

TIDWORTH LOCAL HIGHWAYS & FOOTWAYS IMPROVEMENT GROUP ACTION NOTES

	Item	Update		Who
1.				
	Present:	Chair: Cllr Mark Connolly (MC) Wiltshire Councillor, Rhiann Surgenor (RS) Wiltshire Council Highways, Chris Williams (CW), Wiltshire Councillor, Humph Jones (HJ), Tidworth Town Council, Owen White (OW), Ludgershall Town Council, Dennis Bottomley (DB), Everleigh Parish Council		
2.				
	Apologies:	Cllr Tony Pickernell (TP) Wiltshire Councillor, Richard Semple (RiS) Collingbourne Kingston PC, Peter Knowlson (PK) Collingbourne Ducis PC		
3.				
		2024-25 Allocation £22,170 2023-24 Underspend of £45,882.68 Total remaining budget for 2024-25 of £52,752.68		

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4.	New issues		
a)	Ref 15-24-01 Ludgershall Not suitable for HGV signs	LTC would like to request that a 'not suitable for HGVs' sign or a 'no HGVs' sign is to be erected at the junction of Aster Crescent where it joins Astor Crescent/Empress Way. What3words: ///testy.blank.microchip	Group agree in principle and support RS to carry out the design and cost estimate. OW to seek LTC confirmation of 25% contribution.
b)	Ref 15-24-02 Ludgershall Additional dropped kerbs	Requesting 2 x Dropped curbs at the entrance to the Bartlett House site entrance, on Old Common Way, as soon as possible.	Group agree in principle and support RS to carry out the design and cost estimate. OW to seek LTC confirmation of 25% contribution.
c)	Ref 15-24-03 Collingbourne Kingston Additional white lining	The worn road surface markings around the Parish have been surveyed and photographed in order that they can be refreshed. In many places they are so worn as to virtually absent. Complaints have been received from residents about some of the worn markings.	Group agree in principle and support RS to carry out the design and cost estimate – this should be included with the larger lining scheme as within AOB. A draft proposal will be submitted to the group by email for approval.

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5.	Open issues			
a)	<p>Ref 15-20-3</p> <p>Collingbourne Kingston</p> <p>Request for Speed Limit Assessment</p>	<p>The current 30mph zone and signage is failing to slow traffic down as it passes Aughton Junction. It is located so close to the Junction that traffic is only starting to slow down as it passes the Junction. This is creating a very dangerous situation for vehicles that are exiting the Junction on to the A338</p> <p>We would like the 30mph zone and signing to be moved 2-300 yards north of its current positioning. This would allow traffic to slow down in consideration of the 30mph speed limit by the time they get to Aughton Junction. This would dramatically improve the position for vehicles exiting Aughton Junction.</p> <p>We would like to have a speed review conducted to verify our concerns and then move on to having the zone and signage moved north as indicated above.</p> <p>RS confirmed that CKPC would fund 25% of the assessment costs. After a discussion the group agreed to recommend to Tidworth Area Board for a speed limit assessment to be undertaken on the A338 in CK to assess if the existing 30 mph limit can be extended to the end of the present 40 mph limit.</p> <p>Proposal has been added to works programme for 22-23 and will be progressed in due course. Scheme has been allocated to an Engineer and Traffic Regulation Order (TRO) has been drafted and sent to WC's Legal Team. CKPC will receive the TRO as part of the statutory consultation.</p> <p>TRO Consultation has been completed. No comments received. Preparation of task order for contractor to commence.</p>	<p>The solar equipment has now been agreed and arrived in stores; this has been prioritised for the new financial year with a 'due date' before the end of May 2024. RS will continue to chase.</p>	RS

