

ROAD SAFETY, PAVEMENTS, STREET LIGHTING & PARKING

Reference:

- A. Governance Toolkit for Parish & Town Councils, version 3, April 2009 (page 4, Parish Council powers).

The topic which probably attracted the most comment in the parish survey was road safety (including pavements, lighting and parking).

Under the current financial climate, the difficulties of obtaining funding is not underestimated, nevertheless the parish plan committee feels that it is important that the plan contains some acknowledgement of the community's concerns, in the form of a road safety improvement *strategy*.

The word 'strategy' is used deliberately, since a 'strategy' allows for more flexibility than a 'plan', whilst being more substantial than a wish list. It also acknowledges that there is no set timescale, since implementation will largely depend on local authority and possibly MOD support.

As a first step, the list of issues (below) have been extracted from the survey results as the basis of an *agenda* for inclusion in the strategy. At this stage, there has been no consideration of cost, feasibility or priority – this exercise would need to be undertaken in conjunction with the parish council before being presented back to the community for endorsement.

In conclusion, it is suggested that a strategy, containing an endorsed, prioritised agenda of mini projects, could prove to be a useful internal road map (no pun intended) as well as a tool for mopping up local authority/MOD 'end of financial year' underspends, as and when such money and resources once again become available.

RESPONSE FROM CLLR MONK

Cllr Monk gave a provisional response to the issues raised below. This is shown in the right hand column.

The formal response from the parish council appears in the PC minutes of Jan 2014, and is reproduced at the end of this document.

PARISH SURVEY – ROAD SAFETY COMMENTS & SUGGESTIONS

| <u>SURVEY SUGGESTION</u> | <u>NOTES</u> | <u>PC COMMENTS</u> |
|--|---|---|
| <u>REDUCTION IN SPEEDING</u> | | Speed watch manned by parish councillors |
| 20 mph speed limit for the built up areas of the C32, Water Lane, Coombe Lane and the hill to the south of Coombe. | <p>Numerous comments on this topic. Given that much of the C32 is not wide enough for pavements/cycle paths, and street lights are few and far between, the implementation of a speed limit through built up areas would reduce the hazard to pedestrians in particular, and all road users in general.</p> <p>Although Coombe Lane is effectively a cul de sac as far as road traffic is concerned, and regularly sees children playing and pets in the road, it currently has no speed limit.</p> | The parish council has tried for 2 or 3 years with no success so far. In view of the way the 20mph limit in Salisbury is observed, we wonder if it will be a success anyway. |
| Speed ramps / traffic calming for the C32, and Longstreet in particular. | | Not a good idea. People living next to the ramps will be very disturbed by the ongoing noise. |
| Flashing speed signs on the A345. | | We get these roughly once per year on a rota. Familiarity breeds contempt. |
| <u>PAVEMENTS</u> | | |
| Where practical more pavements. In particular for access to bus stops on the A345. | No specific bus stop was alluded to in the survey, however pavement from Water Lane to the centre of Enford (to join with the new footpath over the bridge) would be an obvious contender to reduce the hazard to children walking to and from the bus stops. | Desirable but costs lots of money. The new footpath to the church was quoted at £8K. We only got it because they were actually working on it, and extended it for a token contribution of £600. We cannot see that happening again. |

| <u>SURVEY SUGGESTION</u> | <u>NOTES</u> | <u>PC COMMENTS</u> |
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| | Whether or not the road going past Old Bengers is wide enough to accommodate a pavement is another matter. | |
| <u>STREET LIGHTING</u> | | |
| <p>Better street lighting:</p> <ul style="list-style-type: none"> • For Field View to the end of Water Lane. • At the A345 entrance to the village to assist people getting off the the bus and having to cross the road. • At the start of the bridleway at the bottom of Water Lane. | | PC looking into this – but ongoing long term. |
| <u>ROAD ALTERATIONS</u> | | |
| Upgrading of 'A' crossing to encourage use by people rat running to Trenchard lines. | This would provide an Enford and E Chisenbury bypass for traffic coming from the south, as well as some relief for Upavon for traffic coming from the west. A joint project perhaps? | Already in hand by MOD (concrete being laid, we believe). |
| Coming out from from New Buildings on to the A345 is very hazardous. | Possible mini roundabout? | We tried to improve this junction by getting the speed limit signs moved further away, and red markers on the road. Cost £6K (our share £2K). |
| Improvements to the hill on the C32, to the south of Coombe. | There have been numerous accidents on this hill. Perhaps 20mph signs as well to warn motorists approaching from either direction. | Needed. Charles Howard has looked at this after the death of a cyclist. MOD owns the land which needs to be removed. |
| <u>SIGNAGE & ROAD MARKINGS</u> | | |

| <u>SURVEY SUGGESTION</u> | <u>NOTES</u> | <u>PC COMMENTS</u> |
|---|---|--|
| Main road A345 would benefit from nearside white lines. | | Would disappear very quickly under roadside mud. |
| More signs identifying kids at play. | | |
| This is a rural area - there is far too much urbanisation of road markings creeping in. | There is clearly a balance to be struck! | |
| <u>PARKING</u> | | |
| Private cars, parked in the street are a problem. Parking can be very frustrating. We need more car parking space in Enford. | Several comments along these lines, however the only areas mentioned by name are Grants Road and Longstreet. | Longstreet – parking ground from where? |
| <u>MISCELLANEOUS</u> | | |
| Road noise from the A345 is excessive at times (particularly in summer). | Plant hedgerows? | |
| Cyclists need to wear reflective clothing. | Newsletter article perhaps? | |
| Casual farming using over-sized modern tractors on C road. Breaking down verges. Large tractor trailers shedding straw on roads, blocking drains. Trimming of hedges mess left on roads and byways. | These are related issues. One household describes how they are put off from cycling due to state of the roads near to verges. Trimmings from Blackthorn hedges are certainly a puncture hazard. | Rural activities. |
| A bus shelter on northbound route at West Chisenbury is needed. | | Cost around £6K plus annual rent. |

