

COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

| | Item | Update | Actions and recommendations | Who |
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| 1. | Attendees and apologies | | | |
| | Present: | Chair: Cllr Mark Connolly (MC) Wiltshire Councillor, Cllr Chris Williams (CW) Wiltshire Councillor, Cllr Tony Pickernell (TP) Wiltshire Councillor, Gareth Rogers (GR) Wiltshire Council Highways, Rhiann Surgenor (RS) Wiltshire Council Highways, Humph Jones (HJ), Tidworth Town Council, Richard Semple (RiS) Collingbourne Kingston PC, Peter Knowlson (PK), Collingbourne Ducis PC, David Dennis (DD), Collingbourne Ducis PC, Lt Col Nick Turner (NT) TNBG and Dennis Bottomley (DB) Everleigh Parish Council. Apologies: PC Sharon Duggan, PCSO Dan Catterick | | |
| 2. | Notes of last meeting | | | |
| | | Notes of the last meeting had been circulated previously. | | |
| 3. | Financial Position | | | |
| | | 2021-22 Allocation £11,085 Note; following the boundary changes this is a reduction of £672 on previous years | The financial position of the Group was noted. | |

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| | | <p>Tidworth Area Board have provided a grant to the CATG of £8,625</p> <p>2020-21 Underspend of £9068.63.</p> <p>Available to allocated once existing commitments are accounted for is £9,608.83</p> <p>MC informed the Group that CATG's were going to be renamed Local Highway Footways Improvement Groups (LHFIG's) and would have more responsibilities and funding. Details to follow after Wiltshire Council sets its budget.</p> | | |
| 4. | Top 5 Priority Schemes | | | |
| a) | <p><u>Priority No 01</u></p> <p><u>Ref 15-20-1</u></p> <p>Enford</p> <p>Request for 20mph Limit Assessment</p> | <p>Enford Parish Council would like to bid for funding support to conduct traffic calming measures within the village. The Parish committee in January 2020 passed that it would fund 25% of costs towards the study up to a contribution of £650.00.</p> <p>Current Speeds are 30mph and we would like this reduced to 20mph throughout the village boundary excluding the A345. There are parts of the village roads that are particular issues of mainly speeding commuter cars. The risk is compounded with no pavements, regular deep surface water and a school bus stop.</p> <p>It is acknowledged that part of the village (Long St and west of the Swan pub) has generally slower speeds of traffic due to the closeness of houses and a narrow road. However, a blanket speed restriction is requested by the parish in order to protect and keep safe pedestrians.</p> | <p>The update was noted by the Group.</p> | |

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| | | <p>Assessment has been completed and proposal prepared. Area Board Grant has been used to progress implementation. As decision was made before boundary changes scheme will stay with the Tidworth CATG until project is completed.</p> <p>Enford PC have confirmed 25% Contribution.</p> <p>Traffic Regulation Order has now been consulted upon (finished 8th November) and no objections have been received.</p> <p>Works Order has been placed with the Contractor. Expect Completion by end of Financial Year</p> | | |
| b) | <p><u>Priority No 02</u></p> <p><u>Ref 15-20-3</u></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. 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</p> | The update was noted by the Group. | |

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| | | <p>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>All assessments have been delayed by consultants due to staffing issues. Due immeminently and will be sent through to Parish Council when available.</p> | | |
| c) | <p><u>Priority No.03</u></p> <p><u>Ref 15-20-04</u></p> <p>Tidworth, Pennings Road</p> <p>Request for Pedestrian Crossing Assessment</p> | <p>Following on from requests and concerns raised by residents our Services Committee discussed the above location and agreed that for safety reasons a crossing needed at this location.</p> <p>Now that the development is pretty much complete there is an increase in use by pedestrians.</p> <p>Tidworth Town Council fully supports the request for a pedestrian crossing and will fund 25% of the assessment.</p> <p>After a discussion the group agreed to recommend to TAB an assessment for a pedestrian crossing on the A338, Pennings Road (near its junction with Connolly Way), Tidworth to be undertaken.</p> <p>Assessment has been added to 2021-22 Programme. Request has been sent to survey company to undertake crossing count. Once complete report will be prepared.</p> <p>GR advised that the pedestrian data indicated that the site may not meet the criteria for a formal crossing facility.</p> | <p>The Group noted the update and that the site is not likely to meet the criteria for a formal crossing facility.</p> | |
| d) | | <p><i>Parked cars block or reduce access to Aster Housing garages along right side of Fleming Close. Aster have notices fixed to the garage walls stating no parking and do not block access,</i></p> | | |

