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## PEWSEY AREA BOARD

09 May 2011

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### **COMMUNITY AREA TRANSPORT GROUP** **MEETING HELD ON WEDNESDAY 13 APRIL 2011**

#### **1. Purpose of the Report**

To provide an update and to request approval from the Area Board of the recommendations made at the Community Area Transport Group meeting held on Wednesday 13 April 2011.

The attendees were as follows:-

Jerry Kunkler – Pewsey Area Board – Pewsey Division (Chair)  
Peter Deck – Pewsey Parish Council  
Terry Eyles – Pewsey Parish Council  
Stanley Bagwell – Pewsey Community Area Partnership (PCAP)  
Colin Gale – Rushall Parish Council  
Patrick Wilson – Pewsey Chamber of Commerce  
Bob King – Wilcot & Huish Parish Council and PCAP  
Robert Hall – Pewsey Area Board – Pewsey Vale Division  
Dr. Hosang Barucha – Great Bedwyn Link Scheme  
David Leighton – Sustrans  
Noel Mascall – Upavon Parish Council  
Spencer Drinkwater – Wiltshire Council  
Mark Stansby – Wiltshire Council  
Paul Bollen – Wiltshire Council  
Caroline Brailey – Wiltshire Council

#### **2. Background**

The purpose of this group is to prioritise requests from the public and parish councils for integrated transport schemes, and to make recommendations to the Pewsey Area Board on schemes to be funded from its limited transport budget.

#### **3. Main Considerations**

##### **3.1 Feedback on current priorities**

Mark Stansby advised the group on the work he has carried out on the current priority schemes as follows:-

**Pewsey Station (North Street)**

The original scheme request was provision of a footway/crossing to Station. At the last meeting it was agreed that whilst this should remain a priority, it was recognised that the funding required is out of the scope of this group. Mark was asked to explore signage solutions.

Mark shared a scheme design which included a number of pedestrian warning signs and a cross hatch at the junction. This scheme would cost £5,000.

Spencer advised the group that there is £100,000 held centrally for 'substantive' schemes which each area board in Wiltshire are invited to bid to. The group agreed to request funding towards the footway/crossing to Station scheme which is estimated to cost approximately £65,000. It was also agreed that the £5,000 scheme mentioned earlier be considered if funding is not made available from this £100k grant.

**High Street, Great Bedwyn** – pedestrian/footway improvement at the junction of Church Street/High Street. A site visit has taken place and the actual requirement is to build out the existing footway slightly so that pedestrians have better visibility before crossing the road. Costings have not yet been prepared for this scheme.

**A342 Rushall – Provision of footways/traffic calming** – Mark shared some plans and costings for this scheme as follows:-

Section 1- from existing footpath down towards the bridge

With standard blacktop footway construction with retaining features £7,971.32

Bound stone with timber edge £10,922.74

Bound stone with concrete edge £9,969.17

Section 2 - from village hall up towards The Old Tractor Yard, including building out and priority road system

Standard blacktop footway construction £15,156.46

Bound stone with concrete edge £17,440.98

Bound stone with timber edge £19,540.70

Section 3 – top end of village after The Old Tractor Yard

Standard blacktop footway £15,057.25

Bound stone with concrete edge £17,056.66

Bound stone with timber edge £19,140.96

**Upavon A342 – Pedestrian crossing linking Watson Close, Avon Square and the School with Downsvew**

The Parish Council have written to confirm that this can be removed from the list, unless the School is ever re-opened.

**Swan Road Pewsey – Pedestrian access to and from Manor Court to include safe access to garage and village centre.**

This was recommended to be removed from the list of schemes at the last meeting, and agreed by the Pewsey Area Board. Some residents of Manor Court have asked for it to be reconsidered, and if signage could be improved. Residents have dismissed the use of warning signs showing elderly persons crossing. The group discussed the request and agreed that nothing further would be done.

