and sections which were badly affected by subsidence were marked out but since then there has been no remedial work carried out. The subsidence has been getting worse and cars are regularly scraping their undersides on the uneven surfaces.

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8) Sedgehill - Crate & Street Lanes - *Pictures are available on request.* When are Highways going to tackle the increasingly deep potholes on these lanes? There has been a marked increase in both the size and number of potholes along the length of this lane.

Substantive works are proposed for these lanes in 2024/25 as part of the Councils initiative on using recycling techniques for repair activities.

Speeding, enforcement and reduction of speed limits

9) Is it true that none of the speed cameras in Wiltshire work and have not worked for years. If true why is that the case most look in disrepair.

Wiltshire Councillors and Swindon Borough Councillors voted many years ago to stop supporting fixed speed cameras based on national evidence regarding their effectiveness, risks of sudden braking and maintenance costs. The Wiltshire and Swindon Road Safety Partnership works to improve road safety across the area while the Police are responsible for enforcement. Further information can be found: <https://www.wiltshire-pcc.gov.uk/about-us/campaigns/road-safety/>

Parish Councils may wish to consider the use of Speed Indicator Devices and Community Speed Watch and should be approached for details.

If residents wish to request lower speed limits in their area, they should approach their Parish Council who would then need to raise the matter at the Local Highway and Footway Improvement Group (LHFIG).

To make a request, residents will need to complete a 'report a highway improvement issue' form, which can be accessed: <https://www.wiltshire.gov.uk/article/6149/Local-Highway-and-Footway-Improvement-Groups>

10) Speeding - This is the number one issue of concern for residents of villages in the Chalke Valley. The C12 is not a major through route, and mainly carries local access traffic to the villages. Nevertheless there are numerous examples every day of speed limits being exceeded. In many instances the set speed limit is itself too high. The Board will be aware that Speed Limit Assessments are underway with regard to requests for reductions of the speed limit in short sections of the road in Broad Chalke and Bishopstone. The outcome of these reviews will be seen as a key test of Wiltshire Council's commitment to tackling speeding. Wiltshire Council has also indicated that it will carry out a review of the whole length of the C12. When will this be undertaken? A key issue is enforcement. There is a need for greater police presence. We have been told that the prioritisation of scarce police resources is achieved through data capture from Speed Indicator Devices and Community Speed Watch activities. However, the police data collection system is not compatible with the SIDs used in Bishopstone and Broad Chalke. We were told this will be remedied. What progress has been made with this?

The speed limit review for Bishopstone to Broadchalke, as requested by the Local Highway and Footway Improvement Group (LHFIG) is programmed for early 2024. The review has been extended to cover the full length of the C12 from Coombe Bissett to Broadchalke.

Police are responsible for enforcement and information on their approach can be found via this link

<https://www.wiltshire-pcc.gov.uk/about-us/campaigns/road-safety/>

Local Parish Councils are responsible for Speed Indicator Devices and should be approached for details.

11) The SSWW Area Board meeting documents pack for 20 September 2023 (page 77) included a CSEO SWW AB Activity Dashboard, covering the period November 2021 to September 2023. The parishes visited were Wilton (10 times), Tisbury (2), Coombe Bissett (2), Durrington ? (1) and Quidhampton (1). Thirteen of these visits took place in 2023.

Would the PCC please provide for the AB meeting on 29 November

a) an update of SWW AB Parishes visited since that last entry for Sept 2023, with the same categories of data and this time the exact date;

b) A statement of visits by CSEOs in the AB parishes planned before the New Year?"

Information on Police activity on the local Area Board roads can be found via this link

<https://www.wiltshire-pcc.gov.uk/about-us/campaigns/road-safety/>

12) As you know we have been struggling with traffic issues in the Barford St Martin for quite some time. As a result of this we now have a couple of moveable SIDs placed in the village, which are helpful. However, the A30 Wilton Road, which leads into the village and is particularly narrow at this point poses a major problem for residents and those walking up the road towards the Garage. Large lorries and excess speeds from traffic are causing a worrying and dangerous issue for those living in the village and in some cases have caused near misses. Our question is – what can be done to improve the safety of this particularly dangerous stretch of the A30 before there is a serious accident? At our Parish Council meeting last night we discussed the possibility of reducing the speed as you enter the village from 40 to 30 and then further down near the farm entrance from 30 to 20. In addition there is an area coming into the village which is particularly dangerous for pedestrians as there is no foot path and the white line has almost disappeared. A bollard has also been knocked down and not replaced. Would it be possible to have advice and perhaps a meeting in the village to gain information on the level of the problem in order to identify a solution to protect our residents before a serious accident occurs? Also, would there be a cost implication for the Parish Council for any measures identified?

