

AMESBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

03	Item	Update	Actions and recommendations	Who
	Date of MS Teams meeting: 14th July 2021			
1a	Wiltshire Boundary Changes			
	<ul style="list-style-type: none"> • Areas removed: Idmiston PC, Winterbourne PC, Allington PC, Cholderton PM, Newton Toney PC, Steeple Langford PC, Wylde PC. • Areas to remain: Amesbury TC, Bulford PC, Figheldean PC, Milston PM, Durrington TC, Berwick St James PC, Durnford PC, Great Wishford PC, Orcheston PC, Shrewton PC, Stapleford PC, Tilshead PC, Wilsford cum Lake PC, Winterbourne Stoke PC, Woodford PC. • Areas new: Enford PC, Fittleton cum Haxton PC, Netheravon PC, South Newton PC. 			
	<p>The process agreed going forward is all Town and Parish Councils are to keep their own list of priorities making sure the number 1 priority is added to the CATG list for consideration. CATG has their own list of 5 top priorities which are voted on by the group from the list submitted via the Town and Parish Councils. The senior engineer can be contacted for advice if required.</p>			
1b.	Attendees and apologies			
	Present:	Cllr Graham Wright (Chair, Wiltshire Council), Cllr Kevin Daley (Wiltshire Council), Cllr Mark Verbinnen (Wiltshire Council), Cllr Monica Devendran (Wiltshire Council), Cllr Ian Blair-Pilling (Wiltshire Council), Kate Davey (Wiltshire Council Highways), Rhiann Surgenor (Wiltshire Council Highways), David Hassett (Shrewton PC), Rae Owen (Woodford PC), Richard Soar (Woodford Parish Council), Andy Shuttleworth (Winterbourne Stoke PC), Deborah Potter (Tilshead PC), John Derryman (South Newton PC), Rob Coulthard (Enford PC), Satrah Humphreys (Berwick St James PC), Andy Williams (Mayor of Amesbury)		

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	Apologies:	Jacqui Abbott (Wiltshire Council), Cllr Robert Yuill (Wiltshire Council), Spencer Drinkwater (Wiltshire Council Transport Planning), Richard Harris (Shrewton PC), Graham Jenkins (Bulford PC),		
2.	Notes of last meeting			
		The notes of the last meeting held on 26 th February 2021 were accepted as a true record.	Noted and agreed	
3.	Financial Position			
		See Finance sheet. 2021/22 allocation is £16,803.00 (previous years £17,731.00). 2020/21 underspend was £55,188.18 and the current commitments total £46,000.00 giving a remaining budget of £36,241.18.	Noted and agreed	
4.	Top 5 Priority Schemes			
a)	1-19-6 Wyllye village – Request for 20mph speed limit.	Wyllye 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. Wyllye PC has confirmed 25% contribution of £625. Wyllye 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 agreed to fund installation. Wyllye PC agreed contribution. TRO consultation period: 28 January – 22 February 2021. Waiting for confirmation whether any comments have been received.	ACTION Remove and close. Invoice once works complete	KD

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		Works order submitted with implementation date anticipated for Autumn 2021.		
b)	<u>1-19-10</u> Orchard End/MilstonRoad/Bulford Drove, Bulford – horse & rider warning signs	<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). Group agreed funding. Bulford PC agreed contribution via email on 08/11/20.</p> <p>Works order submitted and implementation is imminent.</p>	ACTION Work complete. Invoice, remove and close.	KD
c)	<u>1-20-1</u> 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>Group agreed to fund locations B and D. Cholderton PC have now confirmed contribution towards the entire scheme at all four sites. Group agreed to fund implementation of all 4 sites.</p>	ACTION Work complete. Invoice, remove and close.	KD

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		Works order submitted and implementation is imminent.		
d)	<p>1-19-11 Footpath that connects the upper back-way to the Methodists Church on the high street, Shrewton. (SHRE22)</p>	<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 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). Group agreed to fund scheme. Shrewton PC confirmed contribution via email.</p> <p>Design work almost complete with implementation programmed for Autumn 2021.</p>	<p>ACTION Oversee implementation of project in due course.</p>	KD

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e)	<p>6543</p> <p>Church Street, Winterbourne Stoke – request for 20mph speed limit</p>	<p>Request for 20mph speed limit for Church Street area in Winterbourne Stoke. Cost of feasibility study for such request is £2,500. 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). Winterbourne Stoke have confirmed contribution. Residents of Brook Close confirmed agreement to be included in TRO. Group agreed to fund project.</p> <p>TRO consultation period: 25th February – 22nd March 2021. No objections received.</p> <p>Works order submitted with implementation date: 26 July 2021.</p>	<p><u>ACTION</u></p> <p>Work complete. Invoice, remove and close.</p>	KD
f)	<p>1-20-13 / 1-20-14</p> <p>Glebe Rd & School Rd Durrington</p>	<p>Request for signing to inform vehicles there is no entry from Glebe Road to College Road. Especially for delivery vehicles following Satnav.</p> <p>Request for signing to inform vehicles there is no entry to Avon Valley College via School Road and road unsuitable for HGVs.</p> <p>Site visit undertaken by KD. Signing plan proposal attached for discussion at the meeting. Estimate £500 (CATG £375, 25% contribution £125).</p> <p>Recommendation for no further action on this issue.</p>	<p><u>ACTION</u></p> <p>No further action agreed. Remove and close.</p>	KD

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g)	<p>1-20-15 Durrington 20mph speed limit assessment</p>	<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>Group agreed to fund 20mph assessment at £2,500. Durrington TC agreed 25% contribution of £625.</p> <p>Site visit undertaken by KD and traffic survey sites located. No order for the survey work has been placed yet due to Covid-19 lockdown restrictions. This work will be resumed when restrictions are eased.</p> <p>Assessments have now recommenced as Covid-19 restrictions have eased. It is anticipated traffic surveys will be undertaken over the summer period with the report being finalised in the Autumn.</p>	<p><u>ACTION</u> Assessment ongoing. Review recommendations once final report is complete in due course</p>	KD
5.	Other Priority schemes			
a)	<p>5794 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> Group agreed to Leave on agenda for now</p>	

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	<p>7.5t weight restriction</p>	<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>Cllr Smale and Bulford PC confirmed this is still an issue and is getting increasing worse. Area Board to write to Wiltshire Council for a decision.</p> <p>Cllr Robert Yuill is still waiting for a response to his letter. Bulford PC are also still waiting for a response from the Leader of Wiltshire Council – February 2021.</p> <p>Request update from Cllr Yuill on response to his letter.</p>		
<p>b)</p>	<p>5795</p> <p>A3028 from Double Hedges approaching new roundabout - No waiting at any time</p>	<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><u>ACTION</u> Continue to monitor time scale for waiting restrictions review.</p> <p>Supply photo evidence highlighting the extent of the issue at this site.</p>	<p>KD</p> <p>Bulford PC</p>

