

Devizes Community Area Transport Group – 25<sup>th</sup> May 2021 – Notes

	Item	Update	Actions and Recommendations	Who
1	<b>Apologies and Attendees</b>			
		<p><b>Apologies:</b> Cllr Sue Ivey (Little Cheverell PC); Rebekah Jefferies (Rowde PC)</p> <p><b>Present:</b> Cllr William Howkins (Stert PC); Richard Culverhouse (Poulshot PC); Cllr Pat Bryant (Rowde PC); Cllr Caroline West, Cllr Stan Jonik (Erlestoke PC); Cllr Chris Greenwood (Devises TC); Cllr Chris Saunders (Easterton PC); Cllr Fred Davis (Market Lavington PC); Cllr Julia Ford (West Lavington PC); Rosalind Humphries (Bromham PC); Cllr Terry James, Sue Bond (Seend PC); Cllr Dominic Muns (Chair), Cllr Philip Whitehead, Cllr Kelvin Nash, Cllr Tamara Reay, Gareth Rogers, Andrew Jack (Wiltshire Council)</p>		
2	<b>Notes of last meeting</b>			
		<p>Notes from the Devizes CATG meeting on 16<sup>th</sup> February were published at part of the agenda for Devizes Area Board’s meeting on 15<sup>th</sup> March 2021:  <a href="https://cms.wiltshire.gov.uk/ieListDocuments.aspx?CId=163&amp;MId=13058&amp;Ver=4">https://cms.wiltshire.gov.uk/ieListDocuments.aspx?CId=163&amp;MId=13058&amp;Ver=4</a></p>		
3	<b>Financial Position</b>			
		<p>Budget Available - <b>£22,097.97</b></p> <p><b>The allocation for 2021/22 is £15,984. This is a slight increase in</b></p> <p>Note: Order Values are subject to change</p>	GR pointed out invoices are on the way to parish councils for their contributions towards schemes.	
5	<b>Top 5 Priority Schemes</b>			
a)	<b>Issue 6120 Lydeaway - Request</b>	<i>The speed limit or rather the lack of on the A 342 road between Lydeaway and Stert village entrance. When exiting the entrance of The Clock Inn Park the</i>	WH stated that the contribution which Stert PC agreed to make is	

	<p><b>for speed limit reduction</b></p> <p><b>(Priority No.01)</b></p>	<p><i>visibility is poor in both directions. Seeing that a lot of money has been spent on the work carried out in recent months on the renovation of the pathway between The Clock Inn Park and the entrance to Stert village which means more of the people from The clock Inn Park are using the pathway some of which have mobility scooters are finding it very difficult in crossing the road because of the speed of traffic which in some cases is in excess of the 60 miles per hour limit. In the last year there has been one accident of a car exiting The Clock Inn Park which in this case no one was hurt the police were not informed but both cars were written off. There are slow signs on the road and also illuminated 'slow down' signs before the 's' bends and the entrance to Stert village these do not seem to be effective.</i></p> <p>Stert PC have confirmed a contribution of £500 to the request.</p> <p>Atkins have completed the Speed Limit The assessment has concluded that a 50mph restriction can be considered. Indicative cost £6,000</p> <p>Stert PC had increased their contribution from £500 to £1,000, which for a parish of that size is a large amount. RG to check this is correct.</p> <p>There was no one from Stert PC present. RG raised the issue of Stert PC contributing £500 towards an implementation cost of £6,000. GR confirmed that the change in speed limit from this scheme might produce a reduction of actual speeds of 2-3mph.</p> <p>There was agreement within CATG that they expect a greater contribution from Stert PC towards the implementation.</p>	<p>£500 not £1,000 as listed within the budget.</p> <p>DM wanted to push through this project and was happy to accept this level of contribution from Stert PC. GR was happy to go ahead with this level.</p> <p>DM reiterated that parish councils are expected to make a contribution of at least 25% towards the projects that go through CATG, since this makes the group's limited budget go further.</p>	
b)	<p><b>Issue 5964</b></p> <p><b>Devizes, Rotherstone Speeding</b></p> <p><b>(Priority No.02)</b></p>	<p>Initial issue description:</p> <p><i>The roads in Devizes SN10 2BJ area, Avon Terrace from Shopmobilty to Rotherstone cemetery is used as a race track. The speeds people do is ridiculous. I've spoken with few residents and all are for a speed watch group to happen. Its recently turn to 20mph but people are speeding more mounting pavements. Won't be long before some gets serious hurt.</i></p> <p>Open meeting held to discuss options. Town Council sent out follow up consultation questionnaire to all residents and following the results of this have</p>	<p>GR said this is in the process to go ahead. The TRO has been advertised and signed off by the Cabinet member for Highways. A resident has raised an issue, which has gone to the Council's legal team who feel this does not need to go any further and the resident has been informed. Work on the ground is set to go</p>	

