

# Wiltshire Council

## Devizes Area Board - LHFIG Project Tracker 17th April 2024

### Financial Position

Budget Available	<b>£ 43,033.54</b>
Allocation for 2024/25	<b>£ 31,968.00</b>

*\*Order values are subject to change*

Total number of "Live" projects	<b>23</b>
Number of "New" projects this month	<b>2</b>
Number of "In Progress" projects	<b>16</b>
Number of projects "Awaiting Slot"	<b>0</b>
Number of projects "Awaiting Update"	<b>4</b>
Number of projects to be removed	<b>1</b>
Number of projects recently "Completed"	<b>11</b>

*\*Not including merged projects*

### Live projects by Town/Parish

*\*Not including merged or completed*

Devizes	<b>7</b>
Seend	<b>3</b>
Bulkington	<b>2</b>
Wedhampton	<b>2</b>
Worton	<b>2</b>
Bishops Cannings	<b>1</b>
Bromham	<b>1</b>
Great Cheverell	<b>1</b>
Market Lavington	<b>1</b>
Poulshot	<b>1</b>
Urchfont	<b>1</b>
West Lavington	<b>1</b>
Easterton	<b>0</b>
Little Cheverell	<b>0</b>
Marston	<b>0</b>
Rowde	<b>0</b>
Stert	<b>0</b>

### Project Key

<b>In Progress</b>	The project has been approved by the group, budget contributions agreed and is being actioned
<b>Awaiting Slot</b>	The project has been approved by the group and budget contributions agreed by the town or parish council. The project is awaiting a slot before it can be actioned
<b>Awaiting Update</b>	The project has NOT been approved and the group requires additional information before progressing
<b>Complete</b>	The project has been delivered and is to be removed from the agenda. These tasks will move to the "Completed Projects" tab
<b>Remove</b>	The group has decided that the project cannot be progressed and it is to be removed from the agenda. It may be resurrected in future

# Wiltshire Council

## Devizes Area Board - LHFIG Project Tracker 17th April 2024

### Financial Position

Budget Available	<b>£ 43,033.54</b>
Allocation for 2024/25	<b>£ 31,968.00</b>

*\*Order values are subject to change*

Total number of "Live" projects	<b>23</b>
Number of "New" projects this month	<b>2</b>
Number of "In Progress" projects	<b>16</b>
Number of projects "Awaiting Slot"	<b>0</b>
Number of projects "Awaiting Update"	<b>4</b>
Number of projects to be removed	<b>1</b>
Number of projects recently "Completed"	<b>11</b>

*\*Not including merged projects*

### Live projects by Town/Parish

*\*Not including merged or completed*

Devizes	<b>7</b>
Seend	<b>3</b>
Bulkington	<b>2</b>
Wedhampton	<b>2</b>
Worton	<b>2</b>
Bishops Cannings	<b>1</b>
Bromham	<b>1</b>
Great Cheverell	<b>1</b>
Market Lavington	<b>1</b>
Poulshot	<b>1</b>
Urchfont	<b>1</b>
West Lavington	<b>1</b>
Easterton	<b>0</b>
Little Cheverell	<b>0</b>
Marston	<b>0</b>
Rowde	<b>0</b>
Stert	<b>0</b>

### Project Key

<b>In Progress</b>	The project has been approved by the group, budget contributions agreed and is being actioned
<b>Awaiting Slot</b>	The project has been approved by the group and budget contributions agreed by the town or parish council. The project is awaiting a slot before it can be actioned
<b>Awaiting Update</b>	The project has NOT been approved and the group requires additional information before progressing
<b>Complete</b>	The project has been delivered and is to be removed from the agenda. These tasks will move to the "Completed Projects" tab
<b>Remove</b>	The group has decided that the project cannot be progressed and it is to be removed from the agenda. It may be resurrected in future