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		<p>Process for requesting waiting restrictions is for the Town/Parish Council to complete request form and submit to Network Management 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> <p>AC confirmed double mini roundabout is now public highway. Pedestrian survey to be carried out post lockdown but currently unclear as to who will complete.</p> <p>KD has spoken with Network Management who have confirmed that the waiting restriction reviews are moving forward now Covid-19 restrictions are easing. This location is on the list ready to be assessed. In the meantime if Bulford PC can supply photo evidence of the parking issues at this site it will help determine the extent of restrictions required.</p>		
c)	<p>1-20-3 East Gomeldon Road, Idmiston</p>	<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. Request to reinstate give way marking for vehicles heading south towards the railway arch.</p>	<p>ACTION Remove and close.</p>	KD

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		<p>Site visit undertaken by KD. Observations are that current signing and road markings are very worn. There is scope to reposition the signing to be more visible to approaching traffic and enhance the road markings if the group wish to make this a top priority. However some of these signs require illumination so there will be electrical costs involved in any amendment to the signing at this location.</p> <p>Leave on agenda for progression when space on the top 5 priority list becomes available.</p> <p>Idmiston is no longer part of the Amesbury CATG area and therefore this issue should be raised by Idmiston PC with the Southern Wiltshire CATG for prioritisation.</p>		
d)	<p><u>1-20-4</u> A338 Porton Village, Idmiston</p>	<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. 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>Group not supportive of funding a speed limit review at this location. Site visit undertaken by KD to investigate advance signing options for this location. Unfortunately the regulations do not permit the use of advance signing for speed limit changes. There is no provision of such signs in the TSRGD 2016. The TSM chapter 3 also states 'countdown signs giving advance indication of a speed limit are not prescribed and must not be used'. KD checked visibility requirements</p>	<p><u>ACTION</u> Remove and close.</p>	KD

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		<p>to the 30mph speed limit signs which do meet the criteria on both approaches.</p> <p>Group considered solution would need to be on a larger scale to widen carriageway and/or footway. This is outside to scope of what the CATG and substantive bid funding can offer. This would need to be investigated at a strategic level. Idmiston Parish is no longer part of Amesbury CATG area.</p>		
e)	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. Cllr Mike Hewitt agreed to follow this up with the company Chemring.</p> <p>Considered the new development. PC to flag this issue up at the planning stage to see if anything can be incorporated in development funding. The main issue is Chemring employees at finishing time. Rest of the day road is quiet and easy to use. Cllr Yuill has written to company and the police have also spoken with them. Suggestion to cut off entrance to petrol station and stop vehicles driving straight through.</p>	<p><u>DISCUSSION</u></p> <p>On hold for the moment. Woodford PC to express concerns as part of planning process. Not a current priority for the group.</p>	

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f)	1-21-3 London Road, Amesbury	<p>Broken bus shelter. The bus shelter was damaged by a vehicle several years ago and remains in a bad state of disrepair, affording no weather protection for anyone who is waiting there and inviting potential acts of vandalism. The worsening condition of the shelter gives a bad impression of the town and of the apparent disregard by the council. The Town Council wishes for the bus shelter to be replaced.</p> <p>Cllr Westmoreland confirmed shelter was hit some time ago and this issue has been held up for a while. Discussion on whether CATG should fund as removal is maintenance. If enhanced shelter is erected could be considered as new improvement project. To be discussed further after costs are know.</p> <p>Cost estimate to remove and install a new shelter is in the region of £6,600 (CATG: £4,950, 25% contribution: £1,650). Future maintenance of any new shelter would be the responsibility of Amesbury Town Council.</p> <p>Potentially a top priority project.</p>	<p><u>DISCUSSION</u> Amesbury TC confirmed 25% contribution.</p> <p><u>ACTION</u> Move to top priority list and progress scheme.</p>	KD
g)	1-21-4 Salisbury Road, Amesbury	<p>Residents concerns over speeding within a 30mph speed limit. Have seen a recent increase in speeding vehicles which is dangerous in a residential area.</p> <p>Request for speed camera. Wiltshire Council policy does not allow for permanent speed cameras to be installed. If a traffic survey request is submitted to our road safety team and the area meets the criteria either SID deployment or Community Speed Watch can be considered. At February meeting Cllr Westmoreland confirmed this is already a site for SID deployment.</p> <p>Potentially remove from agenda and close.</p>	<p><u>DISCUSSION</u> AW confirmed regular SID deployment at this site. Concerned over the original warning signs on the hill which have since disappeared.</p> <p><u>ACTION</u> Investigate the missing warning signs on the hill.</p>	RS

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			<p>Remove and close this issue.</p> <p>Review this issue and potentially submit new request for village gates to highlight entrance to 30mph speed limit if supported.</p>	<p>KD</p> <p>Amesbury TC</p>
h)	<p>1-21-5 B3083 between A303 and Berwick St James</p>	<p>The southern B3083 runs from the A303 in the north at Winterbourne Stoke and travels in a general southwards direction through Berwick St James and onwards towards Stapleford where it joins the A36. The subject of this letter is the section between Winterbourne Stoke and Berwick St James and, the area either side of the junction between the B3083 and the public footpaths known as WST01/BSJA6.</p> <p>Please refer to item attached to agenda for full details of issues and request for new infrastructure.</p> <p>At February meeting it was agreed to defer to next meeting and request a representative is present to discuss the issue further.</p> <p>Request a representative attends the meeting to discuss.</p>	<p><u>DISCUSSION</u> Berwick St James PC are supportive of this issue. Cllr Daley also supports this issue. AS explained the details of the issues at this location with concerns over speed and placement of signing and road markings. Concerns raised over the protected verge status.</p> <p><u>ACTION</u> Look at protected verge status and arrange for verge cutting to some degree.</p> <p>Move to top priority list and arrange site meeting with PC to look at extent of</p>	<p>RS</p> <p>KD</p>

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			signing and road marking review.	
i)	1-21-6 Bulford Road, Durrington	<p>To replace the amber flashing lights at the zebra crossing on Bulford Road outside Lloyds chemist and Nisa store. The Wiltshire councillor has received several complaints that they are not bright enough.</p> <p>This zebra crossing has been highlighted as a site for refurbishment during 2021/22 and design work has now commenced.</p> <p>This is no longer a CATG issue.</p>	<p>ACTION Remove and close.</p>	KD
j)	<u>1-21-7</u> High Street, Shrewton	<p>This request has been received from a resident as vehicles regularly park on the virtual footway, making it difficult for those with mobility issues, mobility vehicles and pushchairs to enter the Co-op shop. The Parish Council support the request and would like to put it forward for consideration. If there is no possibility of a proper raised footpath at the Co-op, then would it be possible for an alternative colour of tarmac/ surface to be used - similar to that which is used at the entrances and exits to the village on the main highways? That the outer (road edge) of this pathway should have some form of bollards, examples of which can be found at both the Tesco (Amesbury) and Waitrose shops, that mark off the pedestrian areas.</p> <p>AC has confirmed its not wide enough to install bollards.</p> <p>Requested coloured surfacing for the virtual footway when resurfacing works are completed.</p>	<p>ACTION Ask for programme date for resurfacing and submit to Shrewton PC.</p>	KD