		<p>sent a response stating that:</p> <p><i>"The Town Council supports a resident's request for Rotherstone to be made a no through road with one end being closed to motorised traffic and would ask the Community Area Transport Group to undertake the necessary work to determine the most suitable location for the closure for a viable of the scheme"</i></p> <p>Devizes TC have confirmed support for proposal and requested that the proposal proceeds.</p> <p>Initial Discussion with Police has indicated continued support with the condition of a physical feature enforcing restriction. Development costs - £3,000. KN confirms DTC's contribution towards the project.</p> <p>TRO has been advertised and comments have been received. Devizes TC have confirmed continued support for the proposal. Report for Cabinet Member has been drafted and submitted. Decision has been made, however an objector requested a Public Enquiry be held. Consultation with Legal Services had been made and concluded this is not required. Work has been on hold whilst Legal determine next step.</p> <p>Objector has now been informed and work to progress order has resumed.</p> <p>Implementation costs estimated at £6,000. Devizes TC to contribute 25%.</p>	<p>ahead.</p>	
c)	<p><b>Issue 6-19-02</b> (Previously known as Issue 6569)</p> <p><b>Footway at Tanis, Conscience Lane, Rowde</b></p> <p><b>(Priority No.03)</b></p>	<p>RJ asked about the Issue (6569) recorded to create a new footway from houses at Tanis on Conscience Lane to the A342. The parish council supports this request.</p> <p>An initial ballpark estimates of £6,000 provided to enable development of scheme. Awaiting RPC to confirm acceptance of need to contribute 25% of the development costs, ahead of 2020/21 Substantive CATG Bid.</p> <p>Rowde PC now confirm their 25% contribution Initial discussion with BT for Service diversion has indicated costs of circa £30,000. Alternative solution being discussed with WC Estates to dedicate some of adjacent field and relocate hedgerow ongoing.</p>	<p>PB was not aware of the additional cost raised by the BT services found. She was just keen for this project to go ahead and connect the households at Tanis. GR said this cost does not have to stop the project. He described how the Substantive Scheme works to fund larger projects. Bids to it are submitted in June/July and this project will be submitted at that time.</p>	

