

Devizes Community Area Transport Group – 4<sup>th</sup> October 2022 – Agenda Meeting Notes

IN PROGRESS	APPROVED – AWAITING SLOT	AWAITING UPDATE	AWAITING REMOVAL
Project approved & underway	Project approved but awaiting available resources	Project requires further input from parish / town council	Project to be removed by mutual agreement or failure to progress

Previous Status	Item	Progress to Date	Actions and Recommendations	New Status
	<b>1</b>	<b>Apologies and Attendees</b>		
		<p><b>Apologies:</b> Sue Ivey (Little Cheverell), Chris Saunders (Easterton), Julia Ford (West Lavington), Iain Wallis (Devizes)</p> <p><b>Present:</b></p>		
	<b>2</b>	<b>Notes of last meeting</b>		
	<b>3</b>	<b>Financial Position</b>		
		<p>Budget Available - <b>£6,866.47</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>4</b>	<b>Waiting &amp; Parking Restrictions</b>		
		<p>Prior to the formation of LHFigs, previously Parking &amp; Waiting Restriction requests were processed centrally. Following Cabinet’s approval for the formation of the groups, these requests will be at the discretion of the groups to prioritise.</p> <p>The attached list details all the historic requests for the Devizes Community Area.</p>	<p>The group discussed this and understood that it was important from a management, resourcing and budget perspective to group these projects.</p> <p>PW raised concerns about the</p>	

			<p>The group must decide on whether to proceed with progression of these or to abandon.</p> <p>GR described how this role has now come into the remit of LHFIGs as part of the increase in duties and budget. This will allow requests to be dealt with more timely and allows more local discretion.</p> <p>This list are historic requests from Devizes TC. It is up to the group to decide to look at them now or for 2023/24.</p> <p>GR said how the greatest cost is in traffic order and advert costs. Doing all together will not have a big impact on the budget but doing all separately will be significant.</p> <p>DM was concerned about the budget and suggests this is left until next meeting. This will allow time for Devizes TC to meet with Cllr Mark McClelland. GR will look up historic costs for similar work around Devizes.</p>	<p>complexity that doing so would have on contributions from parish and town councils. The group agreed that contributions would not be sought on the basis that many tasks would be grouped as one and undertaken over a longer period.</p>	
	<b>5</b>	<b>Priority Schemes</b>			
<b>In Progress</b>	a)	<p><b>Issue 6120 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</p>	<p>Works order has been issued to contractor and will be implemented shortly.</p>	<b>In Progress</b>

			level.		
In Progress	b)	<p><b>Issue 6-19-02</b> (Previously known as Issue 6569)</p> <p><b>Footway at Tanis, Conscience Lane, Rowde</b></p> <p><b>(Priority No.02)</b></p>	<p>RJ asked about the Issue (6569) recorded to create a new footway from houses at Tanis on Conscience Lane to the A342. The parish council supports this request.</p> <p>An initial ballpark estimates of £6,000 provided to enable development of scheme. Awaiting RPC to confirm acceptance of need to contribute 25% of the development costs, ahead of 2020/21 Substantive CATG Bid.</p> <p>Rowde PC now confirm their 25% contribution Initial discussion with BT for Service diversion has indicated costs of circa £30,000. Alternative solution being discussed with WC Estates to dedicate some of adjacent field and relocate hedgerow ongoing.</p> <p>Substantive bid unsuccessful in 21/22. CATG agreed to retain as a priority ahead of 22/23 Applications.</p> <p>RJ described how the PC now think they can put in a different type of footway, which will use a bridge. This work will be eligible under the new LHFIG.</p> <p>RJ said they now have permission from landowner about taking path a different route. These discussions are ongoing.</p>	<p>RJ confirmed the PC is working behind the scenes on a solution. LHFIG may play a part. RJ will advise at a later date and bring back to LHFIG.</p>	To be removed
In Progress	c)	<p><b>Issue 6675</b> <b>A342</b> <b>Bromham</b></p> <p><b>(Priority No.03)</b></p>	<p><i>Bromham Parish Council would like to put in motion a speed restriction on the A342 from South of the Calne A3102 50/40mph speed restriction to the St Edith's Marsh 30 MPH restriction. This length of the A342 is now a 60MPH road with frequent occurring accidents which can be backed up by local police and a freedom of information request for the crash map information for accidents. This stretch of road starting at the Calne junction has the following: Farm shop, Residential properties, Chittoe junction - poor visibility. The Audi Garage, Residential properties, The A3102 Melksham junction with Collins Veg. Shop - minor accidents happen here on a regular basis not always police recorded- V P Collins Vegetables at 81 Devizes Road can support this. ACCIDENT SPOT; Double bends. ACCIDENT SPOT; New Farm and Digester entrance to A J Butlers Farm - between the double bends. Cross road junction to Highfield village centre and Roughmoor. Roughmoor 9 residential properties plus A J Butlers main Farm access and Open Reach telecom building. ACCIDENT SPOT; Cross road junction to Yard lane and The Pound village centre. ACCIDENT SPOT; Hawkstreet junction. A speed restriction has been requested on two previous occasions but without response. Bromham Parish Council ask</i></p>	<p><b>Bromham PC will need to identify which other PC oversees Sandy Lane (Calne Without). LM to investigate and progress communications.</b></p>	Awaiting Update