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k)	1-21-8 Redworth Drive, Amesbury	<p>A pedestrian pathway is being used by motor vehicles presenting a risk to pedestrians using the pathway and impacting on the structural integrity of the walls surrounding the path. The path runs along the side of a residential house providing front-door access to four houses and also links the Archers Gate development to an older development. Vehicles are now increasingly using the pathway – takeway delivery drivers and property maintenance companies looking after the four houses. The entrance to the pathway has a dropped kerb and is wide enough for a transit van. The dropped kerb would have been put in place to support buggies and disability scooters but unlike other similar pathways on Archers Gate no protection was put in place to stop vehicles using the path. Request for small bollard at the entrance to the pathway would stop vehicles accessing the pathway.</p> <p>Cllr Yuill and group as a whole are supportive of this issue. Leave on agenda for progression when space on the top 5 priority list becomes available.</p> <p>Potentially a top priority project.</p>	<p><u>ACTION</u> Move to top priority list</p> <p>Design and cost estimate to Amesbury TC for review.</p>	<p>KD</p> <p>KD</p>
l)	1-21-10, 1-21-11, 1-21-12 C42 Woodford Valley – speeding and lack of footways	<p>Multiple issues raised relating to speed in Woodford Valley.</p> <p>Discussion at the February meeting on issues 1-21-10, 1-21-11 and 1-21-12. PC and residents explained concerns over speeding traffic and lack of footways. All agreed to take a holistic approach to combine the Woodford issues and firstly look at speed limit review throughout Woodford Valley. Group agreed to fund assessment at £2,500 subject to Woodford PC contribution of 25%, TBC.</p> <p>AC suggested PC instruct parish steward to look at clearing undergrowth by railings. It was suggested the parish build an</p>	<p><u>ACTION</u> Move to top priority list.</p> <p>Send plan of speed limit assessment extent to Woodford PC for review before commissioning consultant to start.</p>	<p>KD</p> <p>KD</p>

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		<p>evidence log to be submitted to the consultant for consideration when the review is conducted.</p> <p>KD arranged site meeting with Woodford Parish Council which took place on 24th June 2021. Woodford Parish Council have confirmed 25% contribution towards the speed limit assessment. Woodford PC to confirm the extent of the assessment before I instruct the consultant to start. Woodford PC also confirmed they will arrange for the vegetation on the hill at the southern end of Upper Woodford to be cleared in order for us to assess whether a virtual footway can be accommodated.</p> <p>Potentially a top priority project.</p>		
6.	New Requests / Issues			
a)	1-21-13 Great Wishford – gateway/planter	<p>It has been brought to the attention of Great Wishford Parish Council by villagers that the three access roads into the village could be greatly improved by a gateway / planter. The roads are narrow so they only request it on one side near the village signs. A resident has offered to be responsible for the aftercare of the planters. A councillor has already had plans drawn up.</p> <p>To be discussed at the meeting.</p>	<p>DISCUSSION No representative present at the meeting therefore this issue has been deferred.</p>	
b)	1-21-14 Amesbury, Holloway Close – signing	<p>There is currently no signing to highlight the houses along the footpath between 46 Holloway Close and the sundial, making post and packages difficult to deliver. Request for signing/street name plate at the bottom of the footpath by 46 Holloway Close indicating that along the path resides houses 30 and 48 to 56.</p> <p>Amesbury Town Council to establish priority status.</p>	<p>ACTION Amesbury TC to liaise with RS separately to arrange for name plate installation.</p> <p>Remove and close.</p>	<p>Amesbury TC/RS</p> <p>KD</p>

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c)	1-21-15 Shrewton, London Road – Traffic Calming	Excessively high volume of vehicles using this route as a 'rat run' to avoid the A303. See attached PDF titled 'substantive bid application 2021' (3 attachments). Traffic calming scheme along London Road to deter non local traffic. Shrewton Parish Council to establish priority status.	ACTION Liaise with Shrewton PC to refine plan and substantive bid submission. Wiltshire Councillors will then be in a position to consider funding contribution from the CATG towards the bid.	KD/GW
d)	1-21-16 Shrewton, Tanners Lane – damage to property	Resident of No. 1 Tanners Lane is concerned that the corner of the property keeps getting hit by passing vehicles. It is an old cob building and each time it is hit the resident is worried that it is causing structural damage as well as costing money to repair the cob and guttering. Request for bollard/pole to be installed on the corner to protect the property. Please see attached photos at the end of the agenda. Shrewton Parish Council to establish priority status.	ACTION Undertake site visit to see if this is a feasible solution.	KD
7. Any other business				
a)	Highways Asset Management 5-year plan	Please see below link to the Highways Asset Management 5-year maintenance plan from Wiltshire Council's website for your information: Scroll down to Wiltshire Highways Maintenance Plan Amesbury 2021-2025 https://www.wiltshire.gov.uk/highways-asset-management Please address any queries to the relevant Area Highway Engineer.	All noted.	

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b)	Durnford Speed limit	Woodford PC raised concerns over the lack of speed restrictions throughout Durnford Parish. Previous commitment from KD and previous Chair Mike Hewitt to visit the site pre Covid-19 Restrictions.	<u>ACTION</u> Undertake site visit to look at the issue in more detail.	KD/GW/ Cllr Daley
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8.				
	Date of Next Meeting	20 th October 2021 @ 10:00 via MS Teams		

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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 **£36,241.18**.

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 21-22

£16,803.00	CATG ALLOCATION 21-22
	Previous years £17,731.00
£55,188.18	2020-21 underspend

Contributions

Winterbourne Stoke PC 20mph speed limit implementation	£1,250.00	Confirmed
Bulford PC - Horse Warning Signs	£250.00	Confirmed
Shrewton PC - Upper Backway dropped kerbs	£625.00	Confirmed
Cholderton Parish Meeting - village gates	£2,850.00	Confirmed
Wylde PC for 20mph speed limit implementation	£2,250.00	Confirmed
Durrington PC - Glebe Rd/School Rd signing	£125.00	TBC
Durrington PC - 20mph speed limit assessment	£625.00	Confirmed
Woodford PC - speed limit assessment	£625.00	Confirmed
Amesbury TC - London Rd bus shelter replacement	£1,650.00	TBC

Total Budget

£82,241.18

Commitments carried forward

Street namplates	£5,000	Estimate
Winterbourne Stoke 20mph speed limit implementation	£5,000	Estimate

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
Durrington Glebe Rd/School Rd signing	£500	Estimate
Durrington 20mph speed limit assessment	£2,500	Estimate
Woodford Valley speed limit assessment	£2,500	Estimate
Amesbury London Road Bus Shelter replacement	£6,600	Estimate

Total commitment **£46,000.00**

Remaining Budget **£36,241.18**

Highways Improvement Request Form

Contact Details

Name:		Date:	22/01/2021
Address:			
Telephone No:			
Email Address:			

