

Devizes Community Area Transport Group – 28<sup>th</sup> April 2022 – Agenda

IN PROGRESS	APPROVED – AWAITING SLOT	AWAITING UPDATE - X	AWAITING REMOVAL
Project approved & underway	Project approved but awaiting available resources	Project not yet approved and requires further input	Project to be removed by mutual agreement or failure to progress

Previous Status	Item	Progress to Date	Actions and Recommendations	New Status
	<b>1 Apologies and Attendees</b>			
		<p><b>Apologies:</b> Rosalind Humphries (Bromham PC); Matt Perrott (Wiltshire Council)</p> <p><b>Present:</b> Cllr Dominic Muns (Chair), Cllr Laura Mayes, Cllr Tamara Reay, Cllr Philip Whitehead, Cllr Kelvin Nash, Gareth Rogers, Andrew Jack (Wiltshire Council); Cllr Chris Greenwood (Devizes TC &amp; Rowde PC); Rebekah Jeffries (Rowde PC); Cllr Richard Oliver (Devizes TC); Cllr Terry James, Chris Stirland (Seend PC); Cllr Julia Ford (West Lavington PC); Carol Hackett (Market Lavington PC); Peter West</p>		
	<b>2 Notes of last meeting</b>			
		Notes from the Devizes CATG meeting on 1 <sup>st</sup> February were published at part of the agenda for Devizes Area Board’s meeting on 7 <sup>th</sup> March 2022: <a href="https://cms.wiltshire.gov.uk/ieListDocuments.aspx?CId=163&amp;MId=13883&amp;Ver=4">https://cms.wiltshire.gov.uk/ieListDocuments.aspx?CId=163&amp;MId=13883&amp;Ver=4</a>		
	<b>3 Financial Position</b>			
		<p>Budget Available - <b>£41,110.97</b></p> <p><b>The allocation for 2022/23 is £31,968 (subject to Cabinet Approval).</b></p> <p>Note: Order Values are subject to change</p>		
	<b>5 Top 5 Priority</b>			

		Schemes			
In Progress	a)	<p><b>Issue 6120</b></p> <p><b>Lydeaway - Request for speed limit reduction</b></p> <p><b>(Priority No.01)</b></p>	<p><i>The speed limit or rather the lack of on the A 342 road between Lydeaway and Stert village entrance. When exiting the entrance of The Clock Inn Park the visibility is poor in both directions. Seeing that a lot of money has been spent on the work carried out in recent months on the renovation of the pathway between The Clock Inn Park and the entrance to Stert village which means more of the people from The clock Inn Park are using the pathway some of which have mobility scooters are finding it very difficult in crossing the road because of the speed of traffic which in some cases is in excess of the 60 miles per hour limit. In the last year there has been one accident of a car exiting The Clock Inn Park which in this case no one was hurt the police were not informed but both cars were written off. There are slow signs on the road and also illuminated 'slow down' signs before the 's' bends and the entrance to Stert village these do not seem to be effective.</i></p> <p>Stert PC have confirmed a contribution of £500 to the request.</p> <p>Atkins have completed the Speed Limit The assessment has concluded that a 50mph restriction can be considered. Indicative cost £6,000</p> <p>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.</p> <p>The Traffic Orders for the changes are currently being consulted upon. Closing date for comments is the 11<sup>th</sup> April 2022. Depending on whether comments are received, a Cabinet Member report will be required or works will be ordered.</p>	<p>G was not aware of any objections to this. PW mentioned that Stert PC had issues that have now been resolved and they had no further objections. This project is progressing</p>	In Progress
In Progress	b)	<p><b>Issue 6-19-02</b></p> <p>(Previously known as Issue 6569)</p> <p><b>Footway at Tanis, Conscience Lane, Rowde</b></p>	<p>RJ asked about the Issue (6569) recorded to create a new footway from houses at Tanis on Conscience Lane to the A342. The parish council supports this request.</p> <p>An initial ballpark estimates of £6,000 provided to enable development of scheme. Awaiting RPC to confirm acceptance of need to contribute 25% of the development costs, ahead of 2020/21 Substantive CATG Bid.</p> <p>Rowde PC now confirm their 25% contribution</p> <p>Initial discussion with BT for Service diversion has indicated costs of circa £30,000.</p>	<p>GR recapped that this bid was unsuccessful due to the cost / benefit affecting relatively few people compared to urban areas. A Substantive Fund application will go again in 2022.</p> <p>RJ described how the PC now think they can put in a</p>	In Progress