		CATG confirms this can stay on the list of projects and can still go towards future Substantive CATG bid in 21/22. Anticipated that bids will need to be submitted June / July.	PB asked if the route could be altered to avoid these services and save this additional cost. GR replied that it will be difficult to provide a safe route and there is a maintenance liability going onto 3 <sup>rd</sup> party land. PW felt this needs to go to the Substantive fund. It was confirmed Rowde PC's contribution stays the same.	
d)	<b>Issue Ref 06-20-01</b>  <b>Bromham</b>  <b>A342</b>  <b>Request for Village Signs.</b>  <b>(Priority No.04)</b>	<p><i>Due to the decline in village shops the Parish Council would like to request brown signs indicating 'Village Shops' to be located on the A342 at the Roughmoor Junction and Pound Junctions to indicate that there are shops in the village centre.</i></p> <p>Tourist Signs (Brown Signs) are not permitted for this type of feature, however traditional road signs can be considered to direct point to village amenities. CATG Agreed to prioritise, and a proposal drawing and budget estimate to be prepared.</p> <p>Draft proposal has been sent to PC. Indicative cost is circa £1700.</p>	<p>GR confirmed there are signs that will do what Bromham wants.</p> <p>RH confirmed Bromham PC will contribute £425 (25% of £1,700) CATG was happy to go forward.</p>	
e)	<b>06-20-11</b>  <b>Little Cheverell</b>  <b>Low Road – HGV's</b>  <b>(Priority No.05)</b>	<p>Low Road, Little Cheverell is often used by HGVs as a shortcut to avoid the full diversion route via Great Cheverell designed to bypass the low railway bridge in Littleton Panell. However it is entirely unsuitable to HGVs as it is very narrow and has some sharp corners; as a result HGVs get stuck or cause damage. At present at each end of Low Road are traffic signs indicating 'prohibited entry to HGVs over 7.5T Except for access' and 'Single track road No passing places'. However, at around 01.00 hours on 4 August an HGV drove at speed along Low Road breaking off tree branches and demolishing part of a garden wall. This incident was but one of many over recent years. The present traffic signs are clearly not as effective as could be.</p> <p>Traffic signs indicating 'prohibited entry to HGVs', as have recently been installed</p>	<p>The parish council's contribution has been confirmed and GR stated the new signage is due in place this week.</p> <p>It was agreed this could be removed from the CATG list.</p>	

		<p>at Edington, be installed at each end of Low Road.</p> <p>Little Cheverell Parish Council agree to contribute 25% cost of potential works.</p> <p>Work has been ordered and will be implemented shortly. LCPC to be invoiced on completion.</p>		
h)	<p><b>Issue 6675</b>  <b>A342 Bromham</b>  <b>(Priority No.06)</b></p>	<p><i>Bromham Parish Council would like to put in motion a speed restriction on the A342 from South of the Calne A3102 50/40mph speed restriction to the St Edith's Marsh 30 MPH restriction. This length of the A342 is now a 60MPH road with frequent occurring accidents which can be backed up by local police and a freedom of information request for the crash map information for accidents. This stretch of road starting at the Calne junction has the following: Farm shop, Residential properties, Chittoe junction - poor visibility. The Audi Garage, Residential properties, The A3102 Melksham junction with Collins Veg. Shop - minor accidents happen here on a regular basis not always police recorded- V P Collins Vegetables at 81 Devizes Road can support this. ACCIDENT SPOT; Double bends. ACCIDENT SPOT; New Farm and Digester entrance to A J Butlers Farm - between the double bends. Cross road junction to Highfield village centre and Roughmoor. Roughmoor 9 residential properties plus A J Butlers main Farm access and Open Reach telecom building. ACCIDENT SPOT; Cross road junction to Yard lane and The Pound village centre. ACCIDENT SPOT; Hawkstreet junction. A speed restriction has been requested on two previous occasions but without response. Bromham Parish Council ask that this request is seriously considered by that appropriate team.</i></p> <p>Speed Limit Assessment discussed at Nov 19 Meeting. Bromham PC to consider and advise if the wish to proceed with requesting a speed limit assessment. GR sent further information to PC 17.12.19. Awaiting BPC response on whether to proceed &amp; contribution.</p> <p>RH will have to check with BPC if they can contribute 50%. GR confirmed this can go ahead but report might not show what BPC wants to see happen.</p> <p>RH has confirmed that BPC are only prepared to contribute 25% of the assessment cost. Decision required as to whether the group wish to proceed. Issue was placed on hold for Dec '20 meeting as no BPC Representative was in</p>	<p>The level of contribution from the parish council had previously been a sticking point. DM was happy to go ahead with a 25% contribution, as offered by Bromham PC. GR was happy to go forward with this.</p>	