Issue Details

Location of Issue:	B3083 between the A303 and Berwick St James
Community Area:	Amesbury
Parish or Town Council:	Winterbourne Stoke
Nature of Issue:	
Narrative provided by Cllr Dr Andrew Shuttleworth	
<p>The southern B3083 runs from the A303 in the north at Winterbourne Stoke and travels in a general southwards direction through Berwick St James and onwards towards Stapleford where it joins the A36. The subject of this letter is the section between Winterbourne Stoke and Berwick St James and, the area either side of the junction between the B3083 and the public footpaths known as WST01/BSJA6. Historically, the footpath then continued south westwards into Berwick St James and old mapping makes clear it pre-dates the creation of the B3083 and the start of British road classification in 1913. So that section of the road is now both a footpath and a "B" road.</p> <p>It is one of two routes south from Winterbourne Stoke to Berwick St James and the most popular of the two when going to and from the Boot Inn and the Farm Shop in Berwick St James. It is frequently used by pedestrians, often unfamiliar with the local area, from the Stonehenge campsite that is at the Northern end of this part of the B3083. The B3083 is also used regularly by cyclists and equestrians.</p> <p>The problem lies in the section of the B3083 from its intersection with WST01/ BSJA6 round the blind bend to the south-east and a similar distance to the south-west from the apex of the bend. This section of the road is around 4 metres wide and carries a 50mph speed-limit. What is not apparent from the map are the poor sight-lines of the road, the changes in elevation that restrict a motorists vision, the lack of a usable verge (particularly on the western side of the road where the verge is near vertical and goes up above head height) and the adverse camber.</p> <p>The following series of photos taken from Google Earth show a number of views of the road. Firstly, looking generally south and travelling up-hill towards the road-footpath junction - which is right on the brow of the hill/skyline.</p>	



The verges on both sides are Wiltshire Council wild-flower banks. Pretty, but they do interfere with sight-lines for much of the year; especially in summer when footpath usage is greatest. The SLOW road marking and the sharpened sign are immediately adjacent to where a kissing gate (hit and damaged by a vehicle in 2020) from WST01/BSJA6 joins the B3083. The SLOW sign is inappropriately placed to mark the bend and useless to slow the traffic for pedestrians. Stopping distance at 50mph is 38metres (125 ft), so you would expect the both the SLOW road markings and the bend advisory sign to be in a position to allow a driver to react safely within their stopping distance. Given the high probability that a pedestrian might step out from the kissing gate, the slow sign needs to be at least 38m/125ft north of its current position.

The next photo shows the view at the top of the hill, the adverse camber to the left and the immediacy of the right hand bend. As they approach the bend uphill, a driver may not see pedestrians even a few metres south of the kissing gate. Few slow for the bend and when they realise pedestrians are there, they are confronted with a sharp bend.



Pedestrians travelling south tend to keep to the eastern side of the road and not face the oncoming traffic because of the obvious danger posed by the high verge, the non-existent sightline and the sharp bend.

The view approaching the same bend from the south (Berwick St James) looks as follows.



The view ahead is quite good and pedestrians, cyclists and equestrians can be seen on both sides of the road. Again, the road section is posted at 50mph.



Going uphill and approaching the left-hand bend, pedestrians, cyclists and equestrians could easily be seen on the eastern side of the road (offside), but the nature of the bend means that very little can be seen on the nearside after the bend starts. Because of the steepness, that is the very point that cyclists and equestrians will be travelling at their slowest. The steepness of the bank (not readily apparent in these photos), means that there is no escape route for slow moving road users to the nearside (west) and so they are very susceptible to being rear-ended by fast-moving vehicular traffic.



Only after the northbound traffic clears the apex of the bend, and the summit close to the kissing gate, do drivers get a clear view of the road ahead.

Please note that in all the previous photos, the viewpoint is that of a camera mounted atop a Google camera car - as shown below. Consequently, the viewpoint is 2 to 2.5 times higher, and consequently much better, than would be the case for car drivers!



360

The Problem

Over the last couple of years the southern B3083 has become a rat-running route between the A303 and A36. This traffic is likely to increase still further in coming years and may only be relieved if the A303 Stonehenge to Berwick Down Scheme goes ahead.

The traffic that uses the B3083 rarely adheres to the 50mph speed limit along the section of concern. Villagers are increasingly reporting 'near-misses' on this section of road, with vehicular traffic failing to slow - even to the speed limit, leave reasonable room when passing pedestrians, or passing/over-taking cyclists and equestrians or using signals. All these are requirements of the Highway Code.

The Highway Code makes clear that vehicle drivers should be leaving adequate room (it pictorially indicates a cars width) when passing pedestrians, etc. Proposed changes to the Highway Code seek to enshrine this concept as actual distances. A minimum of 1.5 metres for vehicles travelling at 30mph or less and a minimum of 2 metres for vehicles travelling at over 30mph, but under 50mph. The requirement to slow down and indicate a proposed vehicle movement will remain unchanged.

On the B3083, the current and proposed Rules have a similar consequence, vehicles passing pedestrians, equestrians and cyclists should be doing so with their vehicle entirely in the other carriageway and slowing as they pass. Because of the poor sight-lines, sharp bend, adverse camber, inappropriate road marking and an overly high speed limit, drivers rarely comply and frequently drive at other non-motorised road users.

Equestrians and cyclists have been forced off the road by Wiltshire Red Buses and pedestrians/dog walkers are regularly intimidated by car drivers and taxis - often locals from other nearby villages - professional HGV drivers and campers in camper vans are by far the safest motorised users encountered.

Incidents are being reported to the police, but it is often difficult to get a car number because of the speed of the vehicle involved and equestrians and cyclists are rarely in a position to write something down. The police rarely show interest.

However, pedestrians as well as cyclists and equestrians are increasingly carrying cameras to record incidents. I reported one such incident on the B3083 involving a bus to Wiltshire Reds last year and was assured that action was taken against the driver involved.

How long has it been an issue?

Many years

What would you like done to resolve this issue?

It should be apparent from all of the above that this stretch of the B3083 is particularly dangerous. Whilst this danger can't be removed entirely, better signage, appropriately situated, could make a considerable difference. A lower speed would also reduce the likelihood of a serious injury or fatality and allow vehicle drivers increased thinking and braking time.

I would suggest the following safety measures should be adopted as a minimum:

The speed limit on the B3083, from the A303 to the 30mph limit on the northern outskirts of Berwick St James, should be reduced from 50mph to 40mph

The southbound side of the B3083 should have a 'pedestrians in road' sign situated 40 -50 metres before the kissing gate and a repeater 20-30 metres after the kissing gate.

The southbound SLOW road marking should be moved back to be at the 'pedestrians in road' sign.

It would be desirable to have cyclist and horse warning triangles co-located with the 'pedestrians in road' sign on the south-bound carriageway.

The northbound SLOW road marking and bend signs seem to be in a reasonable place. However, it is essential that cyclist and horse warning triangles are co-located with it.

No 'pedestrians in road' warning triangle is needed on the northbound section of road as walkers are rarely rash enough to walk on this side of the road.

Have you been in touch with your local Wiltshire Councillor? (Yes/No)

No

This form needs to be completed and e-mailed or sent to your local Town or Parish Council. Town and Parish contact details are available via the link below:

<https://cms.wiltshire.gov.uk/mgParishCouncilDetails.aspx>

Town or Parish Council Comments: (To be completed by Town or Parish Council only)

This issue was discussed at the Parish Council meeting on 12 Jan 21 when it was decided that action should be taken and the CATG approached. The issue was raised by Cllr Dr Andrew Shuttleworth but the issue has been known to all for many years and stories have been told by parishioners over the years of close shaves whilst walking, cycling and on horseback.