		<b>(Priority No.02)</b>	<p>Alternative solution being discussed with WC Estates to dedicate some of adjacent field and relocate hedgerow ongoing.</p> <p>Substantive bid unsuccessful in 21/22. CATG agreed to retain as a priority ahead of 22/23 Applications.</p>	<p>different type of footway, which will use a bridge. This work will be eligible under the new LHFIG. GR agreed with this.</p> <p>DM was happy for this to stay on the list.</p> <p>TR described how the Air Quality &amp; Sustainable Transport group (AQ&amp;ST) has commissioned a Local Cycling &amp; Walking Infrastructure Plan which could incorporate this kind of work. She said how PCs will be asked to contribute ideas to this via consultation over the next weeks.</p>	
In Progress	c)	<b>Issue 6675 A342 Bromham (Priority No.03)</b>	<p><i>Bromham Parish Council would like to put in motion a speed restriction on the A342 from South of the Calne A3102 50/40mph speed restriction to the St Edith's Marsh 30 MPH restriction. This length of the A342 is now a 60MPH road with frequent occurring accidents which can be backed up by local police and a freedom of information request for the crash map information for accidents. This stretch of road starting at the Calne junction has the following: Farm shop, Residential properties, Chittoe junction - poor visibility. The Audi Garage, Residential properties, The A3102 Melksham junction with Collins Veg. Shop - minor accidents happen here on a regular basis not always police recorded- V P Collins Vegetables at 81 Devizes Road can support this. ACCIDENT SPOT; Double bends. ACCIDENT SPOT; New Farm and Digester entrance to A J Butlers Farm - between the double bends. Cross road junction to Highfield village centre and Roughmoor. Roughmoor 9 residential properties plus A J Butlers main Farm access and Open Reach telecom building. ACCIDENT SPOT; Cross road junction to Yard lane and The Pound village centre. ACCIDENT SPOT; Hawkstreet junction. A speed restriction has been requested on two previous occasions but without response. Bromham Parish Council ask that this request is seriously considered by that appropriate team.</i></p> <p>Speed Limit Assessment discussed at Nov 19 Meeting. Bromham PC to consider and advise if the wish to proceed with requesting a speed limit assessment. GR sent further information to PC 17.12.19. Awaiting BPC response on whether to proceed &amp;</p>	<p>GR said that Bromham PC has responded and outlined they are not prepared to fund all of the recommendations made by the review. These are to implement 40mph south of Sandy Lane then 50mph to St Edith's Marsh. GR pointed out the need for clear start/stop locations for these changes not just based on parish boundaries. He confirmed these recommendations crossed into another parish within Chippenham CA but did not recommend leaving out this section from any changes. LM asked about the 25% contribution being standard.</p>	In Progress

			<p>contribution.</p> <p>The level of contribution from the parish council had previously been a sticking point. DM was happy to go ahead with a 25% contribution, as offered by Bromham PC. GR was happy to go forward with this.</p> <p>GR confirmed the speed limit review is underway and results will be available later. Once those are back and the assessment carried out, decisions on progressing any recommendations will need to be made.</p> <p>Speed Limit review has been completed. Information has been sent to the Parish Council (04/04). Review has made some recommendation for changes. To be discussed.</p>	<p>GR pointed out removing the section within Sandy Lane will not reduce costs by much, changing from approx. £10,000 to £9,000 DM agreed further negotiations with the PC are needed.</p>	
In Progress	d)	<p><b>06-20-21</b></p> <p><b>Devizes TC</b></p> <p><b>Request for 20mph Limit – Area 3</b></p> <p><b>(Priority No.04)</b></p>	<p><i>Access through this residential area is often used as a rat run, as it bypasses traffic congestion in New Park Street leading to rat run mentality. Commercial Road from the junction at the Sainsbury Mini Roundabout to Rotherstone, the whole of Couch Lane, the whole of New Park Road and the whole of Victoria Road all have high concentrations of pedestrian and frequent parking manoeuvres, therefore a 20mph speed limit would be more appropriate for this area. We would call this Zone Three, 20mph speed limit. See attached plan</i></p> <p>KN spoke about how Devizes TC had looked at assessing the whole town centre for 20mph and wanted to know that CATG was happy with this and GR is in the conversation.</p> <p>RG asked about a contribution. GR has spoken to Simon Fisher about this and recommended splitting the request into 4, hence the several requests here.</p> <p>RG asked if CATG is happy to put 75% of costs to the assessment for the entire area. KN is happy with this.</p> <p>KN confirmed the funding from the town council has been agreed.</p> <p>Data collection is complete. Consultants are finalising the report. Likely that the recommendations will be favourable for most locations. To discuss as there will be a funding implication.</p>	<p>GR confirmed data collection is complete but reports are not ready. He said that it is likely all locations will be eligible for 20mph but this opened questions for implementation: carrying out work on the 4 areas separately could cost £35,000 but dealing with all 4 at once could cost £25,000. Although this represents a significant proportion of the group's budget, GR recommended actioning all 4 at once.</p> <p>KN said how he wanted all 4 areas to be implemented and it was sensible to go with an economy of scale. He confirmed DTC's commitment to help fund the work. Although not confirmed, he thought DTC could provide up to £12,000, which makes their</p>	In Progress

				<p>contribution closer to 50% of the costs.</p> <p>CG thought DTC would prefer to take this work over about 2 years to spread cost.</p> <p>PW thought it more sensible to do at once and make the saving. He agreed this was a large cost but it will have high impact on a large population and so was proportionate.</p> <p>GR said he'd prefer to have work agreed early in the year and funds allocated to it.</p> <p>AJ said how at 20mph, vehicles produce less emissions and help with air quality. The AQ&amp;ST group has funding and this might be used towards this scheme. GR will check with Highways on this.</p> <p>DM wanted to push this forward and welcomed KN's offer and proposed to work on all 4 areas together.</p>	
In Progress	e)	<p><b>06-20-17</b></p> <p><b>Bromham</b></p> <p><b>Request for Pedestrians in road Warning Sign</b></p> <p><b>(Priority No. 05)</b></p>	<p><i>A request for new signs at the Pound and Horsepool to make drivers aware that there is no footpath/pedestrians in road?</i></p> <p>RH was not aware of the agreement to fund 100% but is happy to fund 25%.</p> <p>PW felt many parts of Wiltshire do not have pavements so new signage adds to street clutter. He wanted to be re-assured the parish council is behind this request.</p> <p>DM was happy to go ahead and fund if this is what Bromham PC want. RH confirmed it is. GR said how engineers are recommended to keep signage to a minimum and how it increases liability on Wiltshire Highways.</p> <p>Works have been ordered with contractor. Installation imminent.</p>	<p>GR said that work gangs had been allocated to other priorities but this was on the list and will be done by the end of May.</p>	In Progress