| <u>SURVEY SUGGESTION</u> | <u>NOTES</u> | <u>PC COMMENTS</u> |
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| Armco (barrier) to protect the southbound bus shelter at West Chisenbury. | | |
| A rapid tram between Salisbury and Swindon via Amesbury and Pewsey, etc. | | Eh! |
| Big school coaches are not necessary. They should use small buses on the minor roads. | <p>This relates to the problem of school buses (and other large vehicles) trying to manoeuvre past cars parked in the road. Longstreet a particular problem area.</p> <p>Are schools aware of this?</p> | Smaller busues are just as wide. Big bus is full by time it reaches Figheldean. Would need two smaller buses at double the price. |
| Less through traffic. We live on the A345. Heavy traffic has a major impact on our lives. Discourage heavy traffic on such a small road. | | Trucks take shortest route due to time and fuel costs. We have fought the fight about traffic being re-directed our way from Devizes, and we lost. |

PC RESPONSE (SEE PC MINUTES 15 JAN 2014)

13/156 The Parish Plan

Road Safety, Pavements, Street Lighting and Parking

As mentioned earlier, Mr Steve Becker (Chair of the Parish Planning Committee and well as Neighbourhood Watch representative) was unable to attend. He had though sent round the relevant section of the Parish Plan for Discussion.

Road Safety

The desire to reduce the speed on the C32 to 20 mph has unfortunately been rejected by the Wiltshire Roads Review despite specific requests from Enford Parish Council. The suggestion of speed ramps as a measure to slow the traffic is unlikely to be successful as there is no money in the budget for this and pothole repair takes priority. The suggestion of flashing speed limit signs was also unlikely to happen due to lack of available money. We are entitled to have these on loan for 2 weeks of the year however it was pointed out that familiarity breeds contempt!

Pavements

It is suggested in the Parish Plan that there should be more pavements in the village – in particular, going up Enford Hill to the bus stop on the A345. Shortly after the new bridge was put in the Parish Council was quoted £8,000.00 for this hence the only paving put in place was from the Church to the village at a reduced cost of £600.00.

Street Lighting

The plan suggests 3 places could be better for extra street lighting – Field View to the end of Water Lane, by the bus stop on the A345 (especially for crossing the road) and at the start of the Bridleway at the bottom of Water Lane. Cllr Harbottle thinks the lighting up to the A345 is just about adequate but the length of the footpath from the east of the bridge to the junction has no light and needed one. This is unlikely to happen as it again comes down to lack of the Council's budget.

Road Alterations

Upgrading of 'A' crossing to create a rat-run to Trenchard Lines from the south. This is already in hand according to Lt Col Nigel Linge though he cannot say exactly when this will be done or whether it will be a tarmac or concrete surface.

Exit on to the A345 from New Buildings. This is a hazardous junction and it has been suggested that a mini roundabout be installed. As before, this is unlikely to happen due to the cost.

Coombe Hill improvements to try and reduce accidents. Speed limits have been suggested as this is a blind bend on the hill. One cyclist was killed at this point. Cllr Charles Howard has looked at the problem and there is nothing he can do. The land is owned by the MOD. Cllr Harbottle says it is unfortunate but a simple 20mph speed limit isn't going to happen.

Signage and Road markings

It was thought that the A345 would benefit from nearside white lines. Sadly this would disappear under the mud. The Survey suggested there could be more road signs for 'Children at play'. There is also a suggestion that we live in a rural area and that there is already too much 'urbanisation' creeping in. Obviously a balance needs to be struck.

Parking

The survey suggested that more parking was needed in Enford as the street parking is a problem. The Parish Council have already discussed the possibility of yellow lines on the road but even Wiltshire Council says this is a step too far. There is nowhere else for the cars to go.

Miscellaneous

It has been suggested that the road noise from the A345 can be excessive – particularly in the summer. One suggestion being to plant hedgerows. This would again come down to a lack of funding from the Council.

Suggestion – cyclists need to wear reflective clothing. For those from within the village it could be raised as an article in the Newsletter. ‘Travelling’ cyclists however would still pose a danger if they were not properly clad.

Problems: Casual farming using over-sized modern tractors on the C road are breaking down the verges. Large trailers shedding straw on the roads blocking drains and hedge trimmings being left on the roads and byways, particularly blackthorn which is a hazard for punctures. These are all related issues and can make cycling in the village difficult and uncomfortable.

Bus shelters in West Chisenbury were also mentioned – one needed on the northbound A345 and an ‘Armco’ barrier for the southbound shelter. A rapid tram service between Salisbury and Swindon, Amesbury and Pewsey was also suggested though these are again unlikely to be looked at by the Council as there is no funding or subsidy for such services.

The use of large school buses going through the small roads of the C32 was raised as unnecessary with the suggestion that smaller buses would be better. This however raises the problem that more buses would be needed to do the same job thus raising the cost of the service. The large buses maybe almost empty at Enford however by the time they go down to Netheravon, Durrington and on to Amesbury, they are full.

Finally, there was a suggestion that the amount of traffic on the A345 should be discouraged as the heavy traffic and noise levels create a major impact. Unfortunately there is nothing one can do to re-direct traffic to other roads. The A345 is the most direct route for many large vehicles even if the roads are ‘rural’ in places.

The answers to many of the issues raised on this subject all come down to the amount of funds available from Wiltshire Council and they don’t have any spare.