

Wiltshire Council

Devizes Area Board - LHFIG Project Tracker 23rd January 2024

Financial Position

Budget Available	£ 2,646.81
Allocation for 2022/23	£ 31,968.00

**Order values are subject to change*

Total number of "Live" projects	25
Number of "New" projects this month	0
Number of "In Progress" projects	12
Number of projects "Awaiting Slot"	0
Number of projects "Awaiting Update"	4
Number of projects to be removed	5
Number of projects recently "Completed"	9

**Not including merged projects*

Live projects by Town/Parish

**Not including merged or completed*

Devizes	8
Bulkington	2
Market Lavington	2
Seend	2
Wedhampton	2
Bishops Cannings	2
Bromham	1
Easterton	1
Great Cheverell	1
Poulshot	1
Urchfont	1
West Lavington	1
Little Cheverell	0
Marston	0
Rowde	0
Stert	0
Worton	0

Project Key

In Progress	The project has been approved by the group, budget contributions agreed and is being actioned
Awaiting Slot	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
Awaiting Update	The project has NOT been approved and the group requires additional information before progressing
Complete	The project has been delivered and is to be removed from the agenda. These tasks will move to the "Completed Projects" tab
Remove	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

Remove	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 Vansdike 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.	IV 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. IV and DM requested commitment from the School to help enforce the restrictions.	In Progress				Devizes	Devizes	10:17:00	3
Complete	06-22-24	Easterton	Easterton E3098 - Bus Stop Improvements	The bus stop outside Halstead Farmhouse is located on a raised and rounded grassed stream bank. The height of the bank proves difficult 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 Or 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 is needed is ask Area Highway's to remove the existing bus stop sign and band it to the lamp post. If however it cannot go 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 to consult with adjacent homeowners and report back (Oct 22).	05/07/22	31	The Lavingtons	Easterton	10:20:00	3
New Project		Great Cheverell	Great Cheverell Safety concerns outside the Primary Academy	Traffic and parking at drop-off and pick-up is a serious concern for the school. Since the beginning of term 2023/24 there have been five near misses involving speeding traffic through the crossing patrol.	Action on School Journeys" initiative which has greater funding than LHFIFG. GR said that some of the proposals could be delivered by the fund. DM to ask Ruth Durrant to contact the school, PS asked that the parish council be included in the discussions. DM suggests project stays on April agenda to ensure suitable	Awaiting Update				The Lavingtons	Great Cheverell	10:23:00	5
New Project	06-22-39	Market Lavington	Market Lavington High St / Church St - Pedestrian Improvements	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 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 carriage way 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 chicanee is introduced at either point. We can mitigate against this by installing traffic control signals to manage the stretches and ensure suitable traffic flow. 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 Spin Hill, which has proved very effective as a practical and visible way of highlighting speeds of oncoming vehicles, and prompting drivers to adhere to the speed limit. The Parish Council would now like to focus on using a SID at other locations in the village where speeding has been identified as an issue, starting with Church Street / The Springs, 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 LHFIFG. Would the LHFIFG committee please fund the supply and installation of the NAL sockets / posts. The Parish Council understands that it may be required to make a contribution towards the	The group acknowledged the issue which impacts hundreds of residents. The lack of accessibility for wheelchair / mobility scooter users is a focus for VC. 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 AGaST 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 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 order now with Milestone. JM to liaise with MLPC once installation date known.	Awaiting Update	This is a vital project for our community and one that becomes even more important	17/01/23	46	The Lavingtons	Market Lavington	10:28:00	5
In Progress	06-23-10	Market Lavington	Church Street / The Spring Request for SID Infrastructure	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 Spin Hill, which has proved very effective as a practical and visible way of highlighting speeds of oncoming vehicles, and prompting drivers to adhere to the speed limit. The Parish Council would now like to focus on using a SID at other locations in the village where speeding has been identified as an issue, starting with Church Street / The Springs, 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 LHFIFG. Would the LHFIFG committee please fund the supply and installation of the NAL sockets / posts. The Parish Council understands that it may be required to make a contribution towards the	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 order now with Milestone. JM to liaise with MLPC once installation date known.	In Progress				The Lavingtons	Market Lavington	10:33:00	3
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 Downton'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. Cabinet Member report approved - Implementation estimated Spring 2024.	In Progress	The police have been advised and they have said that they need to see the inconsiderate parking when it is actually happening. Photographic 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 Downton's care home and this would be for urgent and short-term parking. The Highway is for passage and re-passage 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. Discussion with the local NPT is recommended if the issue is 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. The pointed out the situation had been getting worse and was of high	27/07/21	13	The Lavingtons	West Lavington	10:36:00	3

In Progress	06-21-09	Bishops Cannings	Bishops Cannings Horton Flood Speed Limit Reduction (Priority No. 07)	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." The default position on this stretch of road would therefore be 30-mph, except that Highways have chosen to impose a higher limit.	Draft proposals and Traffic regulations orders are in preparation. These will be forward for consultation in due course. Estimate TRO advert in January. Copies will be sent to the PC as a statutory Consultee. Awaiting advert date from the Traffic Order team. JM to advise once known.	In Progress	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 there are segregated road junctions for the developed areas. Although the housing along this length of the Horton Road is segregated via segregated junctions and not directly from the C9, there are 76 houses at Farocobah 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 Horton Road. Additionally, there is substantial 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.	9		Urchfont & The Cannings	Bishops Cannings	10:39:00	3	
Awaiting Update	06-22-19	Urchfont	Urchfont The Croft - Dropped Kerb	Consultants recommendations have been published with a 40mph recommendation. 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. We request that a 'drop kerb' is put in place opposite to the path leading in to the allotments.	The PC has approved a budget contribution. Scheme has been added to 23/24 Programme - Awaiting resource Site has been assessed. PW explained the dropped kerb is to serve the allotments and can sit anywhere close to it. PW joined the meeting later and stated the	In Progress	GR gave estimate of £1,500. No one from Urchfont PC was present to confirm contribution. (Jul 22)	05/07/22	29	Urchfont & The Cannings	Urchfont	10:42:00	3	
In Progress	06-21-16	Vedhampton	Vedhampton Highstreet - Change to road layout	Very poor visibility when exiting the High Street, Vedhampton 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. I walk from Urchfont across to Vedhampton regularly, and have witnessed the aftermath of two accidents in the last two months. It has been suggested by Wiltshire Councillor Philip Whitehead, that the aforementioned junction should be entrance only into Vedhampton. This can be achieved with One Way signs at the entrance, and corresponding No Entry signs a short way before the current exit from the High Street.	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.	In Progress	It should be noted that the north west entrance at Greengate Road has far better visibility, and having spoken to some Vedhampton residents, including an Urchfont Parish Councillor who lives in Vedhampton, 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.	01/02/22	17	Urchfont & The Cannings	Vedhampton	10:45:00	3	
In Progress	06-22-14	Vedhampton	Vedhampton Request for 20mph Limit	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 11% exceeded the speed limit on average. The average speed was 17.3mph and the 85th Percentile was 22.8mph.	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	In Progress	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 This issue was discussed at the Urchfont Parish Council meeting on 15th December 2021. There was no one from Urchfont PC present to confirm a contribution (Apr 22) No one from Urchfont PC present. (Jul 22) Next step is a speed assessment at a cost of £2,500. PC to confirm contribution.	12/04/22	23	Urchfont & The Cannings	Vedhampton	10:48:00	3	
In Progress	06-22-32	Bulkington	Bulkington Chestnut Drive - Request for Dropped Kerbs	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). 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". -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	Order has been placed with contractor. Works require alterations to Utility apparatus (BT Chamber Cover). Milestone are seeking agreement from BT. 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.	In Progress	GR advised a budget of £2,000 for installation of a pair of dropped kerbs. PC to confirm contribution approval and rough plan/location description. 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.	17/01/23	40		Devizes Rural West	Bulkington	10:51:00	5
New Project	06-22-33	Bulkington	Bulkington Northfields - Request for Dropped Kerbs	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. Install a dropped kerb on both sides	PC to confirm budget contribution and proposed location. This fits the LHFIG and wider Council criteria and objectives on accessibility.	Linked to task above	Linked to task above	17/01/23	41	Devizes Rural West	Bulkington	10:56:00		
New Issue	06-23-11	Poulshot	Broadway Lane Bypass Improvement	Waterlogged byway called Broadway Lane, makes it very difficult for pedestrians and cyclists to navigate in certain places where there is no firm surface. Parish Council would like to investigate funding of an extension to the already cinder 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.	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. 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	Awaiting Update				Devizes Rural West	Poulshot	10:56:00	5	