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| | <p><u>Priority No.04</u></p> <p><u>Ref 15-21-04</u></p> <p>Ludgershall, Fleming Close</p> <p>Parking Issues</p> | <p><i>but this only applies to their land and not the highway which come under Wiltshire Council.</i></p> <p><i>This is an issue which seems to appear at the evening / weekend times. This would suggest it predominantly between those living in the local vicinity.</i></p> <p><i>H-bar markings painted on the road for the areas where vehicle should keep clear and positively mark the areas where parking is considered appropriate. These wouldn't be time limited and hence not enforceable, but it may be enough to encourage people to be more considerate.</i></p> <p>The Group agreed that H bar white lining should be provided at the entrances to the garage blocks with LTC contributing 25% of the cost (approx. £1200 in total).</p> <p>Works have been substantially completed. Some minor remedials to take place due to presence of parked vehicles. Action is with contractor to complete.</p> <p>The Group agreed to close this issue.</p> | <p>Issue closed.</p> | |
| <p>e)</p> | <p><u>Priority No.05</u></p> <p><u>Ref 15-21-02</u></p> <p>A338 Tidworth</p> <p>Parking Issues Outside Post Office</p> | <p><i>The A338 outside of the Post Office is a very busy, often congested part of Pennings Road. There is a pedestrian pavement outside of the Post Office, Tattoo Parlour and Flower Shop. Outside the Flower Shop and Tattoo Parlour there is a short parking area/layby for clients. Outside the Post Office there is no parking but to the side there is an alley way to a residential building behind the Tattoo Parlour.</i></p> <p><i>The pedestrian pavement outside of the Post Office is often used for parking and causes many ructions, and more so now with social distancing and queues forming outside of it. There have been several nasty incidents where individuals have been rude to the Postmistress.</i></p> | <p>The Group noted that plans had been developed and that the orders would be advertised if Tidworth Town Council supported the proposals.</p> <p>Post Meeting Note; Tidworth TC have supported, and draft TRO's will be advertised in the near future</p> | |

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| | | <p><i>There is also a pelican crossing to the right of the Post Office (as you look at it), so this area is a very busy, which does not need further complications of car parking on the pavement. There is a clear need to have 2 or 3 bollards or other similar 'No Parking' measures in front of the Post Office parking as agreed at the Tidworth Town Council Meeting dated the 13th April.</i></p> <p>Proposal for 20-minute waiting restrictions has been discussed. MC has consulted with business owners and the overall feedback is positive for restrictions during the daytime.</p> <p>An extension of the crossing zig-zag lines/yellow lines to the access road between to the Post Office and the shops could also be considered.</p> <p>Proposal has been developed and sent to TTC. Awaiting comments back before proceeding with formal advertisement.</p> <p>MC advised he had replied in his role as a Wiltshire Councillor and supported the proposal. He stated that Tidworth Town Council's Services Committee were considering the issue the following day. GR confirmed that if Tidworth Town Council supported the plans, the orders would be advertised.</p> | | |
| f) | <p><u>Priority No.06</u></p> <p><u>Ref 15-21-06</u></p> <p>Station Road, Tidworth</p> | <p><i>Station Road in Tidworth is the main High Street with many shops and outlets, therefore creating a heavy traffic flow. There is already a 20mph speed limit on the main drag of the street, which appears to be working well.</i></p> <p><i>At the top of station road is a very sharp bend with a warning sign with two chevrons on it.</i></p> | The Group noted the update. | |

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| | <p>Bend Warning / Chevron Signs</p> | <p><i>There have been many incidents of cars speeding and crashing into the verges when coming from the North East direction of Perham Down. This has become a dangerous, downhill, sharp bend to the right.</i></p> <p><i>This subject was raised with the services committee of the town council, and it was proposed that Tidworth town council pay 25% towards the assessment for the installation of a second Chevron sign on the bend at the top of Station Road.</i></p> <p>Orders have been placed with Contractor and completion dates set for end of February.</p> | | |
| g) | <p><u>Priority No.07</u></p> <p><u>Ref 15-21-08</u></p> <p>Ludgershall, Castle Court</p> <p>Request for Street Name sign</p> | <p><i>Castle Court has never ever had a Road Sign stating that it is Castle Court.</i></p> <p>NA confirmed that LTC had agreed to fund 25% of the implementation costs.</p> <p>Orders have been placed with Contractor and completion dates set for end of February.</p> | The Group noted the update. | |
| h) | <p><u>Priority No.08</u></p> <p><u>Ref 15-21-05</u></p> <p>Everleigh, Netheravon Road</p> <p>Horse warning signs.</p> | <p><i>Issue is that Hannon's race horses frequent the road from yard exits to near the Uniform tank crossing.</i></p> <p><i>Although most local drivers expect and respect the horses and riders, many drivers are unaware of the risk.</i></p> <p><i>Two Caution Horse Warning Signs are required, to alert drivers coming from each direction:</i></p> | The Group noted the update. | |

