

Date: 28 Feb 17

Draft

**Minutes – Edington Local Development Plan - Sub working group: Highways, traffic and transport**

*Date of meeting: 30 Jan 17*

*Chair: Paul Woodward*

**Attendance:**

Terry Tottingham, Emily Pepler, Ken Marshall, Paul Mountford

Apologies received from: Pam Hull, Dee Perkins

**Agenda Items:**

1. Welcome – occurred.
2. Apologies – occurred.
3. Agreement of previous minutes - occurred
4. Recap on objectives – occurred.
5. Areas for investigation
  - Public parking including parking restrictions
  - Co-ordinated approach with other local villages to reduce large goods vehicles
  - Viability of bus services, car share, link schemes, taxi services, 3 villages minibus
  - Street-lights
  - Maintenance (signs, bushes, gully clearing), use of Parish steward
  - Footpaths
  - Speed limits (20mph special case)
  - Use of technology to assist

Notes on each of the above areas attached.

6. Formal outputs – Summary report to be produced.
7. Recap on time frame for completion – Target date of June 16 for summary report with key action points to be presented to the Edington local development plan group.  
Mid point review scheduled for April 2107 for a verbal brief to the group (exact date tbc)
8. AOB – none
9. DONM – Monday 30 Jan 17

**Action Items:**

1. Accident data for Edington – Paul Mountfield to investigate
2. White Gate at village entry signs – Paul Mountfield to investigate
  - Public parking including parking restrictions – Ken Marshall
  - Notes on Parking – Edington
  - \* Formal parking restrictions on the highway need to be introduced by Wiltshire Council as local highway authority.
  - \* Formal restrictions need a Traffic Regulation Order to be made otherwise no legal standing.

- \* Process for obtaining TRO is complex:
- \* Request to be sponsored by parish council.
- \* Request is put in a pot along with rest of Wiltshire and priorities identified based on needs and available funding, so would be competing with the rest of the Wiltshire towns and villages.
- \* If selected, order then considered and if it meets legal criteria, processed.
- \* A small percentage of requests are processed annually – no numbers as to percentage of successful applications.
- \* Cost is a factor – making the order is expensive - suggestion was £3-£5,000 a time then signing costs on top of that.
- \* Enforcement is a civil matter carried out by Wiltshire Council and supposed to be self funding.
- \* Police try not to get involved and they are only likely to act when there is a perceived public safety requirement eg parking around junctions or causing an obstruction.
- My opinion based on that: it's unlikely that formal restrictions would be introduced in Edington unless supported by the parish council, and even then, they are unlikely to make it to the top of a priority list given other parking issues in the county and available funding. Even if they were introduced, enforcement is unlikely to be a priority in a rural environment.
- It seems to make more sense to consider an informal arrangement for the problem areas managed locally. Things that can be done for ourselves:
  - \* Ensuring suitable & sufficient spaces provided through planning process for new developments, residential and business.
  - \* Sourcing additional off-street parking to help with problem areas although likely to need funding.
  - \* Brokering private arrangements between individuals.
    - Co-ordinated approach with other local villages to reduce large goods vehicles
    - Viability of bus services, car share, link schemes, taxi services, 3 villages minibus

## EDINGTON LOCAL DEVELOPMENT PLAN.

### Sub Working Group Highways Traffic and Transport.

#### 1. LORRY ROUTES and Wiltshire's policy etc. .

- The Community Area Transport Group is discussing the routes followed by freight vehicles.
- <http://www.wiltshire.gov.uk/parkingtransportandstreets/roadshighwaystreetcare/transportfreight/transportroadfreight>.
- <http://www.wiltshire.gov.uk/freight-route-network-map.pdf>
- These will give a map and detail of Wiltshire's POLICY on routes.
- Diversion to avoid low bridge. Question this with Wiltshire Council.
- 'New developments' across Wiltshire to fund road improvement at bridge?
- The Campaign for Better Transport advised:-
- Transport and local plans. It's certainly worth asking for measures like car clubs and lorry management to be included from the start in any new developments.
- Unite and gain support from neighbouring villages to lobby Wiltshire Council.
- Advisory notices to guide freight vehicles to keep to main roads and away from village.
- GPS navigation. Lobby manufacturers to provide HGV routes/ Local HGV users.
- \*Local Government Association to lobby for HGVs to have appropriate SatNav installed to avoid being guided down unsuitable routes.
- Advisory notices showing GPS function for HGV vehicles to use.
- Speed Watch to incorporate system to log all HGVs using inappropriate roads, Follow up to Wiltshire Council to compare with Policy.
- 20 mph for all village roads.

