

Wiltshire Council

Devizes Area Board - LHFIG Project 18th April 2023

Financial Position

Budget Available	£ 4,375.10
Allocation for 2022/23	£31,968.00

**Order values are subject to change*

Total number of "Live" projects **35**

Number of "High Priority" projects **14**

Number of projects "Awaiting Slot" **1**

Number of projects "Awaiting Update" **3**

Number of projects recently "Completed" **7**

**Not including merged projects*

Live projects by Town/Parish

**Not including merged or completed*

Devizes	12
Seend	3
Market Lavington	2
Bulkington	3
Wedhampton	2
Bishops Cannings	2
Bromham	2
Marston	1
West Lavington	1
Easterton	1
Urchfont	1
Poulshot	2
Worton	1
Rowde	0
Great Cheverell	1
Little Cheverell	0
Stert	0

Project Key

High Priority	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

Previous Status	Project ID	Town / Parish	Project Title	Project Proposal	Most Recent Actions & Recommendations	New Status
High Priority	06-21-09	Bishops Cannings	Bishops Cannings Horton Road Speed Limit Reduction (Priority No. 07)	<p>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.</p> <p>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."</p> <p>The default position on this stretch of road would therefore be 30-mph, except that Highways have chosen to impose a higher limit.</p> <p>Consultants recommendations have been published with a 40mph recommendation.</p>	<p>PW confirmed that BCPC have approved the budget contribution.</p> <p>Scheme has been added to the 23/24 Programme</p>	High Priority
High Priority	6675	Bromham	Bromham A342 Speed Restriction (Priority No.03)	<p>Bromham Parish Council would like to put in motion a speed restriction on the A342 from South of the Calne A3102 50/40mph speed restriction to the St Edith's Marsh 30 MPH restriction.</p> <p>This length of the A342 is now a 60MPH road with frequent occurring accidents which can be backed up by local police and a freedom of information request for the crash map information for accidents. This stretch of road starting at the Calne junction has the following: Farm shop, Residential properties, Chittoe junction - poor visibility. The Audi Garage, Residential properties, The A3102 Melksham junction with Collins Veg. Shop - minor accidents happen here on a regular basis not always police recorded- V P Collins Vegetables at 81 Devizes Road can support this. ACCIDENT SPOT; Double bends. ACCIDENT SPOT; New Farm and Digester entrance to A J Butlers Farm -between the double bends. Cross road junction to Highfield village centre and Roughmoor. Roughmoor 9 residential properties plus A J Butlers main Farm access and Open Reach telecom building. ACCIDENT SPOT; Cross road junction to Yard lane and The Pound village centre. ACCIDENT SPOT; Hawkstreet junction. A speed restriction has been requested on two previous occasions but without response. Bromham Parish Council ask that this request is seriously considered by that appropriate team.</p>	<p>RH confirmed budget contributions have now been agreed by the PCs.</p> <p>The group promoted this task to "In Progress".</p> <p>GR suggested that this would be implemented in the next 12 months.</p> <p>Scheme has been added to programme for 22/23</p>	High Priority
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>	<p>Scheme has been added to the programme and awaiting engineer to be allocated.</p> <p>GR hopes end of March 2023 for completion.</p> <p>Task order for new Contractor in preperation (expected by end of May)</p>	High Priority