Previous Status	Project ID	Town / Parish	Project Title	Project Proposal	Most Recent Actions & Recommendations	New Status	Additional Detail & Comments
In Progress	6675	Bromham	Bromham A342 Speed Restriction (Priority No.03)	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 Butters Farm - between the double bends, Cross road junction to Highfield village centre and Roughmoor, Roughmoor 9 residential properties plus A J Butters 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.	GR explained there is a wider speed assessment on the A3102 which could envelope the A342 and this task outside of LHFG, however, might be 2-3yrs away.  DM suggested this project stays within LHFG to achieve a faster solution.  Traffic Regulation Orders currently being drafted ahead of formal consultation, IM to advise when we have been given the dates for the advert period.	In Progress	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 & contribution. GR confirmed the speed limit review is underway and results will be available later. Once those are back and the assessment carried out, decisions on progressing any recommendations will need to be made. Speed Limit review has been completed. Information has been sent to the Parish Council (04/04). Review has made some BPC have responded and outlined they are not prepared to fund all of the recommendations made by the review. These are to implement 40mph south of Sandy Lane then 50mph to St Edith's Marsh. GR pointed out the need for clear start/stop locations for these changes not just based on parish boundaries. He confirmed the within Chippenham CA but did not recommend leaving out this section from any changes. DM recognised that the recommendation is to treat the whole road as per the report including Sandy Lane, not just the section within Bromham parish. RH will speak with neighbouring parish about contribution towards work. PW advised that just because one PC might wish to support and fund a project, does not mean that and the neighbouring PC refuses to offer financial support. BPC advised to work on a split of 2/5's / 1/3 with neighbouring Parish Council in email (Nov 23). Awaiting confirmation from BPC on funding commitment.
In Progress	06-20-21	Devizes	Devizes Request for 20mph Limit - Area 3 (Priority No.04)	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. We would call this Zone Three, 20mph speed limit. See attached plan.  Further zones will be handled at the same time to save money (See rows below)	TRO's have been advertised.  Small level of objection received (3no), majority in Support (16no).  Cabinet Member report has now been approved - sign design and ordering ahead of implementation will now be progressed.  Expected April/May 2024	In Progress	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. GR asked about a contribution. GR has spoken to Simon Fisher about this and recommended splitting the request into 4, hence the several requests here. GR asked if CATG is happy to put 75% of costs to the assessment for the entire area. KN is happy with this. KN confirmed the funding from the town council has been agreed. Draft report has been provided by consultants and will be issued ASAP. All locations will be eligible for 20mph. Delivery of 4 areas separately could cost £36,000 but combining all 4 at once could save £10,000. GR recommended actioning all 4 at once. KN wanted all 4 areas to be implemented and sensible to go with an economy of scale. DTC confirmed contribution of up to £12,000, circa 50% of the costs. PW thought it more sensible to do at once and make the saving. He agreed this was a large cost but it will have high impact on a large population and so was proportionate. GR has ensured whether the ADGIG on contribution. DM wanted to push this forward and welcomed KN's offer and proposed to work on all 4 areas together. Contribution from Devizes TC has been confirmed. Now needs to go to Devizes Area Board to be ratified. GR can continue work before this date.
UK	06-20-22	Devizes	Devizes - Request for 20mph Limit - Area 1	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. We would call this Zone One, 20mph speed limit. See attached plan	Handled as part of task 06-20-21 above	In Progress	
NA	06-20-23	Devizes	Devizes - Request for 20mph Limit - Area 2	The whole of Bridwell Street, the whole of Hare and Hounds Street, the whole of Sheep Street, 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	Handled as part of task 06-20-21 above	In Progress	
NA	06-20-24	Devizes	Devizes - Request for 20mph Limit - Area 4	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	Handled as part of task 06-20-21 above	In Progress	
Awaiting Update	06-22-30	Devizes	Devizes Bath Road - Dropped Kerb Request	At a recent meeting of the Town Council's Planning committee, it considered a request for a dropped kerb in Bath Road by the Marco Petrol filling station, following the submission of a Highway Improvement Request Form from a resident of Mayenne Place. Within the request, the applicant states the pavement outside the petrol station on the A361 had no dropped kerbs, so this is a serious problem for wheelchair users, especially because at this location there is no safe option to cross the road. The picture below shows the pavement in question. After considering the request, it was agreed there is an issue in the location that needs to be addressed and therefore the Town Council supports it.	DTC to confirm budget contribution and proposed location.  This fits the LHFG and wider Council criteria and objectives.  This scheme is in the programme for June 2024.	In Progress	GR advised a budget of £2,000 for installation of a pair of dropped kerbs. DTC to confirm contribution approval and rough plan/location description
Awaiting Update	06-22-34	Devizes	Devizes Downlands Rd Request for Dropped Kerbs	Dropped kerbs (pedestrian access). Due to my recent lack of mobility I am in need of dropped kerbs to be able to cross the road and it's become apparent that there are none in Downlands road. I believe the council have a responsibility to provide safe access for all residents regardless of physical ability.  Dropped kerbs installed at intervals around Downlands Road to enable freedom of movement.	A full proposal has been developed and forwarded to KN for consideration by DTC. Outline proposal circa £15,000 for all locations (rather than £2k as initially estimated).  Awaiting DTC confirmation of £3,750 contribution (rather than £500 initially outlined)	Awaiting Update	GR advised a budget of £2,000 for installation of a pair of dropped kerbs. DTC to confirm contribution approval and rough plan/location description
In Progress	06-23-05	Devizes	Devizes Wick Lane / Pans Lane Waiting Restriction	Cars are frequently park near the roundabout at the junction of Wick Lane and Pans Lane. At this location, there is an informal crossing point leading to the rear pedestrian entrance to Wansdyke Primary School. Vehicles are often left right up to the crossing point which significantly reduces sight lines and increasing the risk of accident as primary school children and families cross the road to the school gates.  Sometimes vehicles are left across the crossing point making a bad situation significantly worse.  Parking restrictions at this location are required to improve road safety on the school journey, and for general road safety at the junction.	DTC to confirm whether they want an alternative position or to IW had not noticed this problem at weekends. The problem is specifically caused by school parents (as with most other school locations in the country). Drivers must not park next to roundabouts or across dropped kerbs. KN undertaking work on school travel plan with the school who should address the matter with their parents. Project to be removed from October Agenda.  Project will be built into Devizes area TRO. IW and DM requested commitment from the school to help enforce the restrictions.  GR to ensure waiting restrictions are sent to Simon Fisher at DTC  This request was added into the town review, which is due to advertised in April/May 2024.	In Progress	