			<p><i>that this request is seriously considered by that appropriate team.</i></p> <p>Speed Limit Assessment discussed at Nov 19 Meeting. Bromham PC to consider and advise if the wish to proceed with requesting a speed limit assessment. GR sent further information to PC 17.12.19. Awaiting BPC response on whether to proceed &amp; contribution.</p> <p>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>BPC have responded and outlined they are not prepared to fund all of the recommendations made by the review. These are to implement 40mph south of Sandy Lane then 50mph to St Edith's Marsh. GR pointed out the need for clear start/stop locations for these changes not just based on parish boundaries. He confirmed these recommendations crossed into another parish within Chippenham CA but did not recommend leaving out this section from any changes.</p> <p>DM recapped that the recommendation is to treat the whole road as per the report including Sandy Lane, not just the section within Bromham parish. RH will speak with neighbouring parish about contribution towards work.</p> <p>PW advised that just because one PC might wish to support and fund a project, does not mean that another PC feels the same. Bromham should be prepared for the neighbouring PC refuses to offer financial support.</p>		
In Progress	d)	<b>06-20-21</b>  <b>Devizes TC</b>	<p><i>Access through this residential area is often used as a rat run, as it bypasses traffic congestion in New Park Street leading to rat run mentally. 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</i></p>	<p>Project is awaiting staff allocation to start TRO Drafting. GR hopes this will be underway before end of year.</p>	In Progress

	<p><b>Request for 20mph Limit – Area 3</b></p> <p><b>(Priority No.04)</b></p>	<p><i>concentrations of pedestrian and frequent parking manoeuvres, therefore a 20mph speed limit would be more appropriate for this area.</i></p> <p><i>We would call this Zone Three, 20mph speed limit. See attached plan</i></p> <p>KN spoke about how Devizes TC had looked at assessing the whole town centre for 20mph and wanted to know that CATG was happy with this and GR is in the conversation.</p> <p>RG asked about a contribution. GR has spoken to Simon Fisher about this and recommended splitting the request into 4, hence the several requests here.</p> <p>RG asked if CATG is happy to put 75% of costs to the assessment for the entire area. KN is happy with this.</p> <p>KN confirmed the funding from the town council has been agreed.</p> <p>Draft report has been provided by consultants, and will be issued ASAP. All locations will be eligible for 20mph. Delivery of 4 areas separately could cost £36,000 but combining all 4 at once could save £10,000. GR recommended actioning all 4 at once. KN wanted all 4 areas to be implemented and sensible to go with an economy of scale. DTC confirmed contribution of up to £12,000, circa 50% of the costs.</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 has enquired whether the AQSG can contribute.</p> <p>DM wanted to push this forward and welcomed KN's offer and proposed to work on all 4 areas together.</p> <p>Contribution from Devizes TC has been confirmed. Now needs to go to Devizes Area Board to be ratified. GR can continue work before this date.</p>		
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><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>	All Work is now complete – Remove from list.	Complete – To be removed

	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>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><b>All Work is now complete – Remove from list.</b></p>	All Work is now complete – Remove from list.	Complete – To be removed
In Progress	g)	<p><b>06-21-09</b></p> <p><b>Bishop Cannings Horton Road</b></p> <p><b>Speed Limit</b></p> <p><i>1st Meeting Date</i></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. 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."</i></p>	Consultants recommendations are now in and have been circulated. BCPC now needs to confirm whether they wish to proceed and contribute.	In Progress

	<p>09/11/21</p> <p><b>(Priority No. 07)</b></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>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.</p> <p>Consultants recommendations are due imminently. Based on discussions, its looking likely that a 40mph will be recommended. If this is the case a funding commitment will be needed to implement – Circa £5,000 (£1,250 contribution from BCPC)</p>		
	<p>06-20-22</p> <p><b>Devizes TC</b></p> <p><b>Request for 20mph Limit – Area 1</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 parking manoeuvres, therefore a 20mph speed limit would be more appropriate for this area.</i></p> <p><i>We would call this Zone One, 20mph speed limit. See attached plan</i></p>	<p>Linked to Issues Ref (d)</p>	
	<p>06-20-23</p> <p><b>Devizes TC</b></p>	<p><i>The whole of Bridewell Street, the whole of Hare and Hounds Street, the whole of Sheep Street,</i></p> <p><i>the whole of Sidmouth Street, the whole of Maryport Street and the whole of Monday</i></p>	<p>Linked to Issues Ref (d)</p>	