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		<p>Order raised with the contractor. There have been delays due to Milestone bedding in since taking over the WC highways contract. Waiting on the date for completion.</p> <p>RS stated that Atkins are assessing different solar options for lighting the new speed limit sign. The preferred option will be sent to CKPC.</p> <p>RS chased up with colleague on this project to get an update from Atkins – RS is hoping for this prior to the meeting</p> <p>Meeting set with Atkins w/c 29th January to discuss progress on the scheme, once further information has been provided an update will be given to CKPC.</p>		
b)	<p>Ref 15-21-10</p> <p>A338 Collingbourne Ducis</p> <p>A338 / A346 Church Street / High Street</p> <p>Junction Alteration</p>	<p><i>Collingbourne Ducis continues to have issues with speeding across this junction and near misses on a weekly basis. It is far too easy for vehicles to not slow down to a safe speed when turning left onto the High Street coming from Church Street due to the generous nature of the corner. Our second issue with the roundabout is that no sooner does it get re-painted but within a year it is noticeably getting worn away. Having a flat painted roundabout again means vehicles are no slowing sufficiently crossing the roundabout which has several close by entrances to driveways and the pub car park.</i></p> <p><i>Build Raised Roundabout and / or look at slowing down (Building Out) the corner from Church Street to the High Street coming from Tidworth direction</i></p>	<p>CDPC not present at LHFIG, group agree to support CDPC with their submission and asked RS to speak directly with the PC to confirm initial decisions and minimum funding allocation required.</p>	<p>RS, CDPC</p>

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		<p>GR presented a proposed realignment of the roundabout. DD stated that this was not what he thought had been agreed, which was making the A338 the priority and Ludgershall Road a T-Junction.</p> <p>There was a debate on the safety merits of both solutions. It was agreed that a safety audit be undertaken on both options before a decision is taken on this scheme at a cost of approx. £1000. CDPC to confirm a contribution of £250 towards the audit.</p> <p>Council's consultants have been commissioned to undertake audits of both options. Assessment has been completed and awaiting formal report – Advance information has been given that both options do not raise any initial safety concerns.</p> <p>The Group agreed that a design of the preferred T-Junction be drawn up and passed to CDPC, to consult with the village.</p> <p>Awaiting staff resource to prepare preliminary drawings for PC Consultation. GR advised that the preliminary drawings will be passed to CDPC before the next meeting.</p> <p>Due to resources, this is still work in progress and an update will be given at the meeting.</p> <p>DD stated the plans looked good and he preferred option 2. However, CDPC to view the options and possibly hold a public meeting. RS to attend CDPC meeting.</p>		
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		<p>Will need substantive bid as work will involve road closures/traffic management.</p> <p>PK and RS in discussion ref the two designs, a meeting has been set for 31st. Once the preferred has been chosen a detailed design/cost can be engineered alongside starting any surveys required/prep work likely for 2024/25 substantial bid. PK would like to include pedestrian facilities which can be included when looking at the detailed design</p> <p>Meeting went ahead on the 31st January, design option 2 was preferred by CDPC. RS is progressing the design to include additions and following this cost will be provided.</p> <p>Group to agree potential to support. £7390 expected with £1847.50 from the Parish Council and £5542.50 from the LHFIG at minimum. Progress will be given through the further design stage.</p>		
c)	<p>Ref 15-22-02</p> <p>Everleigh</p> <p>Footpath 8</p> <p>Request for replacement signs</p>	<p><i>Everleigh footpath 8 is a public footpath which starts from the Netheravon Rd Everleigh footpath 200 metres South of the A342 in Everleigh and heads SE for about 1 kilometre to the vicinity of Weatherhill Firs.</i></p> <ul style="list-style-type: none"> • <i>Replace the Wiltshire Council public footpath sign at point A and cut the hedge</i> • <i>Erect an additional Wiltshire Council public footpath sign at point B to confirm the route for walkers.</i> <p>DB met with Rights of Way (RoW) officer in August. Outcome was that the RoW officer would contact the Defence Infrastructure</p>	<p>MC will raise the matter with DIO and ROW teams involved with the intention of progressing this matter.</p>	MC