In Progress	06-22-32	Bulkington	Bulkington Chestnut Drive - Request for Dropped Kerbs	<p>There are slightly dropped kerbs at the end of the road .However these are sometimes obstructed by parked cars. The shaped curbs that do exist are unsuitable for manual wheelchair users. This is the only ramped access to the church (when cars are parked on the road for a service).</p> <p>The slightly dropped kerb to the right of the entrance is facing directly into the street sign - "Chestnut Drive" which makes it very difficult for motorised wheelchair users to negotiate onto the pavement as there is insufficient "turning access".</p> <p>*Dropped kerbs at road height to be fitted at the end of Chestnut Drive. *These dropped kerbs should be indicated as ramp access so that cars are aware that they are disabled access routes. Parking restriction should be in place where there is ramp access *The street sign for Chestnut Drive should be relocated from the slightly dropped kerb</p>	<p>Order has been placed with contractor. Works require alterations to Utility apparatus (BT Chamber Cover). Milestone are seeking agreement from BT.</p> <p>GR confirmed his team remains in contact with PC over the delay. Traffic Management issues due to the narrow carriageway and shallow depth of underground services in the area to be lowered. Therefore a revised cost estimate is being prepared. GR to liaise with the PC.</p> <p>Revised costs communicated to Parish who have confirmed their wish to proceed... <b>Chestnut Drive - £4,500</b> Parish contribution: £1,125 LHFIG allocation: £3,375</p> <p><b>North Fields - £3500</b> Parish contribution: £875 LHFIG allocation: £2,625</p>	In Progress	<p>GR advised a budget of £2,000 for installation of a pair of dropped kerbs.</p> <p>PC to confirm contribution approval and rough plan/location description.</p> <p>DM suggested that this could be combined with other Bulkington dropped-kerb tasks to make efficient use of funds. GR suggested that they might all be delivered for £3,000.</p>
New Project	06-22-33	Bulkington	Bulkington Northfields - Request for Dropped Kerbs	<p>There are no dropped curbs so when walking or wheeling up the high street, you can't get up and down again from the pavements leaving into Northfields. The village has a lot of elderly, young children on scooters, parents with push chairs and wheelchair users. These areas make navigating their village very hard for them.</p> <p>Install a dropped kerb on both sides</p>	<p>PC to confirm budget contribution and proposed location.</p> <p>This fits the LHFIG and wider Council criteria and objectives on accessibility.</p>	In Progress	Linked to task above
Awaiting Update	06-23-11	Poulshot	Broadway Lane Byway Improvement	<p>Waterlogged byway called Broadway Lane, makes it very difficult for pedestrians and cyclists to navigate in certain places where there is no firm surface.</p> <p>Parish Council would like to investigate funding of an extension to the already under tracked part to encompass the entire length of The Broadway or at the very least be able to install a board walk over the areas that get waterlogged.</p>	<p>DM requested more detail on this proposal. What is being sought? Where? How many people will it impact? The group can then take a view.</p> <p>Email from PC on 23/01/24 includes photos but no data. DM has requested the PC undertakes some work to provide the group with an understanding of usage (pedestrian counts, village survey, Facebook poll etc). Task to stay on April agenda.</p> <p>The group suggested that Poulshot PC make contact with an engineer or ROW officer to review the area and potential solutions. This can be brought back to the group for discussion and rough form and therefore no action or budget could be agreed.</p> <p>The group discussed the issue and problems with waiting restrictions and "residents only" parking. GR to take a look at the area and the group will discuss again at the next meeting when the form has been submitted.</p>	Awaiting Update	
New Project		Seend	Seend Cleve Parking restrictions Barge Bridge	<p>A review of additional parking restrictions in the vicinity of the Barge Bridge, Seend Cleve (Requested 6th March 2024)</p>	<p>The project was not received via a Highways Improvement Request form and therefore no action or budget could be agreed.</p> <p>The group discussed the issue and problems with waiting restrictions and "residents only" parking. GR to take a look at the area and the group will discuss again at the next meeting when the form has been submitted.</p>	New Project	
New Project		Seend	Sprout Lane, Seend Residents parking	<p>An investigation into the possibility of providing allocated Residential Parking, Spout Lane Seend (Requested 6th March 2024)</p>	<p>The project was not received via a Highways Improvement Request form and therefore no action or budget could be agreed.</p> <p>The group discussed the issue and problems with waiting restrictions and "residents only" parking. GR to take a look at the area and the group will discuss again at the next meeting when the form has been submitted.</p>	New Project	
New Project		Seend	Seend 4 x SID posts and sockets	<p>The installation of 4 sockets to support the new SID deployment as directed by the Speedwatch Police Liaison Officer.</p>	<p>The project was not received via a Highways Improvement Request form and therefore no action or budget could be agreed.</p> <p>The PC will send GR and JM locations for the SID sockets so they can be checked. The group will discuss again at the next meeting when the form has been submitted.</p>	In Progress	
New Project		Worton	Worton High Street	<p>Addition/reinstatement of two crossings on the high street to allow pedestrians to safely navigate from one end of Worton to the other with a pavement which stops at various points each side of the road.</p>	<p>The group discussed the proposal and in principle it was supported. A raised crossing is unlikely to be supported due to the impact to vehicles and surrounding properties. JM and GR to work-up a plan of the crossing points for the next meeting (the PC to be sent it for comment before the meeting). The group will then discuss.</p>	In Progress	
New Project		Worton	Worton C20 - East of the High Street	<p>This request is for a speed reduction on the C20 from 50mph to 40mph to the east of Worton High Street. The case for this traffic calming measure has been reinforced by the development at Sandlease where work has recently begun. You may recall that Wiltshire Council originally rejected this planning application on road safety grounds (inter-alia), but this was overturned on appeal.</p>	<p>RS made the point that the planning application for new properties at Sandlease received an objection from WC Highways due to safety concerns with the entrance sitting on the bend at the eastern end of the village. RS confirmed that WC refused the application but it was passed by the Planning Inspector at appeal.</p> <p>A review of speeds to either introduce a 40mph zone outside the 30mph limit, or moving the 30mph limit outwards, would be needed. GR stated that it was unlikely to recommend any change. DM confirmed that the survey could be commissioned on the understanding that the PC would pay 100% of the cost. If it came back with a suggested speed limit lowering LHFIG would pay 75% of the survey cost. This reflects the expert advice the group receives from GR and JM.</p>	Awaiting Update	
New Project		Great Cheverell	Great Cheverell Safety concerns outside the Primary Academy	<p>Traffic and parking at drop-off and pick-up is a serious concern for the school.</p> <p>Since the beginning of term 2023/24 there have been five near misses involving speeding traffic through the crossing patrol.</p>	<p>GR introduced the "Taking Action on School Journeys" initiative which has greater funding than LHFIG. GR said that some of the proposals could be delivered by the fund.</p> <p>DM to ask Ruth Durrant to contact the school. PS asked that the parish council be included in the discussions.</p> <p>DM suggests project stays on April agenda to ensure suitable handover from LHFIG to TAoSI.</p> <p>Project has been handed over to the TAoSI group and will be</p>	Remove	