If residents wish to request lower speed limits or other interventions in their area, they should approach their Town or Parish Council who would then need to raise the matter at the Local Highway and Footway Improvement Group (LHFIG).

To make a request, residents will need to complete a 'report a highway improvement issue' form, which can be accessed: <https://www.wiltshire.gov.uk/article/6149/Local-Highway-and-Footway-Improvement-Groups>

13) I would like to raise a new, serious and dangerous problem with the speed limit on a section of the A30 that runs through the village of Sutton Mandeville. This is the section of road between Glasses Lane and the turning to Swallowcliffe.

At present the speed limit through this section of the village is the national limit - supposedly 60 miles an hour. In the below I outline why this urgently needs to be reduced to 30mph according to the government rural speed limit guidelines.

According to government guidance <https://www.gov.uk/government/publications/setting-local-speed-limits/setting-local-speed-limits> the following considerations should be taken into account when deciding speed limits. I comment on each of this to make the case for a reduction in speed limit on this road:

- history of collisions, including frequency, severity, types and causes

We moved to the area in 2021. There has been at least one serious collision each year along this stretch of road since then (ie 3 in 3 years) requiring road closure, attendance of emergency vehicles and serious injury.

- road geometry and engineering (width, sightlines, bends, junctions, accesses and safety barriers and so on)

There is a hidden dip in the road and a blind corner before several residential properties where residents pull out of their drives onto the road.

- road function (strategic, through traffic, local access et cetera)

This road runs through the outskirts of the village of Sutton Mandeville. Of note along this stretch of road there is:

- a new cafe and community space (stalls cafe)
- a shared working space (Chestnut yard) which houses multiple local businesses ,
- 2 farms (with animals and farm vehicles needing to cross the road to fields on the other side),
- a stables (with horses needing to travel along the road to get to bridle ways),
- 3 footpaths only directly accessible from the road and daily used by residents for dog walking,
- a land rover repair business where cars are parked and accessed on both sides of the road
- a skip business
- 15 residential properties

- composition of road users (including existing and potential levels of vulnerable road users); • existing traffic speeds

As above there are 15 properties along this road many of which house vulnerable road users:

- at least 3 young families
- multiple elderly residents
- accommodation targeted at people with disabilities ie wheelchair users

These road users must walk along the verge of the road for some distance to access the centre of the village, the church, produce shop (kensons) footpaths on a daily basis to walk their dogs and to access the cafe and community hub - stalls cafe

As above the current speed limit is supposedly 60 mph. However speeds routinely exceed this, lorries and motor bikes are a particular problem. In fact this road is visited as a speeding destination by motorbike groups. This makes it extremely dangerous for all road users given the combination of: high speed through vehicles, multiple turn offs into footpaths, village centre, residential properties, destinations ie stalls cafe and other local businesses and vulnerable road users (there are no pavements just grass verges which are very narrow in places)

- road environment, including level of road-side development and possible impacts on residents (e.g. severance, noise, or air quality)

Aside from the physical danger the noise pollution from high speed lorries and motorbikes is highly significant particularly as whole groups of motorbikes speed together. There is also the

issue of frequent vibrations from the speeding road traffic causing damage to buildings.

To respond to one objection to lowering the speed limit around the number of houses along the road. I understand that if there are fewer than 20 houses along a road a village speed limit is not automatically applied. However, as outlined above, on this stretch of road there are 15 houses plus 2 farms, 1 stable, 2 businesses (Land Rover repair and rubbish collection) plus chestnut yard with multiple businesses. All this equates to a level of local activity and turn offs from the road that would match 20 houses.

Most significantly is the point from the guidance below:

134) If there are just fewer than 20 houses, traffic authorities should make extra allowance for any other key buildings, such as a church, shop or school. Where the character of a village falls outside this definition, local authorities are encouraged to use their discretion in deciding whether a lower speed limit is appropriate.

