

# Minutes from the Shrewton Traffic Working Group (STWG) held at 1800 on 31 Jul 2024.

## Attendees:

Cllr Denise Alderton  
Cllr Richard Harris  
Cllr Nick Sage  
Karen Allen (Speedwatch)  
Anthony Bates  
Paul Timlett (Guest)  
Cllr Paul Mckernan (Chair / Sec)

## Agenda

1. Why has Shrewton been unable to secure funding for substantive bids in the last 7 years ?
2. Traffic Plan rewrite:
  - a. Options for the Traffic Plan if the Tunnel goes ahead.
  - b. Options for the Traffic Plan if the Tunnel is delayed/cancelled.
  - c. NB Items 2 and 3 may have the same solution.
3. Soft Traffic Calming - "20 is Plenty" signage, notification that there are no footpaths in Salisbury Road....
4. Appleford School Request
5. Update on status of LHFIG issues.
  - a) 1.24.17. A360/B390 Junction. Not in scope - £30-50K for traffic model then £millions for construction. May attract Tunnel funding. KD to get Transport Planning feedback.
  - b) 1.24.10. Shrewton, London Road. SID Post. Funding Agreed - To Contractor.
  - c) 1.23.10. SHRE 17 Bollards. Rights of Way have still not responded. KD to hasten. Designs and costs will be sent to SPC by ~12 Jul for comment.
  - d) 1.23.5. Trinity Grain signs. Design agreed. To Contractor.
  - e) 1.22. 28. Shrewton Rollestone Crossroads weight limit signing amendments. Complete.
  - f) 1.23.14. Street name plate review London Road Shrewton. Incorrectly shown as complete. Work with contractor and due for completion by end Jul. Complete mid Aug.
6. Review of decisions and actions.

## Minutes

Item 1. We discussed the history of our unsuccessful bids for substantive funding (note: Bids were mainly for traffic calming in London Rd). We reviewed the historic data available to us and Richard and Paul provided extra insight from their work in this area. There did not appear to be a single reason for the failures. Substantive bids had been of good quality, were within the Local Highways and Footways Improvement Group (LHFIG) budget and the need for these measures appeared clear. Differences between Wiltshire Council and Shrewton Parish Council figures in the

bidding process were noted, with the Wilts figures being lower in the facilities section and higher in cost. There was some thought that the B3086/3083 were /are part of the essential diversion route to maintain traffic flow when the A303 was blocked, and it was thought this might bear investigation. There was also some concern that the failures were linked to an internal policy decision to withhold funding for schemes that could be funded under the A303 Tunnel scheme.

**Decision.** Paul Mckernan would continue research into this issue. There was no action on the working group.

Item 2. We discussed the cancellation of the A303 Tunnel Project and the impact on the village. Consensus was that the impact on the village would be severe. Without some immediate work to reduce 'rat running' villagers would continue to be at risk from angry and inconsiderate drivers stuck in congestion on village roads. The potential risks to villagers' safety, health and quality of life were noted. Villagers are already considering leaving the village to escape this situation.

- a. We agreed that the priority should be to obtain funding for the redesign of the Rollestone Crossroads. Paul Mckernan had already emailed the A303 project and Wilts Highways and asked for copies of plans and costings for this work that should be available as they were part of the tunnel scheme.

**Decision.** Redesign of the Rollestone Crossroad would be the number one priority in the 2024 Shrewton Traffic Plan.

**Action 1.** Paul Mckernan would draft a letter to Kevin Daley (Unitary Councillor) to submit to the Chair Wiltshire Council (Richard Clewer) copied to Highways Director seeking their support and funding for an immediate start on this project. This letter would be supported by data from the existing tunnel scheme.

- b. We discussed 20mph zone and project data from local villages/towns. Noting that the Marlborough scheme had been successful at an apparent cost of £11,000. However, the scheme had taken 5 years to deliver and was supported by accident data and the need to protect the market stalls on the central reservation through the town centre. We noted the request from Appleford School (item 4) for signage and agreed that their travel plan and that for the Shrewton Primary school should be used to support our traffic plan. Noting that Orcheston Parish Council would have to agree any proposals and funding for measures in Orcheston.

**Decision.** A scheme for a 20mph zone extending from the triangle on Elston Lane, through Tanners Lane and the High Street to the A360 and then from the A360 junction along the B3083 to its junction with the Common.

**Action 2.** This scheme would be the second priority in our traffic plan rewrite.

- c. We also discussed ideas such as: build outs at the village entry points B3086 and B3083; changing B3083 usage to local traffic only including rerouting the bus (route no) to go along the A303 to Longbarrow roundabout and then stop at the Stonehenge Visitors Centre before rejoining the existing route in Shrewton; removing the bus lay-by on the A360 opposite 'sheltered housing' noting that this proposal had been opposed previously as it brought pollution from waiting buses closer to the residents; identifying how funding for 'legacy' footpaths and byways

could be reinstated now that they were no longer part of the tunnel project. No decisions were made on these ideas.

Item 3. We discussed the use of additional signs, road markings throughout the village to enhance safety. Noting that the British Horse Society sells '20 is Plenty' signs to warn of horse riding in the vicinity. We also discussed the 'active spaces' scheme that aims to enhance road safety by removing all traffic furniture. **Decision.** To avoid duplication, we would create a map of existing village street furniture (using the 'what three words for position information) as an annex to the traffic plan.

**Action 3.** Karen Allen and Anthony Bates agreed to carry out his work.

**Decision.** Nick would provide data on the 'active spaces' project which would be used to create an annex to the traffic plan to stimulate further discussion.

**Action 4.** Nick to provide active spaces data to Paul.

Item 4. Appleford school request for signage was addressed under item 2b.

Item 5. The 3 Jul LHFIG minutes were not yet available. Paul had included his notes from the meeting showing the current state of our LHFIG issues in the agenda.

Formal notification will be provided when the minutes are released. No further action.

Item 6. The action log was reviewed and action items from this meeting agreed for inclusion.