		<b>Request for 20mph Limit – Area 2</b>	<i>Market Street are either within the main shopping area of the town or are the feeder road into this area and as such all have high concentrations of pedestrian and frequent parking manoeuvres and therefore a 20mph speed limit would be more appropriate for this area. We would call this Zone Two, 20mph speed limit. See attached plan</i>		
		<b>06-20-24</b> <b>Devizes TC</b> <b>Request for 20mph Limit – Area 4</b>	<i>There has been a 20mph zone implemented for the Brickley Lane area for time, however Church Walk was missed off that scheme. It meets all the same criteria as Bickley Lane and is a feeder road into this wider scheme, therefore we believe it should have its speed limit reduced to 20mph. We would call this Zone Four, 20mph speed limit. See attached plan</i>	Linked to Issues Ref (d)	
<b>In Progress</b>	h)	<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?  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.</i>	WPC to confirm location of the 5 <sup>th</sup> post and progress with the contractor.	<b>In Progress</b>
<b>In Progress</b>	i)	<b>06-21-12</b> <b>Bromham</b> <b>New Road</b>	<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.  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</i>	Scheme has been added to the programme and awaiting Engineer to be allocated. GR hopes end of March 2023	<b>In Progress</b>

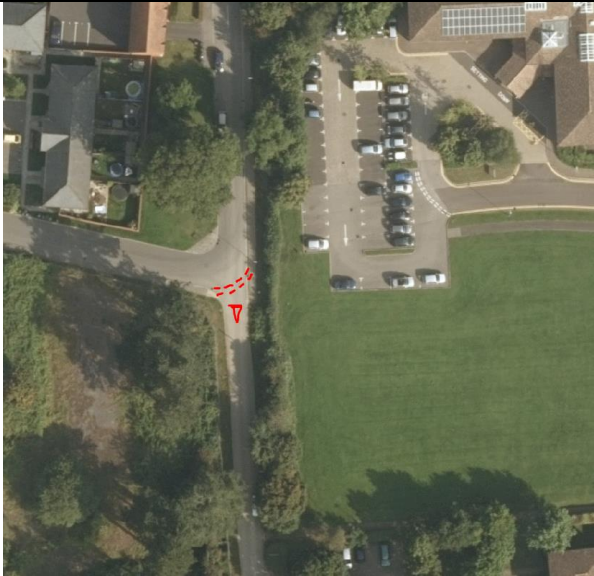


		<p><b>Request for 30mph Repeater signs</b></p> <p><i>1st Meeting Date 09/11/21</i></p>	<p><i>school is also in a wheelchair and there have been multiple issues with cars travelling too fast.</i></p> <p><i>I am a Parish councillor and my daughter has been attending the school and nursery for 2 years. 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 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><i>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.</i></p> <p><i>RH confirmed this has support from the PC.</i></p> <p><i>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.</i></p> <p><i>RH gives confirmation of Bromham PC's contribution to the scheme. The project can progress.</i></p>		
In Progress	j)	<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>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</i></p>	GR hopes this work will take place in the next 3-4 weeks	In Progress

		<p><i>1st Meeting Date</i> 09/11/21</p>	<p><i>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>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</p> <p>Consultation has now been undertaken. One response was received, and the Town Council has resolved to pursue. Works order to be prepared.</p> <p>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. This work has now finished and an order for the bus stop marking will be placed imminently.</p>		
In Progress	k)	<p><b>06-21-02</b></p> <p><b>W Lavington, Duck Street</b></p> <p><b>Parking Concerns.</b></p> <p><i>1st Meeting Date</i></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</i></p>	<p>Scheme has been added to the 22/23 programme for progression. PC have provided details on the location and extent of the waiting restrictions. Scheme has been added to programme for progression</p>	In Progress

		27/07/21.	<p><i>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 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>JF reported the PC has consulted with residents and the care home. Only 1 is not supportive of yellow lines, but there are different views about the length – from just outside the care home to the entire length of Duck St. JF confirms the PC's contribution and is happy to work on deciding the length of lining. She asked if "primrose yellow" lines for conservation areas would be available and GR confirms.</p>		
In Progress	l)	<b>6-22-02</b>  <b>Devizes Roundway Park</b>  <b>Request for</b>	<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</i></p>	<p>Order has been placed with contractor for implementation. Awaiting dates from Contractor. GR hopes this will happen by end of October.</p>	In Progress