		attendance. No representative at Feb '21 meeting. To discuss.		
i)	<b>06-20-21</b>  <b>Devizes TC</b>  <b>Request for 20mph Limit – Area 3</b>  <b>(Priority No.07)</b>	<p><i>Access through this residential area is often used as a rat run, as it bypasses traffic congestion in New Park Street leading to rat run mentality. Commercial Road from the junction at the Sainsbury Mini Roundabout to Rotherstone, the whole of Couch Lane, the whole of New Park Road and the whole of Victoria Road all have high concentrations of pedestrian and frequent parking manoeuvres, therefore a 20mph speed limit would be more appropriate for this area.</i></p> <p><i>We would call this Zone Three, 20mph speed limit. See attached plan</i></p> <p>KN spoke about how Devizes TC had looked at assessing the whole town centre for 20mph and wanted to know that CATG was happy with this and GR is in the conversation.</p> <p>RG asked about a contribution. GR has spoken to Simon Fisher about this and recommended splitting the request into 4, hence the several requests here.</p> <p>RG asked if CATG is happy to put 75% of costs to the assessment for the entire area. KN is happy with this.</p> <p>There were concerns about the cost of implementation, especially for such a large area. GR said this could be broken down into stages, although there was a risk some costs, such as adverts, might be repeated if that was the case.</p> <p>RG asked CATG to agree funds for the 20mph assessment (£2,500) and the group agreed to make the whole area a priority.</p>	KN confirmed the funding from the town council has been agreed. They are looking at getting the 1 <sup>st</sup> assessment as a priority to begin this process. GR pointed out the consultants, Atkins, have a list of projects and are moving forward countywide, so progress will be made in next couple of months	
	<b>06-20-22</b>  <b>Devizes TC</b>  <b>Request for 20mph Limit – Area 1</b>	<p><i>Long Street, St Johns Street, the Highstreet, Market Place and Station Road are access to the town centre but are often used as a rat run, as it is shorter route to get through the town than preferred arterial route of New Park Street, which in turn leads to a rat run mentality. All these roads have high concentrations of pedestrian and frequent parking manoeuvres, therefore a 20mph speed limit would be more appropriate for this area.</i></p> <p><i>We would call this Zone One, 20mph speed limit. See attached plan</i></p>	See above	
	<b>06-20-23</b>	<i>The whole of Bridewell Street, the whole of Hare and Hounds Street, the whole of Sheep Street,</i>	See above	

	<b>Devizes TC</b> <b>Request for 20mph Limit – Area 2</b>	<i>the whole of Sidmouth Street, the whole of Maryport Street and the whole of Monday Market Street are either within the main shopping area of the town or are the feeder road into this area and as such all have high concentrations of pedestrian and frequent parking manoeuvres and therefore a 20mph speed limit would be more appropriate for this area. We would call this Zone Two, 20mph speed limit. See attached plan</i>		
	<b>06-20-24</b> <b>Devizes TC</b> <b>Request for 20mph Limit – Area 4</b>	<i>There has been a 20mph zone implemented for the Brickley Lane area for time, however Church Walk was missed off that scheme. It meets all the same criteria as Bickley Lane and is a feeder road into this wider scheme, therefore we believe it should have its speed limit reduced to 20mph. We would call this Zone Four, 20mph speed limit. See attached plan</i>	See above	
<b>6.</b>	<b>Other priority schemes</b>			
a)	<b>06-20-18</b> <b>Market Lavington</b> <b>Request for Dropped Kerbs</b>	<p><i>There are several key locations in the village where the absence of dropped-kerbs means that anyone using a mobility scooter, wheelchair, or a pram, would find it impossible to manoeuvre on and off the pavement safely. This can either result in mobility scooter users having to make long detours to reach their destination, or having to use the road itself as a means of getting from one dropped-kerb to the next, which in some cases can be a significant distance away.</i></p> <p><i>In order to help ensure the safety of everyone using the pavements, the Parish Council would like to request the installation of a number of dropped-kerbs at key locations in the Village (document attached with details of proposed locations). Could we please ask that this matter be submitted via the CATG committee, with a request for support towards the cost and installation of the dropped-kerbs. The Parish Council recognises that it will be required to contribute to the final cost.</i></p> <p>5 Locations have been identified.</p> <p>FD spoke about 5 locations in the village where wheeled access is not good – there are places with old and unsuitable pavements. GR said that CATG could take this on and gave an estimate of £750-1,000 per dropped kerb. With an economy of scale, this could come to approx. £4,000 for the whole scheme. GR</p>	FD described this as centred on The Spring and Park Rd. They are targeting new dropped kerbs where wheelchair users are in the village. FD confirmed the parish’s contribution at 50% of the estimated cost of £4,000 or capped at £2,000. GR has a map from the PC of the proposed locations.	