High Priority	06-22-32	Bulkington	Bulkington Chestnut Drive - Request for Dropped Kerbs	<p>There are slightly dropped kerbs at the end of the road . However these are sometimes obstructed by parked cars. The shaped curbs that do exist are unsuitable for manual wheelchair users.</p> <p>This is the only ramped access to the church (when cars are parked on the road for a service).</p> <p>The slightly dropped kerb to the right of the entrance is facing directly into the street sign – “Chestnut Drive” which makes it very difficult for motorised wheelchair users to negotiate onto the pavement as there is insufficient “turning access”.</p>	<p>PC to confirm budget contribution and proposed location.</p> <p>This fits the LHFIG and wider Council criteria and objectives on accessibility. Scheme has been added to 23/24 Programme (Indicative Autumn 23)</p>	High Priority
High Priority	06-20-21	Devizes	Devizes Request for 20mph Limit – Area 3 (Priority No.04)	<p>Access through this residential area is often used as a rat run, as it bypasses traffic congestion in New Park Street leading to rat run mentality. Commercial Road from the junction at the Sainsbury Mini Roundabout to Rotherstone, the whole of Couch Lane, the whole of New Park Road and the whole of Victoria Road all have high concentrations of pedestrian and frequent parking manoeuvres, therefore a 20mph speed limit would be more appropriate for this area. We would call this Zone Three, 20mph speed limit. See attached plan.</p> <p>Further zones will be handled at the same time to save money (See rows below)</p>	<p>Draft Traffic Orders are being prepared ahead of formal consultation.</p> <p>Initial survey drafting has been completed. To be reviewed shortly before passing to TRO for progression with consultation. TRO Schedules drafted, Plans for formal consultation in preparation.</p>	High Priority
Awaiting Update	06-22-30	Devizes	Devizes Bath Road - Dropped Kerb Request	<p>At a recent meeting of the Town Council’s Planning committee, it considered are request for a dropped kerb in Bath Road by the Murco Petrol filling station, following the submission of a Highway Improvement Request Form from a resident of Mayenne Place.</p> <p>Within the request, the applicant states the pavement outside the petrol station on the A361 had no dropped kerb, so this is a serious problem for wheelchair users, especially because at this location there is no safe option to cross the road. The picture below shows the pavement in question.</p> <p>After considering the request, it was agreed there is an issues in the location that needs to be addressed and therefore the Town Council supports it.</p>	<p>DTC to confirm budget contribution and proposed location.</p> <p>This fits the LHFIG and wider Council criteria and objectives. Scheme has been added to 23/24 Programme (Indicative Autumn 23)</p>	High Priority
Awaiting Update	06-22-34	Devizes	Devizes Downlands Rd Request for Dropped Kerbs	<p>Dropped kerbs (pedestrian access). Due to my recent lack of mobility I am in need of dropped kerbs to be able to cross the road and its become apparent that there are none in Downlands road. I believe the council have a responsibility to provide safe access for all residents regardless of physical ability.</p> <p>Dropped kerbs installed at intervals around Downlands Road to enable freedom of movement.</p>	<p>DTC to confirm budget contribution and proposed location.</p> <p>DM suggested that this task be combined with 06-22-30 above. Scheme has been added to 23/24 Programme (Indicative Autumn 23)</p>	High Priority

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 and 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 if it's clear to cross the road.</p> <p>Vehicles park on the bends of vehicle access. DTC support the request</p>	This can be built into the bulk waiting restrictions task above. KN to ensure this is on the DTC list.	In Progress
Awaiting Update	06-22-24	Easterton	Easterton B3098 - Bus Stop Improvements	<p>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.</p> <p>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.</p>	<p>PC has confirmed location but needs to confirm budget contribution.</p> <p>Scheme has been added to 23/24 Programme</p> <p>PC contribution confirmed</p>	High Priority
New Project	06-22-39	Market Lavington	Market Lavington High St / Church St - Request for Pedestrian Improvements	<p>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.</p>	<p>The group acknowledged the issue which impacts hundreds of residents. The lack of accessibility for wheelchair / mobility scooter users is a focus for WC.</p> <p>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.</p>	In Progress

High Priority	06-22-07	Seend	Seend A361 - Request speed limit reduction	<p>Speeding traffic both east and westbound, coupled with safety issues as drivers slow to turn into Seend Cleeve 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 Cleeve junction and continues at 50mph through the Baldham Bends 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.</p> <p>We would like a speed reduction from 50mph to 30mph to extend past the Baldham bends, which is already a re-known accident black spot. We believe that drivers are more likely to slow down earlier if there is a more significant drop in speed limit from 60mph to 30mph. We would also like to see double white lines, which would restrict overtaking whilst a car is turning into the Seend Cleeve junction.</p>	<p>Scheme has been added to programme and will be progressed in due course.</p> <p>DRAFT PROPOSAL HAS BEEN SENT TO PC AND ACCEPTED. TASK ORDER WILL BE ISSUED BY END OF MAY</p>	High Priority
Approved - Awaiting High Priority Slot	06-22-08	Seend	Seend A361 / Bollands Hill - Request for small signing alterations	<p>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.</p> <p>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 DfT 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.</p>	<p>PC confirmed Bollands Hill as a second priority.</p> <p>LHFIG budget now likely to be exhausted on tasks ahead in the queue and group is aware.</p> <p>SCHEME HAS BEEN ALLOCATED TO ENGINEER TO PROGRESS WITH A VIEW TO ISSUING WORKS PACKAGE IN MAY</p>	High Priority
Awaiting Update	06-22-19	Urchfont	Urchfont The Croft - Dropped Kerb	<p>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.</p> <p>We request that a 'drop kerb' is put in place opposite to the path leading in to the allotments.</p>	<p>The PC has approved a budget contribution.</p> <p>Scheme has been added to 23/24 Programme</p>	High Priority