The last investigation into the speed limit on this road was in 2009. This is outdated and does not reflect current traffic levels.

In addition a major change is the opening of stalls cafe and shop (therefore meeting criteria in point 134 from the guidance above). This is a local business employing local people and has proved enormously successful enjoyed by villagers as a cafe and community hub for events. It is also a major draw for people outside the village. Therefore there is an evermore dangerous variation in speed on the road as customers drive into and come out of the cafe car park.

I am unable to attend this event in person as I heavily pregnant but I hope it will be read and taken seriously. This is part of my motivation in writing. It is terrifying to imagine pushing a pram across the road with blind bends and speeding lorries and motorbikes to visit my village cafe which is 5 minutes away on foot.

The other residents who live along the road and in the village whole heartedly agree and support this request.

I would sincerely value support in escalating and expediting the process of getting this speed limit reduced for the safety of residents and motorists.

If residents wish to request lower speed limits or other interventions in their area, they should approach their Parish Council who would then need to raise the matter at the Local Highway and Footway Improvement Group (LHFIG).

To make a request, residents will need to complete a 'report a highway improvement issue' form, which can be accessed: <https://www.wiltshire.gov.uk/article/6149/Local-Highway-and-Footway-Improvement-Groups>

14) Speeding on the Avenue, Wilton. The speed assessment analysis does seem to be rather strange when the main criterion for introducing a lower speed limit is that the traffic census has to show an average speed that is lower than the speed limit you wish to set? The argument being that introducing this lower speed limit will not then have an impact on traffic flow. Traffic

Management would appear to have a higher weighting than road safety? Vehicles are quite rightly required to slow (at the moment this is set at 50 mph) to negotiate the New Cut roundabout on the A360 but then allowed to speed up to the national limit of 60mph along The Avenue for just 1.3km before being brought right down to 30mph at the entrance Gateway to Wilton. Unitary Councillor Pauline Church and Wilton Town Council have asked for a 50mph or better still a 40mph lead in to the 30mph Gateway but without success, for the reasons given above. We would have thought the traffic census can only be accurate if there are simultaneous strips as you leave the New Cut roundabout, midway along the national speed limit section and then again as you approach the Wilton 30mph Gateway. In the light of the new SID data for The Avenue and the PCC speed enforcement statistics in response to the SID Data, will The Avenue speed management be re-examined to devise a long term solution to the significant speeding issue?

This location was subject to a full speed limit assessment in 2022 that recommended no changes to the current limits. A decision on whether further action should be considered rests with the Town Council and the Local Highway and Footway Improvement Group (LHFIG).

Water Surface Drainage

15) The Dinton Parish Clerk has on more than one occasion requested a meeting with Highways to discuss the surface water discharge down Catherine Ford Road. Is there a particular reason why no response has been forth-coming from Highways?

We will follow this matter up with the Local Highways Team and make contact direct with the Parish Council.

16) Increasingly flooding of local roads is happening because the drainage systems associated with those roads are incapable of dealing with the flow of water arising from the much heavier and prolonged downpours which now occur as a result of climate change. Such flooding creates hazardous driving conditions and can result in damage to private property. This is a major, potentially very expensive, and long term issue. Is the need to tackle this matter recognised by Wiltshire Council and what plans does it have?

An additional £1m was been allocated for drainage work over 2022 to 2025 in addition to the current £1.23m annual budget. We undertake reactive work on a prioritised basis as well as preventative schedules maintenance. Gully pots on our main A and B road network are emptied on an annual basis. The remainder of the network is scheduled for cleansing on a three-year cycle. In total this equates to just over 44,000 gullies visited in the last year. In addition to this there are just over 5,500 gullies that we have identified off of the A and B road network that we have classed as "high risk," these are in locations where blockages present a risk of flooding to property, these are also visited annually.

With the additional funding that has been made available we have gone from a single high pressure jetting unit to two. This has meant that we have been able to increase the number of blocked systems we are able to clear reactively. The additional funds going forward will enable us to increase this to three units.