Highways Improvement Request Form

Contact Details

Name:	Nikki Spreadbury-Clews – Clerk to Shrewton Parish Council	Date:	21/06/2021
Address:	[REDACTED]		
Telephone No:	[REDACTED]		
Email Address:	Shrewtonparishcouncil@gmail.com		

Issue Details

Location of Issue:	High St/London Road, Shrewton
Community Area:	Amesbury
Parish or Town Council:	Shrewton Parish Council
Nature of Issue:	Excessively high volume of vehicles using this route as a 'rat run' to avoid the A303. See attached PDF titled 'substantive bid application 2021' (3 attachments)
How long has it been an issue?	Many years and increased since A345 at Stonehenge closed
What would you like done to resolve this issue?	Traffic calming scheme along the London Road to deter non local traffic.
Have you been in touch with your local Wiltshire Councillor? (Yes/No)	Yes

This form needs to be completed and e-mailed or sent to your local Town or Parish Council.

Town and Parish contact details are available via the link below:

<https://cms.wiltshire.gov.uk/mgParishCouncilDetails.aspx>

Town or Parish Council Comments: (To be completed by Town or Parish Council only)
This is a Parish Council request on behalf of the many residents who have put up with this ongoing situation for many years. The Parish Council have applied for substantive highway scheme funding on two previous occasions.

Substantive bid application.

This application is for 'substantive bid' funding towards major traffic calming measures, including buildouts, to be installed in London Road, Shrewton. This is the B3086, which runs northwards from the A360 Airman's Corner / Stonehenge Visitor Centre roundabout to the Rolleston Crossroads where it turns left to run down through Shrewton to re-join the A360 at the mini-roundabout at the end of the High Street – this unusual arrangement is due to historical renumbering of roads in the area.

The London Road has approximately 24 houses located about a ¼ mile from the main part of the village, the road between these houses and the main village is bereft of a footpath. In the main part of the village much of the High Street (which is a continuation of the London Road) is also bereft of footpaths with the front doors of some houses opening directly onto a live carriageway. The consequences of this are far-reaching; parents are forced to drive their children to school (this causes issues around the school at drop-off and pick-up times) so that they are not subjected to having to share road space with passing traffic, mobility impaired people without cars are trapped in their houses, people cannot walk in safety to the doctors' surgery or convenience store (at the southern end of the High Street) and many houses are now suffering structural issues as a result of traffic passing close by.

There is a sharp double-bend in the High Street where traffic is often brought to a halt when vehicles are unable to pass each other (e.g., when the bus comes by); despite this, drivers continue to use the road through Shrewton instead of taking the signposted alternative route. The door of the convenience store opens directly onto the live carriageway – there is no pavement outside the shop door – and is another choke point where traffic often comes to standstill.

Shrewton has made two previous but unsuccessful applications for physical traffic calming measures. Since these unsuccessful applications things have gone from awfully bad to unbearable; on several occasions there have nearly been fights between gridlocked drivers travelling in opposite directions who think 'they' have priority.

Much of the traffic passing through is avoiding the traffic jams on the A303, especially those westbound from Amesbury to where the Amesbury bypass dual carriageway ends. Over the course of a 'normal' year well over a million vehicles transit the London Road; the speed limit is 30mph but there are a considerable number of motorists who blatantly disregard this, while the average speed of passing traffic is often within the speed limit the maximum speeds recorded by a Speed Indicator Device (with inbuilt data logger) tell a different story about motorists' behaviour. The most recent figures obtained provide a good example:

From 09:00 on Friday 28 May to 12:00 on Tuesday 1 June 18,523 vehicles transited the London Road which is an average of 4,490 vehicles per day.

The logger accumulates data in half-hour segments, this deployment provided 359 half-hour segments. Of these only 25 had a recorded maximum speed at or lower than the 30mph limit, 55 had maximum speeds of 31 - 36mph, the remaining 279 the maximum speeds recorded were in excess of 37mph with one eastbound motorist logged at 80mph.