In Progress	f)	<p><b>09-20-10</b></p> <p><b>A361 Seend High Street.</b></p> <p><b>Concern for Pedestrian Visibility</b></p> <p><i>(Transfer from Melksham CATG)</i></p> <p><b>(Priority No. 06)</b></p>	<p><i>There are two dropped kerbs either side of the A361 where the pavement ends each side between Spout Lane and Inmarsh Lane. It is difficult to cross this stretch of road as it is on a bend meaning that walkers cannot easily see cars coming when crossing from the south to the north side.</i></p> <p><i>There are already dropped kerbs along this stretch of road. A high friction surface similar to the one installed at the Church Crossing would be useful to make drivers more aware that it is a crossing point. It won't improve visibility for the walkers, but may make drivers slow down a bit.</i></p> <p>The Following has previously been provided to Issue at Melksham CATG by Highways Officer:</p> <p>Officers have conducted a site visit and consider this to be more of an issue for outbound drivers as they approach from the s-bend near Spout Lane. The crossing point is more visible to drivers heading in the opposite direction.</p> <p>TJ wanted to see high friction surface and signage here and referenced Mark Stansby's comments when previously with Melksham CATG.</p> <p>GR accepted Mark Stansby's comments and has not looked at this himself but felt outbound drivers would be most affected.</p> <p>The quote for £600 would be just for signage. High friction surface would take that to £2.5-3000. SB agreed to 25% of the £600 but would need to check for a contribution towards £2,500.</p> <p>DM reviewed the previous agreements over the contributions from Seend PC. TJ confirmed they are happy to contribute 25% to both the new signage and high friction surface. The parish council has agreed to contribute.</p> <p>Design work is ongoing. Works order to be issued by end of April.</p>	<p>GR confirmed this is still ongoing and moving along. It is planned for completion by the end of the summer.</p>	In Progress
In Progress	g)	<p><b>06-21-09</b></p> <p><b>Bishop Cannings</b></p>	<p><i>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.</i></p> <p><i>The 50-mph restriction in question is approximately 737 metres in length. Along this</i></p>	<p>GR confirmed the speed limit review is programmed in. Results will be available within 4-5 months, so likely to be</p>	In Progress

	<p><b>Horton Road</b></p> <p><b>Speed Limit</b></p> <p><i>1st Meeting Date</i> 09/11/21</p> <p><b>(Priority No. 07)</b></p>	<p><i>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."</i></p> <p><i>The default position on this stretch of road would therefore be 30-mph, except that Highways have chosen to impose a higher limit.</i></p> <p><i>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.</i></p> <p><i>Although the housing along this length of the Horton Road is accessed via segregated junctions and not directly from the C8, there are 76 houses at Ferozeshah Road, 175 houses at the Corn Croft Lane estate and there will be a total of 230 at Laywood. This generates a significant number of vehicle movements onto and off the Horton Road. Additionally, there is substantial pedestrian use of the Horton Road footway to access the bus stops and local shops.</i></p> <p><i>Currently the Corn Croft Lane estate has a 20mph limit and it is likely that the Leywood 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.</i></p> <p><i>DM was happy to promote this scheme as a high priority. GR agreed and will be able to commission a consultant to look at this.</i></p> <p><i>Consultants have commissioned to undertake review now that we are into a new financial year.</i></p>	<p>ready for the meeting after next.</p>	
	<p><b>06-20-22</b></p> <p><b>Devizes TC</b></p>	<p><i>Long Street, St Johns Street, the Highstreet, Market Place and Station Road are access to the town centre but are often used as a rat run, as it is shorter route to get through the town than preferred arterial route of New Park Street, which in turn leads to a rat run mentality. All these roads have high concentrations of pedestrian and frequent</i></p>	<p>Linked to Issues Ref (d)</p>	

		<b>Request for 20mph Limit – Area 1</b>	<i>parking manoeuvres, therefore a 20mph speed limit would be more appropriate for this area. We would call this Zone One, 20mph speed limit. See attached plan</i>		
		<b>06-20-23</b>  <b>Devizes TC</b>  <b>Request for 20mph Limit – Area 2</b>	<i>The whole of Bridewell Street, the whole of Hare and Hounds Street, the whole of Sheep Street, the whole of Sidmouth Street, the whole of Maryport Street and the whole of Monday Market Street are either within the main shopping area of the town or are the feeder road into this area and as such all have high concentrations of pedestrian and frequent parking manoeuvres and therefore a 20mph speed limit would be more appropriate for this area. We would call this Zone Two, 20mph speed limit. See attached plan</i>	Linked to Issues Ref (d)	
		<b>06-20-24</b>  <b>Devizes TC</b>  <b>Request for 20mph Limit – Area 4</b>	<i>There has been a 20mph zone implemented for the Brickley Lane area for time, however Church Walk was missed off that scheme. It meets all the same criteria as Bickley Lane and is a feeder road into this wider scheme, therefore we believe it should have its speed limit reduced to 20mph. We would call this Zone Four, 20mph speed limit. See attached plan</i>	Linked to Issues Ref (d)	
<b>In Progress</b>		<b>06-21-08</b>  <b>Worton</b>  <b>SID Posts/ Sockets</b>  <i>1<sup>st</sup> Meeting Date 27/07/21</i>	<i>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 with CATG. Would CATG fund the installation of the necessary posts?  DM felt SIDs do not work in the long term, or when they are in a single location for a long time. They are best used for short periods and moved around, so that drivers do not become complacent. He gave his thoughts on enforcement and collecting data to be used by police.  RS disagreed – his view was that CSW worked in the village and that Metrocount data is</i>	GR now has the locations of the new posts from the PC. Now looking for resources to carry out and complete the work. Ongoing	<b>In Progress</b>