Approved - Awaiting High Priority Slot	06-22-08	Seend	Seend A361/Bollands Hill Request for small signing alterations	Despite the road safety improvements carried out in 2018 at the Bell Crossroads under the 'Local Road Safety Scheme' by Wiltshire Highways and the additional signage put in place in Bell Hill in Autumn of 2020, the Parish Council is still concerned with the high number of accidents occurring at the Bell crossroads, as some drivers are not stopping at the top of Bollands Hill and Bell Hill. We would like to ask for the support of CATG to look at what else can be done at these crossroads to improve driver awareness of the need to give way at these junctions. Following a useful meeting with Highways, it was suggested that some small scale measures may be possible to improve signage and visibility making drivers more aware of the cross roads and the need to give way. Whilst, we have been told, the cross-roads do not meet the DIT criteria for a Stop sign, we would ask if there is any discretion on this, as many people feel a stop sign and continuous white line would help reduce the number of accidents.	The Civils element (dropped kerb) has been completed. Order for Traffic Sign's and Road markings is with the contractor. Works complete as per specific LHFIFG task although PC very clear that the wider problem/project is NOT complete. PC feels the area is still dangerous and needs wider focus. The group decided this has outgrown LHFIFG and needs separate Highways focus. PC has met with GR and SH. DM	Remove	Several suggestions have been put forward in a meeting with the PC and can be considered, However the use of Stop Signs or the associated Road Marking are not an option available. Site Meeting taken place.	12/04/22	22	Devizes Rural West	Seend	11:01:00	3
New Project	06-23-05	Seend	Seend A361 Dial Close to School Road Narrow Road & Footway	Narrow section of A316 between Dial Close and School Road. There is insufficient roadwidth to allow large vehicle to pass each other without mounting the narrow footpath on this section of road potentially trapping pedestrians between the vehicle and adjacent wall. In addition, damage has been caused to a listed building caused by a high sided vehicle driving too close to the road edge and colliding with the building roof. The owner of the property has contacted 'Historic England' and their insurers are believed to be contacting Wiltshire Council. The Parish Council would like to work with LHFIFG to explore the Traffic Engineering Manager's suggestion to consider replacing the unreliable electronic signage system with 'Shuttle Working Traffic Lights'.	DM requested more detail on this problem including accident/damage stats. TJ confirmed speed of traffic from Trowbridge likely a contributing factor but the CSW is now in place and trained. DM requested this stays until the next meeting to give CSW a chance to have an impact and for the PC to provide evidence. PC reported CSW is having a positive impact. Task to remain The Group welcomed GLH to the meeting.	Awaiting Update	Traffic light control is a potential solution but costs of £25k for a design and a further £300k for installation are high. DM raised concerns of higher speed through section with lights since traffic will feel safe with nothing oncoming. JF explained a similar situation in West Lavington and the PC have decided not to progress. Seend PC to discuss further.			Devizes Rural West	Seend	11:04:00	5
AOB		Bishops Cannings	Pedestrian route improvements between south-western area of parish and Devizes centre.	Guy Lamb-Hughes presented a desire on behalf of the PC to better connect areas of BC with the centre of Devizes for sustainable travel. The PC seeks support to progress this project.	DM introduced the AQ&ST group and asked TR to speak on it. TR explained that the LCWIP (Local Cycling and Walking Infrastructure Plans) are doing exactly this sort of work across the area. TR explained that the LCWIP is likely working on a sustainable travel route loosely following the London Road which might answer the PCs need.	Remove							
AOB		Potterne	The parish has numerous objectives it wishes to address to improve road safety and connectivity in the parish.	Nick Bailey presented a desire on behalf of the PC to improve highways and footpaths within the parish. The PC seeks support to progress this projects.	The Group welcomed NB to the meeting. DM explained the process for LHFIFG projects starting with the Highways Improvement Request form. DM to send NB a copy of the form. The PC will submit	Remove							