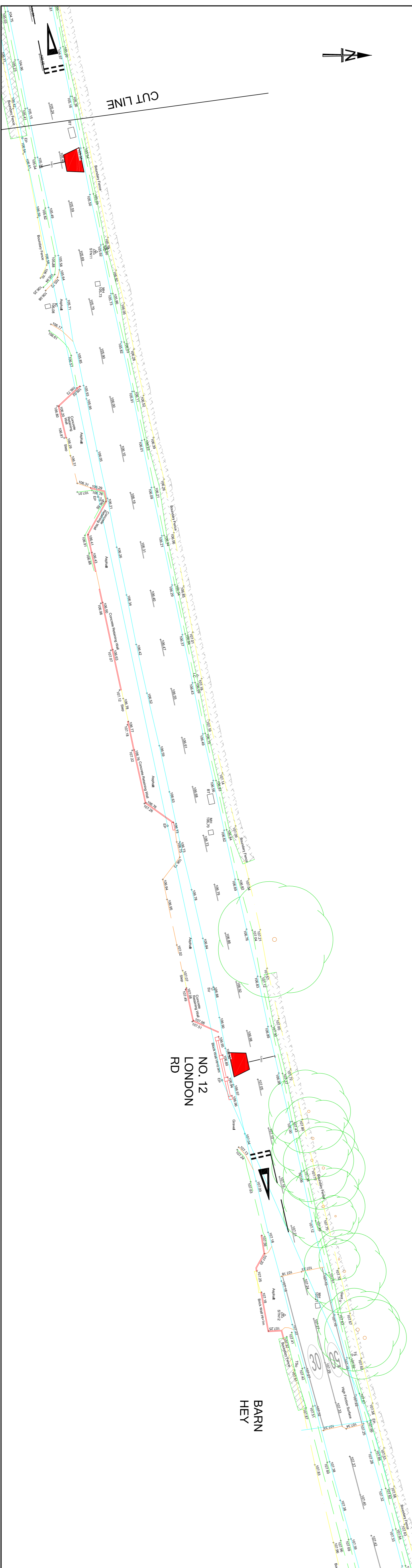
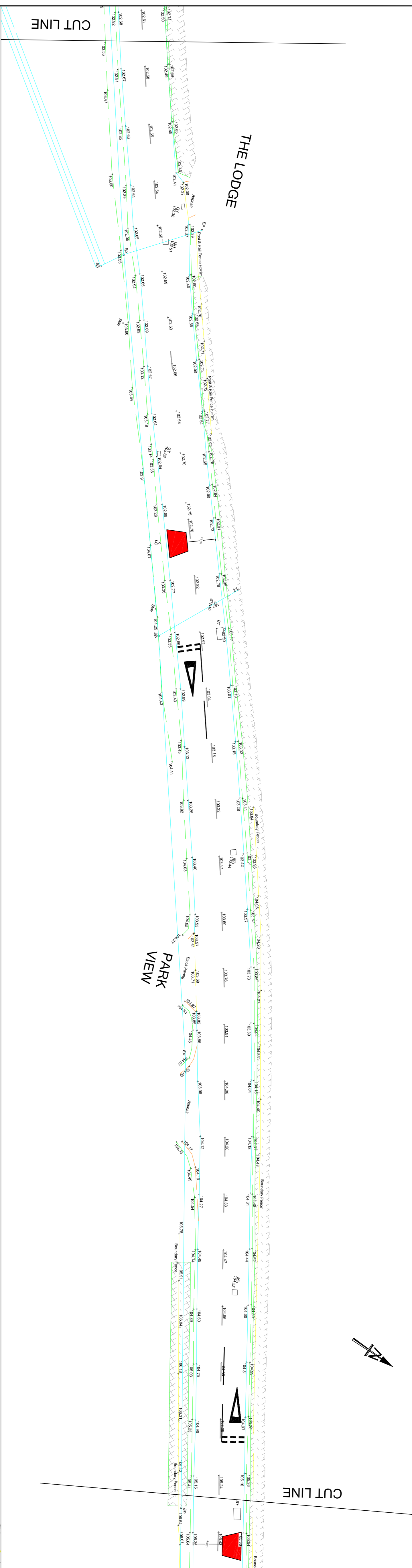
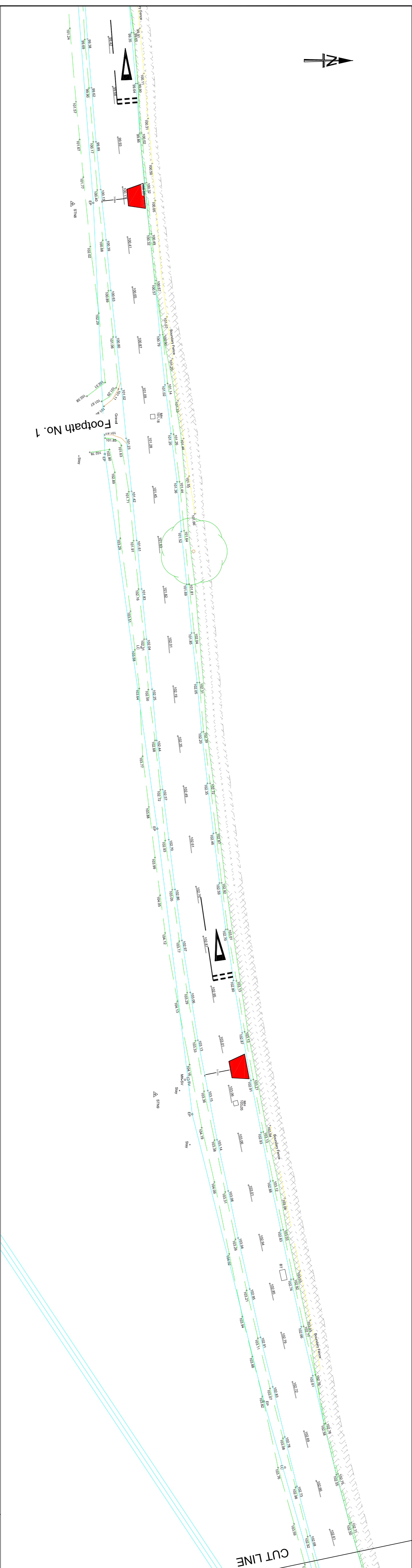
Non-physical calming measures have had little effect; CATG provided (with a 25% contribution from Shrewton Parish Council) signage advising of pedestrians in road, red road tarmac at the speed limit change from 50 to 30mph and a white gate. Although some motorists have moderated their behaviour there is still a significant number who drive without any consideration for the safety of others.

Much of the problem is caused by sat-navs. A modern sat-nav system provides immediate traffic updates and directs drivers to the quickest route. An added benefit of physical traffic calming causing an actual slowing of the traffic will be to make the B3086 through Shrewton less preferable to taking the B3086 southwards from the Rolleston Crossroads towards the Airman's Corner roundabout and joining the A360 there.

It is a miracle that nobody has been seriously injured (or worse) on this road although several people have been struck by wing mirrors and sadly several pets have been killed.

Although the A303 tunnel will hopefully resolve some of these problems (traffic volume more than speed) traffic calming will have longer term benefits for all; local traffic from north of Shrewton heading for Amesbury will still find the route through Shrewton preferable to the A303 and traffic accessing Larkhill will also pass through unless otherwise discouraged.

Accompanying this application is a PDF file of the spreadsheet generated by the data logger software.



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<p>DRAWING PURPOSE: PROPOSAL</p>			
REV	DATE	DRAWN/CHECK	APPY/ DESCRIPTION
0	30/10/19	K.A.D.	ORIGINAL
A			
B			
C			
D			
E			
F			
<p>DRAWING TITLE: TRAFFIC CALMING PROPOSAL</p>			
<p>PROJECT: AMESBURY CATG SUBSTANTIVE BID SCHEME LONDON ROAD SHREWTON</p>			
<p>Wiltshire Council Where everybody matters Traffic & Network Management County Hall, Byrnesa Road, Trowbridge Wiltshire, BA14 8JD Tel: 0300 4590100 Website: www.wiltshire.gov.uk</p>			
SCALES:	NOT TO SCALE	SHEET SIZE:	A1
DRAWING No:	2017283/KAD/SHEED001A	REVISION:	0
FILE REF:	<p>\\FS-SERVERS\PROJECTS\2017\283\KAD\2017283\KAD\SHEED001A\2017283_KAD_SHEED001A.dwg</p>		

		No. of vehicles westbound	8877		
		No. of vehicles eastbound	9646		
	Direction 1 = westbound			Maximum speed westbound	62
	Direction 2 = eastbound			Maximum speed eastbound	80
Date	Direction	Number of measurements	Number of vehicles	Average speed	Maximum speed
28/05/2021 09:00	1	48	48	24.67	36
28/05/2021 09:30	1	93	93	25.91	43
28/05/2021 10:00	1	121	121	24.93	44
28/05/2021 10:30	1	123	123	25.65	39
28/05/2021 11:00	1	171	171	25.06	38
28/05/2021 11:30	1	168	168	25.1	40
28/05/2021 12:00	1	103	103	26.29	42
28/05/2021 12:30	1	72	72	24.74	41
28/05/2021 13:00	1	100	100	24.32	34
28/05/2021 13:30	1	106	106	23.56	31
28/05/2021 14:00	1	87	87	23.6	38
28/05/2021 14:30	1	77	77	24.53	40
28/05/2021 15:00	1	110	110	24.98	48
28/05/2021 15:30	1	231	231	24.98	40
28/05/2021 16:00	1	177	177	24.84	38
28/05/2021 16:30	1	140	140	26.12	43
28/05/2021 17:00	1	122	122	25.02	52
28/05/2021 17:30	1	112	112	25.26	40
28/05/2021 18:00	1	126	126	24.47	45
28/05/2021 18:30	1	159	159	24.49	40
28/05/2021 19:00	1	155	155	24.81	47
28/05/2021 19:30	1	118	118	25.33	41
28/05/2021 20:00	1	85	85	25.54	41
28/05/2021 20:30	1	47	47	24.13	37
28/05/2021 21:00	1	64	64	24.39	41
28/05/2021 21:30	1	29	29	25.07	49
28/05/2021 22:00	1	8	8	24.38	31
28/05/2021 22:30	1	4	4	28.25	41
28/05/2021 23:30	1	1	1	25	25
29/05/2021 00:30	1	3	3	32.33	40
29/05/2021 01:00	1	1	1	32	32
29/05/2021 02:00	1	1	1	35	35
29/05/2021 02:30	1	1	1	24	24
29/05/2021 03:30	1	1	1	27	27
29/05/2021 04:00	1	2	2	48.5	62
29/05/2021 04:30	1	4	4	32	39
29/05/2021 05:00	1	3	3	28.67	34
29/05/2021 05:30	1	20	20	27.55	44
29/05/2021 06:00	1	36	36	27.33	42
29/05/2021 06:30	1	147	147	24.81	43
29/05/2021 07:00	1	164	164	24.7	45
29/05/2021 07:30	1	158	158	24.26	36
29/05/2021 08:00	1	134	134	23.86	43
29/05/2021 08:30	1	90	90	24.7	44
29/05/2021 09:00	1	68	68	24.71	36
29/05/2021 09:30	1	93	93	25.31	41
29/05/2021 10:00	1	104	104	24.72	38
29/05/2021 10:30	1	97	97	24.91	40
29/05/2021 11:00	1	87	87	24.75	34
29/05/2021 11:30	1	92	92	24.98	44
29/05/2021 12:00	1	107	107	23.68	41
29/05/2021 12:30	1	96	96	24.65	41
29/05/2021 13:00	1	99	99	24.05	35
29/05/2021 13:30	1	112	112	25.23	45