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| | | <p>- One sign opposite the main entrance to The Crown, 25m south of the A342/Netheravon Rd junction.</p> <p>- 2nd sign 25m south of Uniform tank crossing.</p> <p>The Group agreed to 2 x Caution Horses Warning signs on Netheravon Rd will be supported by the CATG. Estimated cost c£1500, with a 25% contribution required from Mr Richard Hannon.</p> <p>Scheme has been added to allocated to Engineer and work is progress to place the order. Works should be completed by the end of March.</p> | | |
| i) | <p><u>Priority No 09</u></p> <p><u>Ref 15-21-09</u></p> <p>A338 Tidworth</p> <p>Ashdown Estate / South Drive</p> <p>Request for Dropped Kerb Crossing.</p> | <p><i>The A338 south Tidworth has a newly completed estate, call The Ashdown Estate. There is a small roundabout at the junction with Rourke's Drift, and opposite is South Drive. South Drive leads to Tedworth House and Park.</i></p> <p><i>Many families from the Ashdown Estate cross the road near the roundabout, to walk down South Drive to Tedworth Park, for recreational purposes, and to watch events that take place there.</i></p> <p><i>If they did not use South Drive, families would have to walk towards Hampshire Cross and access the park by the Avenue leading to Tedworth House, which is a very long diversion along a very busy main road.</i></p> <p><i>The Ashdown Residents have requested dropped kerbs near to the Rourke's Drift roundabout to ease the situation, by enabling pushchairs, wheelchairs etc to cross the road more safely, and access South Drive, which is a much shorter route.</i></p> <p><i>Tidworth Town Council has agreed to pay 25% contribution towards the survey, to help make this popular road crossing safer.</i></p> | The Group noted the update. | |

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| | | <p>MC confirmed he had had a site visit with GR. GR outlined the potential difficulties with providing an informal crossing point. The Group agreed to fund £2000 for a design to provide an informal crossing 10m from the Northern end of the roundabout.</p> <p>Scheme has been allocated to an Engineer and preparatory work is underway to undertake the design. Topographical survey has been ordered. GR confirmed that initial plans should be available for the next meeting.</p> | | |
| j) | <p><u>Priority No 10</u></p> <p><u>Ref 15-21-10</u></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>It was agreed that Collingbourne Ducis put in requests for the schemes for discussion at the next meeting of the Group. An assessment of options for the roundabout is likely to cost £2000.</p> | The Group noted the update. | |

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| | | Scheme has been allocated to an Engineer and preparatory work is underway to undertake the design. Topographical survey has been ordered. | | |
| 6. | Other Priority schemes | | | |
| a) | | | | |
| 7. | Open / Other Issues | | | |
| a) | <p><u>Ref 15-21-07</u></p> <p>A338 Tidworth</p> <p>Ashdown Estate / Rorks Drift Roundabout</p> | <p><i>The Ashdown estate is a new estate in Tidworth which is entered from the A338 directly into housing on both sides of the road, of Rorks Drift, SP9 7WF and Salamanca's Drive, SP9 7TB</i></p> <p><i>It was proposed at our services meeting to be put forward to the full town council to pay a 25% contribution towards a road survey assessment to introduce a 20mph speed limit from a 30mph speed limit.</i></p> <p><i>The A338 is a busy main road. Both Rorks Drift and Salamanca Drive are busy residential areas, 30mph encourages speeding as soon as you enter the estate from both entry points, residents have complained they cannot get out of their driveways for fear of speeding cars coming off of the A338. One resident who said he no longer uses his drive because it's so dangerous.</i></p> <p><i>The roads on this state are comparatively straight and this only encourages speed to be built up and in particular, along</i></p> | Issue closed. | |

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| | | <p><i>Minden Drive SP9 7GX where residents have complained about concerns getting out of their driveways.</i></p> <p>MC stated that he felt it was unfair that CATG and TTC would have to fund the assessment and implementation costs given that WC had confirmed the highways officer had written out the requirement for a 20-mph limit during the planning stage. All other new estates in the area have 20 mph limits.</p> <p>MC suggested that this be raised at next week's Area Board with a recommendation that the Area Board write to the Cabinet Member for highways to request that WC fund the assessment and any implementation costs. The Group agreed with the suggestion.</p> <p>Following a discussion, the Group agreed that as Wiltshire Council had indicated they were not going to introduce a 20 mph limit, it would not pursue the matter further.</p> | | |
| b) | | | | |
| 8. | New Issues | | | |
| a) | | | | |
| 9. | Other items | | | |
| a) | | | | |