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		<p>Organisation to install styles and gates. WC to provide a footpath sign on the Netheravon Road and way markers for the route.</p> <p>Update from RoW (Dec 22) - <i>After our meeting on site I raised the issues we found with this path with the MOD. I recently chased them to get an update and have been informed that they are going to meet with the tenant to get this footpath available. I hope this is something they will pick up in the New Year.</i></p> <p><i>I appreciate it's taking a while but it is still on my radar. Once I have further updates from the MOD I will make sure to keep you in the loop.</i></p> <p>GR to chase RoW officer Carys Ford for an update.</p> <p>Following last meeting GR spoke with Carys – this is still ongoing</p> <p>DB gave a briefing to remind members on the background and progress to date. MOD have agreed with Rights of Way on what is required but awaiting outcome of a bid for funding the scheme.</p> <p>DB provided update at the last meeting to suggest no further progress has been made, RS to continue to chase ROW team again</p>		
d)	<p>Ref 15-22-05</p> <p>Ludgershall</p> <p>Mead Road</p> <p>Waiting Restrictions</p>	<p><i>Parking on both sides of the street, causes traffic back up and the inability for emergency services to pass.</i></p> <p><i>Request No Waiting Restrictions as per attached map.</i></p> <p>A review of restrictions would be in the region of £3,000 to £4,000.</p> <p>LTC to agree the length of road to be considered for waiting restrictions on the left-hand side of Meade Road going up the hill.</p>	<p>Aster legal team have confirmed support of Waiting Restrictions Order at the Pennings Road site and therefore the pack has been submitted to the Traffic Orders Team. Awaiting confirmation of the consultation dates.</p>	RS

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		<p>The Group agreed that the other side of the road have waiting restrictions from the junction to the entrance of the residential car park.</p> <p>LTC have agreed to fund 25% of the assessment cost.</p> <p>LTC to agree the length of road on the left-hand side of Meade Road to be considered.</p> <p>Work on drafting TRO is ongoing. Draft plans to be prepared by end of April. GR advised that draft plans should be with LTC by the end of April. However, as there are other schemes requested for Tidworth, it would be more cost-effective to run these schemes together.</p> <p>There was a delay with producing WR plans. However, these are to be submitted to LTC to discuss and report back to RS before the next meeting.</p> <p>WR plans were distributed and agreed with Tidworth TC, awaiting confirmation from LTC in order to submit TRO for date. RS to send email to LTC to confirm.</p> <p>Confirmation given by LTC, awaiting confirmation email from Aster who own some of the land in Tidworth and the pack is ready to submit for consultation</p>		
e)	<p>Ref 15-22-09</p> <p>Ludgershall</p>	<p><i>Disabled users of near by business's have been parking in dangerous location, correspondence has gone to the local business asking them to advise their clients not to park illegally and check the regulations or their badge.</i></p>	<p>Aster legal team have confirmed support of Waiting Restrictions Order at the Pennings Road site and therefore the pack has been submitted to the Traffic Orders</p>	RS