New Project 06-22-39	Market Lavington	Market Lavington	Market Lavington has grown over the years in a linear fashion placing more and more houses "outside" the village centre with a need for pedestrians to walk along the pavements to access amenities. In the past, these narrow pavements were less used because the bulk of residents lived "inside" the High Street/Church Street area, now the opposite is true. The pavements are extremely narrow at the edges of the village, which places pedestrians in danger of coming into contact with vehicles. Pedestrian flow is also significant going out of the village in each direction and importantly, the majority of this foot traffic is to either the primary or secondary school. This places even more vulnerable pedestrians close to passing traffic. For parents with pushchairs, the pavements east and west in and out of the centre of the village are impassable, meaning pedestrians are often forced into the road. Likewise, wheelchair or mobility scooter users must leave the pavement and move onto the road to share it with cars, vans, HGV's, buses, and large lorries in order to access shops, the schools or their home.	The group acknowledged the issue which impacts hundreds of residents. The lack of accessibility for wheelchair / mobility scooter users is a focus for WC.	Awaiting Update This is a vital project for our community and one that becomes even more important as our village continues to grow. Investment in these improvements will support future expansion of the village outside of the centre. In order to connect hundreds of residents living on the edge of the village with
	High St / Church St - Request for Pedestrian Improvements		The Parish Council have explored the widening of pavements away from the road, however, due to the presence of either listed buildings or walls within the curtilage of listed properties, this is not feasible. The only option is to widen the pavements into the road and reduce the carriageway to a single lane. We recognise there are issues with visibility at each end of the village which mean we risk cars stacking-up and becoming gridlocked if a chicanes is introduced at either point. We can mitigate against this by installing traffic control signals to manage the stretches and ensure suitable traffic flow.	The cost of a substantive bid preparation project is likely to be £10,000-£15,000 which is 30-50% of the group's budget.	
			DM has suggested that the group supports this bid. TR suggested that the AqAST fund might also contribute. DM to provide FD with dates and details of the upcoming AGAST meeting. MLPC to send a representative to pitch the project and try to secure additional funding.	MLPC still seeking options to fund a substantive bid (CIL7). Task to remain on agenda.	
In Progress	06-21-02 West Lavington	West Lavington Duck Street - Parking restrictions	There have been ongoing parking issues in Duck Street and in particular around Dauntsey's Care Home for a period of time but has become more challenging over the last 6 months. The current inconsiderate parking extends to the end of Duck Street where it meets the main road and therefore at times visibility at the junction is compromised.  Relationships between the home and residents has broken down in terms of communication and the impact being that there is inappropriate parking occurring regularly. The parish council receives complaints from residents and also local farmers who are unable to pass through the road to get to their fields. During April a nurse who came to visit the home had her car damaged whilst it was parked in Duck Street.	Public consultation complete - 15 Objections, 13 Support, 3 General Comments. GR confirmed this was standard level of response.  Implementation in progress. 2 of 4 sites complete.	The police have been advised and they have said that they need to see the inconsiderate parking when it is actually happening. Photographs have been sent but again the police advise that they need to be there at the time.  A resolution needs to be found for visitors in Duck Street and particularly those visiting Dauntsey's care home and this would be for urgent and short-term parking.  The Highway is for passage and repassage of vehicle. Parking on the highway is only tolerated in those scenarios where it does not cause an obstruction. Where an obstruction is caused, or vehicles are ignoring the guidance in the Highway Code (do not park within 10m of a junction) then responsibility lies with the Police. Discuss consistent (Daily) DM described how this creates an obstruction at Duck St, especially for emergency vehicles. He felt that double yellow lines here would help make enforcement easier. JF was happy with these discussions. She pointed out the situation had been getting worse and was of high concern in the village. GR pointed out that waiting restrictions are not normally for CATG to deal with but in these extreme circumstances CATG can take this on. DM described the situation at this parking bottleneck. He wanted to see some progress to be able to get a ballpark figure for cost. GR gave an estimate of approx. £5,000. JF reported the PC has consulted with residents and the care home. Only 1 is not supportive of yellow lines, but there are different views about the length - from just outside the care home to the entire length of Duck St. JF confirms the PC's contribution and is happy to work on deciding the length of lining. She asked if 'prism available and GR confirms.