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	G120	Lydeaway	Lydeaway Request for speed limit reduction (Priority No.01)	The speed limit or rather the lack of on the A342 road between Lydeaway 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 work 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 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 'U' bends and the entrance to Start village these do not seem to be 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 228 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.	This task has been completed and will be removed. It will not feature in the agenda for the next meeting.	Complete	Start PC have confirmed a contribution of £500 to the request. Atkins have completed the Speed Limit The assessment has concluded that a 50mph restriction can be considered. Indicative cost £6,000 WH stated that the contribution which Start PC agreed to make is £500 not £1,000 as listed within the budget. DM wanted to push 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	Worton Parish Council would like permission to install at least two Speed Indicator Devices at locations to be confirmed The streetlights in Roundway Park are decades old and mounted on quite low columns resulting in the light that is being emitted illuminating very small areas, leaving long tracts of the pavement completely in darkness. 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 fall is greatly increased. Increasingly, residents will not leave their houses Devises Opendoors has moved to Southbroom 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 homeless and vulnerable people we serve, have commented on how difficult it is to find us. Pedestrians need informing that access is not via Southbroom House driveway but via the path that leads from London Road to the end of Victoria. Drivers need reassuring that Southbroom Centre is at the far end of Victoria Road because many think there is nothing beyond the circle of grass surrounded by flats.	All work is 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. CATG can put in sockets for moveable 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	Additional concern is that the pavement in the area is in relatively poor repair, and coupled with poor lighting, the chances of trips and fall is greatly increased. Increasingly, residents will not leave their houses Devises Opendoors has moved to Southbroom 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 homeless and vulnerable people we serve, have commented on how difficult it is to find us. Pedestrians need informing that access is not via Southbroom House driveway but via the path that leads from London Road to the end of Victoria. Drivers need reassuring that Southbroom Centre is at the far end of Victoria Road because many think there is nothing beyond the circle of grass surrounded by flats.	All works are complete and an invoice is to be raised. Close and remove issue from next agenda.	Complete	Wiltshire Council's Traffic Engineer and the Streetlighting team indicates a total cost in the region of £5k to install two higher posts with better lights.	01/02/22	14
In Progress	06-22-04	Devises	Devises Opendoors / Southbroom Centre - Request for direction signs	Additional concern is that the pavement in the area is in relatively poor repair, and coupled with poor lighting, the chances of trips and fall is greatly increased. Increasingly, residents will not leave their houses Devises Opendoors has moved to Southbroom 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 homeless and vulnerable people we serve, have commented on how difficult it is to find us. Pedestrians need informing that access is not via Southbroom House driveway but via the path that leads from London Road to the end of Victoria. Drivers need reassuring that Southbroom Centre is at the far end of Victoria Road because many think there is nothing beyond the circle of grass surrounded by flats.	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 expected 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 22/23. Works order has been placed with contractor and awaiting actioning.	12/04/22	15
In Progress	06-21-13	Devises	Devises Eastleigh - Request for Bus Stop Clearaway	The bus stop outside of 49 Eastleigh Road is often blocked by parked cars, particularly at peak times when the chip shop 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	All works are complete. Invoice to be raised. Close and remove issue. The Town Council fully support this request as it believes it is incumbent on all local authorities to manage their facilities and services in a way that make them accessible to all sectors of our community. It would appear that there is a relatively simple solution to problem at the bus stop outside of 49 Eastleigh Road, which will help relieve the considerable problems wheelchair users are having in the Eastleigh Road area accessing public transport. Devises Town Council is prepared to make a contribution to the cost of this highway improvement. KN described the situation at this bus stop. There is no longer anything to show to drivers this is a bus stop and to not park there. Parking makes it far harder for disabled passengers to use the bus. GR gave an approx. cost of £2,000 for making the bay. He described that autumn / winter is not good weather for lining 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.	09/11/21	12
In Progress	06-22-03	Devises	Devises Byron Lane / Green Lane - Request for Give Way Signs	Increased 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: KN 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 worn markings. GR confirmed both can be done by LHFIG. 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	Rowde	Rowde 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 CATG 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	AJ was asked to liaise with Wiltshire FA about messases to users of the site taking greater care when leaving and using this junction. RJ confirmed there had not been Metrocounts 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? RJ 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. The required Metrocount data is in. RJ 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 1 pole that would move between locations. (Jul 22)	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 Cleave 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 pick up 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 proven issue of speeding both east and west bound. A copy is attached to this application. There is short section of the road, after you leave Seend High Street and past the Bell crossroads, where it increases from 30mph to 60mph for a couple hundred metres before it reduces to 50mph close to the Seend Cleave junction and continues at 50mph through the Baldham Bernds to just past Littleton (before the Semington 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 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 & Bolland Hill Identified in July site visit as areas of concern. The Stocks (circ E3k) prioritized by the PC over Bolland Hill (circ E8k) 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 Repeater signs	<p>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.</p> <p>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.</p>	Complete - Remove Issue	<p>Complete</p> <p>I 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 about the speed of vehicles along this stretch and it is a real safety concern. I feel that some 30 MPH 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.</p> <p>I believe that the need for repeater signage is based on street lights being present 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 ones and use telegraph poles which adds to the confusion.</p> <p>DM agreed that the situation for drivers is unclear in that this road appears to be leading away from the village yet is within 30mph limit. GR has looked at this road via Street view. The project would need to be promoted to High priority for him to spend time taking a closer look.</p> <p>RH confirmed this has support from the PC.</p> <p>Location has been reviewed and the signing / Street Lighting considered to be appropriate. It would be possible to provide some carriage way roundels in areas where signing exists to supplement the repeater signing. Estimated Cost €2,500.</p> <p>RH gives confirmation of Bromham PC's contribution to the scheme. The project can progress.</p>	09/11/21
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Previous Status	Project ID	Town / Parish	Project Title	Project Proposal	Most Recent Actions & Recommendations	New Status	Additional Detail & Comments	First Meeting Date	Seq
Awaiting Update	06-22-22	Little Cheverell	Little Cheverell B3098 - Speed Limit Assessment	I would like to request a speed limit review for the length of the B3098 which runs through the village of Little Cheverell. Approaching from the Westbury direction, the speed limit is 40mph. It decreases to 30 mph at the corner where School Lane joins the road from the left. It stays at 30 mph for the remainder of the road as far as the junction with the A360. Local residents believe that the traffic travels through the village on the B3098 at speeds in excess of the statutory limits for this road. We are requesting metro counts in to ascertain if this perception is correct. The request for a speed limit review has arisen because there are now young families who live in row of houses alongside the B3098 within the 40mph. The speeds of cars as people come out of their homes is making crossing the road hazardous. In addition, there are now children who need to cross the road in the mornings to catch the school bus and in the afternoons, when they are dropped off.	PC has agreed to await metrocount results and form a CSW group before applying for LHFIG support for speed related infrastructure. Task to be removed until results are known when it can be reinstated.	Remove	SI had technical issues and could not be heard. (Oct 22).	05/07/22	32