		<p><b>Street Lighting</b></p> <p><i>1st Meeting Date 01/02/2022</i></p> <p><i>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>		
In Progress	m)	<p><b>6-22-04</b></p> <p><b>Devizes Opendoors / Southbroom Centre</b></p> <p><b>Request for direction signs</b></p> <p><i>1st Meeting Date 12/04/2022</i></p> <p><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></p> <p><i>Response has been previously given outlining a solution is possible. Costs expected to be £2,000.</i></p> <p><i>DTC's contribution to the scheme was confirmed. GR was happy to accept this project.</i></p> <p><i>Scheme has been added to programme for 22/23.</i></p> <p><i>Works order has been placed with contractor and awaiting actioning.</i></p>	GR thought the works may have been completed. If not they are due imminently.	In Progress
Approved	c)	<p><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</i></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><i>Site has been looked at by an Engineer and comments as follows;</i></p> <p><i>I can see why some are confused by this arrangement. I would suggest we provide markings as per the sketch below:</i></p>	Scheme has been added to the programme. GR unable to provide a timescale.	In Progress

		<p>Date 01/02/2022</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 advised making Green Lane right of way may bring about issues with speeding.</p> <p>There was discussion about new signage at the junction and refreshing the current worn markings. GR confirmed both can be done by LHFIG. GR recommended installing both together with give way coming from Green Lane and the group agreed.</p> <p>AJ was asked to liaise with Wiltshire FA about messages to users of the site taking greater care when leaving and using this junction.</p>		
<p>In Progress</p>	<p>b)</p>	<p><b>6-21-16</b> <b>High Street, Wedhampton</b> <b>Change to road layout</b></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>Scheme has been added to the programme.</p>	<p>In Progress</p>

		<p>1st Meeting Date 01/02/2022</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> <p>The consultation has been carried out with residents and is in favour of the project. GR said how the budget would mostly be towards the traffic order and signage changes and would be £6-8,000. DM will contact the PC / Philip Whitehead for confirm the contribution.</p>		
	6.		<b>Other priority schemes</b>		
Approved – awaiting slot	a)	<p><b>09-21-01</b></p> <p><b>Townsend, Poulshot</b></p> <p><b>Request for new footway.</b></p>	<p><i>As an issue of safety it is requested that a pavement be built between the Church and Townsend farmhouse.</i></p> <p><i>After a request from several parishioners, the Parish Council discussed the idea of a new pavement because of the safety issue of pedestrians using the roadway between the Church and Townsend Farmhouse. There has been a site meeting with Andy Cadwallader resulting in a preliminary costing of £19,000. The Parish Council has also has looked at the costing and other ideas.</i></p> <p>The following has previously been provided to Issue at Melksham CATG by Highways Officer:</p> <p>Construction length is approximately 75m. New Footway with kerbing costs</p>	<p>No update from Poulshot parish council (nobody present)</p>	<p>Awaiting Update</p>

approximately £265 per metre and therefore a ballpark estimate is £20K. This does not allow for temporary traffic management and establishment of site welfare facilities. A road closure might also be required.

GR quoted a figure of £265 per metre for 75m of footway. RC had not had feedback during the change from Melksham to Devizes CATG.

DM asked if Poulshot PC could contribute the 25% of the £20,000 total cost. RC would need to check and ask the parish council for thoughts on how to move forward.

RC confirmed that Poulshot PC will make the 25% contribution of the £20,000 cost. He wanted **RD** to visit the site to look at any costs savings such as materials or length of footway. GR pointed out that materials would not change as they are standard for highways works.

There was detailed discussion about the length of new footway needed, where it needed to cover and if it could be reduced from 75m.

Funding the project was discussed (the 75% of CATG funding is equivalent of a year's budget). DM suggested contributions from local development could support this, but RC didn't think there would be anything suitable. GR mentioned the Substantive Fund and bid process for larger projects. Work is needed to go into a bid to make it good quality and give it a higher chance of success. This usually includes £3-4,000 of CATG funding to reduce what's needed from Substantive funds.

DM suggested taking this offline to develop a conversation and for GR to assess this in more detail and rate its chance of success.

DM described the level of cost this project is likely to reach. Being beyond CATG and the parish's resources, this is going to need funds from the Substantive Scheme. GR said this can go towards bids in 2022.

GR said he had nothing further to update – he had not been pushed by the PC to move this forward. TR said how the PC is keen for this to happen but is aware of the need for a place within the prioritisation. DM agreed this could remain on the agenda for another meeting to allow the parish to come back. *(Apr 22)*

GR confirmed there had been no further work done. He explained how funds need to be committed to this project as part of the substantive bid. Also that design work needs to be well progressed and costings firmly established and accurate. There is an expectation that approx.  $\frac{1}{3}$  of the cost of the overall bid comes locally. 25% of this is still