		<p>fairly positive but that police enforcement is unlikely but speeds are still too high. RS felt that SIDs are effective for most drivers and he recognised there will always be a minority of drivers who will go too fast. Worton PC is committed to installing SIDs and was coming to CATG for support towards the infrastructure. RS thanked GR and AJ for support on SID policy.</p> <p>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.</p> <p>DP confirmed the PC has budgeted for this and getting the sockets installed. He asked who will do this and if it will happen with the current financial year.</p> <p>DM said that the locations and contributions are all agreed and that he'd like this promoted up the list. GR was happy with that. RS confirmed the contribution, so GR can move forward.</p> <p>RS provided list of locations (01/03). Scheme to be added to 22/23 Work Programme.</p>		
In Progress	<p><b>06-21-12</b></p> <p><b>Bromham</b></p> <p><b>New Road</b></p> <p><b>Request for 30mph Repeater signs</b></p> <p><i>1st Meeting Date</i> 09/11/21</p>	<p><i>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.</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>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</i></p>	There has been no update from Bromham PC about a contribution towards this work.	Awaiting update (PC contribution)

		<p><i>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.</i></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 carriageway roundels in areas where signing exists to supplement the repeater signing. Estimated Cost £2,500.</p>		
In Progress	<p><b>06-21-13</b></p> <p><b>Devizes</b></p> <p><b>Eastleigh</b></p> <p><b>Request for Bus Stop Clearway</b></p> <p><i>1st Meeting Date</i> 09/11/21</p>	<p><i>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.</i></p> <p><i>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.</i></p> <p>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.</p>	<p>This is on the list to go ahead. GR had previously asked DTC to carry out some consultation with the few houses in this area that will be directly affected by the change in parking. KN replied this has not yet been done but he will design a short letter / survey and DTC will get them delivered. GR thought this only needed to go to the 10-15 houses nearest the clearway.</p>	In Progress


			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		
	6.		<b>Other priority schemes</b>		
Approved – awaiting slot	a)	<b>09-21-01</b>  <b>Townsend, Poulshot</b>  <b>Request for new footway.</b>	<p><i>As an issue of safety it is requested that a pavement be built between the Church and Townsend farmhouse.</i></p> <p><i>After a request from several parishioners, the Parish Council discussed the idea of a new pavement because of the safety issue of pedestrians using the roadway between the Church and Townsend Farmhouse. There has been a site meeting with Andy Cadwallader resulting in a preliminary costing of £19,000. The Parish Council has also has looked at the costing and other ideas.</i></p> <p>The following has previously been provided to Issue at Melksham CATG by Highways Officer:</p> <p>Construction length is approximately 75m. New Footway with kerbing costs approximately £265 per metre and therefore a ball park estimate is £20K. This does not allow for temporary traffic management and establishment of site welfare facilities. A road closure might also be required.</p> <p>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.</p> <p>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.</p> <p>RC confirmed that Poulshot PC will make the 25% contribution of the £20,000 cost. He wanted <b>RD</b> 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.</p> <p>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</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.	Approved – awaiting slot

		<p>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.</p> <p>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>DM asked for this to be removed until later but GR pointed out the project needs to be a high priority for work to be done to get it to the substantive bid stage. DM agreed this could remain on the agenda for another meeting to allow the parish to come back.</p>		
<p>Approved – awaiting slot</p>	<p><b>06-21-02</b></p> <p><b>W Lavington, Duck Street</b></p> <p><b>Parking Concerns.</b></p> <p><i>1<sup>st</sup> Meeting Date</i> 27/07/21.</p>	<p><i>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.</i></p> <p><i>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.</i></p> <p><i>The police have been advised and they have said that they need to see the inconsiderate parking when it is actually happening. Photographs have been sent but again the police advise that they need to be there at the time.</i></p> <p><i>A resolution needs to be found for visitors in Duck Street and particularly those visiting Dauntsey's care home and this would be for urgent and short-term parking.</i></p> <p>The Highway is for passage and repassage of vehicle. Parking on the highway is only tolerated in those scenarios where it does not cause an obstruction. Where an obstruction is caused, or vehicles are ignoring the guidance in the Highway Code (do</p>	<p>JF reported the PC has consulted with residents and the care home. Only 1 is not supportive of yellow lines, but there are different views about the length – from just outside the care home to the entire length of Duck St. GR pointed out the cost of approx. £5,000 is not really dependent on the length of lining, so this can be flexible. JF confirms the PC's contribution and is happy to work on deciding the length of lining. She asked if "primrose yellow" lines for conservation areas would be available and GR confirms. DM agreed to move this to high priority.</p>	<p>In Progress</p>