New Project	06-22-27	Devizes	Devizes Waiblingen Way - Parking and Speeding	For a number of years there have been parking issues in this road it has been exacerbated by the selling off garages and parking areas by Aster. We have been informed that cars speed down the main straight part of the street although we have not collected any evidence of this as yet. Cars park opposite one another causing a gap too small for larger vehicles to get through. We have identified areas that if the parking lay-bys were extended it would stop this in some Areas. Note a Waiting Restriction Request Form has also been received A consideration of a reduction in the speed limit from 30mph to 20mph or less this would take away the impression of speeding. A no though road sign at the start of the road would stop lorry lorries going down the road by mistake. I have just moved into our house and to drive out of our driveway onto Westbrook Road is very dangerous. Traffic coming from Melksham drive at such a high speed (particularly motorbikes) that it is impossible to see them as the view is not clear and by the time we have gone out into the road, traffic has suddenly appeared, and a crash is inevitable. I need to find a solution. There are four big houses where we are but the speed limit for Westbrook, is 100 meters further on towards the Westbrook pub. Please can you help. I need the speed limit extended to cover these four houses which are in Westbrook, signs of warning that there may be traffic coming out of our driveway, a large mirror so we can see clearly. The Parish Council agree with these concerns and would like action to extend the speed limit, as this can take up to two years plus, the PC request some immediate action warning signs of an entrance, also 'slow' on the road warning and the omission or provision for of a highway mirror. Recently there has been much concern about the inappropriate parking at the corner of Salisbury Street and Beauclerc Street with Avon Road. Cars on all streets park far too close to the junction, making it very difficult to turn safely from one street to another. Salisbury Street, Beauclerc St and the canal side entry to Avon Road have many more cars than those belonging to residence. These are suspected to be commuters who wish to avoid parking charges, or Bath Road residence unable to park safely outside their houses without any off-street parking. In addition a resident recently had a fire in her house, the fire brigade had great difficulty in getting into Avon Road via Salisbury Street because of the parked cars. In the end I believe they entered in from the canal side entry to the road which was also made difficult. On a number of occasions there have been near collisions where cars are unable to exit these streets safely as parked cars remove the line of sight. As previously stated, often motorists have to emerge from either Salisbury Street or Beauclerc Street with no clear vision on what traffic is moving along Avon Road, greatly increasing the risk of collision.	DTC to discuss a leaflet or poster campaign to draw attention to the problem. The Group doesn't feel these issues can be resolved through LHFIG. DM recommended that this task be removed.	Remove	The Group felt that the parking situation causing a narrowing of the roadway would help combat speeding and alterations could lead to a worsening of speeding. DM also acknowledged that there was no evidence that speeding was prevalent and that the road was a cul-de-sac. It is likely therefore that the offenders live within the close and therefore a better approach would be to raise awareness of the dangers of speeding at this location and the need to park carefully and considerately.	17/01/23	36
New Project	06-22-29	Bromham	Bromham A3102 - Westbrook - Access Issues	I need the speed limit extended to cover these four houses which are in Westbrook, signs of warning that there may be traffic coming out of our driveway, a large mirror so we can see clearly. The Parish Council agree with these concerns and would like action to extend the speed limit, as this can take up to two years plus, the PC request some immediate action warning signs of an entrance, also 'slow' on the road warning and the omission or provision for of a highway mirror. Recently there has been much concern about the inappropriate parking at the corner of Salisbury Street and Beauclerc Street with Avon Road. Cars on all streets park far too close to the junction, making it very difficult to turn safely from one street to another. Salisbury Street, Beauclerc St and the canal side entry to Avon Road have many more cars than those belonging to residence. These are suspected to be commuters who wish to avoid parking charges, or Bath Road residence unable to park safely outside their houses without any off-street parking. In addition a resident recently had a fire in her house, the fire brigade had great difficulty in getting into Avon Road via Salisbury Street because of the parked cars. In the end I believe they entered in from the canal side entry to the road which was also made difficult. On a number of occasions there have been near collisions where cars are unable to exit these streets safely as parked cars remove the line of sight. As previously stated, often motorists have to emerge from either Salisbury Street or Beauclerc Street with no clear vision on what traffic is moving along Avon Road, greatly increasing the risk of collision.	DM reiterated the need for PCs to prioritise their own tasks so that they are never having to defend against no projects being in progress due to depletion of LHFIG budget. FD felt this was a third priority. GR explained that if the school has a School Travel Plan they might be able to access separate funding to achieve this. MLPC to discuss with the school and Ruth Durrant.	Remove	GR explained that there is specific DfT guidance on property density along a road and how this should impact the speed restrictions used. In this case the stretch does not have the required density to extend the speed limit and doing so would likely result in higher speeds throughout the built up area. DM also stated that in a bid to spread the LHFIG budget across the year, projects need to be critiqued more closely. In this case it is clear that the request has originated from a single resident who is looking for improvements for themselves. The Group should be looking to secure improvements for as many residents as possible within tasks. In this case the project does not meet the criteria the Group should be looking for.	17/01/23	37
New Project	06-22-37	Devizes	Devizes Avon Road - Request for Waiting Restrictions	I need the speed limit extended to cover these four houses which are in Westbrook, signs of warning that there may be traffic coming out of our driveway, a large mirror so we can see clearly. The Parish Council agree with these concerns and would like action to extend the speed limit, as this can take up to two years plus, the PC request some immediate action warning signs of an entrance, also 'slow' on the road warning and the omission or provision for of a highway mirror. Recently there has been much concern about the inappropriate parking at the corner of Salisbury Street and Beauclerc Street with Avon Road. Cars on all streets park far too close to the junction, making it very difficult to turn safely from one street to another. Salisbury Street, Beauclerc St and the canal side entry to Avon Road have many more cars than those belonging to residence. These are suspected to be commuters who wish to avoid parking charges, or Bath Road residence unable to park safely outside their houses without any off-street parking. In addition a resident recently had a fire in her house, the fire brigade had great difficulty in getting into Avon Road via Salisbury Street because of the parked cars. In the end I believe they entered in from the canal side entry to the road which was also made difficult. On a number of occasions there have been near collisions where cars are unable to exit these streets safely as parked cars remove the line of sight. As previously stated, often motorists have to emerge from either Salisbury Street or Beauclerc Street with no clear vision on what traffic is moving along Avon Road, greatly increasing the risk of collision.	DM recommended that this task be removed. DM raised the same concerns as with other tasks discussed - there is little that can be done in signage to stop inconsiderate or dangerous parking. DM suggested this should be addressed via a DTC awareness campaign. A suggestion was made to create flyers which could be periodically placed on the windscreen of offending vehicles.	Remove		17/01/23	45
New Project	06-22-41	Market Lavington	Market Lavington B3098 - Request for lit school warning sign	DTC seeks assistance in tackling this problem. St Barnabas Primary School on Drove Lane is located on the outskirts of the village, and there are concerns for the safety of parents, carers, and children as they walk to school. 'Whilst there is a 'School' triangular warning sign with 'flashing' warning lights on the approach to Drove Lane from the centre of the village, there is only a 'School' triangular warning sign on the approach from Easterton. With the speed limit for vehicles being 40mph at the location of this warning sign, it is vitally important that every effort is made to ensure that drivers are aware of the approaching school, and likelihood of increased numbers of parents, carers, and children on the pavements at certain times of the day. Could the Parish Council therefore please request support from the LHFIG committee to install some timed 'flashing' warning lights under the existing school sign on the Easterton approach to the village	DM reiterated the need for PCs to prioritise their own tasks so that they are never having to defend against no projects being in progress due to depletion of LHFIG budget. FD felt this was a third priority. GR explained that if the school has a School Travel Plan they might be able to access separate funding to achieve this. MLPC to discuss with the school and Ruth Durrant.	Remove		17/01/23	48
Awaiting Update	06-22-35	Bishops Cannings	Bishops Cannings West End Rd - Request for Speed Limit Extension	The West End Road extends from the A361 in the west to the Bishop's Cannings crossroad at its eastern end. The length of this section of road is 725m. At a point immediately west of the entrance to the village car park, the speed limit increases from 30mph to the national speed limit. The section of the West End Road from the speed limit boundary to the A361 junction has 13 properties directly accessing the road. Two development changes are imminent on this section of road, the first is the introduction of a new farm shop at West End Farm, giving rise to additional traffic movements (of all types) onto the West End Road. The second is the proposed expansion in capacity of the village car park, again increasing vehicle movements in the West End Road. The Parish Council believes that traffic leaving the busy A361 and travelling east along West End should be limited to 30mph. Similarly, traffic travelling from the village west, should be restricted to the village speed limit to the point of the junction with the A361. This section of the road is identical in character to the road elsewhere in the village. The nature and width of the West End Road does not lend itself to traffic travelling at 60mph, in particular there is no footway for pedestrians. Developments along this road suggest that for the safety and convenience of all users, 30mph would be more appropriate for this setting. Move the speed limit boundary from its current location in West End Road to the junction with the A361.	GR outlined DfT guidance on property density on the edge of settlements and the appropriate application of speed restrictions. West End Road does not meet the criteria as there are few properties, well spaced. Bringing a 30mph limit to this stretch risks raising speeds through the centre of the village. DM suggested that the group revisit this task should the carpark project come to fruition and safety be a concern. This task to be removed and resurrected should the carpark project happen.	Remove		17/01/23	43