## 2. CAR SHARING

- Wiltshire LIFT SHARE ...  
<https://liftshare.com/uk/community/wiltshire>. The scheme uses the nationwide Liftshare software. Lift share states that it is the largest car-sharing network in the UK. ,<http://carshare.liftshare.com/>
- Develop use with all neighbouring villages.
- Encourage more shared use of vehicles.
- Discuss with FOUR VILLAGES LINK to utilise, expand and organise lift share?

## 3. BUSES

- Discuss options with Save our Buses!  
<http://www.bettertransport.org.uk/save-our-buses>

- Obtain accurate information on bus use ...Details from Bus Companies and villagers.
- Encourage more local use of buses. Appropriate times etc.
- Four Villages Mini Bus Shortage of drivers? Medical needed at 70. Currently paid by individuals. Parish Council to cover this cost?
- More use of Mini Bus may further reduce use of other bus services or promote use with link up service to Devizes/ Westbury/ Warminster

#### 4. EVES

- Leader to: - Organise and encourage regular action on predetermined work needs.
- Enthuse the community to look for and report work.
- Act as contact for villagers identifying work/action as needed.
- Create formal liaison and cooperation with PARISH STEWARD.
- Ensure all work that is the responsibility of Wiltshire Council is completed and to an appropriate
- standard.

EMILY & TERRY

11/12/2016

Cc Emily 12/12/2016/ 26/1/2017

#### o Street-lights

Pam Hull wrote:

- I am still waiting for a response from highways regarding street lighting in Tinhead Road. There are only 3 street lights on the whole of the road and I'm sure Emily will agree it's very dark down the farm end at night .
- I will inform you of any response I get .

Dee Perkins wrote:

- Please find herewith the results of my investigations so far.:-

#### • Signage

- - Heavy vehicles travelling North on the A360 are diverted onto the B3098 to avoid the low bridge at West Lavington. There is a sign for them to turn right to go through Great Cheverell, but it is such a tight turn that large lorries are more likely to obey the previous sign which says ' stay on the B3098. Hence, once a lorry has turned onto the A360 at Stonehenge, it is committed to coming along the B3098.
- The only way to prevent this happening is to divert heavy vehicles away from the A360 at Stonehenge by appropriate signage.

- - Also a sign saying 'unsuitable for heavy vehicles' at the Great Cheverell turning of the B3098 may be helpful to send lorries on the diverted route.
- - In order to slow traffic entering the village from the East, I suggest signage saying 'Road Narrows' and 'Bends'. (There are none at present). A 'Please drive slowly' sign would also be helpful.
- - Longhollow – a sign saying 'access to farm vehicles daily between 8 – 6' would be helpful.
- - The 30 mph signs have been cleaned and the hedges have been trimmed. Thanks to the PC.
- LIGHTING - I have found that village lighting is appropriate and adequate.
- PARKING – Only one thought – the grass verge opposite the Priory Garden is used for parking for church events. Would it be possible to make this a more permanent parking area?

Please accept my apologies for the meeting on 30th.

Regards  
Dee Perkins

- Maintenance (signs, bushes, gulley clearing), use of Parish steward

Emily Pepler provided a verbal brief at the meeting.

Key points:

Parish Steward is already working on clearing areas in Edington with direction provided by the Parish Council. This includes footpaths.

- Footpaths

See above comments

- Speed limits (20mph special case) – Dee Perkins
- TRAFFIC
- - 20 mile limit – this has been difficult to get information from Jerry Wickham and up to this minute I have still not had a reasonable response from him.
- However, I have found a website <http://www.healthypaces.org.uk/themes/enabling-active-travel/restricting-traffic/20mph/> which gives useful information. It states that local authorities are encouraged to apply the lower limits, but they must be in areas of particular need (road deaths, schools, old folks etc.) and must be accompanied by new traffic calming systems. I therefore do not think that Edington would qualify for consideration.

- Use of technology to assist

**Edington Local Development Plan – Highways, traffic and transport**

**Use of technology to assist:**

*Speed sign reminders:*



Useful tool in alerting drivers to their relative speed and combined with indicators, provide a real time reminder of what speed limit you should be adhering to.



Companies identified who manufacture such signs:

<http://www.messagemaker.co.uk/electronic-speed-signs>

<https://www.trafficttechnology.co.uk/>

[http://radarspeedsigns.co.uk/?Product\\_Range&normal](http://radarspeedsigns.co.uk/?Product_Range&normal)

**Example villages who are using such signs include:**

- Farleigh Hungerford
- Beckington
- Whitley

**Key benefits:**

- Visual reminder for those drivers who do not realize or who are not concentrating
- Ideal to position at entry and exit from village
- Potential to share with other villages
- Passive device – negligible impact to residents
- Non-confrontational

**Points to consider:**

- Cost (how much, who will fund)
- Suitable site
- Maintenance and support (including storage)
- Highways approval (selection of location)
- Power supply/batteries
- Data logging (evidence to support other activities eg Authority speed detection)
- Vandalism

Paul Woodward