			<p>expected to come from the PC. No one from the PC was present to confirm this. DM will contact the PC. This is moved to in progress. (July 22)</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> <p>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)</p>	Progress to scheduling this work in	In Progress
	7.		<b>Outstanding / Open issues</b>		
	a)	<p><b>Issue 6881</b></p> <p><b>A342 Lydeaway, Planks Farm Speed Limit reduction request.</b></p>	<p><i>As a safety measure to prevent death or serious injury we would like the current 50 mph reduced to 40mph as we believe that a contributory factor to the serious accidents which have already occurred is the speed. A cost-effective solution of reducing the speed limit by 10 mph will not stop those that speed regularly but even regular speeders are reticent to go very far above set limits. We suggest that the area of the A342 be from Lydeaway past Wedhampton to Chirton. This section of road has very tight bends and highly used junctions. This small measure we believe will lessen the chance of a fatality along this section of the A342.</i></p>	<p>This is linked to issue 6120 as discussed above. GR wanted this issue left separately on the list.</p>	
In Progress	b)	<p><b>6-21-15</b></p>	<p><i>Issue 1</i> <i>The speed limit through the village is designated 40mph – 30mph 40mph and the</i></p>	No response from parish council to confirm 100%	Awaiting update (confirm)




	<p><b>Marston</b></p> <p><b>Request for Speed Limit Review</b></p> <p>1st Meeting Date 01/02/2022</p>	<p><i>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 planings and cars regularly travel down the single-track road at speed, proving a hazard to other vehicles and Walkers on the common land, which is situated on either side of this single-track road.</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. 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.</p> <p>PW described how Lockeridge near Marlborough had used a number of different tactics, like planters on the roadside or bicycles left outside houses to encourage drivers to slow down. AJ had been involved in this work, with a consultant, Ben Hamilton-Baillie. AJ can circulate the design reports of various villages from Marlborough area.</p> <p>DM described how he wants to create a document containing options that Highways</p>	<p>contribution. Parish council not present.</p>	<p>ation of 100% funding)</p>
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			<p>are able to help with for different situations, along with cost estimates. GR pointed out there is already a page on the website giving this.</p> <p>SB discussed the changes in speed limit, within 1 mile, along the length of the village.</p> <p>GR stated the minimum length of a speed limit is 300m whilst Highways try to keep it to 600m, so the changes within Marston are within regulations. He pointed out that the speed limit review is possible but in his view, it would not give a recommendation for change. It is not unusual in rural parts of Wiltshire for properties on the edge of settlements to be within a 60m limit.</p> <p>SB was happy to contribute 25% towards the cost of a speed limit review. However, DM said that given the chances of a recommended change, he did not feel it was a good investment of LHFIFG's funding. SB offered to pay 100% if this was possible and DW was happy with that approach. He offered that if the review did come back with a recommendation, then the PC's contribution would be reduced to 25%. DM then tried to find out whether the problem was actually about speeding within the existing limits, rather than a desire for lower limits. If there is speeding, then there are enforcement options that can be put in place. SB will source the 100% funding for the speed limit review and confirm. (Jul 22)</p>		
Awaiting update (site visit)	c)	<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</i> 12/04/2022</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>	PC to confirm contribution to the works at The Stocks.	Awaiting update

			<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 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>Site Meeting planned for July has taken place. Seend PC to update.</p> <p>The Stocks &amp; Bollands Hill identified in July site visit as areas of concern. The Stocks (circ £3k) prioritised by the PC over Bollands Hill (circa £8k) and therefore PC needs to agree contribution to works.</p>		
Approved – awaiting slot	d)	<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</i> 12/04/2022</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>PC to confirm contribution to the works at The Stocks (see above) and then whether to proceed with 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>	Awaiting update

			Site Meeting planned for July has taken place. Seend PC to update.		
Awaiting update (confirmation of Auto Speed watch)	e)	<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</i> 12/04/2022</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>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>Discussions around Auto Speed Watch remain ongoing at Cabinet Member level – Issue on hold till further clarity is provided.</p> <p>FD asked about use of Auto Speedwatch here. DM had already covered this and stated Wiltshire Council Highways are still making a decision. FD was disappointed but DM confirmed his support but said how this needs to go through the proper channels. (Jul 22)</p>	<p>DM gave an update on the complex multi-agency approach to supporting ASW. Wiltshire Police are unable to handle the back-office work and so WC unable to support implementations.</p> <p>GR confirmed that talks with WP are ongoing as part of the Road Safety Partnership.</p> <p>LHFIG might accept ASW applications in future depending on outcome of talks.</p>	To be removed
Awaiting update (PC contribution)	f)	<p><b>6-22-14</b></p> <p><b>Wedhampton</b></p> <p><b>Request for 20mph Limit</b></p> <p><i>1st Meeting</i></p>	<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>This issue was discussed at the Urchfont Parish Council meeting on 13th December 2021.</p>	<p><b>Next step is a speed assessment at a cost of £2,500. PC to confirm contribution.</b></p> <p><b>LHFIG budget now likely to be exhausted on tasks ahead in the queue and group is aware.</b></p>	Awaiting update (PC contribution)