29/05/2021 14:00	1	122	122	25.18	40
29/05/2021 14:30	1	126	126	25.15	42
29/05/2021 15:00	1	119	119	24.29	35
29/05/2021 15:30	1	77	77	24.25	41
29/05/2021 16:00	1	89	89	25.37	41
29/05/2021 16:30	1	53	53	25.96	37
29/05/2021 17:00	1	42	42	26.02	48
29/05/2021 17:30	1	28	28	25.86	34
29/05/2021 18:00	1	23	23	25.17	37
29/05/2021 18:30	1	25	25	26.96	37
29/05/2021 19:00	1	20	20	25.15	41
29/05/2021 19:30	1	20	20	26.95	37
29/05/2021 20:00	1	12	12	23.83	32
29/05/2021 20:30	1	5	5	25.6	28
29/05/2021 21:00	1	5	5	30.4	37
29/05/2021 21:30	1	7	7	24.14	27
29/05/2021 22:00	1	6	6	29.17	39
29/05/2021 22:30	1	1	1	38	38
29/05/2021 23:00	1	4	4	25	28
29/05/2021 23:30	1	1	1	25	25
30/05/2021 00:00	1	2	2	29.5	32
30/05/2021 00:30	1	3	3	24.33	27
30/05/2021 01:30	1	4	4	32.75	38
30/05/2021 02:00	1	2	2	27	28
30/05/2021 03:30	1	2	2	36	40
30/05/2021 04:00	1	2	2	26.5	28
30/05/2021 04:30	1	7	7	26.29	32
30/05/2021 05:00	1	3	3	27	31
30/05/2021 05:30	1	1	1	24	24
30/05/2021 06:00	1	20	20	26.4	35
30/05/2021 06:30	1	8	8	24.12	28
30/05/2021 07:00	1	17	17	25.12	33
30/05/2021 07:30	1	26	26	26.62	36
30/05/2021 08:00	1	32	32	25.12	37
30/05/2021 08:30	1	54	54	26.81	41
30/05/2021 09:00	1	68	68	24.31	34
30/05/2021 09:30	1	73	73	24.49	36
30/05/2021 10:00	1	77	77	24.88	38
30/05/2021 10:30	1	85	85	26.13	42
30/05/2021 11:00	1	87	87	25.28	38
30/05/2021 11:30	1	46	46	24.46	33
30/05/2021 12:00	1	51	51	25.22	43
30/05/2021 12:30	1	78	78	24.9	36
30/05/2021 13:00	1	55	55	24.45	37
30/05/2021 13:30	1	77	77	24.58	36
30/05/2021 14:00	1	86	86	24.9	40
30/05/2021 14:30	1	55	55	24.75	39
30/05/2021 15:00	1	60	60	24.37	39
30/05/2021 15:30	1	58	58	26.16	45
30/05/2021 16:00	1	41	41	25.8	44
30/05/2021 16:30	1	51	51	25.59	37
30/05/2021 17:00	1	27	27	24.96	35
30/05/2021 17:30	1	33	33	24.82	33
30/05/2021 18:00	1	19	19	26.84	44
30/05/2021 18:30	1	29	29	25.66	38
30/05/2021 19:00	1	19	19	25.95	39
30/05/2021 19:30	1	14	14	26	38
30/05/2021 20:00	1	10	10	26.4	34
30/05/2021 20:30	1	9	9	28.11	52

30/05/2021 21:00	1	5	5	25.6	31
30/05/2021 21:30	1	3	3	24.67	27
30/05/2021 22:00	1	1	1	41	41
31/05/2021 00:00	1	2	2	22.5	23
31/05/2021 04:00	1	4	4	26.25	31
31/05/2021 04:30	1	2	2	26	28
31/05/2021 05:00	1	6	6	28.5	38
31/05/2021 05:30	1	8	8	32.5	41
31/05/2021 06:00	1	11	11	27.45	40
31/05/2021 06:30	1	12	12	36.17	49
31/05/2021 07:00	1	15	15	26.93	40
31/05/2021 07:30	1	18	18	25.11	38
31/05/2021 08:00	1	28	28	26.11	40
31/05/2021 08:30	1	47	47	25.77	43
31/05/2021 09:00	1	76	76	25.67	41
31/05/2021 09:30	1	92	92	25.43	41
31/05/2021 10:00	1	68	68	25.16	37
31/05/2021 10:30	1	69	69	25.77	40
31/05/2021 11:00	1	42	42	28.05	46
31/05/2021 11:30	1	57	57	26.54	46
31/05/2021 12:00	1	76	76	24.51	40
31/05/2021 12:30	1	49	49	24.78	39
31/05/2021 13:00	1	49	49	25.61	37
31/05/2021 13:30	1	82	82	25.39	46
31/05/2021 14:00	1	35	35	25.43	37
31/05/2021 14:30	1	42	42	27.12	38
31/05/2021 15:00	1	43	43	26.56	43
31/05/2021 15:30	1	31	31	26.9	41
31/05/2021 16:00	1	28	28	25.43	38
31/05/2021 16:30	1	37	37	26.54	44
31/05/2021 17:00	1	22	22	26	37
31/05/2021 17:30	1	16	16	27.06	35
31/05/2021 18:00	1	14	14	25.43	40
31/05/2021 18:30	1	18	18	25.28	34
31/05/2021 19:00	1	14	14	28.86	50
31/05/2021 19:30	1	12	12	26.75	35
31/05/2021 20:00	1	11	11	27	49
31/05/2021 20:30	1	7	7	25.57	38
31/05/2021 21:00	1	6	6	25.83	35
31/05/2021 21:30	1	4	4	31.75	43
31/05/2021 22:00	1	4	4	28.5	38
31/05/2021 23:30	1	1	1	24	24
01/06/2021 00:00	1	1	1	23	23
01/06/2021 03:30	1	1	1	23	23
01/06/2021 04:30	1	5	5	29.6	36
01/06/2021 05:00	1	8	8	33.25	41
01/06/2021 05:30	1	16	16	26.06	35
01/06/2021 06:00	1	20	20	26.55	37
01/06/2021 06:30	1	32	32	27.69	43
01/06/2021 07:00	1	31	31	27.45	38
01/06/2021 07:30	1	57	57	27.75	42
01/06/2021 08:00	1	40	40	27.12	37
01/06/2021 08:30	1	38	38	28.18	44
01/06/2021 09:00	1	67	67	25.76	41
01/06/2021 09:30	1	98	98	26.24	47
01/06/2021 10:00	1	112	112	25.77	42
01/06/2021 10:30	1	107	107	25.37	39
01/06/2021 11:00	1	128	128	25.35	38
01/06/2021 11:30	1	82	82	24.65	36