It is worth noting that some road flooding is linked to the upkeep of ditches, which are often the responsibility of landowners under riparian rights and responsibilities. and it is evident that a considerable portion of issues worsen due to poorly maintained ditch lines. While most do not, some

landowners, unfortunately, neglect their responsibilities. In such instances, we take measures to address the issue with landowners, including resorting to formal enforcement action.

Clearly, the change in weather patterns that we have seen, does mean that even well-maintained systems become overwhelmed for short periods and surcharging occurs.

Road Closures

17) Bishopstone has experienced a very large number of road closures over the past two years, mainly for work by Openreach and Scottish and Southern Electricity. The closure of the C12 involves a formal diversion route, from one part of the village to another, of some 17 miles via Wilton, Fovant and Broad Chalke. This causes difficulty for the whole of the Chalke Valley as well as the residents of Bishopstone. Particularly affected are school children (delivered by car and coaches to schools in Broad Chalke, Coombe Bissett and Salisbury) and the elderly because the only bus service (to Salisbury and Shaftesbury) is suspended. While the formal diversion route is as above, many drivers, including of lorries and other delivery vehicles, try to use the “back lane” diversion via the single track Mill Lane and Faulston Lane. This has resulted in long traffic jams, altercations and damage to property. Wiltshire Council say they can do no more than put out signs saying that this route is “unsuitable” as a diversion. Such signs are ignored. From observation of the nature of the works undertaken under these Orders, usually the replacement of poles in the roadside verge, it is not understood why the road could not be partially closed with traffic light operation, thus enabling continuous, if delayed, use. Can a more effective means of traffic management be put in place to prevent the use of “informal” diversion routes and can greater use be made of traffic light operated partial road closures in order to keep busy roads open?

Under the Wiltshire permit scheme all utility companies require an approved permit to carry out works on the highway. Each permit will be assessed to minimise and reduce the disruption the works will cause. We will always endeavour to reduce works from road closures using traffic lights where possible, however, there are legal minimum widths that must be complied with during traffic light operations to ensure safety of the operatives and road users.

The road in question is fairly narrow so the ability to maintain a safe working zone is limited. We always aim to limit the timings of road closures where possible to off-peak working (09:30 – 15:30) to avoid the morning and afternoon rush period, and we will liaise with bus companies and local parish councils to ensure that alternative provision is in place regarding bus stops and school travel.

Regarding the lengthy diversion for these road closures, we have an obligation to divert traffic onto a road of the same classification that is fully signed. This aims to deter vehicles from using ‘rat runs’ along unsuitable routes. As stated, signage can be erected to reduce the amount of traffic using unsuitable roads; however, we are unable to prevent their use.

A350 East Knoyle – range of associated issues

18) I am concerned about the speed on the A350 past East Knoyle. There are five access roads on to the A350. Shaftesbury Rd, Hindon Rd (both to & from Hindon) Upton Milton & Leigh Lane. There are three footpaths on both sides of the road, & access to a cycle path. Horses have to cross the road to reach lane’s & bridle paths. The two bends at either end of the village hide the traffic until the last minute, & added to this from the North side the steep hill allows even the biggest lorries to gain a lot of speed. This is especially dangerous at the Hindon junction. Pedestrians &

cyclists look & listen, I think it is worth bearing in mind how quiet electric cars are. In the future they may not hear the on coming vehicles. I believe speed restrictions are urgently needed to avoid a seriousness accident.

Road safety is a priority for Wiltshire Council. Working with the Wiltshire and Swindon Road Safety Partnership, we are reviewing our road safety strategy as part of the Local Transport Plan review.

If residents wish to request lower speed limits or other interventions in their area, they should approach their Parish Council who would then need to raise the matter at the Local Highway and Footway Improvement Group (LHFIG).

To make a request, residents will need to complete a 'report a highway improvement issue' form, which can be accessed: <https://www.wiltshire.gov.uk/article/6149/Local-Highway-and-Footway-Improvement-Groups>

19) A further concern expressed to me regarding the roads/speed limit within East Knoyle village is the speed limit currently 60 mph between the Windmill and the Fox and Hounds Public House. Residents of The Street have requested that consideration be given to reducing this significantly to 20 mph citing the number of children now residing in the area, horse riders, people on bicycles all attempting to navigate a single track Road while vehicles are also driving through at perhaps the required speed of 60mph or above.