			<p>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)</p> <p>DM described how this creates an obstruction at Duck St, especially for emergency vehicles. He felt that double yellow lines here would help make enforcement easier. JF was happy with these discussions. She pointed out the situation had been getting worse and was of high concern in the village.</p> <p>GR pointed out that waiting restrictions are not normally for CATG to deal with but in these extreme circumstances CATG can take this on.</p> <p>DM described the situation at this parking bottleneck. He wanted to see some progress to be able to get a ballpark figure for cost. GR gave an estimate of approx. £5,000.</p> <p>PC investigating / considering. DM wanted this left until the next meeting before making a decision to take forward.</p>		
Approved – awaiting slot	6-22-02	<p><b>Devizes Roundway Park</b></p> <p><b>Request for Street Lighting</b></p> <p><i>1st Meeting Date 01/02/2022</i></p>	<p><i>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.</i></p> <p><i>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.</i></p> <p><i>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 during the hours of darkness as the fear coming home on foot from bus stops or walks may result in a fall.</i></p> <p><i>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.</i></p>	RO confirmed DTC’s contribution to this project. DM and GR agreed to move this to high priority.	In Progress
	7.		<b>Outstanding / Open issues</b>		
	a)	Issue <u>6881</u> A342	As a safety measure to prevent death or serious injury we would like the current 50 mph reduced to 40mph as we believe that a contributory factor to the serious accidents	This is linked to issue 6120 as discussed above.	

		<p><b>Lydeaway, Planks Farm Speed Limit reduction request.</b></p>	<p><i>which have already occurred is the speed. A cost-effective solution of reducing the speed limit by 10 mph will not stop those that speed regularly but even regular speeders are reticent to go very far above set limits. We suggest that the area of the A342 be from Lydeaway past Wedhampton to Chirton. This section of road has very tight bends and highly used junctions. This small measure we believe will lessen the chance of a fatality along this section of the A342.</i></p>	<p>GR wanted this issue left separately on the list.</p>	
Awaiting update (data)	b)	<p><b>06-21-11</b></p> <p><b>Rowde</b></p> <p><b>A342</b></p> <p><b>SID Infrastructure</b></p> <p><i>1st Meeting Date</i> 09/11/21</p>	<p><i>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.</i></p> <p>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.</p>	<p>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 4<sup>th</sup> location has had a new Metrocount requested. The PC is awaiting the data from that check.</p>	Awaiting update (data)
Awaiting update (survey)		<p><b>6-21-16</b></p> <p><b>High Street, Wedhampton</b></p> <p><b>Change to road layout</b></p> <p><i>1st Meeting Date</i> 01/02/2022</p>	<p><i>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.</i></p> <p><i>I walk from Urchfont across to Wedhampton regularly, and have witnessed the aftermath of two accidents in the last two months.</i></p> <p><i>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.</i></p> <p><i>It should be noted that the north west entrance at Greengate Road has far better visibility, and having spoken to some Wedhampton residents, including an Urchfont Parish Councillor who lives in Wedhampton, the village would be much in favour of such a change.</i></p>	<p>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.</p> <p>* Following the meeting PW confirmed Urchfont PC has consulted with residents and they are in favour of making this change.</p>	Awaiting update (survey)

Awaiting update (data)	c)	<p><b>6-21-15</b></p> <p><b>Marston</b></p> <p><b>Request for Speed Limit Review</b></p> <p>1st Meeting Date 01/02/2022</p>	<p><i>Issue 1</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>Issue 2.</i></p> <p><i>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 pailings 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.</i></p> <p><i>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.</i></p> <p><i>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)</i></p> <p><i>A reduction to 30 miles per hour on Long Street to 30 MPH.</i></p>	<p>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.</p> <p>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, <a href="#">Ben Hamilton-Baillie</a>. 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 <a href="#">page on the website</a> giving this.</p>	In Progress
Awaiting update	d)	<p><b>6-22-01</b></p>	<p><i>There are a number of deer that run onto the road in the above mentioned area which</i></p>	<p>DM and JF agreed this request</p>	Awaiting removal

<p>(data)</p>	<p><b>W Lavington</b></p> <p><b>Request for Deer Warning Signs</b></p> <p><i>1st Meeting Date</i> 01/02/2022</p>	<p><i>are obviously an issue for the deer and also for traffic.</i></p> <p><i>Recently there has been a reporting of a deer that was hit and then left in the road which was resulting in cars going around it which meant they crossed into the path of oncoming traffic.</i></p> <p><i>The parish council would like to explore the cost of erecting signs to warn drivers that there could be deer crossing the road and to take caution.</i></p>	<p>can be removed.</p>	
	<p>Awaiting update (site visit)</p>	<p>e) <b>6-22-03</b></p> <p><b>Devizes Byron Lane / Green Lane</b></p> <p><b>Request for Give Way Signs</b></p> <p><i>1st Meeting Date</i> 01/02/2022</p>	<p><i>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.</i></p> <p><i>Give way signs need to be installed to reinforce the junction markings on the road</i></p> <p>Site has been looked at by an Engineer and comments as follows;</p> <p>I can see why some are confused by this arrangement. I would suggest we provide markings as per the sketch below:</p> 	<p>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 thought that giving Green Lane right of way would bring about issues with speeding in future as it will create a long, straight road. There was discussion about new signage at the junction and refreshing the current worn markings. GR confirmed both can be done by LHFIF. There was discussion about whether to implement new signage or markings or both at once. GR recommended installing both together with give way coming from Green Lane and the group agreed. AJ was asked to liaise with Wiltshire FA about messages</p>