		will need to take a look at each location.  RG asked if CATG wanted to take this on? He is happy to put on priority list but that it does not need funding straight away.		
<b>7.</b>	<b>Outstanding / Open issues</b>			
a)	<b>Issue 6736 Market Lavington; Ledge Hill / Broadway Request for speed limit reduction</b>	<p><i>Cars driving too fast down Road that we live on Location Spin Hill Broadway Market Lavington SN10 5RH Cars and motorbikes speed up coming down hill to sometimes 70-100 miles an hour... the road bends in parts is relatively a short length of Road with a very dangerous junction at the end known as black dog junction where drivers have to stop. Currently the speed limit is 40 turning into 60 miles an hour - which does not make sense considering there are 6 residential homes various offices and businesses with vehicles entering and exiting throughout the day. There have been various incidents in the last 2 years... two cases of cars losing control driving into my gateway and telephone poll - causing a loss of telephone service and internet for 7 days - also the spot where my children have to stand waiting for their school bus - if they had been there they would have been killed 2 cars driving into the ditch where they have lost control on a bend a collision between two cars as one was leaving a small lane and visibility is difficult caused by car driving too fast down the Road. These are the only ones I have witnessed and I am sure there have been more. And more recently my neighbour walking her dog was killed - both herself and large Labrador were both killed. We are still waiting to fully find out the full story but knowing where it happened I have witnessed many drivers going too fast around a difficult bend - I am sure it was down to negligent driving. It also does not make sense that such a small Road with bends throughout with residencies businesses etc. is marked as a national speed limit when the main Road from Devizes to Lavington is at 50 miles an hour Currently it is too dangerous for us to walk outside our home - even mowing my lawn is dangerous we are unable to walk to our local village which is just up the road.</i></p> <p>Awaiting information as to whether this is supported by the Parish Council</p> <p>Police investigation was concluded, and Coroner Inquest held (May 2019). No recommendations to the Highway Authority made.</p>	<p>FD described the background and the area of concern from the railway bridge to Broadway Farm. So far only drivers have been involved in incidents, not businesses or householders. FD wanted to concentrate on speed at Broadway. The parish council's position is that they want the speed limit changed to 50 or even 40mph as they feel that suits the road conditions, although they will leave the final speed to engineers.</p> <p>GR described that to achieve a lower limit, the road will need a speed limit review, to be carried out by Atkins at a fix cost of £2,500. It is up to CATG to agree to spend that money. GR felt that a 50mph limit was possible but said that this might not see a great reduction in overall speed or driver behaviour.</p> <p>DW put this back to FD. He felt this could have two effects – some drivers would go more slowly and it would allow enforcement of the lower speed limit to take place.</p>	