		<i>Date</i> 12/04/2022	There was no one from Urchfont PC present to confirm a contribution ( <i>Apr 22</i> )  No one from Urchfont PC present. ( <i>Jul 22</i> )		
	g)	<b>6-22-16</b>  <b>Devizes Southbroom Road</b>  <b>Request for Residents Parking</b>  1st Meeting Date 05/07/2022	<p><i>The residents of Southbroom Road between numbers 73 and 87, have written to Devizes Town Council, requesting that the Council consider supporting their ambition for a resident only parking zone to the front of their properties. The map below shows the proposed extent of the residential parking zone.</i></p> <p><i>There are a number of properties within Southbroom Road which have not been included within the request, such as 2 through to 20 to the southwest of the fire station, numbers 33 to 52 opposite the fire station and numbers 89 to 113 near the roundabout with Nursteed Road. It is not clear if there is an intention from those to making the request to include these additional properties.</i></p> <p><i>In their communication, the residents are increasingly concerned that there has been a rise in the number of private cars, business vehicles and town commuters now using the limited amount of parking space available to residents during the normal working day, and which stretches throughout the evening, overnight and over the weekend.</i></p> <p><i>They believe having residents-only parking will assist the affected residents to carry out any normal daily or weekly tasks that require their vehicles, without the concern that on their return, no space would be available and must therefore find alternative parking which can be some distance away from their property.</i></p> <p><i>In their request, the residents also believe that if the areas set out in figures 2 &amp; 3 were unrestricted for parking during the day, this would be of assistance to all residents. Should the committee wish to support the request, a round of more formal consultation would need to be undertaken to assess if over 50% of the residents support the proposal. As part of that consultation, often the consultation area needs to stretch beyond the immediate request area as any changes in parking may impact on a wider community.</i></p> <p><i>Devizes Town Council supports the broad principle of a residential parking zone in Southbroom Road; and that this request should be submitted to Wiltshire Council asking if this would be suitable for a residential parking scheme and if it is, what would be an appropriate consultation area for seeking residents views who would be affected, including those living beyond Southbroom Road.</i></p>	Still awaiting update from DTC to ensure residents have been consulted. KN and RO to chase.	Awaiting update

		 <p>This is a request for a new residents' parking scheme in the Southbroom Rd, Estcourt Cres. area. RO and KN discussed the situation and area. The first stage of establishing residents' parking schemes is for the TC to consult with residents. KN and RO agreed to take that back to Devizes TC. (Jul 22)</p>		
h)	<p><b>6-22-17</b></p> <p><b>Devizes Bath Road</b></p> <p><b>Request for Pedestrian Crossing Improvements</b></p>	<p><i>Currently there is no wheelchair access from the Avon Road side of Bath Road onto the canal. It is impossible for wheelchairs and extremely difficult for bicycles and push chairs to get down onto the relative safety of the canal tow-path to get in to town. Bath Road is a very busy and fast road and the small island crossing close to the Avon Road entrance and near the Prison Bridge end is too narrow to safely cross to the middle with a bicycle or pushchair and stay out of the flow of traffic. There is also no cycle path along Bath Road and the pavements are too narrow. There is a ramp that leads under Prison Bridge on the other side of the Bath Road island crossing but there is then no access back to the shop from the canal (unless they use the steep slope outside the Caen Hill café) or stay on this side of Bath Road where there are drop kerbs but then no</i></p>	<p>Still awaiting update from DTC to ensure there is demand for a crossing in this location. KN and RO to chase.</p>	<p>Awaiting update</p>

1st Meeting  
Date  
05/07/2022

*access across Bath Road further down (there are only steep kerbs on the canal side of Bath Road so there is no easy access the whole way along to and from the shop / petrol station) – wheelchair users are forced to cross the dangerous and fast Bath Road!  
My two young boys would like to be able to cycle to school but can't physically lift their bikes down the steep steps that exist at the entrance to Webb's Lane and the bikes are vulnerable at the island as they remain partly in the carriageway when waiting in the middle. I have discussed the issue with Mr Grist (owner of Webb's Lane) and the Canal & River Trust but neither can do anything about a slope from the steps without compromise or agreement with each other – which is proving too difficult.  
I propose a Zebra Crossing with Belisha Beacons be installed instead of the island so a safe crossing across the whole road can be achieved (removal of the island would be necessary). There should absolutely NOT be a push-button type crossing as this will impact on residents (noise and traffic pollution) but a voluntary stop of traffic only. I also believe this would be beneficial at the other end of Bath Road where the island is near Caen Hill Gardens and the Mayenne Road areas.  
This would provide safe crossing at both ends of Bath Road / Avon Road for all users to cross to the canal and shop and undoubtably slow the traffic down coming from the town and up the dual carriageway, which they do at great speed. There have already been fatal accidents at the bridge and it is just a matter of time before there is one where the cars come speeding up the dual carriage way into town!! New road layout signs would need to be installed at either approach to indicate to traffic they need to slow down and finally enable us to cross this awful road safely!  
I know there has been consultation about a pedestrian crossing directly to the Spar shop but this was not a practical solution due to the cars / parking and side roads. Therefore, I hope that two Zebra crossings at either end of that stretch, where the islands already exist, will be a better compromise. I have the full backing of Cllr Chris Gay and many residents, especially parents of young children! The Canal & River Trust have said they are planning to improve the slope in front of Caen Hill Café for disability access and will improve the access down to the canal from the Spar Shop (Westminster Close) also – along with gravelling the path way – this will then be a safe / easy route all the way from the top of the dual carriage way / Caen Hill into town! We just need a way of crossing Bath Road in order to access it!!*