High Priority	06-21-16	Wedhampton	Wedhampton Highstreet - Change to road layout	<p>Very poor visibility when exiting the High Street, Wedhampton from the south east junction with the A342, has resulted in a number of accidents both recently and over the longer term. Traffic travels along the A342 at high speeds, and the bend just north west of the junction obscures any view of oncoming traffic, which makes it an exceptionally dangerous junction, and it is only a matter of time before there is a fatality.</p> <p>I walk from Urchfont across to Wedhampton regularly, and have witnessed the aftermath of two accidents in the last two months.</p> <p>It has been suggested by Wiltshire Councillor Philip Whitehead, that the aforementioned junction should be entrance only into Wedhampton. This can be achieved with One Way signs at the entrance, and corresponding No Entry signs a short way before the current exit from the High Street.</p>	<p>Scheme has been added to programme – Anticipated that formal consultation will take place early in the next financial year.</p> <p>Initial site visit completed, draft proposal in preparation. Will be forward to PC for consideration / local discussion.</p>	High Priority
High Priority	06-22-14	Wedhampton	Wedhampton Request for 20mph Limit	<p>Residents have long complained about speeding through the village, and they request that the current speed limit is reduced from 30mph to 20mph. A recent Metro Count showed that 1.1% exceeded the speed limit on average. The average speed was 17.3mph and the 85th Percentile was 22.8mph.</p>	<p>PW confirmed that BCPC have approved budget contribution.</p> <p>Scheme added to 23/24 Programme</p>	High Priority
In Progress	06-21-02	West Lavington	West Lavington Duck Street - Parking restrictions	<p>There have been ongoing parking issues in Duck Street and in particular around Dauntsey's Care Home for a period of time but has become more challenging over the last 6 months. The current inconsiderate parking extends to the end of Duck Street where it meets the main road and therefore at times visibility at the junction is compromised.</p> <p>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.</p>	<p>Scheme has been added to the 22/23 programme for progression.</p> <p>PC have provided details on the location and extent of the waiting restrictions. Site meeting / assessment taken place.</p> <p>Draft proposal prepared and shared with Parish Council.</p> <p>PC confirmed they are happy and have written to Jamie Mundy to confirm.</p>	High Priority

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	6120	Lydeway	Lydeway Request for speed limit reduction (Priority No.01)	The speed limit or rather the lack of on the A342 road between Lydeway and Stert 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 Stert village which means more of the people from The Clock Inn Park are using the pathway some of which have mobility scooters are finding it very difficult in crossing the road because of the speed of traffic which in some cases is in excess of the 60 miles per hour limit. In the last year there has been one accident of a car exiting The Clock Inn Park which in this case no one was hurt the police were not informed but both cars were written off. There are slow signs on the road and also illuminated 'slow down' signs before the 's' bends and the entrance to Stert village these do not seem to be effective.	This task has been completed and will be removed. It will not feature in the agenda for the next meeting.	Complete	Stert PC have confirmed a contribution of £500 to the request. Atkins have completed the Speed Limit Assessment has concluded that a 50mph restriction can be considered. Indicative cost £6,000 WH stated that the contribution which Stert 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 Stert PC. GR was happy to go ahead with this level.		3
In Progress	06-21-08	Worton	Worton SID Posts and Sockets	There is a large volume of traffic exceeding the speed limit driving through Worton. This is confirmed by the Community Speed Watch figures. In just 11 hours monitoring during April – May, they reported 67 motorists to the police for driving 36 mph and over; a further 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. Worton Parish Council would like permission to install at least two Speed Indicator Devices at locations to be confirmed	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	Devizes	Devizes Roundway Park - Request for Street Lighting	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 falls is greatly increased. Increasingly, residents will not leave their houses during the hours of darkness as the fear coming home on foot from bus stops or walks may result in a fall.	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	Devizes	Devizes Opendoors / Southbroom Centre - Request for direction signs	Devizes 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	Devizes	Devizes Eastleigh - Request for Bus Stop Clearway	The bus stop outside of 49 Eastleigh Road is often blocked by parked cars, particularly at peak times when the 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 exasperated 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. Devizes 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 marking 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. Due to the additional work promoted corporately to undertake road marking renewals across the county, progress on this issued has been delayed due to staff be deployed on the centreline renewal project.	09/11/21	12
In Progress	06-22-03	Devizes	Devizes 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 LHF. 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	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

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	We 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 LHFIF 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 through road sign at the start of the road would stop large lorries going down the road by mistake. DTC feel that more double yellow lines will make other areas more congested.	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 LHFIF. 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 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	The density of housing does not support a reduction in the speed limit. DM explained that mirrors and signage could be installed on private land although the parish may feel it impacts the character of the village. DM recommended that this task be removed.	Remove	GR explained that there is specific DTF 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 LHFIF 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	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 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 LHFIF 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 LHFIF 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