		<p>IM described the different speed limits at Ledge Hill, the accidents and it has no footpath. Residents have asked for a speed limit reduction all along length. In particular, there is a need to reduce the 40mph to 30mph, followed by the 60mph to 50mph. He asked the group to consider this.</p> <p>RG asked if there is space for a new footpath? With development happening there, money could be found to create this. IM said that this has been looked at, but he was not aware of the findings.</p> <p>FD mentioned ideas like permissive paths for walkers and the PC is working with CATG towards a new 40mph limit at the bottom of Ledge Hill. Residents there feel 60mph is not appropriate and want it reduced. There are 13 businesses and 8 residential properties there. FD wanted this left on as this is desired when an opportunity arises, and funding becomes available.</p> <p>No one from Market Lavington PC was present to give comment. RG will raise with at the PC meeting on 16/02/21.</p> <p>RG felt speed might not be the principal issue here.</p>	<p>FD went back to the group for a decision on allocating funding. PW was happy to do this. GR confirmed the funding split would be 75:25 from CATG and the parish council.</p>	
b)	<p><b>Issue 6881</b> <b>A342 Lydeaway, Planks Farm Speed Limit reduction request.</b></p>	<p><i>As a safety measure to prevent death or serious injury we would like the current 50 mph reduced to 40mph as we believe that a contributory factor to the serious accidents which have already occurred is the speed. A cost-effective solution of reducing the speed limit by 10 mph will not stop those that speed regularly but even regular speeders are reticent to go very far above set limits. We suggest that the area of the A342 be from Lydeaway past Wedhampton to Chirton. This section of road has very tight bends and highly used junctions. This small measure we believe will lessen the chance of a fatality along this section of the A342.</i></p>	<p>This is linked to issue 6120 as discussed above. GR wanted this issue left separately on the list.</p>	
c)	<p><b>Issue Ref 06-19-11</b> <b>Potterne</b> <b>Blounts Court Request junction altered to form a Mini-Roundabout</b></p>	<p><i>Improvements require to previously agreed formal crossing</i></p> <p><i>Request the junction with the A360 &amp; Blount's Court is altered with the introduction of a min-roundabout and associated kerb line alterations. This will enable alterations to be made to the crossing point to improve visibility for pedestrians crossing in the vicinity of the George &amp; Dragon PH.</i></p> <p>GR confirmed that the issue has been logged. It will be for the PC to prioritise their schemes given the budget availability. PPC have done so and will revisit the</p>	<p>No one from Potterne PC was present. PW asked for an estimate on a new mini roundabout. GR said this could be £20-25,000 but depending on any services found during the work, could reach 6 figures.</p>	

		<p>scheme in due course once other priorities have been concluded.</p> <p>JM felt nothing can be done at the moment. He asks for any ideas for solutions from CATG about the pinch-points and speeding within the village.</p> <p>JM said that Potterne PC is still discussing but want these issues to stay on the list.</p>		
d)	<p><b>06-20-05</b></p> <p><b>A360 Potterne</b></p> <p><b>High Street</b></p> <p><b>Priority working system</b></p>	<p><i>Concern regard safety of pedestrians crossing the A360 at the informal crossing site between Blount's Court and the George and Dragon Public House due to poor sight lines and a lack of signage. Porch House is a Grade 1 listed building and despite a barrier in front of the building, it has been hit by passing lorries on several occasions.</i></p> <p><i>Considerable discussion has already taken place on various ways to improve pedestrian safety, particularly at the Blounts Court to George &amp; Dragon crossing, and to protect Porch House from damage by vehicles while also improving its environment.</i></p> <p><i>An option to improve both issues is to build a pavement from the Blount's Court crossing site to Porch House and move the crossing site to outside Porch House. To do this a more substantial protective 'island' could be created outside Porch House and on the opposite side of the High Street to form a safer crossing site across the A360. This would necessitate a one lane priority system but that would also help with traffic calming and the new pavement would improve the safety of vehicles exiting from Coxhill Lane (which is especially busy in the Summer because of the large, thriving cricket club).</i></p> <p><i>The loss of some parking places on the High Street would need consideration.</i></p> <p>RG will speak with John Mann of PPC. He felt this cannot be solved by CATG within its budget.</p> <p>JM said that Potterne PC is still discussing but want these issues to stay on the list.</p>	<p>This is linked to the above request and with no one from the parish council or a decision about the roundabout, this could not go ahead.</p>	