This request is about replacing an existing traffic island with a zebra crossing to make it easier for pedestrians to cross. This does have the TC's backing.  
KN mentioned issues about pedestrians or cyclists using Webbs Lane.  
DM felt this didn't have the proper scrutiny of Devizes TC. He asked GR for a realistic



			<p>solution. There is a need to look at demand for crossing at that point, then to look at the type of crossing most suitable for there.</p> <p>KN will go back to Devizes TC for further work looking at crossing demand there. (Jul 22)</p>		
	i)	<p><b>6-22-18</b></p> <p><b>Seend Bollands Hill</b></p> <p><b>HGV Use</b></p> <p>1st Meeting Date 05/07/2022</p>	<p><i>The road is increasingly used by large vehicles (Lorry's / Coaches) resulting in confrontation when such vehicles converge on the narrow bends adjacent to this junction. This has led to some altercations and damage to private land</i></p> <p><i>Previously WCC Highways (October 2018) provided a written reply explaining why they would not consider diverting large vehicles away from this road (see attached correspondence). One of the reasons given was there had been no recorded damage to private property. As this is no longer the case, Seend Parish council would like to request CATG review the current situation whilst also taking a holistic approach to ongoing issues at the Bell Crossroads at the end of Bollands Hill to reduce the traffic volume attempting to join/cross the A361 at this junction.</i></p> <p>Since the 2018 report stating no damage to property, TJ stated there has been further damage and increased use by HGVs and larger vehicles.</p> <p>DM suggested this is built into the site visit at Seend. This can take place at same time as 6-22-07. (Jul 22)</p>	<p>TJ confirmed an HGV study was taking place today (04Oct22) and the results would come back to the next LHFIG.</p>	Awaiting update
	j)	<p><b>6-22-19</b></p> <p><b>Urchfont The Croft</b></p> <p><b>Dropped Kerb</b></p> <p>1st Meeting Date 05/07/2022</p>	<p><i>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.</i></p> <p><i>We request that a 'drop kerb' is put in place opposite to the path leading in to the allotments.</i></p> <p>GR gave estimate of £1,500. No one from Urchfont PC was present to confirm contribution. (Jul 22)</p>	<p>Urchfont PC to confirm their contribution. Group noted that the PC had undertaken preparatory works already.</p> <p>LHFIG budget now likely to be exhausted on tasks ahead in the queue and group is aware</p>	Awaiting update
	k)	<p><b>6-22-20</b></p> <p><b>Devizes The Market Place</b></p>	<p><i>The original "Keep Left" signage directing traffic around the central pedestrian refuge outside the Corn Exchange was damaged and removed over recent years, with temporary signs now being used. These temporary signs are out of keeping with the aesthetics of the town and therefore a permanent solution is needed, with advice on a good, enduring and attractive solution being requested from the Highways department.</i></p>	<p>CIr Wallis already raised the danger of missing signage at this spot. Maintenance have been informed and will rectify urgently.</p>	Awaiting update