Awaiting Update	06-22-31	Bulkington	Bulkington Mill Lane end Request for marked On Carriageway Footway	In the absence of a pedestrian area on either end of the village, villagers are walking on the unlit road when going from one end of the village to the other. Councillors feel strongly that a pedestrian pathway marked with white road paint would make cars more vigilant, give a designated space to pedestrians and still allow wide farming vehicles to pass. The PC have discussed further and concluded that cars are likely to park over the lane anyway. DM concerned that it will give pedestrians false sense of security in the road whilst being no more visible than before to traffic.	The PC to consider the effectiveness of this if cars will continue to park on the marked area. It was agreed with PC to remove this task	Remove	GR advised that the lining might place pedestrians in danger but appreciates in the absence of a pavement they are in the road anyway. GR advised that the pedestrian walkway would not be enforceable and cars would likely park over it making it unusable. This needs some further consideration by the PC. DM asked how many people are likely to benefit from this change. DM also raised a concern with prioritisation with a number of other projects on the table in Bulkington. The Group will reconsider at the April meeting when the PC may have additional comments.	17/01/23	39
Awaiting Update	06-22-16	Devizes	Devizes Southbroom Road - Request for Residents Parking	The residents of Southbroom Road between numbers 73 and 87, have written to Devizes Town Council, requesting that the Council consider supporting their ambition for a resident only parking zone to the front of their properties. The map below shows the proposed extent of the residential parking zone. There are a number of properties within Southbroom Road which have not been included within the request, such as 2 through to 20 to the southwest of the fire station, numbers 33 to 52 opposite the fire station and numbers 89 to 113 near the roundabout with Nurstead Road. It is not clear if there is an intention from those to making the request to include these additional properties. Devizes Town Council supports the broad principle of a residential parking zone in Southbroom Road; and that this request should be submitted to Wiltshire Council asking if this would be suitable for a residential parking scheme and if it is, what would be an appropriate consultation area for seeking residents views who would be affected, including those living beyond Southbroom Road. This is a request for a new residents' parking scheme in the Southbroom Rd, Estcourt Cres. area. RD and KN discussed the situation and area.	DTC has written to residents to canvas opinion. Response expected in October meeting. LHFIG still awaits update from DTC. CONSULTATION DIDN'T MEET WC REQUIREMENT FOR SUPPORT Agreed with TC to remove task	Remove	In their communication, the residents are increasingly concerned that there has been a rise in the number of private cars, business vehicles and town computers now using the limited amount of parking space available to residents during the normal working day, and which stretches throughout the evening, overnight and over the weekend. They believe having residents-only parking will assist the affected residents to carry out any normal daily or weekly tasks that require their vehicles, without the concern that on their return, no space would be available and must therefore find alternative parking which can be some distance away from their property. In their request, the residents also believe that if the areas set out in figures 2 & 3 were unrestricted for parking during the day, this would be of assistance to all residents. Should the committee wish to support the request, a round of more formal consultation would need to be undertaken to assess if over 50% of the residents support the proposal. As part of that consultation, often the consultation area needs to stretch beyond the immediate request area as any changes in parking may impact on a wider community. The first stage of establishing residents' parking schemes is for the TC to consult with residents. KN and RD agreed to take that back to Devizes TC. (Jul 22) Still awaiting update from DTC to ensure residents have been consulted. KN and RD to chase (Oct 22).	05/07/22	26
Awaiting Update	09-22-20	Devizes	Devizes The Market Place - Bollard Replacement	The original "Keep Left" signage directing traffic around the central pedestrian refuge outside the Corn Exchange was damaged and removed over recent years, with temporary signs now being used. These temporary signs are out of keeping with the aesthetics of the town and therefore a permanent solution is needed, with advice on a good, enduring and attractive solution being requested from the Highways department. There needs to be a permanent replacement of the temporary signage by the Market Place pedestrian refuge, which reflects the importance of the aesthetic value of having good quality signs in this prominent location. It was discussed that the project had sat in LHFIG for so long due to a miscommunication between DTC and LHFIG. The replacement of bollards will match those originally in place and so this project will be Highways Maintenance rather than LHFIG spend.	DTC asked to make a decision on bollard design alongside Matt Perrot and bring the request back to the October meeting. LHFIG still awaits update from PC. Task will be removed and handled as Maintenance	Remove	DM asked if this was LHFIG's or Maintenance's responsibility. GR said that Maintenance would replace with most cost effective solution. If Devizes TC want a more attractive solution, then LHFIG could do that. KN asked about the new 20mph limit and would the island need any marker and GR said that there does need to be a sign on the island. He gave an estimate of £1-1,200. RD wanted something substantial that would not be knocked down. He was happy with GR's description. RD confirmed Devizes TC's contribution. (Jul 22) Cllr Wallis already raised the danger of missing signage at this spot. Maintenance have been informed and will rectify urgently. DTC need to communicate with Matt Perrot directly to get options on long term alternatives. DTC to make a decision and bring the request back to LHFIG. (Oct 22)	05/07/22	30
Awaiting Update	06-22-36	Devizes	Devizes Various Roads - Request for SID Infrastructure	There has been a steady increase in concern over the issues of speeding over several years, and in some areas the Town Council has already reported these concerns to the LHFIG At a recent meeting of Devizes Town Council, it was agreed that an investigating into the possibility of installing Speed Indicator in Devizes (SIDs) should be undertaken. As part of that discussion, a number of roads were identified where such devices would potentially be suitable and are listed under the Location of Issue section in this report. Bath Road, London Road, Nurstead Road, Potterne Road, Windsor Drive, Brickley Lane, Dunkirk Hill	DTC to confirm that an active CSW is in place in each area before the project could be supported. This project will be removed until an active CSW is in place in the target areas.	Remove		17/01/23	44
New Project	06-23-01	Devizes	Devizes Couch Lane Request for Dropped Kerbs	DM discussed the importance of CSW in the anti-speeding mix and the ineffectiveness of SIDs alone. This project will be removed until CSW is in place and then can be resurrected Access for our disabled patients is difficult to negotiate if they are wheelchair users or using a mobility scooter. Whilst the Town Council supports the need to have a dropped kerb to help patients access the Hatt Clinic as a basic mobility needs. Given the need is purely for the benefit of that business, it is not something the Town Council will contribute towards. The business owner can commission the work themselves just like any homeowner.	DTC feel this is not in the community interest and serves just one business. LHFIG agrees and so this will be removed.	Remove			
New Project		Great Cheverell	Damage to roadside properties by LGVs / HGVs	Request a Highways engineer to attend the village and look at possible solutions	Discussion focused on what can be done to stop the presence of (and damage from) heavy vehicles. There is nothing that can be done on the highway and focus needs to be on removing the vehicles from the road. This could become part of a wider PC sponsored FAPM [See 06-22-18 above]	Remove			
Awaiting Update	06-22-40	Market Lavington	Market Lavington Church St / 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 an active team of Community SpeedWatch volunteers operating at different locations in the village, and the Parish Council purchased and installed a Speed Indicator Device (SID) which is currently sited on Spin Hill back in 2020, which has proved very effective as a practical and visible way of highlighting speeds of on-coming vehicles, and prompting drivers to adhere to the speed limit. The Parish Council would now like to focus on using a SID at other locations in the village where speeding has been identified as an issue, starting with Church Street / The Spring. Could the Parish Council therefore please request support from the LHFIG committee for the supply and installation of a NAL socket, and post at this new location.	DM to write to PCs DM questioned whether the CSW group was active at the current time. PC agreed to remove this task for the time being.	Remove		17/01/23	47