e)	<p><b>06-20-06</b></p> <p><b>A360 Potterne / Potterne Wick Junction</b></p>	<p><i>Sightlines at the A360/Potterne Wick junction are poor for those exiting the junction onto the A360 north-bound and traffic waiting to turn onto Potterne Wick from the A360 north-bound stands a good chance of being hit from behind due to poor sightlines around the bend in the A360.</i></p> <p><i>Discussion on this matter has already taken place, and it is possible that a mini-roundabout would alleviate the problem.</i></p> <p><i>We will continue discussions, with a view to placing concrete proposals at the next CATG meeting.</i></p> <p>RG will speak with John Mann of PPC. He felt this cannot be solved by CATG within its budget. JM felt the Potterne Wick issue was separate. GR suggested cutting the foliage to improve sight lines and this has been discussed with the landowner. A mini roundabout was suggested. JM said that Potterne PC is still discussing but want these issues to stay on the list.</p>		
f)	<p><b>06-20-16</b></p> <p><b>Bromham</b></p> <p><b>Request for Street Lighting</b></p>	<p><i>In a recent survey the footpath across the Pound allotments - the only footpath from the Pound to the village, is the most used footpath in the village, used by parents and school children, parishioners including residents on buggies from Angell House going to the village shops/centre. It was also highlighted and requested that additional lighting is required. This footpath is across allotment ground a good ½+ mile long with only 3 lights - one at the entrance and 1 at each of the right angles in the path. Trees near the lights also block the light on the path, and the old lights (although just been replaced) were constantly off for periods of time until repaired.</i></p> <p><i>The Parish Council therefore would like to request a need for additional lighting.</i></p> <p>GR has looked at this location; it appears to be a footpath across fields. GR felt there could be landowner issues about access and installation. No one from Bromham present, RG wanted to skip this until Bromham can be represented.</p>	<p>RH said the parish council would like new street lighting – there had been a survey asking for this and the PC has responded to that. She confirmed this is Crown Estate land. As far as Wiltshire Council is concerned this represents private land. RH said the current footpath had been put in by Wiltshire Council in the 1980s when the school closed. GR said this is this not adopted highway which restricts what can be done there. DM asked if Wiltshire Council money can be spent on private land. GR responded that local authority money cannot be</p>	

			spent for 'private betterment' and that it is difficult to do work or spend money not on Highways' land. DM will look at this more closely outside of the meeting and recommended Bromham PC speaks with Crown Estate	
g)	<b>06-20-17</b> <b>Bromham</b> <b>Request for Pedestrians in road Warning Sign</b>	<i>A request for new signs at the Pound and Horsepool to make drivers aware that there is no footpath/pedestrians in road?</i>  RG said he would consider a sign. GE gave an estimated cost of approx. £500. If Bromham PC was to offer 100%, it could be considered.  No one from Bromham present, RG wanted to skip this until Bromham can be represented.	RH was not aware of the agreement to fund 100% but is happy to fund 25%. PW felt many parts of Wiltshire do not have pavements so new signage adds to street clutter. He wanted to be re-assured the parish council is behind this request. DW was happy to go ahead and fund if this is what Bromham PC want. RH confirmed it is. GR said how engineers are recommended to keep signage to a minimum and how it increases liability on Wiltshire Highways.	
<b>8.</b>	<b>New Issues</b>			
a)	<b>09-20-10</b> <b>A361 Seend High Street.</b>  <b>Concern for Pedestrian Visibility</b>  <b>(Transfer from Melksham CATG)</b>	<i>There are two dropped kerbs either side of the A361 where the pavement ends each side between Spout Lane and Inmarsh Lane. It is difficult to cross this stretch of road as it is on a bend meaning that walkers cannot easily see cars coming when crossing from the south to the north side.</i>  <i>There are already dropped kerbs along this stretch of road. A high friction surface similar to the one installed at the Church Crossing would be useful to make drivers more aware that it is a crossing point. It won't improve visibility for the walkers, but may make drivers slow down a bit.</i>  The Following has previously been provided to Issue at Melksham CATG by	TJ wanted to see high friction surface and signage here and referenced Mark Stansby's comments when previously with Melksham CATG. GR accepted Mark Stansby's comments and has not looked at this himself but felt outbound drivers would be most affected. The quote for £600 would be just for signage. High friction	