				to users of the site taking greater care when leaving and using this junction.	
	<b>8.</b>		<b>New Issues</b>		
	a)	<b>6-22-04</b>  <b>Devizes Opendoors / Southbroom Centre</b>  <b>Request for direction signs</b>  <i>1st Meeting Date</i> 12/04/2022	<i>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. Supported by Town Council.</i> 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.	In Progress
	b)	<b>6-22-05</b>  <b>Devizes A361 Bath Road</b>  <b>Request to change crossing type</b>  <i>1st Meeting Date</i> 12/04/2022	<i>The zebra crossing in The Nursery is situated on one of the town's busiest roads, very close to the intersection of two main routes into the town from Bath and Chippenham. It lies between a large area of housing and a fuel station which acts as a convenience store for the area, as well as being the first opportunity for pedestrians to cross the road following the Dunkirk Hill junction, meaning that it is well used. An area of poor street lighting which has been reported to Highways is immediately adjacent to the crossing. Local residents report several near misses happening regularly at this crossing. In August 2019 police reported a woman was knocked down at this crossing but didn't suffer major injury. In 2013 there was a fatal accident at this crossing and following that a petition was presented to the Devizes Area Board to install a pelican crossing at this site.</i> <i>It was agreed in 2013 that Wiltshire would consider upgrading the crossing to a Pelican crossing.</i> <i>The Town Council would like an update on a previous request for an upgraded to a Pelican crossing; Should this request be closed, then the town council are making an updated request for the zebra crossing at the nursery to be replaced with a light-controlled crossing.</i> There is no current plan to alter the format of the crossing to Signal Controlled. Two collisions have been recorded on the crossing in the last 3 years. Both in 2019. One, a	GR described how often, zebra crossings can be safer than light-controlled crossings in that both pedestrian and driver need to confirm it is safe in order to cross, whereas as the lights can give pedestrians a false sense of security and try to cross when it is not safe. GR gave an estimated cost for a new light-controlled crossing of approx. £100,000 RO pointed out DTC was not in a hurry for this work and CG felt the current crossing works well as it is. The group agrees to remove this request.	Awaiting removal

			pedestrian as referenced in the request, the second when being used illegally by a cyclist.		
	c)	<p><b>6-22-06</b></p> <p><b>Bromham A342 Chittoe</b></p> <p><b>Request for junction improvement signing</b></p> <p><i>1st Meeting Date 12/04/2022</i></p>	<p><i>Could I also ask that some reflective markers are placed by the Council at the end of the road as you leave Chittoe for the main Chippenham Devizes Road. There always used to be markers which are critical to any traffic wishing to turn right off the road into Chittoe. With headlight coming towards you there is no way you can see this junction and the signage on the left opposite the entrance to the road is severely hampered by being in the hedge. It is purely for safety, coming from Devizes and turning left is so much easier, you can see the junction in advance. I would be so grateful on behalf of everyone who lives here just to make this a safer entrance of the main road.</i></p> <p><i>We have asked before for NO overtaking signs along the stretch on the main road between, the Calne turning and the Melksham turning, people drive so fast and regularly overtake at speed on this stretch, if you are leaving Chittoe and wishing to turn left it has been a very dangerous manoeuvre.</i></p> <p><i>Parish Council Comment: Additional signage for the Chittoe turning off the A342 has been previously requested by the PC, but it was felt that there was adequate signage, but this junction is difficult to see when travelling at 60MPH with overgrown verges, vegetation and hedges on both sides of the turning.</i></p>	<p>GR pointed out the speed limit review had already picked up this junction and it is being worked on internally by Highways' own collision team to look at safety solutions. These will be implemented from a central budget and not this group's. LM asked for timescales and GR said this would be actioned within the current financial year. DM asked for this to be kept on the list but in red.</p>	Awaiting update (internal work)
	d)	<p><b>6-22-07</b></p> <p><b>Seend A361</b></p> <p><b>Request speed limit reduction</b></p> <p><i>1st Meeting Date 12/04/2022</i></p>	<p><i>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.</i></p> <p><i>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</i></p>	<p>TJ agreed this stretch of road is contentious and felt the A361 is no longer fit for purpose here. He described the issues as when cars wish to turn off the A361 to Seend Cleeve or The Stocks but are overtaken by speeding cars. There are also issues with Baldham Bridge and vehicle strikes. TR mentioned a Metrocount from November '21 that showed a speed issue and how the village and the roads through it need looking at. DM asked GR if it's possible for a wider look at the</p>	Awaiting update (site visit)

			<p><i>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.</i></p> <p>The length of A361 between Seend &amp; 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.</p>	<p>situation to see what could be done? DM felt that often, PCs know there is a problem but don't know how to tackle it. GR felt the road will not get a 30mph limit due to the lack of house frontage onto it and also that reducing speed limits don't necessarily solve problems when drivers will travel at the speed they feel fits the road conditions. GR thought it best to look at the exact problems and try to solve those. DM asked if GR, TR and the PC can hold a site visit.</p>	
	e)	<p><b>6-22-08</b></p> <p><b>Seend A361 / Bollands Hill</b></p> <p><b>Request for small signing alterations</b></p> <p><i>1st Meeting Date 12/04/2022</i></p>	<p><i>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.</i></p> <p><i>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.</i></p> <p>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.</p>	<p>GR said that he'd already discussed this with the PC. A Stop sign (instead of Give Way) is not possible here because of DfT guidelines on forward vision. GR had talked about different options here before and listed some of those. DM asked to move on.</p>	Approved - awaiting slot
	f)	<p><b>6-22-09</b></p>	<p><i>Horse-riders regularly travel from Seend and Seend Cleeve, along the C20 towards the</i></p>	<p>GR said these are legitimate</p>	Awaiting update