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	<p>High Street</p> <p>Request for Disabled Parking Bay</p>	<p><i>We would like to make the a disabled parking bay, the location is already a designated parking location we simply want to make one spot for blue badge holders only.</i></p> <p>GR advised that this could be added to the Meade Road TRO without additional cost. The lining would be approximately £200.</p> <p>The Group agreed to the request being added to the Meade Road TRO and to fund £150 of the white lining.</p> <p>OW to seek LTC approval to fund £50 of the white lining.</p>  <p>OW confirmed LTC will make a £50 contribution to the scheme. This requires a TRO, which will be included with the waiting restriction schemes.</p> <p>There was a delay with producing WR plans, however these are to be submitted to Parish's to discuss at the meeting</p>	<p>Team. Awaiting confirmation of the consultation dates.</p>	
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		<p>There was a delay with producing WR plans. However, these are to be submitted to LTC to discuss and report back to RS before the next meeting.</p> <p>WR plans were distributed and agreed with Tidworth TC, awaiting confirmation from LTC in order to submit TRO for date. LTC to confirm.</p> <p>RS to send email to LTC to confirm. Confirmation given by LTC, awaiting confirmation email from Aster who own some of the land in Tidworth and the pack is ready to submit for consultation.</p>		
f)	<p>Ref 15-23-01</p> <p>Ludgershall</p> <p>Empress Way</p> <p>Road Marking replacement</p>	<p><i>White lining has worn away which is causing a safety issue for pedestrians.</i></p> <p><i>An assessment needs to be completed as to whether a pedestrian crossing can be installed or any other safety measurements instead. What we would really like is a proper crossing but at the least new markings as drivers will not realise there is a crossing there.</i></p> <p>Site has been assessed. Highlighted crossing area could be refurbished with Buff HFS (Cost circa £2k). Refurbishment of central and edge of carriageway road markings to be order by end of April.</p> <p>Road width is insufficient to accommodate a minimum 1.5m wide central refuge.</p> <p>OW to seek agreement from LTC for a 25% contribution (£2000) for the BUFF HFS for the highlighted crossing point.</p> <p>Confirmation required from LTC.</p>	Works pack was submitted to Milestone April 2024, awaiting programming.	RS

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		<p>OW confirmed LTC to fund 25% of cost. RS to provide plan for LTC who should report back before the next meeting.</p> <p>RS has costed high friction surfacing at £2k. Group agreed to fund £1500 and OW to seek LTC approval for £500.</p> <p>Design will be sent to LTC, and was shown in the meeting. OW confirmed LTC contribution.</p>		
g)	<p>Ref 15-23-05</p> <p>Tidworth</p> <p>Pennings Road</p> <p>Request for Waiting Restrictions</p>	<p><i>A recent collision occurred at this junction because visibility is so very poor coming up the hill, and indeed looking down the hill, coming out of the junction. TTC have had many complaints regarding this, but the resident at 10 Pennings Road, has a childcare business, and so there is a constant run of cars being parked too close to the junction, and on a blind brow of the hill. There is a white van always parked there, which may belong to the owners of the house.</i></p> <p><i>Double yellow lines to make it absolutely clear that there should be no parking near a junction, reducing visibility in both directions.</i></p> <p>HJ confirmed that TTC had agreed to fund 25% of the design and implementation of the scheme.</p> <p>The Group agreed to proceed with the scheme, which will linked with the LTC schemes.</p> <p>There was a delay with producing WR plans, however these are to be submitted to Parish's to discuss at the meeting.</p>	<p>Aster legal team have confirmed support of Waiting Restrictions Order at the Pennings Road site and therefore the pack has been submitted to the Traffic Orders Team. Awaiting confirmation of the consultation dates</p>	RS

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		<p>There was a delay with producing WR plans. However, these are to be submitted to TTC to discuss and report back to RS before the next meeting.</p> <p>WR plans were distributed and agreed with Tidworth TC, awaiting confirmation from LTC in order to submit TRO for date. Awaiting LTC confirmation for their schemes before this can be implemented.</p> <p>Confirmation confirmed by TTC, awaiting confirmation email from LTC</p> <p>LTC confirmed contribution. Aster who owns some of the land in Tidworth and the pack is ready to submit for consultation</p>		
h)	<p>Ref 15-23-03</p> <p>Tidworth</p> <p>Wylle Road</p> <p>Request for new footway link</p>	<p><i>A request was received for a new footpath on Wylle Road, from the Clarendon Nursery School gate to the road.</i></p> <p>The grass verge is currently outside of the extent of the Maintainable Highway and presumed in the responsibility of the MoD. The link would only serve a commercial activity.</p> <p>As the request is for a commercial activity, the nursery should fund this. MC stated that TTC had approached MOD to see if a small path could be provided on the grass verge. Once received, the nursery would be informed. Issue closed.</p> <p>Update to be provided within the meeting due to an update in circumstances.</p> <p>The site is no longer a nursery but a day care centre run by the LA for children with learning difficulties. It does, therefore, qualify for funding under LHFIG.</p>	<p>Awaiting confirmation from legal – RS has chased and will update as soon as possible.</p>	<p>RS</p>