Issues regarding the noise and speeding on the A350 have perhaps been addressed elsewhere. I would just like to reiterate that the noise from motor bikes at a weekend is becoming intolerable. I am aware that some speed cameras are now fitted with noise level monitors. I wonder if the board would consider installing one or perhaps two of these devices along the A350?

Also a reduction in the speed limit on the portion of the A350 from Hindon Road to a point past The Turnpike could only assist in reduction the traffic noise which adversely affect the people residing in East Knoyle.

If residents wish to request lower speed limits or other interventions in their area, they should approach their Parish Council who would then need to raise the matter at the Local Highway and Footway Improvement Group (LHFIG).

To make a request, residents will need to complete a 'report a highway improvement issue' form, which can be accessed: <https://www.wiltshire.gov.uk/article/6149/Local-Highway-and-Footway-Improvement-Groups>

Wiltshire Council does not provide SIDs or have the type of speed cameras you have identified; however, you may wish to ask your Parish Council to see what options are available on the market.

20) I would like to bring to you attention the dangers faced by the residents that live on the section of the A350 known as the East Knoyle Turnpike, this 500 meter section of road has 2 blind bends; entrances to 12 residential homes; a working farm and a speed limit of 60mph. In the last few years there have been at least half a dozen Road Traffic accidents on this section of road these include a motorist crashing into the milk lorry pulling into the farm and motorists taking the bend too fast and skidding across the road into on coming traffic. This section of road is considered too dangerous to deliver to by some delivery companies due to the high speed limit and lack of safe

parking. The number of road traffic incidents is increasing, this weekend I noticed another car buried in the hedge a few hundred yards up from the Turnpike. I don't understand why the speed limit is 50mph all the way from Shaftesbury to Sedgehill and then goes to the National speed limit (60 mph) as the road goes past the entrance to a Nursing home and the residential homes at the Turnpike ?

First concern is the speed in which traffic travels alongside that road. We have children who have to cross the road to catch the school bus in the village and it's frankly treacherous to walk along that road even using the pavement. Due to the speed the traffic is travelling it makes turning out of our driveway at any time of the day incredibly difficult. Drivers often seem shocked to see someone emerging into the road- are often travelling in excess of the speed limit and often are abusive towards us (hand signals etc). The speed is particularly bad on a Tuesday evening during the summer months when the bikers meet in poole. The speed the bikes go past the house are incredible. We are always astounded at how fast they are travelling and the noise this creates. We feel a speed limit such as other places in Wiltshire like cricklade- the turnpike should be 40mph

A police patrol

Occasionally may help with this. Speed traps etc

Signs

There are no signs showing pedestrians crossing. Only a drive carefully sign and slow on the road. This is NEVER adhered to.

We all have concealed entrances and no signage. Often just beyond the turnpike towards Shaftesbury there are cows crossing and no provision for warning people that this could be happening.

Overtaking

People often overtake on that stretch of road making already treacherous road speed far worse

Rubbish

Our son recently did a duke of Edinburgh task and decided to collect litter from the layby as there are no provision for bins Often over night lorry taking their rest breaks there and cars who seem to not take rubbish home.

The rubbish is incredible. Not only that but we collected about 25 bottleS of urine that had been left in the ditch. It's unsanitary and a biohazard if people are leaving bodily fluids there. Also we often see people using the lay-bys as a public toilet from our kitchen table. We have children that find this distressing.

Noise pollution I'd be interested to know of the decibels the road generates and whether this falls within the LEGAL LIMITS.

Living on the turnpike is a tale of two halves. We have lovely views of the nadder valley however the road is becoming increasingly dangerous as the speed of cars seems to be increasing- the complete lack of Patience from other road users and the complete inadequacy of Wiltshire council to have done anything regarding sat the very least signage. We pay a high council tax and seem to not benefit from it.

We have contacted the council twice about these matters- the first time we were told as there had been no fatalities nothing would be done the second email I never got a response from. Last year

we had two accidents at the first east knoyle turn off one requiring an air ambulance. Not fatal as far as I know but it feels very much as though we are on borrowed time before someone gets injured or worse.

If residents wish to request lower speed limits or other interventions (such as signs) in their area, they should approach their Parish Council who would then need to raise the matter at the Local Highway and Footway Improvement Group (LHFIG) as outlined above.