		<p><b>Seend C20</b></p> <p><b>Request for Horse Warning Signs</b></p> <p><i>1st Meeting Date 12/04/2022</i></p>	<p><i>A365 Redstocks junction to cross to reach the bridleways on the other side. It is quite a fast road for riders to cross safely. The speed limit along this stretch is 60mph. With an increase in horse stables and equestrian activities in Seend and Seend Cleeve, there has been an increase in the number of horse riders on the parish roads. We would like to see the installation of the triangular horse crossing warning signs in each direction on the A365. But, in the first instance, to find out the likely cost and feasibility of installing such signs.</i></p>	<p>signs and can be used here but he would like to know more about numbers of horses and how often they cross the road here. DM asked TJ and Seend PC to collate this data.</p>	(Data required)
	g)	<p><b>6-22-10</b></p> <p><b>Bulkington</b></p> <p><b>Request for Speed Limit Extension (resubmission )</b></p> <p><i>1st Meeting Date 12/04/2022</i></p>	<p><i>Cars are still driving fast upon entering the village, the houses from number 1A onwards are a relatively recent addition to the village. The current 30mph sign is situated 9m from the end wall of the first house of the village. We do not feel like 9m is enough for cars to slow to enter the village safely. The Sign was not moved when more houses were added to the village, thus decreasing the distance between houses and sign significantly. We feel that if the sign were moved further out of the village, in keeping with guidelines, traffic would have enough time to slow to 30mph to enter the village safely.</i></p>	<p>TR said that this request can be removed</p>	Awaiting removal
	h)	<p><b>6-22-11</b></p> <p><b>M Lavington</b></p> <p><b>Request financial support to maintain a RoW</b></p> <p><i>1st Meeting Date 12/04/2022</i></p>	<p><i>Over the years the surface of footpath MLAV24 has deteriorated greatly. Split into two sections, the section behind the High Street /The Clays (between Stobberts Road and White Street) is now very badly pot-holed, making it very difficult for users, particularly those with mobility scooters or prams etc. to manoeuvre safely and easily along. The section that runs behind the houses at the bottom of Fiddington Hill / Stirling Road, towards Easterton, gets extremely muddy, again making it very difficult to negotiate for mobility scooters or prams etc. Both sections of the footpath are very well used, and provide a vital and safe alternative to walking on the parallel busy road. Back in September 2020 enquiries were made with the Rights of Way department with regards to the sourcing, and laying of road planings on both sections of the footpath. Whilst agreement was reached to carry out the work, unfortunately the planings earmarked for the work were not suitable, and since then, due to reduced budgets, we have been informed that the ROW department are no longer able to help.</i></p>	<p>GR has looked at this location and said how it is private land and Highways cannot use funding to improve private land. CH had checked with the Land Registry and found these houses have access but no record of ownership. GR has a record of all Wilts Council owned land and confirmed this is not on that record, so the Council is not responsible</p>	Awaiting removal

			<p><i>With this footpath being such a vital thoroughfare through the village, which is away from the busy road, and in order to help ensure the safety of everyone using it, the Parish Council would like to use a local private contractor to help improve the surface of both sections (The Clays section - to fill pot-holes with planings, which will be rolled and compacted). Section behind Stirling Road – to scrape off loose soil and level the ground, before laying a membrane and covering with planings, which will be rolled and compacted). Total cost £1,550. Could we please ask that this matter be submitted via the CATG/LHFIG committee, with a request for support towards the cost of this surface improvement work. The Parish Council recognises that it may be required to contribute towards the cost.</i></p> <p>Unfortunately the footpath isn't maintainable by Wiltshire Council at Public Expense. It would therefore be the responsibility of the Land Owner to undertake any improvements.</p>	for it. He will send this record to Market Lavington PC.	
	i)	<p><b>6-22-12</b></p> <p><b>M Lavington</b></p> <p><b>Request assistance with Auto Speed Watch</b></p> <p><i>1st Meeting Date 12/04/2022</i></p>	<p><i>We have had an on-going problem with speeding on this stretch of road, and just over a year ago installed a Speed Indicator Device, to try and act as a deterrent for speeding drivers. Whilst the SID has been of some success helping to slow drivers down, the device is recording numerous speeds well in excess of the 30mph speed limit i.e., during the week commencing 6/3/22 there were 13 readings of over 60mph, including two readings of 83mph. Whilst this information is helpful in determining when might be the best times of day for the Community Speedwatch Volunteers, and Police Enforcement Officer to carry out enforcement sessions, it is not providing details of the vehicles which are driving at such dangerously high speeds.</i></p> <p><i>In order to try and help identify the vehicles which are driving at such high speeds, the Parish Council have made the decision to purchase an AutoSpeedWatch roadside camera device, which takes photographs of the rear number plates of any passing speeding vehicles. These details can then be passed on to the Police. Could we please request support from the CATG / LHFIG committee to install a permanent post on Spin Hill, on which the AutoSpeedWatch device could be attached. The Parish Council recognises that it may be required to contribute towards the cost.</i></p> <p>Auto Speed Watch is not a programme supported by either Wiltshire Council or Wiltshire Police. It is not possible to utilise these funds for this purpose.</p> <p>Close &amp; Remove Issue.</p>	DM described the considerable work done by parishes, including Market Lavington, to tackle speeding within their villages. In some cases, this has not been effective for all drivers. He described how there appeared to be one driver through Market Lavington consistently speeding at the same time of day. DM felt that a device, like Auto Speedwatch, would help to identify drivers like this. GR confirmed that currently Wiltshire Highways and Police do not recognise the data from Auto Speedwatch and will not act upon it. Also, the device cannot currently be attached to Highways' assets, such as existing posts,	Awaiting update (confirmation of Auto Speed watch)