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		<p>TTC has requested approval for the footpath from DIO as it is MOD land. DIO has been advised of the type of materials to be used and the Group is awaiting a response.</p> <p>RS confirmed that there will be no design costs for the scheme. RS to design scheme and pass to TTC before the next meeting.</p> <p>HJ to check with TTC that MOD had approved the scheme. Post meeting, Annie Nichols of TTC confirmed MOD had given approval. Scheme can now be designed and costed for next meeting.</p> <p>RS has shared design plans with TTC, which have been sent to DIO for consideration. Once confirmation has been received a final cost estimate will be provided and this will be moved to implementation</p>		
i)	<p>Ref 15-23-04</p> <p>Ludgershall</p> <p>A342 Butt Street / Castle Street</p> <p>Request collision reduction measures</p>	<p><i>Cars crashing into bend including signage possibly due to speeding. Traffic calming measures implemented, better signage, or SID to be done.</i></p> <p>The location has been highlighted to colleagues' responsibility for maintenance to undertake investigation / remedial actions due to surface condition.</p> <p>GR to discuss with contractor, Atkins. The issue requires more than just resurfacing for skid resistance. GR to forward plans to LTC for consideration.</p> <p>RS confirms that Atkins are looking at this as an improvement scheme (likely patching) to reduce disruption this will be included within the same closure for the footway scheme but no date has yet been provided.</p>	<p>No further Atkins progress provided. RS has emailed asking for 2024/25 programme details.</p> <p>Metrocount data for three locations requested showed no speeding issue and therefore NFA. Please see data below:</p> <p>Empress Way: 33mph in a 30mph Simonds Way: 24.2mph in a 30mph A342: 38.9mph in a 40mph</p>	RS

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		<p>RS confirms that Atkins are looking at this as an improvement scheme (likely patching) to reduce disruption this will be included within the same closure for the footway scheme but no date has yet been provided.</p> <p>OW stated that LTC are looking into a SID on the approach from the Collingbourne end.</p> <p>RS to chase Atkins. OW submitted metrocount requests to RS.</p> <p><i>RS to update LTC in the meeting on any Atkins progress, Metrocount requests have been submitted to the Traffic Survey team. Results to be shared with RS and LTC when completed.</i></p>		
j)	<p>REF: 15-23-10 Meerut Road Tidworth Railings</p>	<p>Absent railings. Exit from new Skatepark is unsafe. Users are exiting the park, straight across the footpath, onto Meerut Road. Railings are required to make users "stop" and consider crossing safely RS advised railings will cost £2K. Group agreed to fund £1500. HJ to seek TTC approval for £500.</p> <p>Awaiting confirmation of TTC approval. Design will be sent to TTC to confirm suggested location within highway.</p> <p>TTC confirmed contribution, RS suggested positioning railings within the highway verge rather on the path and will send a suggested design over to TTC to confirm location</p> <p>Design sent to TTC, preparing works pack for Milestone</p>	<p>TTC confirmed support and contribution, Area Board to agree cost</p>	<p>Area Board</p>
k)	<p>REF: 15-23-11 Forest/Hookwood Lane Upper Chute</p>	<p>Forest Lane is unsuitable for HGVs and has advisory sign in place. Large vehicles continue to use the route. The alternative route to</p>	<p>RS finalising design to send to Chute PC asap</p>	<p>RS</p>