01/06/2021 12:00	1	14	14	28.43	38
28/05/2021 09:00	2	35	35	28.29	36
28/05/2021 09:30	2	55	55	28.95	47
28/05/2021 10:00	2	67	67	31.24	44
28/05/2021 10:30	2	68	68	29.97	45
28/05/2021 11:00	2	102	102	31.42	48
28/05/2021 11:30	2	101	101	32.11	49
28/05/2021 12:00	2	132	132	29.39	41
28/05/2021 12:30	2	88	88	29.66	48
28/05/2021 13:00	2	63	63	29.76	46
28/05/2021 13:30	2	57	57	28.18	42
28/05/2021 14:00	2	92	92	27.98	43
28/05/2021 14:30	2	91	91	28.8	49
28/05/2021 15:00	2	120	120	29.82	45
28/05/2021 15:30	2	161	161	30.96	51
28/05/2021 16:00	2	203	203	31.82	58
28/05/2021 16:30	2	135	135	30.87	47
28/05/2021 17:00	2	115	115	30.44	44
28/05/2021 17:30	2	52	52	31.35	48
28/05/2021 18:00	2	69	69	29.17	43
28/05/2021 18:30	2	49	49	30.63	42
28/05/2021 19:00	2	43	43	32.26	50
28/05/2021 19:30	2	49	49	30.31	44
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28/05/2021 21:00	2	6	6	29.67	35
28/05/2021 21:30	2	7	7	29.71	40
28/05/2021 22:00	2	5	5	36	46
28/05/2021 22:30	2	7	7	34	38
28/05/2021 23:30	2	1	1	34	34
29/05/2021 00:00	2	2	2	29.5	31
29/05/2021 01:30	2	3	3	37.67	41
29/05/2021 03:00	2	1	1	39	39
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29/05/2021 04:00	2	5	5	43.8	80
29/05/2021 04:30	2	5	5	43	46
29/05/2021 05:00	2	4	4	31.25	40
29/05/2021 05:30	2	10	10	30.7	38
29/05/2021 06:00	2	27	27	32.93	50
29/05/2021 06:30	2	25	25	31.28	43
29/05/2021 07:00	2	29	29	32.72	53
29/05/2021 07:30	2	36	36	30.5	49
29/05/2021 08:00	2	47	47	30.98	45
29/05/2021 08:30	2	57	57	30.42	44
29/05/2021 09:00	2	72	72	28.78	40
29/05/2021 09:30	2	91	91	29.18	55
29/05/2021 10:00	2	88	88	29.27	43
29/05/2021 10:30	2	103	103	29.2	47
29/05/2021 11:00	2	105	105	29.32	49
29/05/2021 11:30	2	94	94	29.77	46
29/05/2021 12:00	2	78	78	30.71	54
29/05/2021 12:30	2	76	76	30.34	47
29/05/2021 13:00	2	65	65	28.58	42
29/05/2021 13:30	2	60	60	29.33	42
29/05/2021 14:00	2	51	51	28.73	44
29/05/2021 14:30	2	70	70	29.2	44
29/05/2021 15:00	2	70	70	28.63	49
29/05/2021 15:30	2	61	61	30.85	55
29/05/2021 16:00	2	46	46	30.02	44

29/05/2021 16:30	2	65	65	32.31	49
29/05/2021 17:00	2	45	45	31.13	53
29/05/2021 17:30	2	55	55	31.36	58
29/05/2021 18:00	2	41	41	32.2	47
29/05/2021 18:30	2	26	26	31.46	46
29/05/2021 19:00	2	29	29	35.83	54
29/05/2021 19:30	2	10	10	29.5	36
29/05/2021 20:00	2	16	16	27.69	35
29/05/2021 20:30	2	17	17	31.53	47
29/05/2021 21:00	2	8	8	30.25	36
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29/05/2021 22:00	2	4	4	26	32
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29/05/2021 23:30	2	5	5	33.4	39
30/05/2021 00:30	2	1	1	41	41
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30/05/2021 19:00	2	30	30	30.87	43
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30/05/2021 20:00	2	19	19	30.58	38
30/05/2021 20:30	2	16	16	32.19	42
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30/05/2021 22:00	2	8	8	33.38	39
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31/05/2021 03:30	2	3	3	41	43
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31/05/2021 04:30	2	6	6	32.67	38
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31/05/2021 11:30	2	128	128	29.74	47
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31/05/2021 16:30	2	169	169	30.4	53
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31/05/2021 17:30	2	161	161	29.78	41
31/05/2021 18:00	2	163	163	30.74	55
31/05/2021 18:30	2	110	110	30.3	45
31/05/2021 19:00	2	108	108	30.84	41
31/05/2021 19:30	2	56	56	31.61	46
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31/05/2021 23:00	2	3	3	35.33	48
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01/06/2021 00:00	2	2	2	36	37
01/06/2021 01:00	2	1	1	43	43
01/06/2021 01:30	2	1	1	24	24
01/06/2021 02:00	2	1	1	21	21
01/06/2021 03:00	2	1	1	36	36
01/06/2021 03:30	2	3	3	33.33	38
01/06/2021 04:00	2	6	6	33.67	44
01/06/2021 04:30	2	17	17	36.35	44
01/06/2021 05:00	2	24	24	33.79	47
01/06/2021 05:30	2	31	31	33.65	58
01/06/2021 06:00	2	92	92	31.78	54
01/06/2021 06:30	2	118	118	30.79	46
01/06/2021 07:00	2	91	91	32.54	51

01/06/2021 07:30	2	80	80	33.36	49
01/06/2021 08:00	2	55	55	29.73	44
01/06/2021 08:30	2	71	71	32.42	52
01/06/2021 09:00	2	54	54	28.93	46
01/06/2021 09:30	2	61	61	30.59	53
01/06/2021 10:00	2	60	60	30.8	45
01/06/2021 10:30	2	63	63	29.86	49
01/06/2021 11:00	2	60	60	31.22	46
01/06/2021 11:30	2	72	72	30.25	41
01/06/2021 12:00	2	20	20	32.15	43







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