### **3.2 Discretionary highways budget for Pewsey Area Board 2011/12**

Spencer explained that the Pewsey Area Board had another £12,377, so added to the rollover from last year gives a total of £24,754.

### **3.3 Review of new schemes received**

Caroline talked through a number of schemes submitted since the last meeting which weren't included in the list provided by highways as follows:-

#### **3.3.1 List of issues and some suggested scheme solutions from Bob King including:-**

- (a) **BURBAGE WHARF – A346** permanent traffic lights over the bridges. Since the abandonment of the second bridge proposal, permanent traffic lights would be an affordable means of protecting motorists, rail users, canal users and the fabric of the bridges.
- (b) **PEWSEY WHARF – A345** a footpath and priority indicators over the restricted carriageway. This would enable pedestrians to safely cross the bridge to the pub and safer passage for vehicles over this awkward bridge, the 'racing line' is diagonally across both carriageways and slow traffic to access the school, wharf and pub.
- (c) **HUISH CORNER, OARE – A345** a mini round about. If Cold Blow and Huish were new developments this would be done as a matter of course, especially with Oare School where it is, and parents and children using the narrow A345 footpath. This would improve egress from the lane and, possibly, contribute to the slowing of traffic through the village, especially parents and children.
- (d) **GRAFTON & SHALBOURNE – A338** there are three junctions on this road, one in a speed limit, with none being local traffic friendly.
- (e) **MANNINGFORD BRUCE – C52** It is considered that this is now used as a "rat run", and that the fabric of the road and the bridge is not sufficient for the volume and size of the traffic now using the route. This is felt to be partly due to SatNavs sending large articulated lorries along the route. It was not considered that advisory signage had worked to address the issue, and so an alternative solution would be traffic calming measures to reduce vehicle speeds, and/or a weight restriction on the bridge.

These were all discussed and it was agreed that Spencer would consider where they should fit, i.e. on the Pewsey Area Board Community Area Transport Group priorities list, or as part of Wiltshire Council's Network Management Plan or other countywide strategies, and report back at the next meeting.

#### **3.3.2 One-way system, Wilcot Road Pewsey. A letter had been passed to the group from the Development Control service, from the owner of the Scrap Metal Yard. He is still experiencing large volumes of traffic entering the one way system and turning**

around on his land. The letter was requesting that the system be reverted back to two-way. Cllr Kunkler commented that he has visited the owner and explained that the new system was put in place following extensive consultation and this won't be reversed. Consideration was given to ways to overcome the problems of people ignoring or not seeing the signage. Caroline mentioned a tree that obscures one of the signs. It was agreed that this be added to the list of priorities, and signage would continue to be looked at. Representatives from Pewsey Parish Council suggested that white lining be used to indicate that the road goes down to Vale Road.

**3.3.3** Pewsey railway bridge, request for signage to advise pedestrians not to go into the road. This was discussed and it was felt that the signage scheme identified earlier should improve pedestrian safety. It is a public highway and we cannot prevent people from using it.

### **3.4 Prioritisation of Schemes for 2011/12**

A list was circulated of schemes, and the recommended priorities (apart from number 7) are coterminous with the scoring given by highways and are as follows:-

The priorities agreed for 2010/11 to remain

1. Pewsey Station
2. High Street, Great Bedwyn
3. Rushall

Followed by:-

4. Footpath at Grey Flags Upavon – this has been costed at £27,974.
5. Farm Lane Great Bedwyn, traffic calming
6. Browns Lane Great Bedwyn, traffic calming
7. Wilcot Road one-way system, Pewsey

**Note: Since the meeting it has transpired that Great Bedwyn may be taking part in the 20mph pilot scheme – and if this is implemented then schemes 5 and 6 may not be necessary. At the next meeting the group will receive further information about these potential schemes and possibly reconsider the priorities in light of this information.**

### **3.5. Review of Area Board highway issues**

The group went through the current list of unresolved highway issues and discussed each in turn. It was unanimously agreed that the following issues be closed:-

101 – Vehicles speeding past St Francis School, Pewsey. The parish council appeal was unsuccessful; therefore this limit will not be reduced.