			The current speed limit between the Cannings Hill roundabout and a point just beyond Marlborough Close, is 50mph. Given the built-up nature of the road at this point, the parish council believes that the road should be restricted to 30mph. The 50-mph restriction in question is approximately 737 metres in length. Along this there are 24 streetlamps more or less evenly spaced, so there is an average of approximately 31 metres between them. s.82 Road Traffic Regulation Act 1984 defines a restricted road as one where "there is provided on it a system of street lighting furnished by means of lamps placed not more than 200 metres apart" and s.81 of the Act states "it shall not be lawful for a person to drive a motor vehicle on a restricted road at speeds exceeding 30-mph."	Draft proposals and Traffic regulations orders are in preparation. These will be forward for consultation in due course.	
			The default position on this stretch of road would therefore be 30-mph, except that Highways have chosen to impose a higher limit.	Estimate TRO advert in January. Copies will be sent to the PC as a statutory Consultee.	
			Consultants recommendations have been published with a 40mph recommendation.	Formal public consultation has recently ended. There was one objection, two support and one requesting more. Therefore a Cabinet Report will be required.	The Department of Transport guidance on setting local speed limits states that "the standard speed limit in urban areas is 30-mph" and that roads suitable for 40-mph are generally for urban areas where there is little development. 50-mph should only be used in exceptional circumstances - but this does include roads where the  Although the housing along this length of the Horton Road is accessed via segregated junctions and not directly from the CIL, there are 76 houses at Ferozeshah Road, 175 houses at the Corn Croft Lane estate and there will be a total of 230 at Laywood. This generates a significant number of vehicle movements onto and off the pedestrian use of the Horton Road footway to access the bus stops and local shops. Currently the Corn Croft Lane estate has a 20mph limit and it is likely that the Laywood estate when adopted will also be restricted to 20mph. It is not considered desirable to have such a high differential speed limit between the principal feeder road and the subordinate housing estates. DM was happy to promote this scheme as a high priority. GR agreed and will be able to commission a consultant to look at this. Awaiting BCPC decision as to whether proceed.
			The Croft has a population of largely elderly residents who have difficulty taking wheelbarrows to the Allotments because of their having to mount a kerb. Access is likewise especially hard for those with mobility scooters and others with prams or buggies.	The PC has approved a budget contribution.	
			We request that a 'drop kerb' is put in place opposite to the path leading in to the allotments.	Site has been assessed. PW explained the dropped kerb is to serve the allotments and can sit anywhere close to it. PM joined the meeting later and stated the same.	GR gave estimate of £1,500. No one from Urchfont PC was present to confirm contribution. (Jul 22)  Urchfont PC to confirm their contribution. Group noted that the PC had undertaken preparatory works already. (Oct 22)
			Very poor visibility when exiting the High Street, Wedhampton from the south east junction with the A342, has resulted in a number of accidents both recently and over the longer term. Traffic travels along the A342 at high speeds, and the bend just north west of the junction obscures any view of oncoming traffic, which makes it an exceptionally dangerous junction, and it is only a matter of time before there is a fatality.	Programmed for June 2024. Draft Proposal has been prepared and sent to Parish Council (via PW).	It should be noted that the north west entrance at Greengate Road has far better visibility, and having spoken to some Wedhampton residents, including an Urchfont Parish Councillor who lives in Wedhampton, the village would be much in favour of such a change. DM asked if the PC had consulted with residents about the proposed changes. PW said they were doing it but was not aware of the result. He will check about this. * Following the meeting PW confirmed Urchfont PC has consulted with residents and they are in favour of making this change. The consultation has been carried out with residents and is in favour of the project. GR said how the budget would mostly be towards the traffic order and signage changes and would be £6-8,000. DM will contact the PC / Philip Whitehead for confirm the contribution.
			I walk from Urchfont across to Wedhampton regularly, and have witnessed the aftermath of two accidents in the last two months.	Awaiting PC comments / approval of detailed plan before progression of the associated Traffic Regulation Order.	
			It has been suggested by Wiltshire Councillor Philip Whitehead, that the aforementioned junction should be entrance only into Wedhampton. This can be achieved with One Way signs at the entrance, and corresponding No Entry signs a short way before the junction south from the High Street.	PC have confirmed contribution £2,500 - TRO drafted, awaiting submission.	
			Residents have long complained about speeding through the village, and they request that the current speed limit is reduced from 30mph to 20mph. A recent Metro Count showed that 1.1% exceeded the speed limit on average. The average speed was 17.3mph and the 85th Percentile was 22.8mph.	The draft schedules and plans are with the TRO Team ahead of the public consultation stage. JM to advise when we have been given the dates for the advert period.	
				Draft Proposal has been prepared and sent to Parish Council (via PW).	
				Awaiting PC comments / approval of detailed plan before progression of the associated Traffic Regulation Order.	
				PC have confirmed contribution £2,500. TRO drafted, awaiting submission.	
				The draft schedules and plans are with the TRO Team ahead of the public consultation stage. JM to advise when we have been given	