New Project	06-22-26	Poulshot	Poulshot Request for White Gates	Speeding through the village, starting from the dual carriageway through to the other side of the village leading to Worton. At present we do not have access to community speed watch and the white lines highlighting the speed limits on the surface of the road have all but faded away. This has been logged separately with my wifes. Cars leave the dual carriageway as speed and do not slow down, until they hit the built up area of the village and even then its not always to 30mph. The road through the village is very straight so there are no natural bends to slow people down. We would like to investigate putting in white gates at 3 different points in Poulshot, in line with many other villages in the area. This will be the first step in addressing the larger issue of speeding through the village. However we hope this will help to give road-users the message that they are entering into a residential area and should drive with due care and attention and within the designated speed limit.	PC to confirm that an active CSW is in place before the project could be supported. No representation from PC for several meetings. No confirmation that a CSW group is operating so this will need to be removed and can be resubmitted in future if the PC joins.	Remove	DM explained that due to a huge number of projects being put forwards to LHFIG for a share of a very limited budget, tighter scrutiny will need to be applied. For speed related projects (Speed Limit Reviews, SDs, White Gates etc) the Group would expect to see a Community Speed Watch group in active service within the area before funding could be approved for other anti-speeding infrastructure.	17/01/23	35
Awaiting Update	06-22-18	Seend	Seend Bollands Hill - HGV Use	The road is increasingly used by large vehicles (Lorry's / Coaches) resulting in confrontation when such vehicles converge on the narrow bends adjacent to this junction. This has led to some altercations and damage to private land Previously WCC Highways (October 2018) provided a written reply explaining why they would not consider diverting large vehicles away from this road (see attached correspondence). One of the reasons given was there had been no recorded damage to private property. As this is no longer the case, Seend Parish council would like to request CATG review the current situation whilst also taking a holistic approach to ongoing issues at the Bell Crossroads at the end of Bollands Hill to reduce the traffic volume attempting to join/cross the A361 at this junction. Since the 2018 report stating no damage to property, TJ stated there has been further damage and increased use by HGVs and larger vehicles. The PC require assistance in tackling the problem.	The PC was conducting an HGV study on the day of the October meeting and confirmed results would be brought to the January meeting. LHFIG still awaits update from PC. Due to the freeze on FAPM this might be a project that parish councils embark on together at a cost of £15k-£20k. DM to investigate.	Remove	DM suggested this is built into the site visit at Seend. This can take place at same time as 6-22-07. (Jul 22) TJ confirmed an HGV study was taking place today (04Oct22) and the results would come back to the next LHFIG.	05/07/22	28
Awaiting Update	06-21-15	Marston	Marston Request for Speed Limit Review	Issue 1 The speed limit through the village is designated 40mph - 30mph - 40mph and the national speed limit. Vehicles travel through the village at higher speed limits on a regular basis and residents are finding it unsafe to come out of their drives onto the highway, especially in the higher speed limit sections. We request an investigation by the highways department in order to find a solution to ensure the safety of all road users in our village. We would hope that such an investigation would lead to a uniform reduction in the speed limit throughout the village from Norney Bridge to the end of the inhabited village on the Coulston Road, rather than 4 different limits within 1 mile. (30 - 40 - 30 - 60mph) Issue 2. On Long Street a single-track road, with no passing places, the speed limit is 60mph. The Erlestoke end of Long Street has now been made up with road planings and cars regularly travel down the single-track road at speed, proving a hazard to other vehicles and Walkers on the common land, which is situated on either side of this single-track road. We request a reduction to 30 miles per hour on Long Street to 30 MPH.	PC were not present at October or January meetings to confirm 100% contribution. New queries raised requiring PC input. Discussion took place over the importance of fluctuating limits and how they work. Task will need to be removed as no PC representation.	Remove	All the residents exiting their properties along the main road through the village are extremely worried about the speed of vehicles along this road a number have commented, at the meeting and through email. 'That there is an accident waiting to happen'. Although, there is a danger exiting properties throughout the day it is exacerbated at high use times during the work and school runs in the morning and evening. GR said he had looked at this area and does not think a change in the speed limit will change drivers' behaviour. Long St is a straight single-track road and GR felt drivers will go at the speed they think suitable. He does not think LHFIG should progress this request. There was no one from Marston PC on the call but TR said this is important to the PC and how they wanted help from GR to find a solution. PW described how Lockeridge near Marlborough had used a number of different tactics, like planters on the roadside or bicycles left outside houses to encourage drivers to slow down. AJ had been involved in this work, with a consultant, Ben Hamilton-Baillie. AJ can circulate the design reports of various villages from Marlborough area. DM described how he wants to create a document containing options that Highways are able to help with for different situations, along with cost estimates. GR pointed out there is already a page on the website giving this. SB discussed the changes in speed limit, within 1 mile, along the length of the village. GR stated the minimum length of a speed limit is 300m whilst Highways try to leap it to 600m, so the changes within Marston are within regulations. He pointed out that the speed limit review is possible but in his view, it would not give a recommendation for change. It is not unusual in rural parts of Wiltshire for properties on the edge of settlements to be within a 60m limit. SB was happy to contribute 25% towards the cost of a speed limit review. However, DM said that given the chances of a recommended change, he did not feel it was a good investment of LHFIG's funding. SB offered to pay 100% if this was possible and DW was happy with that approach. He offered that if the review did come back with a recommendation, then the PC's contribution would be reduced to 25%. DM then tried to find out whether the problem was actually about traction within the existing limits rather than a desire for lower limits. If there is speed limit then there are enforcement notices that can be put in place. SB will there is also no cycle path along Bath Road and the pavements are too narrow. There is a ramp that leads under Prison Bridge on the other side of the Bath Road island crossing but there is then no access back to the shop from the canal (unless they use the steep slope outside the Caen Hill café) or stay on this side of Bath Road where there are dog-kerbs but then no access across Bath Road further down (there are only steep kerbs on the canal side of Bath Road so there is no easy access the whole way along to and from the shop (petrol station) - wheelchair users are forced to cross the dangerous and fast Bath Road! My two young boys would like to be able to cycle to school but can't physically lift their bikes down the steep steps that exist at the entrance to Webb's Lane and the bikes are vulnerable at the island as they remain partly in the carriageway when waiting in the middle. I have discussed the issue with Mr Grist (owner of Webb's Lane) and the Canal & River Trust but neither can do anything about a slope from the steps without compromise or agreement with each other - which is proving too difficult. I propose a Zebra Crossing with Belisha Beacons be installed instead of the island so a safe crossing across the whole road can be achieved (removal of the island would be necessary). There should absolutely NOT be a push-button type crossing as this will impact on residents (noise and traffic pollution) but a voluntary stop of traffic only. I also believe this would be beneficial at the other end of Bath Road where the island is near Caen Hill Gardens and the Mayenne Road areas. This would provide safe crossing at both ends of Bath Road / Avon Road for all users to cross to the canal and shop and undoubtably slow the traffic down coming from the town and up the dual carriageway, which they do at great speed. There have already been fatal accidents at the bridge and it is just a matter of time before there is one where the cars come speeding up the dual carriageway into town!! New road layout signs would need to be installed at either approach to indicate to traffic they need to slow down and finally enable us to cross this awful road safely! I know there has been consultation about a pedestrian crossing directly to the Spar shop but this was not a practical solution due to the cars / parking and side roads. Therefore, I hope that two Zebra crossings at either end of that stretch, where the islands already exist, will be a better compromise. I have the full backing of Cllr Chris Gay and many residents, especially parents of young children! The Canal & River Trust have said they are planning to improve the slope in front of Caen Hill Café for disability access and will improve the access down to the canal from the Spar Shop (Westminster Close) also - along with graveling the path way - this will then be a safe / easy route all the way from the top of the dual carriage way / Caen Hill into town! We just need a way of crossing Bath Road in order to access it!	01/02/22	25
Awaiting Update	06-22-17	Devizes	Devizes Bath Road - Request for Pedestrian Crossing Improvements	Currently there is no wheelchair access from the Avon Road side of Bath Road onto the canal. It is impossible for wheelchairs and extremely difficult for bicycles and push chairs to get down onto the relative safety of the canal tow-path to get in to town. Bath Road is a very busy and fast road and the small island crossing close to the Avon Road entrance and near the Prison Bridge end is too narrow to safely cross to the middle with a bicycle or pushchair and stay out of the flow of traffic. This request is about replacing an existing traffic island with a zebra crossing to make it easier for pedestrians to cross. This does have the TC's backing.	DTC was asked to consider the demand for this change and a response was expected in October meeting. LHFIG still awaits update from DTC. Task will remain in tracker for July meeting but will be removed if DTC unable to progress. Location of the crossing makes it unlikely it will benefit a substantial number of people. No further updates from DTC. Task will be removed from the October agenda.	Remove	KN mentioned issues about pedestrians or cyclists using Webb's Lane. DM felt this didn't have the proper scrutiny of Devizes TC. He asked GR for a realistic solution. There is a need to look at demand for crossing at that point, then to look at the type of crossing most suitable for there. KN will go back to Devizes TC for further work looking at crossing demand there. (Jul 22)	05/07/22	27