Urinating in a public space is a matter for the police. You can report using the following link <https://www.wiltshire.police.uk/ro/report/>

Wiltshire Council has run trials with litter bins provided in laybys. Regrettably, the outcome was that the provision of bins actually increased the issues with litter; we believe this is on the assumption that it will be collected.

The evidence tells us that if people are responsible, they do not leave litter/ waste, however, if they are happy to litter then the provision of bins does not address their behaviour.

We ask for all incidents of litter to be reported to the council for collection and, if it amounts to fly tipping, we will consider enforcement action. It normally takes the council three days to clear litter from the time of reporting and if the data shows that there is litter hot spot we can consider additional arrangements with additional funds recently allocated for litter enforcement work.

Police are responsible for enforcement; information on their approach can be found via this link <https://www.wiltshire-pcc.gov.uk/about-us/campaigns/road-safety/>

21) I would like to bring to your attention the situation on the A350 from East Knoyle to the Sedeghill turning for the residents living on section of the road. First is the lack of verge maintenance by Wilts CC only cutting the verge once a year in October which is unacceptable. In 1984 1985 when the road was widened the residents were told by the council highways engineers that they needed a 4 to 5 meter verge for visibility on the bends and they would cut it as and when required this is not happening and as the road traffic act states it is the landowners responsibility in this case THATS WILTS CC on both sides of the road

As proven by myself on the acquisition map at the time of purchasing the land from Hays farm and other landowners. Secondly is the speed of traffic exceeding the speed limit especially motorbikes which lean over round the bends and then you can't see them because of the tall grass on the verge one solution would be lowering the speed limit and double white lines to stop cars and motorbikes overtaking lorries on the bends this would also make it easier for the two farmers on this section of road to cross the road with tractors and animal's especially if the verges were cut at least. You could see what was going to hit you why is there a 50 mph on the straight road and the national speed limit on the bends?

Thirdly, why does it take so many phone calls and emails to my Wilts to get anything done 10 + phone calls in the spring to my Wilts got fed up of waiting so cut the verge myself on Sunday Then got a email on Wednesday saying they have completed the work and the grass was closed that was the fastest response I ever received from my Wilts and they hadn't done anything? When is anyone going to do anything about this section road other than talk about it?

The cutting of our highway verges has been modified to take account of the environmental benefits that can be derived from a single autumn cut. We do, however, cut back visibility splays in May/June.

A Parish Council can request additional verge or visibility splay cuts and sites will be assessed based on safety criteria. It is possible, therefore, that no action will be taken until the next scheduled cut. Parish Councils can also discuss the issue with their Parish Steward who can raise any safety concerns directly with the Local Highways team.

As noted above, requests for changes to speed limits should be addressed to the LHFIG through the Parish Council.

We apologise if it does sometimes take a while to get a response. Nonetheless we encourage residents to report via the MyWilts app as all matters will be assessed. Alternatively, reports can be made:

1. On line at <http://www.wiltshire.gov.uk/mywiltshire-online-reporting> where you will be able to leave your email address and receive updates
2. By telephone on 0300 456 0105 – ask the customer services team will give you a log number

22) It's regarding the A350 outside the premises of Hays House Nursing Home & Hays Park retirement Apartments.

We have been complaining of the speed of traffic along this road for many years but to date nothing has been done. There was a bad accident in 2017 which involved two residents from Hays Park who were involved in a serious accident where the air ambulance had to attend. The road looks clear on exiting the site and clear either way, there are bends both ways shortly after the exit and what appears safe to exit can very quickly have a speeding vehicle right on top of you, even if you get away briskly. A member of staff from the Nursing home in April 2013 had a near miss and only avoided being hit by swerving quickly but sustained harm and the car was a mess as she hit one of the signs. There have also been lots of other near misses over the preceding years and fearful there will be a fatal crash soon. The care home has 43 beds which involves lots of different people coming in and out of the site to enable the residents to be looked after in a nice environment which is the same for Hays Park by staff/deliveries/workmen/visitors/Health Professionals etc. Hays Park has 19 Independent Living apartments also incurring lots of different professions and deliveries. Most of my residents have now given up their independence of having a car and going out because they are scared of coming out onto the A350, this should not be the case.