Previous Status	Project ID	Town / Parish	Project Title	Project Proposal	Most Recent Actions & Recommendations	New Status	Additional Detail & Comments	First Meeting Date	Seq	
In Progress	C12	Lymington	Lymington Request for speed limit reduction (Priority No.01)	The speed limit on either the A342 road between Lymington and Start village entrance. When exiting the entrance of The Clock Inn Park the visibility is poor in both directions. Seeing that a lot of money has been spent on the works carried out in recent months on the renovation of the pathway between The Clock Inn Park and the entrance to Start 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 50 mile 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 'V' bends and the entrance to Start village these do not seem to be effective.	This task has been completed and will be removed. It will not feature in the agenda for the next meeting. All works are complete and an invoice is to be raised.	Complete	Start PC has confirmed a contribution of £200 to the request. Miles have completed the Speed Limit Assessment has concluded that a 50mph restriction can be considered. Indicative cost £5,000 Miles confirmed the contribution which Start PC agreed to make is £200 with £1,000 as listed within the budget. DM wanted to pass through this project and was happy to accept this level of contribution from Start PC. GR was happy to go ahead with this level.		3	
In Progress	06-21-08	Worton	Worton SID Posts and Sockets	There is a large volume of traffic exceeding the speed limit driving through Worton. This is confirmed by the Community Speed Watch figures. In just 11 hours monitoring during April - May, they reported 67 motorists to the police for driving 36 mph and over; a further 226 were found to be driving at less than 36 mph but still breaking the speed limit. During May - June in just 12 hours, 79 motorists were reported to the police for driving 36 mph and over; a further 306 were found to be breaking the speed limit.	All works are complete and PC to be invoiced. Close and remove issue from next agenda.	Complete	GR referred to SID policy about frequently moving to new locations. CATS can put in sockets for movable posts at approx. £500 per site. RS thought there were 4-5 sites in Worton and asked about what contribution is expected if the PC already buys the SID. DM felt this should be 25%. RS will confirm this funding with Worton PC. In progress. Site visit took place in June. Liaison on final site is still ongoing. Awaiting confirmation from PC. Once agreed, order to be issued to contractor.	27/07/21	10	
In Progress	06-22-02	Devises	Devises Roundway Park - Request for Street Lighting	Worton Parish Council would like permission to install at least two Speed Indicator Devices at locations that are confirmed the straightness in Roundway Park and are located on quite low columns resulting in the light that is being emitted illuminating very small areas, leaving long tracks of the pavement completely in darkness.	All works are complete and an invoice is to be raised.	Complete	Wiltshire County's Traffic Engineer and the Streetlighting team indicates a total cost in the region of £3k to install two high posts with better lights.	01/02/22		
In Progress	06-22-04	Devises	Devises Opendowns / Southdown Centre - Request for direction signs	Many of the homes in the residential area of Roundway Park and Gardens are occupied by has a significant number of older single people or older couples. Councillor Oliver has received requests from residents of 24 households seeking improvements to the level of street lighting in the area. Additional concern is that the pavement in the area is in relatively poor repair, and coupled with poor lighting, the chances of trips and falls is greatly increased. Increasingly, residents will not leave their houses during the hours of darkness as the fear coming home on foot from bus stops or walks may result in a fall.	Close and remove issue from next agenda.	Complete	Devises Opendowns has moved to Southdown Centre, Victoria Road and, despite clear information on their website and on leaflets, many visitors find the premises difficult to find. Staff from agencies coming from other towns as well as the horticultural and vulnerable people we serve, have commented on how difficult it is to find us. Pedestrians need informing that access is not via Southdown Home driveway but via the path that leads from London Road to the end of Victoria. Drivers need reassuring that Southdown Centre is at the far end of Victoria Road because many think there is nothing beyond the circle of grass surrounded by trees.		14	
In Progress	06-22-04	Devises	Devises Opendowns / Southdown Centre - Request for direction signs	Devises Opendowns has moved to Southdown Centre, Victoria Road and, despite clear information on their website and on leaflets, many visitors find the premises difficult to find. Staff from agencies coming from other towns as well as the horticultural and vulnerable people we serve, have commented on how difficult it is to find us. Pedestrians need informing that access is not via Southdown Home driveway but via the path that leads from London Road to the end of Victoria. Drivers need reassuring that Southdown Centre is at the far end of Victoria Road because many think there is nothing beyond the circle of grass surrounded by trees.	All works are complete and an invoice is to be raised. Close and remove issue from next agenda.	Complete	Supported by Town Council. Response has been previously given outlining a solution is possible. Costs required to be £2,000. DTC's contribution to the scheme was confirmed. GR was happy to accept this project. Scheme has been added to programme for 2023. Works order has been placed with contractor and awaiting invoicing.	12/04/22	15	
In Progress	06-21-13	Devises	Devises Eastleigh - Request for Bus Stop Clearway	The bus stop outside of 49 Eastleigh Road is often blocked by parked cars, particularly at peak times when the shop stop is open. Buses must pull up in alternate locations which causes issues for people with reduced mobility as the door does not then align with the paved surface designed for wheelchair users. There are no road markings to discourage drivers from parking here. The matter is further exacerbated given that the lamp standard supporting the bus stop signage has recently been replaced following a collision, and whilst the timetable notice has been replaced, the bus stop sign is missing therefore there is nothing at all to indicate to drivers that this is a bus stop. It has been an issue for some time; however, the Town Council is now being lobbied by wheelchair users who find accessing public transport at this location a significant challenge, thus adding additional difficulties to their mobility.	Work has been ordered and is with contractor. Awaiting amenable weather conditions. COMPLETE	COMPLETE	GR gave an approx. cost of £2,000 for marking the bay. He described that summer / winter is not good weather for being work and this will need to wait until Spring for any progress. Consultation has now been undertaken. One response was received, and the Town Council has resolved to pursue. Works order to be prepared. Due to the additional work promoted corporately to undertake road marking renewals across the county, progress on this issued has been delayed due to staff be deployed on the nationwide renewal project.	09/11/21	12	
In Progress	06-22-03	Devises	Devises Byron Lane / Green Lane - Request for Give Way Signs	Increase traffic from the football academy and inadequate Road signage on this junction is causing numerous near misses with cars driving straight out of the Green Lane academy and ignoring junction markings on the road. Give way signs need to be installed to reinforce the junction markings on the road	Scheme has been ordered - Awaiting contractor to implement. COMPLETE	COMPLETE	Site has been looked at by an Engineer and comments as follows; I can see why some are confused by this arrangement. I would suggest we provide markings as per the sketch below: EN confirmed DTC has been discussing this project and will contribute towards it. He asked about changing the priority so that Green Lane traffic goes straight ahead. There was discussion about this versus access for Byron Way. GR advised making Green Lane right of way may bring about issues with speeding. There was discussion about new signage at the junction and refreshing the current work markings. GR confirmed both can be done by LMFH. GR recommended installing both together with give way coming from Green Lane and the group agreed.	01/02/22	16	