New Project	06-23-02	Devizes	Hopton Road Hopton Ind Est Request for Waiting Restrictions	<p>Traffic parks on and around the entrances to both sites (Cross Manufacturing) to both sites all day. When staff enter or leave the site they struggle to see to enter or exit the site safely in their cars. Traffic also parks opposite the junction making it difficult when we have lorries delivering and leaving the site.</p> <p>The entrance also gets blocked when waiting for the HRC to open as we have been known to queue both sides of the road making it difficult for traffic to flow, also when there are container change overs as the site is shut when this happens.</p> <p>We have an employee crossing the road daily and they must step out between cars to check the if its clear to cross the road.</p> <p>Vehicles park on the bends of vehicle access. DTC Support the request</p>	<p>This can be built into the bulk waiting restrictions task above. KN to ensure this is on the DTC list.</p> <p>Project has been raised by a single company. We need to consider correct use of LHFHG budget for "the greater good". DTC to contact businesses in Hopton and ask them to contribute 100% funding for bulk lining work outside of</p>	Remove				
New Project	06-23-04	Devizes	Devizes Folly Rd Waiting Restriction	<p>The issue is HGV parking overnight and over the weekend in Folly Road in front of or opposite Wadworth's new brewery location, and having direct impact on 104-109 & 116 White Horse Way and Folly Cottage.</p> <p>This also causes loss of sight lines entering/exiting the White Horse Way estate as well as travelling along Folly Road itself. Parked lorries force cars already travelling on Folly Road towards Devizes onto one side of the carriageway which is closest to cars turning out of White Horse Way which is increasing the risk of accidents.</p> <p>Lorries sometimes park on the pavement in front of the Wadworth's site, forcing the many people who walk down Folly Road towards the industrial estate into the road.</p> <p>Additionally over the Easter weekend there was a lorry parked outside the car sales/kebab van site. This blocked the pavement, which meant anyone in a wheelchair or using a pushchair was unable to get through (see pictures).</p> <p>The overnight parking issue is also one of noise, often in the middle of the night/early morning the HGVs will start their engines to either maintain their load (if cooling is required for example), heat the cab for the comfort of the occupant or to generate electricity. Recently I was awoken at 3am and on Easter Sunday at 7am. Other residents have heard lorries starting their engines at different times of the night, including at 5.30am on Monday 17th. We were also subjected to someone repairing the roof of the trailer for his HGV throughout the day on Easter Saturday. There was a regular hammering as the owner of the vehicle had climbed on top of the trailer to make the repairs – traffic continued to pass him in both directions albeit it in one lane as he was blocking the other.</p> <p>The main areas of concern are shown in the map by the red lines – HGVs seem to park up one side or the other, the west edge of Folly Road puts the vehicles very close to our houses but both sides cause noise</p>	<p>Impact to residents at end west end of Folly Road understood. The group had concerns about moving HGVs elsewhere with potentially worse impact. IW explained Station Road is perfect for resting HGVs. DTC to speak to householders about implications for them if waiting restrictions implements. DTC to try to make contact with businesses using Folly Road in order to redirect them to Station Road. Project to be removed from October Agenda.</p>	Remove				
Awaiting Update	09-21-01	Poulshot	Poulshot Townsend - Request for new footway	<p>As an issue of safety it is requested that a pavement be built between the Church and Townsend farmhouse. 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.</p> <p>The following has previously been provided to Issue at Melksham CATG by Highways Officer: Construction length is approximately 75m. New Footway with kerbing costs approximately £265 per metre and therefore a ballpark 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>Plan of action is needed from the PC.</p> <p>Is there appetite to continue this project?</p> <p>This project needs to be on the LHFHG agenda if it is to go for a substantive pot bid. However, there has been no input for several meetings. This is the last warning before removal.</p> <p>This project has made no progress since 2021. PC rarely present at meetings. TR explained housing development in the area might bring a solution. Project to be removed from October's Agenda.</p>	Remove	<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. DM 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. RC confirmed that Poulshot PC will make the 25% contribution of the £20,000 cost. He wanted RD to visit the site to look at any costs savings such as materials or length of footway. GR pointed out that materials would not change as they are standard for highways works. There was detailed discussion about the length of new footway needed, where it needed to cover and if it could be reduced from 75m.</p> <p>Funding the project was discussed (the 75% of CATG funding is equivalent of a year's budget). DM suggested contributions from local development could support this, but RC didn't think there would be anything suitable. GR mentioned the Substantive Fund and bid process for larger projects. Work is needed to go into a bid to make it good quality and give it a higher chance of success. This usually includes £3-4,000 of CATG funding to reduce what's needed from Substantive funds.</p> <p>DM suggested taking this offline to develop a conversation and for GR to assess this in more detail and rate its chance of success. DM described the level of cost this project is likely to reach. Being beyond CATG and the parish's resources, this is going to need funds from the Substantive Scheme. GR said this can go towards bids in 2022.</p> <p>GR said he had nothing further to update – he had not been pushed by the PC to move this forward. TR said how the PC is keen for this to happen but is aware of the need for a place within the prioritisation. DM agreed this could remain on the agenda for another meeting to allow the parish to come back. (Apr 22)</p> <p>GR confirmed there had been no further work done. He explained how funds need to be committed to this project as part of the substantive bid. Also that design work needs to be well progressed and costings firmly established and accurate. There is an expectation that approx. 1% of the cost of the overall bid comes locally. 25% of this is still expected to come from the PC.</p> <p>No one from the PC was present to confirm this. DM will contact the PC.</p> <p>This is moved to In progress. (July or Oct 22)</p>		21	
Awaiting Update	06-22-25	Worton	Worton Various requests	<p>See details in Column G for extensive background.</p> <p>1. Widen the pavements and ensure kerbs are dropped sufficiently – This is technically possible but would require a site survey and careful consideration of the group's budget. 2. Put in place a Weight Restriction as is already in place on the C20 towards Market Lavington (7.5 tons except for access) and we note also that something similar is to be put in place in Stowford on the C283. – This is unlikely to happen due to the shift of HGVs to even more unsuitable roads. 3. Signage: "Unsuitable for HGVs" or a HGV symbol with a line through, at Seend Crossroads and Black Dog Crossroads – This is technically possible to dissuade HGV drivers, however, is it the right approach given comments above? 4. Signage in the village for Horse Riders – This is technically possible although not encouraged within the 30mph restriction. 5. Signage "no overtaking" – This isn't appropriate for the village location. 6. Road markings: new 30MPH roundels or red tarmac perhaps. - This isn't technically possible where a</p>	<p>PC indicated they would prioritise Task 1.</p> <p>PC to confirm prioritisation and generate a rough plan / description of the dropped kerb location(s) for April meeting.</p> <p>No PC representation at the meeting. Prioritisation and location of kerbs will be required in the July meeting or the task will need to be</p>	Remove	<p>The vehicle count through the village can be as high as 500 or 600 vehicles within the space of 45 minutes. The C20 through Worton links 2 major roads, the A361 at Seend and the A360 at Black Dog Crossroads. With most vehicles having Satnav, there is great potential for non-local traffic to be sent through Worton Village High Street. The pavements are narrow and, in some places, run out altogether. Therefore, it is necessary to cross over at least twice if you are walking from one end of the village to the other. Crossing over is particularly difficult for disabled residents using electric chairs and for pedestrians pushing prams or buggies as some of the kerbs are not dropped sufficiently. Whilst walking along the pavement, pedestrians are literally inches away from fast moving vehicles. Whilst on the pavement, several residents have been struck by the wing mirror of passing vehicles. Pedestrians feel intimidated by passing traffic, as do cyclists and riders. Some residents are reluctant to walk their children to school as they feel the need to pin themselves against the wall or the hedge while fast moving traffic passes. Some residents have no off-road parking and parked cars are regularly damaged by passing vehicles and at least 2 parked cars have been written off due to the damage caused. HGVs mount the pavement in order to pass either side. Wall and hedges have been demolished and the village gates have been damaged. Motorists often overtake along the High Street which is clearly not safe. It is not unreasonable to expect through traffic to keep to the main A roads. Our High Street is currently owned by the motorists whereas it should be a place where residents feel safe and comfortable to walk in their own neighbourhood. The safety and wellbeing of the residents of Worton must take priority over the needs of passing motorists. Most residents cite speeding and the volume of traffic, particularly HGVs passing through, as the main road safety issues.</p>		04/10/21	33