1049 – Speeding in Great Bedwyn. The speed survey concluded that the 85%ile was 33.8 mph (this is the speed at which 85% of the traffic is travelling at or below). The only reason this issue was left open was because speed information sign boards have

not yet been deployed. These have not yet been produced by highways and Caroline is seeking guidance.

1053 – Speeding in Bottlesford. The speed survey concluded that the 85%ile was 33.8 mph. Again, the only reason this issue was left open was because speed information sign boards have not yet been deployed. The Community Beat Manager has visited with a speed gun on at least 3 occasions and has not found anyone to be speeding. Vegetation obscuring some street lights has been cleared.

1139 – Speeding in Woodborough. The 85%ile was 43.8mph (this is a 40mph limit). Again, awaiting speed information sign boards.

### New Issues

1605 - A new issue has been raised by Chirton parish council about the problems of parking at school drop off and pick up times. They are working with the school and highways to develop a new school travel plan, but are likely to need funding as there isn't any available anymore from the "taking action on school journeys" budget.

Spencer advised that the funding for this financial year has been allocated but they would be able to bid in December for funding from the 2012/13 financial year.

It was agreed that they should only approach CATG if their bid to the above fund is unsuccessful.

1594 – The Knapp, Great Bedwyn – commuter parking in cul-de-sac. This is an issue that has been ongoing for many years. Members of the group commented that a site meeting took place recently (w/c 4 April), between the parish council, Wiltshire highways and Network Rail and as a result Wiltshire Highways are looking at waiting restrictions. Since the meeting Caroline has contacted an officer and this has been confirmed. The issue will be updated accordingly.

Wilcot & Huish Parish Council sent in a request for the group to help in reducing the current 60 mph limit between Prospect and Oare to 40 mph. The speed limit review has recommended it be reduced to 50 mph. The highway officers said that before implementation there is one more consultation phase which would be published, so the parish council should have another opportunity to appeal. However some felt that it might be better to accept the reduction to 50 mph than risk it not being lowered at all.

### **4. Recommendation**

It is recommended that:

**Pewsey Area Board note the report and agree the recommendations put forward by the Community Area Transport Group as follows:-**

**4.1 To make a bid for funding towards the footway/crossing to Pewsey Station scheme - this is estimated to cost approximately £65,000. The Area**

**Board will need to put the remainder of its transport scheme funding towards this (£9,597.54, subject to funding for the Rushall scheme at 4.3 below).**

**4.2 If the above request is unsuccessful, then the group may consider the implementation of the £5,000 signage scheme outlined in 3.1 above.**

**4.3 To proceed with the Rushall scheme – section 2, at a cost of £15,156.46**

**4.4 To remove the Upavon Pedestrian crossing from the list of priorities.**

**4.5 To remove Swan Road as agreed at the last meeting.**

**4.6 To agree the four new priorities for 2011/12 and these will receive an initial officer assessment.**

- Footpath at Grey Flags Upavon (this has been costed at £27,974)
- Farm Lane Great Bedwyn, traffic calming
- Browns Lane Great Bedwyn, traffic calming
- Wilcot Road one-way system, Pewsey (possible signage improvements)

**4.7 To close issues numbers 101, 1049, 1053 and 1139 for the reasons outlined in the report.**

**4.8 To advise Chirton Parish Council to continue working with the school on a revised travel plan, and apply for funding from the 2012/13 "Taking Action on School Journeys" scheme. If this is not successful then the group may consider adding this to the list of schemes, and prioritise accordingly.**

The next meeting of the Pewsey Community Area Transport Group will be held on Wednesday 20 July at 2.00 pm

Report Author: Caroline Brailey, Pewsey Community Area Manager  
Tel No: 01225 718609  
E-Mail: caroline.brailey@wiltshire.gov.uk

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No unpublished documents have been relied upon in the preparation of this report