				streetlights, etc. DM felt that Auto Speedwatch meets Councils' duties. He has met with Wiltshire's Police & Crime Commissioner and has agreement from him that Auto Speedwatch will start to be used in the county. This information has not reached GR yet.	
	j)	<p><b>6-22-13</b></p> <p><b>Devizes Southbroom Road</b></p> <p><b>Improvements to school route Plans Lane / Wick Lane</b></p> <p><i>1st Meeting Date 12/04/2022</i></p>	<p><i>Pavement from the top of the old railway bridge to the school property is unsafe for pedestrians. I and many parents I have spoken with have a serious concern for the safety of pedestrians using this route. Children from multiple schools use route daily, are frequently displaced onto the road for lack of space, crossing near the roundabout or blind junctions often with cars passing simultaneously. Issues include:</i></p> <ul style="list-style-type: none"> <li><i>-Lack of width to allow for even 2 people to pass safely</i></li> <li><i>-Unevenness meaning even when the pavement is wider, part of it cannot be used safely</i></li> <li><i>-Lack of dropped curbs despite route being travelled daily by buggy and wheelchair users.</i></li> <li><i>-No signs or road markings to indicate a school is nearby or that children may be crossing.</i></li> <li><i>-Road markings around roundabout junction with Wick Lane very worn, &amp; cars park up to or even across the crossing that many use to get to the school gates on Wick Lane, making it more hazardous.</i></li> </ul> <p><i>Review of the area supported by Mr Sam Heard, headteacher of Wansdyke School. We believe there are many areas that can be easily rectified, for example; removing/significantly trimming bushes, removing ground soil, resurfacing, dropping curbs, remarking roads, providing signage etc. These changes would significantly improve the area's safety.</i></p> <p><i>Devizes Town Council endorses this request, that the Community Area Traffic Group looks at what can be done to widen the pavement in Plans Lane in the section leading down to Wick Corner. The Town Council will cut back any fallen soil to the pavement edge, but a more planned approach is needed. The Town Council will also contact the road engineer to inspect the road markings in the area, in the hope that improvements can be made with the current works programme.</i></p> <p>Some of the issues can be looked at via this group. However, it would be better to engage the school through the Taking Action on School Journeys initiative, as this will</p>	<p>GR described that Wiltshire Council has a defined route for schools to access information and support on making travel to school safer along with a separate budget (Taking Action On School Journeys) and a dedicated officers to help with this. Requests like these can be built into school travel plans for action.</p> <p>AJ will contact the school directly and also connect with the school travel adviser.</p>	Awaiting removal

			enable the school to consider all aspects of journeys to the school site.		
	k)	<b>6-22-14</b> <b>Wedhampton</b> <b>Request for 20mph Limit</b> <i>1st Meeting Date</i> <i>12/04/2022</i>	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.  This issue was discussed at the Urchfont Parish Council meeting on 13th December 2021	There was no one from Urchfont PC present to confirm a contribution	Awaiting update (PC contribution)
	l)	<b>6-22-15</b> <b>Rowde Close Lane</b> <b>Request for Road Safety Measures</b> <i>1st Meeting Date</i> <i>12/04/2022</i>	<i>The Parish Council had discussions with Kristian Price, Wiltshire Council Engineer in 2014 about the narrowing of the road at the bend by West End Farm, on the A342 in Rowde. This was initially raised by Wiltshire Council as a concern. The bank on the left hand side as you enter the village is slipping down into the road, pinching it at its tightest point. This road narrowing impacts on the immediate sharp corner at the junction of Close Lane. There have been accidents at this point with cars crashing into a residents' garden. It was suggested in 2014 that CATG could make improvements to the road at this point, for example putting up a road narrowing sign, or removing the central white lines on the road. Local residents have suggested a metal barrier on the bend. The Parish Council ask again if road safety in this area can be considered by CATG and to look at possible road safety measures. This matter has been previously raised through CATG and it was agreed to look at this area when development at Silverwood School has been started. There was another serious road traffic accident on this bend (31/12/20) whereby the bollard was damaged again, and the car ploughed into the residents' fence and garden. The resident was in the garden at the time but was unhurt. We are looking for something that will act as a barrier from the road to this resident's property. Reinstatement of the bank approaching Close Lane. Cutting back adjacent hedgerows. Signs to say road is narrowing. There are no recorded Personal Injury Collisions at the location.</i>	RJ describes the situation and that Matt Perrott has suggested looking at the whole bend to find a solution. GR described two collisions, both of which had contributing factors, and compared these to the 1,000's of cars that pass the bend safely each day. The barriers that the resident has installed are not compliant and cannot be on the highway. There was discussion about the resident trying to protect their property from accidents. GR pointed out that if the same barriers were off the highway and on their own land, this would be allowed. RJ will contact the resident. It was agreed to remove this.	Awaiting removal
	<b>9.</b>		<b>Other items</b>		
	a)	AoB			
	<b>10</b>		<b>Dates of next meetings: 5th July 10.00am to be held via M.S. Teams</b>		

			<b>4th October</b> <b>17th January, 2023</b>