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	Road narrows sign relocation	<p>Upper Chute via Hookwood Lane has road narrows signs in place. This causes confusion to drivers of large vehicles.</p> <p>RS to undertake a signage review and report back to the Group.</p> <p>Group agree in principle</p>		
I)	<p>REF: 15-23-12 Everleigh A342 Signage review/replacement</p>	<p>1. One of the 50mph speed limit signs is missing at the 50mph gateway on the Western approach to Everleigh on the A342 (Point A – Grid SU 196544).</p> <p>2. On the Eastern approach to Everleigh on the A342 (Point B – Grid SU 211535), the road markings to denote a change in the speed limit to 50mph are in need of repainting. Please see the attached photograph.</p> <p>3. The double bend warning sign on the A342 on the Eastern approach to Everleigh (Point C – Grid SU 212534) is rusty and falling over. It is in need of repair or replacement.</p> <p>DB briefed the Group on the three issues. The 50mph sign has been missing since March and reported. The bend sign has also been reported and no action taken. RS to chase issue numbers.</p> <p>RS also going to chase the road markings that had been reported.</p> <p>DB and TM also added that they have a number of other issues relating to the A342 they want to brief the Group on. However, it was agreed RS would visit to undertake a review of lining in the village. It was also agreed that the villages should review the lining in their villages to see if a more holistic approach could be done to reduce costs. Villages to report to RS with evidence of work required.</p>	<p>DB requested two minor changes to the design, RS to provide cost estimate based on this to bring back to the next meeting for agreement</p> <p>RS will continue to chase metrocount data</p>	RS

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		<p>RS chased maintenance team on 12th October regarding any outstanding maintenance tickets.</p> <p>RS met DB and TM from EPC on site on 16th Nov to discuss, RS is currently working on the design and cost estimate and will send this to EPC as soon as possible to consider and confirm contribution. TM provided RS with paper copies on metrocount request which will be submitted to the traffic survey team. RS provided brief update on her progress with the design work so far including enhancing slow markings and signage. RS will provide a design to Everleigh asap for consideration prior to the next LHFIG meeting</p> <p>A draft of the sign and line review has been submitted to Everleigh PC by email to discuss.</p> <p>There was a delay and the traffic surveys requested which were scheduled for the new financial year. Due to roadworks in April, they will be going out on site in June.</p>		
m)	<p>Ref 15-23-13</p> <p>A338 Tidworth</p> <p>Pedestrian warning sign</p>	<p>A “Pedestrian” warning sign to traffic from Shipton towards Tidworth before the dropped kerb crossing.</p> <p>As agreed at LHFIG 11th October 2023. Ref 15-21-09.</p> <p>Agreed by the group to support, HJ to confirm 25% contribution from TTC</p> <p>Confirmation from TTC provided, moved to implementation</p>	<p>This was ordered with Milestone in April 2024, and is awaiting a programme date</p>	RS

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8.	Closed Issues			
a)	Ref 15-23-06 Tidworth Station Road Request for Waiting Restrictions	Awaiting confirmation from Parking Services of their priorities. The order confirms it does go to the 20mph and therefore it will not need to be submitted for a TRO and can be added on to WR batch alongside other requests if not completed prior by parking.	NFA until WR lining order is in. Keep on agenda – to add to additional lining order.	
b)	REF: 15-23-9 Tidworth A338 Deer crossing warning sign	Approval given at LHFIG 3rd July regarding installation of a “Deer Crossing” warning sign. There is already one to the south of Tidworth, but sightings have been made north of Tidworth, and therefore a warning sign is totally pertinent. The sign would need to be installed along the A338 north of the Tidworth Cemetery, near the Double C tank crossing, going south. Tidworth to pay 100% of costs.	This was ordered with Milestone in April 2024, and is awaiting a programme date. To be removed from the agenda.	