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| 10. | AOB | | | |
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| a) | Tidworth Area Cycle Network |  <p>Tidworth and Ludgershall Cycle Net</p> <p>MA to update the map to take into account improvements since 2013. Group to consider future improvements required.</p> <p>GR advised that Government is likely to provide additional funding for cycling and walking schemes in future. I B-P suggested that the Group should have schemes agreed and supported in preparation for this.</p> <p>MC suggested that TTC and LTC should review their networks and make recommendations to CATG of possible improvements to the foot and cycle networks. CW suggested TAB also discuss the issue.</p> <p>NA request LTC review its network and suggest any improvements to its network.</p> <p>MC/HJ request TTC review its network and suggest any improvements to its network.</p> | <p>HJ confirmed that Tidworth TC had an aspiration for provide a joint foot and cycle path for the length of the path between Tidworth and Perham Down.</p> <p>MC to approach Ludgershall TC to see if it had considered the matter.</p> <p>Post meeting note: LTC confirmed they did not have any routes that needed improving at this stage.</p> | |
| b) | Toucan Crossing, Tidworth Post Office | <p>HJ raised the flooding and mud issue at this crossing. He said there was a lip that prevented the water escaping and if the lip was removed, it would help with the situation.</p> | <p>Issue closed.</p> | |

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| | | <p>RS confirmed that patching works will be undertaken but that temporary traffic lights will need to be installed whilst the work is undertaken. RS confirmed works to be completed before next CATG.</p> <p>RS confirmed that the repairs and repairs to the traffic control signals at the crossing were to be undertaken the next day. Issue closed.</p> | | |
| c) | Empress Way Lining | <p>NA raised a safety issue of white lining that had worn away. RS confirmed after the meeting that it is the responsibility of the Developer to reinstate the lines through a S278 agreement. An email had been sent to say these are now a safety issue and this job now needs to be completed urgently.</p> <p>NA stated that speeding was now an issue due to the give way lines having been moved. RS confirmed that a traffic island was to be placed at the informal crossing and other calming measures.</p> <p>RS had contacted the developer but was not aware if the white lining had been put in place. AP asked if the proposed traffic island could be moved from the end of Empress Way to the rail crossing. MC asked if the original buff road colouring could be re-instated at the informal crossing. RS would contact Development Control and report back at the next meeting.</p> | RS to report back at the next meeting. | |
| d) | Collingbourne Kingston | Discussion on Collision Reduction | The Area Board seek support from the Pewsey and Marlborough Area Boards to | |

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| | | <p>RiS stated there had been many discussions about accident and speed reductions on the A338. He requested a more strategic look at the issue.</p> <p>The Group felt that whilst the Police and Crime Commissioner's investment, announced at the November Area Board, in officers speed guns and support for Community Speed Watch are welcome, they do not solve the issues on the A338.</p> <p>Following a discussion, it was agreed that a combined approach between the Tidworth, Pewsey and Marlborough Area Boards to ensure WC provides a response to Highways England's consultation on the M4 to Dorset Coast Conectivity Study that will assist with the A338.</p> | <p>ensure WC provides a response to Highways England's consultation on the M4 to Dorset Coast Conectivity Study that will assist with the A338.</p> | |
| e) | Collingbourne Ducis | <p>Church Street – Kerbing Improvements</p> <p>PK and DD requested kerb improvements in Church Street as HGVs are eating into the bank next to a footpath. GR suggested waiting for this to be done if the road was to be resurfaced. RS to check if the road is on the five-year programme.</p> <p>RS confirmed this matter was not on the five-year maintenance programme. However, it has been added to the kerbing team's list of sites and depending on funding next year, it could be done then. If not, MC stated we would review the issue then.</p> <p>RS confirmed the budget for 2022/2023 is still awaited. RS to report to the next meeting.</p> | <p>RS to report at the next meeting.</p> | |

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| f) | New Road Drove, Ludgershall | <p>A bollard was needed for this footpath as vehicles are using it and it is dangerous.</p> <p>RS and GR confirmed the area is a Right of Way but is the responsibility of the landowner. RS had checked with the Land Registry and there were no details of ownership. Ludgershall TC had been informed.</p> <p>Issue closed.</p> | Issue closed. | |
| g) | Perham Down bus route | <p>NT queried if any news had come back from the bid to improve the bus service for Perham Down.</p> <p>MC stated Wiltshire Council would not know until the summer whether it had received Government funding that could fund this.</p> | MC to chase Wiltshire Council. | |
| h) | Footpath Maintenance | <p>As CATG's will have powers to fund footpath repairs and right of way styles to be replaced for example, GR advised that Parish and Town Councils should look at issues they would want attended to so that come April's meeting of the Group, there is a list that can be worked on with RS. MC stated he would send an email to the Town and Parish Councils.</p> | MC to email Town and Parish Councils to request a list of maintenance priorities to be provided prior to the Group's next meeting. | |
| 11. | <p>Date of Next Meeting: 4 April 2022.</p> | | | |

Tidworth Community Area Transport Group

Highways Officer – Gareth Rogers