New Project	06-23-06	West Lavington	West Lavington A360 SID Infrastructure	The A360 runs right through the centre of West Lavington and Littleton Panell which has grown along both sides of the road over the last few hundred years. The 30mph limit through the village is often exceeded by vehicles of all types. CSW is in operation in the villages and has a positive impact on speed. Because CSW does not operate 24/7 an additional solution is needed to help slow traffic. The CSW team is active and has four sites already approved for speed monitoring across the area. We would like to utilise two of these locations, which have proved to be speeding hotspots, in order to site SID posts and sockets. We will use one single SID but move it between the locations every few weeks to ensure maximum effectiveness.	Group supported the bid for SIDs in two locations now that CSW is running. PW explained that Urchfont had funded their own installation. JF confirmed that the PC was not looking for funding from LHFIG, just authorisation. GR suggested the PC makes contact with MP to organise works.	Complete			The
New Issue	06-23-09	Market Lavington	The Muddle No Cycling signs	The narrow section of footpath MLAV32 at the end of the Muddle, that runs parallel with the stream has a 'No Cycling' sign at one end, but there is no corresponding sign at the other end. The Parish Council would please like to request permission to install a 'No Cycling' sign at the other end of the narrow section of the footpath. Would the LHFIG committee please fund the supply and installation of the sign. The Parish Council understands that it may be required to make a contribution towards the cost.	GR confirmed that this can be picked up by a specific team for implementation with no cost to the LHFIG or MLPC. DM to make contact with Martin Cook and update FD.	Remove			The
Remove	06-22-36	Devizes	Devizes Various Roads - Request for SID Infrastructure	There has been a steady increase in concern over the issues of speeding over several years, and in some areas the Town Council has already reported these concerns to the LHFIG At a recent meeting of Devizes Town Council, it was agreed that an investigating into the possibility of installing Speed Indicator in Devizes (SIDs) should be undertaken. As part of that discussion, a number of roads were identified where such devices would potentially be suitable and are listed under the Location of Issue section in this report. Bath Road, London Road, Nursteed Road, Pottarne Road, Windsor Drive, Brickley Lane, Dunkirk Hill DM discussed the importance of CSW in the anti-speeding mix and the ineffectiveness of SIDs alone. This project will be removed until CSW is in place and then can be resurrected.	DTC to confirm that an active CSW is in place in each area before the project could be supported. This project will be removed until an active CSW is in place in the target areas. Active CSW in place in certain areas. KN requested this project be resurrected to enable specific reviews of metrocount requests for London Road, Dunkirk Hill and Southbroom Road. KN to liaise with GR offline to investigate unsuccessful metrocount requests. Group decided this was unlikely to alter traffic flow as vehicles naturally do it. Implementation would be more nuanced than anticipated likely leading to loss of 1-2 parking spaces.	Awaiting Update	17/01/23		44
New Issue	06-23-07	Devizes	A361 Escourt Street Morrisons Roundabout Access	Drivers trying to overtake on the roundabout outside Morrisons, when you move to the left to allow other drivers to turn right into Morrisons without causing a traffic hold up. This has nearly caused several accidents. At the roundabout it is big enough to do a two lane marking, one on the left to go forward and the other on the right to enable vehicles to drive into Morrisons, this would help ease the traffic hold ups		Remove			

Ward	Town / Parish	Time Slot
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