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10.	AOB			
a)	Collingbourne Kingston	<p>Discussion on Collision Reduction</p> <p>A public meeting is being held in CK village hall on Thursday with Danny Kruger MP and WC representatives. This followed an incident when a lorry from Solstice Park crashed into the River Bourne.</p> <p>Post meeting GR confirmed NH are due to provide an update imminently, with the publication due in Spring 2023.</p> <p>DD stated that Home Bargains are starting to engage with the villages. They are building a new depot in Warrington which will mean a reduction in lorries from Solstice Park going through the Collingbournes, Completion expected in 18 months.</p> <p>GR advised that the report has been completed in draft form and is being reviewed in the DoT.</p> <p>No further update. Still awaiting the report, which was due in Spring!</p> <p>No further update provided from DoT or National Highways from either RS or Parishes. RS to chase</p>	Gareth Rogers (Traffic engineering manager) confirmed that no further report has been updated since the 2022 version and will continue to chase with the Western Gateway/National Highways/DoT.	
b)	Church Bend, Collingbourne Ducis	<p>PK stated that lorries are eating further into grass verge near Rectory and causing issues.</p> <p>GR advised people to submit on the MyWilts app. He asked PK/DD to send photos to him. He would then approach the maintenance team.</p>	Paul Bollen (Area Manager, Local Highways) is awaiting maintenance programme for the year and will confirm to RS as soon as available.	

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		<p>PK stated he would send photos to GR.</p> <p>No further info was provided, PK to confirm if this matter was resolved via the MyWilts app.</p> <p>PK has taken photos and raised on MyWilts app. Bank has been eroded by traffic and a utility pipe is very close to the road.</p> <p>PK provided photos, a site visit was carried out by Area Manager Paul Bollen and submitted to Milestone for Kerb/verge improvements. No dates have been given currently – likely in new financial year.</p>		
d)	Ludgershall Road, Tidworth	<p>HJ stated there were gaps in the fencing in Ludgershall Road.</p> <p>Maintenance have been contacted & RS is chasing.</p> <p>RS confirmed order had been made and will chase. Work should be imminent.</p> <p>RS has spoken with contractor (27th June) – the sub-contractor were waiting for a final material delivery. The contractor will chase this order and provide an update.</p> <p>Still ongoing. RS has chased through her manager due to the contractor not getting back to her as the job has been paid for.</p> <p>RS chased again for an update 16/01/24 – hoping to provide an update at the meeting.</p>	Ongoing with Milestone	

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e)	Shaw Hill junction (A342/A346)	<p>CW raised the issue of the recent accidents at this junction and if something could be done.</p> <p>RS asked that any reports of accidents be passed to her so that she can contact the police to try and claim on car insurance policies for damaged highway assets.</p> <p>CDPC will raise this as an issue for the next meeting.</p> <p>Nothing was raised formally to RS following the last meeting</p> <p>PK and DD will raise formally with RS. RS has spoken with local police who are due to provide recent incident data, but this has not yet been provided. RS will chase.</p>	Nothing formal raised with RS – no update from Wiltshire Police	
g)	Footpath from Bourne Works to Tipple Inn, Collingbourne Ducis	<p>DD stated that the path in this area was in a very poor state of repair. RS advised DD to raise this as an issue and a costing can be provided at the next meeting.</p> <p>PK or DD will raise formally with RS prior to next meeting.</p>	Nothing raised formally with RS currently.	
i)	Drummer Lane, Tidworth	<p>HJ raised that restrictions seem to be ignored regularly; they would appreciate any assistance for enforcement</p> <p>RS to check who should enforce this area and feedback to TTC</p>	Enforcement is to be carried out by parking services as this is a zone and parking should only be carried out in marked bays. The group can remove the restriction and utilise double yellows with a traffic regulation order if	

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			necessary, otherwise more regular enforcement can be requested. – Remove from agenda as enforcement have attended	
j)	Various locations, maintenance issues	<p>TP asked in major maintenance work at Astor Crescent will involve footway resurfacing.</p> <p>CW raise that Ludgershall High St kerbs have been hit again, and issues with my Wiltshire reports – report numbers to be provided.</p> <p>RiS raised that email has been sent to RS in reference to any white lining refreshment – improvements will be for this group to discuss, and maintenance will be supplied to maintenance team – bollards are also missing from RAB within email from Clerk which RS is already aware of.</p> <p>OW raised drain cover in Ludgershall High Street and surface/kerbs in St James Street.</p> <p>PK/DD raised faded lining on the RAB in Collingbourne Ducis</p> <p>As no maintenance engineer has been employed, RS to investigate all matters and feedback to all parties individually outside of this meeting.</p>	<p>RS emailed maintenance team following the last meeting, due to a lack of resourcing in the area office not all are completed. It was agreed to take the lining in CK as an agenda item separately alongside other lining which will not require a TRO order. CD lining can also be included in this – to be discussed within the meeting.</p>	