		<p>Highways Officer:</p> <p>Officers have conducted a site visit and consider this to be more of an issue for outbound drivers as they approach from the s-bend near Spout Lane. The crossing point is more visible to drivers heading in the opposite direction.</p> <p>Estimate £600.</p> <p>To discuss</p>	<p>surface would take that to £2.5-3000.</p> <p>SB agreed to 25% of the £600 but would need to check for a contribution towards £2,500.</p>	
	<p><b>09-21-01</b></p> <p><b>Townsend, Poulshot</b></p> <p><b>Request for new footway.</b></p>	<p><i>As an issue of safety it is requested that a pavement be built between the Church and Townsend farmhouse.</i></p> <p><i>After a request from several parishioners, the Parish Council discussed the idea of a new pavement because of the safety issue of pedestrians using the roadway between the Church and Townsend Farmhouse. There has been a site meeting with Andy Cadwallader resulting in a preliminary costing of £19,000. The Parish Council has also has looked at the costing and other ideas.</i></p> <p>The following has previously been provided to Issue at Melksham CATG by Highways Officer:</p> <p>Construction length is approximately 75m. New Footway with kerbing costs approximately £265 per metre and therefore a ball park estimate is £20K. This does not allow for temporary traffic management and establishment of site welfare facilities. A road closure might also be required.</p> <p>To discuss</p>	<p>GR quoted a figure of £265 per metre for 75m of footway. RC had not had feedback during the change from Melksham to Devizes CATG. DW asked if Poulshot PC could contribute the 25% of the £20,000 total cost. RC would need to check and ask the parish council for thoughts on how to move forward.</p>	
<b>9.</b>	<b>Other items</b>			
a)	<p>There were a number of new requests that did not make it onto this agenda so were discussed here.</p>	<p>Bunnies Lane, Rowde – PB described this being less than 16ft wide so that parking is an issue and with development taking place, this will become more so. There is also a need to prevent HGVs from trying to go through there. DM was happy to move this onto the agenda of the next meeting to give GR time to look at this.</p> <p>Traffic at Erlestoke – SJ and CW described how the village had seen a large increase in visitors coming to walk in Erlestoke woods during lockdown and the car park at the east end fills quickly. Pedestrians cross the road within the 50mph limit. To protect them and to get cars to slow down earlier, the parish council wants the 30mph limit moved</p>		

		<p>further out from the village on the B3098. They requested a similar move at the west end of the village where driveways open onto the B3098 within the 50mph limit. DM proposed moving this to the July CATG meeting. GR referred to the document 01/04 on village speed limits and how signage too far away from a village can leave drivers wondering why they have to slow down, when they appear to be in open countryside, and not obey the limit.</p> <p>B3098 Easterton – CS asked about double yellow lines near a T-junction to improve sightlines there. GR said that double yellows can be requested through CATG but will need to be paid for from its budget and they can be expensive for the results seen. Otherwise double yellows can be ordered through Highways in November/December using form WR1. CS asked about a white H-bar and GR was happy for CATG to consider that. CS will put in a new request.</p>	
10	<p><b>Dates of next meetings: 27<sup>th</sup> July 2021 10.00am</b>  <b>9<sup>th</sup> November 2021 10.00am</b>  <b>1<sup>st</sup> February 2022 10.00am</b></p>		