I started the campaign again earlier this year and have been liaising with Cllr Bridget Wayman who has been most helpful. She kindly arranged for a traffic survey to be conducted so we had evidence to build our case to have some action taken to make it safer for everyone entering and leaving the site. She worked out where the surveying equipment was to be placed on the road and put it on a list. But in November I found out the traffic survey was to Bridget's and my disbelief was omitted from the list for some reason in the round of surveys. It will now be placed on the next round whenever that is supposed to be. We were upset as we had both expected this to have progressed by now. We are unable to open up our entrance further like the farm next door as we have some big lovely established trees behind our boundary. They are set back quite a way from the road, the verge is kept cut back. The Farm still has issues with speeding traffic on exiting their site. We would like a way forward in slowing down drivers more, making them aware there is a

concealed entrance coming up and to take more care and attention before there is a fatal accident and those living and working on-site can feel safe. This can be achieved by extending the speed restriction past our entrance with further signage making drivers aware that there is an entrance and perhaps a speed monitoring sign. Anyway, I will be at the meeting together with the Marton from the Nursing Home to hear what you will do to help with our situation.

We apologise for the delay. The results of the requested traffic survey will be made available via LHFIFG when completed.

A350 – Dinton issues

23) Future plans for A350 - Pictures are available on request. Within the Dinton parish boundary we have a number of black spots where smaller roads join the A350 and a couple of these which are causing safety concerns are specified below. Taking a broader picture, is the Area Board in a position to share any future plans for any developments/improvements for this particular stretch of the A350 which we understand might be included in the M4 to Dorset Coast Connectivity Study? It would be good to know of any future works in the pipeline.

In terms of the Study, National Highways have advised us that:

- all evidence/outputs have been collated, submitted and are being processed by the Department for Transport;
- a Study brochure and newsletter is currently in production to update interested parties and to continue engagement - due to be circulated in the coming month;
- a completed report with recommendations is with DfT for decision on next steps – National Highways were hoping to share an executive summary before Christmas so we hope it will be with us shortly.

24) Junction of Wincombe Lane, Dinton and A350 - Pictures are available on request. There have been a number of incidents at this junction, thankfully none fatal. It would seem that there is a pattern to these incidents, with cars joining the A350 from Wincombe Lane being hit by cars heading north out of Shaftesbury overtaking slower vehicles. Our Parish Council is in strong support of Donhead St Mary Parish Council in asking for a solution to be found. A report recently received back from Highways appeared to come to the conclusion that there wasn't a problem. We strongly disagree with this conclusion, as do many of our residents, some of whom have been involved in the accidents. As a first, economical, resort, we shall be pursuing the idea of placing continuous double white lines either side of this junction.

Can we ask for support from the Area Board and for it to seriously consider taking action to improve safety at this location?

Initial assessment of the junction has recently been completed and this issue is to be reported to the next meeting of the LHFIFG for consideration.

25) Junction of Station Road and A350 - Pictures are available on request. When are Wiltshire Council and Highways going to solve the flooding problem on the A350 at the Station Road junction that creates a dangerous pool on the railway bridge on the A-road and subsequently a stream down Station Road that floods businesses and residential properties? In Dorset, the A350, just to the north of the Lytchett Matravers turning, had the same problem on

Barrow Hill. It was resolved by building a proper drainage system, with concrete run-offs and grates and large pipes to get the flow into the stream. Why can't Wilts/Highways do the same? This is an ongoing issue that has been discussed many times at our Parish Council meetings and flagged repeatedly to Wiltshire Council and Highways over the last 20 years. The problem is due to the fact that the drainage run-offs on the A350 are clogged and never seem to get cleared out. The road was closed for one night a few weeks ago to remove vegetation on the verges, but none of the water run-off mud drainage ditches on the west side were dug out or cleared. Inevitably, the next time it rained, the water (and silt) just streamed down to the railway bridge, creating the dangerous pool again, and, once full, the torrent flowed down Station Road to flood homes and businesses in the industrial site.

Drainage systems on the A350 have been cleared. Unfortunately heavy concentrated rainfall can create a surge in the system, leading to water arriving at Station Road. A solution to deal with the situation is currently being assessed.