TIDWORTH LOCAL HIGHWAYS & FOOTWAYS IMPROVEMENT GROUP ACTION NOTES

	<p>Tidworth TC additional maintenance information</p>	<p>Maintenance issues raised: 1. Station Road, opposite the Tesco entrance/exit – where the previous contactor (in 2022?) had ‘refreshed’ the faded paint but stopped short of the ‘gateway’ pillars, either because he had been instructed wrongly, or he had failed to understand the instruction. And this error has not been rectified, leading to continued unsafe parking opposite this entrance/exit. If he was merely refreshing the faded paint, surely the ‘legals’ are all in place and there is no need for a consultation? So why the delay?</p> <p>2. Pennings Road, going north, from the last driveway entrance up to the junction with Coronation Road. These lines are required as a matter of priority, to prevent any more accidents (and near misses....) being caused due to inconsiderate parking approaching the brow of the hill preventing traffic (going north) seeing vehicles exiting Coronation Road. I understand that the ‘legals’ and the consultation are complete for Pennings Road and it is only the wish to take the WR lines round the corner into Coronation Road that are holding things up.</p> <p>Following on from Humph’s comments, the Highways Committee also said that they would ‘take back’ the delay in the discretionary gulley cleaning in Tidworth.</p> <p>In an email from October 2023 we were promised cleaning in January which was put back to February and then March.</p> <p>To my knowledge we still await both the cleaning and a response from Highways, despite flooding in January and a number of close calls in March.</p>	<p>Any lining which requires enforcement is refreshed by parking services, not highways. They go per area and have not confirmed when they are due to attend in Tidworth. It was agreed to refresh this lining as part of the waiting restrictions order to save cost but two orders can be raised, separately.</p> <p>Pennings Road was awaiting the outcome from Aster – this has now been confirmed and submitted for consultation – awaiting dates from the orders team. Legally this has to be advertised in order to make in enforceable. Wiltshire Police are the only authority who can give parking tickets for obstructive parking until the lining order has been sealed.</p> <p>Due to the crew being pulled for bad weather/annual leave/cover for priority services this years discretionary service was done by week numbers. Tidworth are on week 16, week 14 has already been scheduled for 7th - 10th May, so Tidworth's visit will be</p>	<p>RS</p>
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TIDWORTH LOCAL HIGHWAYS & FOOTWAYS IMPROVEMENT GROUP ACTION NOTES

			20th - 24th if nothing comes up in the next couple of weeks they will receive an email confirming this around 6th May	
	Additional lining project	RS suggested that any lining required which does not require an order should be raised separately from the ongoing TRO order as there is plenty of budget and request for it. RS will collate this information (to include additional sites such as Station Road & Prince of Wales Ludgershall) and provide the group a cost estimate and design.	RS to proceed with lining design and cost	RS
11.	Date of next meeting: 5th June 2024 @ 5.30pm - Ludgershall Town Council building			

Tidworth Local Highway Footway Improvement Group

Highways Officer – Rhiann Surgenor

Local Highway Officer – To be confirmed in due course.

TIDWORTH LOCAL HIGHWAYS & FOOTWAYS IMPROVEMENT GROUP ACTION NOTES

Environmental & Community Implications

1.1. Environmental and community implications were considered by the LHFIG 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 Southern Wiltshire Area Board.

2.2. If funding is allocated in line with LHFIG recommendations outlined in this report, and all relevant 3rd party contributions are confirmed, Tidworth Area Board will have a remaining highways funding balance of £52,752.68 in the LHFIG allocation available for the 2024/2025 financial year.

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

There are no specific safeguarding implications related to this report.