In Progress	06-21-11	Rodele	Rodele A342 - SID Infrastructure	The Parish Council would like to purchase a Speed Indicator Device (S.I.D) for use on the A342. The Parish Council is looking for assistance from CATS with the infrastructure to support a Speed Indicator Device: posts and sockets.	Works have been ordered with contractor and will be implemented by March 23. COMPLETE	COMPLETE	GR confirmed there had not been Metrocounters done but that data would be available from their Community Speedwatch group. She asked if a Metrocount would be needed GR confirmed that the CSW group would have been set up following a Metrocount but if there were other locations in mind for the SID that did not have any data, then a Metrocount would be needed. DM asked if a new Metrocount is needed here? Re replied that the Community Speedwatch (CSW) group has data for 3 locations but that a 4th location has had a new Metrocount requested. The PC is awaiting the data from that check.	09/11/21	18	
High Priority	06-22-07	Seend	Seend A361 - Request speed limit reduction	Speeding traffic both east and westbound, coupled with safety issues as drivers slow to turn into Seend Cheve junction and the risk of being rear ended by vehicles behind not slowing down enough. There is also a safety issue for pedestrians crossing to get to the bus stop on the other side of the road. There is a school bus stop and drop off each day, with children needing to cross this busy road. A metro count was taken in November 2021, the results of which have shown that there is a present issue of speeding both east and west bound. A copy is attached to this application. The 30mph is short section of the road, after you leave Seend High Street and past the Bell crossroads, where it increases from 30mph to 50mph for a couple hundred metres before it reduces to 30mph close to the Seend Cheve junction and continues at 50mph through the Baldwyn levels to just past Lutton (before the Serengeti roundabout). We believe the reduction to 50mph was introduced by a TRO in 2013. The 30mph was extended further down the A361 by a TRO in Nov 2018 as part of road safety improvements at the Bell crossroads. So it goes from 30 to 60 to 50mph in a fairly short length of road.	Complete - Remove issue	Complete	The required Metrocount data is in. Re confirmed the PC's contribution. GR gave estimate of £500 per location or £2,000 overall. This would include a socket for each location and a pole that would move between locations. (Jul 22) The length of A361 between Seend & The Stocks is approximately 900m. Idealised minimum length for speed restriction is 600m Road was reviewed in 2010, and no significant change to environment since. Road is of High Quality, straight and good width, with occasional access. Any review of speed limit is unlikely to recommend alteration. Site Meeting planned for July has taken place. Seend PC to update. The Stocks & Bollaids H&H identified in July site visit as areas of concern. The Stocks (or E3k) prioritised by the PC over Bollaids H&H (circa £8k) and therefore PC needs to agree contribution to works.	12/04/22	19	
High Priority	06-21-12	Bromham	Bromham New Road - Request for 30mph Repeaters signs	There is no 30Mph signage at the school end of New Road in Bromham. Some drivers get confused and mistake the road for a national speed limit. Several school children live along the road and walk to school unfortunately there is no pavement present, so they must walk on the road. One of the children that commute to school is also in a wheelchair and there have been multiple issues with cars travelling too fast.	Complete - Remove issue	Complete	am a Parish councillor and my daughter has been attending the school and nursery for 2 years. There have been three occasions where we have had to jump into the verge to avoid a speeding vehicle in this time. And I don't do the school run on a daily basis. I have had multiple complaints from the residence along the stretch and it is a real safety concern. I feel that some 30Mph repeater signs and possibly the addition of some school signage would be a step in the right direction for vehicles to follow the speed limit along New Road. I believe that the need for repeater signage placed on street lights brings attention along the road. While New Road does have a couple of street lights they are not along the entire stretch hence drivers getting confused. The street lights that are present are also not conventional and use intelligent poles which adds to the confusion. DM agreed that the situation for drivers is unclear in that this road appears to be leading one to be heading one at a width 30mph limit. GR has looked at this road via Street view. The project would need to be promoted to High priority for bus to spend time taking a closer look. GR confirmed this has support from the PC.	09/11/21		
Complete	06-22-24	Easterton	Easterton B3098 - Bus Stop Improvements	The bus stop outside Hainstead Farmhouse is located on a raised and rounded grassed stream bank. The height of the bank presents a difficulty for anyone with special access requirements to negotiate safely, especially in wet weather. A construction of a dedicated alighting platform with an associated drop kerb. B) Move the bus stop to the other side of the junction with Kings Rd where the existing footway is eminently suitable and has been unofficially used by sympathetic bus drivers considerate for their passengers ability.	PC has confirmed location but needs to confirm budget contribution. PC contribution confirmed Scheme has been added to 23/24 Programme JB to send GR specific location details and photos. GR confirmed this has been allocated to a team member for completion.	Remove	Response from Passenger Transport - I think this is an eminently sensible idea, provided that the PC has discussed it with the owners of the houses outside where the stop will be and got their agreement. All that's needed is Ask Area Highway 7 to remove the existing bus stop sign and band it to the lamp post. I however I cannot gain in that location then I would suggest putting a new pole for the bus stop sign somewhere on this paved area but the PC might want to talk to the owner of the bungalow first. Parish Council have feed back an identified locations: Discussion to be held as funding may be needed.	05/07/22	31	
In Progress	06-23-10	Market Lavington	Church Street / The Spring Request for SID Infrastructure	Speeding and speed awareness has long been an issue in and around Market Lavington, and is something that local residents feel very strongly about. There is a large volume of traffic exceeding the speed limit driving through Market Lavington. We now have an active team of Community SpeedWatch volunteers operating at different locations in the village. Back in 2020 the Parish Council purchased and installed a Speed Indicator Device (SID) which is currently sited on Spitt Hill, which has proved very effective as a practical and enable way of highlighting speeds of oncoming vehicles, and prompting drivers to adhere to the speed limit. The Parish Council would now like to have a SID at other locations in the village when speeding has been identified as an issue, starting with Church Street / The Spring, and then possibly considering other locations following receipt of Traffic Survey results requested. Could the Parish Council therefore please request permission to install at least one Speed Indicator Device at the end of Church Street, and at other possible locations to be confirmed with LMFH. Would the LMFH committee please fund the supply and installation of the N41 sockets / posts. The Parish Council understands that it may be required to make a contribution towards the cost.	Works complete - Remove from April agenda FD confirmed that CSW is in operation, site visit completed by GR and location for post and socket approved. FD confirmed MLPC contribution. Project moved to High Priority. Works complete - remove	Complete	GR described how this rate has now come into the remit of LMFHs as part of the increase in duties and budget. This will allow requests to be dealt with more timely and allows more local involvement. FD confirmed that CSW is in operation, site visit completed by GR and location for post and socket approved. FD confirmed MLPC contribution. Project moved to High Priority. Works complete - remove	Market Lav The Lavington	10:26:00 10:24:00	3 3
In Progress	NA	All Areas	Existing parking and walking restrictions - review	Prior to the formation of LMFHs, previously Parking & Walking Restriction requests were processed centrally. Following Cabinet's approval for the formation of the groups, these requests will be at the discretion of the groups to prioritise.	Draft proposals have been prepared for the brown sites.	Complete	GR described how this rate has now come into the remit of LMFHs as part of the increase in duties and budget. This will allow requests to be dealt with more timely and allows more local involvement.	NA	1 10:00:00	



Code	Nome	Descrizione	Quantità	Prezzo Unitario	Totale
001	...	...	...	...	...
002	...	...	...	...	...
003	...	...	...	...	...
004	...	...	...	...	...
005	...	...	...	...	...
006	...	...	...	...	...
007	...	...	...	...	...
008	...	...	...	...	...
009	...	...	...	...	...
010	...	...	...	...	...
011	...	...	...	...	...
012	...	...	...	...	...
013	...	...	...	...	...
014	...	...	...	...	...
015	...	...	...	...	...
016	...	...	...	...	...
017	...	...	...	...	...
018	...	...	...	...	...
019	...	...	...	...	...
020	...	...	...	...	...
021	...	...	...	...	...
022	...	...	...	...	...
023	...	...	...	...	...
024	...	...	...	...	...
025	...	...	...	...	...
026	...	...	...	...	...
027	...	...	...	...	...
028	...	...	...	...	...
029	...	...	...	...	...
030	...	...	...	...	...
031	...	...	...	...	...
032	...	...	...	...	...
033	...	...	...	...	...
034	...	...	...	...	...
035	...	...	...	...	...
036	...	...	...	...	...
037	...	...	...	...	...
038	...	...	...	...	...
039	...	...	...	...	...
040	...	...	...	...	...
041	...	...	...	...	...
042	...	...	...	...	...
043	...	...	...	...	...
044	...	...	...	...	...
045	...	...	...	...	...
046	...	...	...	...	...
047	...	...	...	...	...
048	...	...	...	...	...
049	...	...	...	...	...
050	...	...	...	...	...
051	...	...	...	...	...
052	...	...	...	...	...
053	...	...	...	...	...
054	...	...	...	...	...
055	...	...	...	...	...
056	...	...	...	...	...
057	...	...	...	...	...
058	...	...	...	...	...
059	...	...	...	...	...
060	...	...	...	...	...
061	...	...	...	...	...
062	...	...	...	...	...
063	...	...	...	...	...
064	...	...	...	...	...
065	...	...	...	...	...
066	...	...	...	...	...
067	...	...	...	...	...
068	...	...	...	...	...
069	...	...	...	...	...
070	...	...	...	...	...
071	...	...	...	...	...
072	...	...	...	...	...
073	...	...	...	...	...
074	...	...	...	...	...
075	...	...	...	...	...
076	...	...	...	...	...
077	...	...	...	...	...
078	...	...	...	...	...
079	...	...	...	...	...
080	...	...	...	...	...
081	...	...	...	...	...
082	...	...	...	...	...
083	...	...	...	...	...
084	...	...	...	...	...
085	...	...	...	...	...
086	...	...	...	...	...
087	...	...	...	...	...
088	...	...	...	...	...
089	...	...	...	...	...
090	...	...	...	...	...
091	...	...	...	...	...
092	...	...	...	...	...
093	...	...	...	...	...
094	...	...	...	...	...
095	...	...	...	...	...
096	...	...	...	...	...
097	...	...	...	...	...
098	...	...	...	...	...
099	...	...	...	...	...
100	...	...	...	...	...



<b>Ward</b>	<b>Town / Parish</b>	<b>Time Slot</b>
All Areas	All Areas	10:00:00
Bromham, Rowde & Roundway	Bromham	10:05:00
Devizes	Devizes	10:11:00
Devizes Rural West	Bulkington	10:38:00
Devizes Rural West	Poulshot	10:41:00
Devizes Rural West	Seend	10:46:00
Devizes Rural West	Worton	10:57:00
The Lavingtons	Easterton	11:02:00
The Lavingtons	Market Lavington	11:05:00
The Lavingtons	West Lavington	11:08:00
Urchfont & The Cannings	Bishops Cannings	11:16:00
Urchfont & The Cannings	Urchfont	11:19:00
Urchfont & The Cannings	Wedhampton	11:22:00