		<p><b>Bollard Replacement</b></p> <p>1st Meeting Date 05/07/2022</p>	<p><i>There needs to be a permanent replacement of the temporary signage by the Market Place pedestrian refuge, which reflects the importance of the aesthetic value of having good quality signs in this prominent location.</i></p> <p>DM asked if this was LHFIG's or Maintenance's responsibility. GR said that Maintenance would replace with most cost effective solution. If Devizes TC want a more attractive solution, then LHFIG could do that.</p> <p>KN asked about the new 20mph limit and would the island need any marker and GR said that there does need to be a sign on the island. He gave an estimate of £1-1,200. RO wanted something substantial that would not be knocked down. He was happy with GR's description.</p> <p>RO confirmed Devizes TC's contribution. (Jul 22)</p>	<p>DTC need to communicate with Matt Perrot directly to get options on long term alternatives. DTC to make a decision and bring the request back to LHFIG.</p> <p>LHFIG budget now likely to be exhausted on tasks ahead in the queue and group is aware</p>	
	l)	<p><b>6-22-24</b></p> <p><b>Easterton B3098</b></p> <p><b>Bus Stop Improvements</b></p> <p>1st Meeting Date 05/07/2022</p>	<p><i>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.</i></p> <p><i>A] construction of a dedicated alighting platform with an associated drop kerb</i></p> <p><i>Or</i></p> <p><i>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</i></p> <p>Response from Passenger Transport - I think this is an eminently sensible idea, provided that the PC has discussed it with the owners of the houses outside where the stop will be and got their agreement. All that is needed is ask Area Highway's to remove the existing bus stop sign and band it to the lamp post. If however it cannot go in that location then I would suggest putting a new pole for the bus stop sign somewhere on this paved area but the PC might want to talk to the owner of the bungalow first.</p>	<p>Parish council to consult with adjacent homeowners and report back.</p> <p>LHFIG budget now likely to be exhausted on tasks ahead in the queue and group is aware</p>	Awaiting update
	m)	<p><b>6-22-22</b></p> <p><b>Little Cheverell B3098</b></p>	<p><i>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</i></p>	<p>Parish council not present.</p> <p>Presence at meeting required to progress.</p>	Awaiting update

		<p><b>Speed Limit Assessment</b></p> <p>1st Meeting Date 05/07/2022</p>	<p>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.</p> <p>SI had technical issues and could not be heard.</p>		
	<b>8.</b>		<b>New Issues</b>		
	a)	<p><b>6-22-25</b></p> <p><b>Worton</b></p> <p><b>Various requests</b></p> <p>1st Meeting Date 04/10/2022</p>	<p><i>The vehicle count through the village can be as high as 500 or 600 vehicles within the space of 45 minutes. The C20 through Worton links 2 major roads, the A361 at Seend and the A360 at Black Dog Crossroads. With most vehicles having Satnav, there is great potential for non-local traffic to be sent through Worton Village High Street. The pavements are narrow and, in some places, run out altogether. Therefore, it is necessary to cross over at least twice if you are walking from one end of the village to the other. Crossing over is particularly difficult for disabled residents using electric chairs and for pedestrians pushing prams or buggies as some of the kerbs are not dropped sufficiently. Whilst walking along the pavement, pedestrians are literally inches away from fast moving vehicles. Whilst on the pavement, several residents have been struck by the wing mirror of passing vehicles. Pedestrians feel intimidated by passing traffic, as do cyclists and riders. Some residents are reluctant to walk their children to school as they feel the need to pin themselves against the wall or the hedge while fast moving traffic passes. Some residents have no off-road parking and parked cars are regularly damaged by passing vehicles and at least 2 parked cars have been written off due to the damage caused. HGVs mount the pavement in order to pass either side. Wall and hedges have been demolished and the village gates have been damaged. Motorists often overtake along the High Street which is clearly not safe. It is not unreasonable to expect through traffic to keep to the main A roads. Our High Street is currently owned by the motorists whereas it should be a place where residents feel safe and comfortable to walk in their own neighbourhood. The safety and wellbeing of the residents of Worton must take priority over the needs of passing motorists. Most residents cite speeding and the volume of traffic, particularly HGVs passing through, as the main road safety issues.</i></p> <p>GR and PW responded to some of these points (see red below).</p> <p>1. <i>Widen the pavements and ensure kerbs are dropped sufficiently – This is</i></p>	<p>PC to consider feedback from GR and decide which tasks specifically they wish to progress at the next LHFIG.</p> <p>LHFIG budget now likely to be exhausted on tasks ahead in the queue and group is aware</p>	Awaiting Update

		<p><i>technically possible but would require a site survey and careful consideration of the group's budget.</i></p> <p>2. Put in place a Weight Restriction as is already in place on the C20 towards Market Lavington (7.5 tons except for access) and we note also that something similar is to be put in place in Stowford on the C283. – <i>This is unlikely to happen due to the shift of HGVs to even more unsuitable roads.</i></p> <p>3. Signage: “Unsuitable for HGVs” or a HGV symbol with a line through, at Seend Crossroads and Black Dog Crossroads – <i>This is technically possible to dissuade HGV drivers, however, is it the right approach given comments above?</i></p> <p>4. Signage in the village for Horse Riders – <i>This is technically possible although not encouraged within the 30mph restriction.</i></p> <p>5. Signage “no overtaking” – <i>This isn't appropriate for the village location.</i></p> <p>6. Road markings: new 30MPH roundels or red tarmac perhaps. - <i>This isn't technically possible where a system of street lighting is in place.</i></p> <p>7. Improved street lighting as we have some black spots - <i>This is technically possible</i></p> <p>8. Crossings outside the school - <i>This is technically possible although alternatives should be discussed with the school via the Taking Action on School Journey initiative.</i></p> <p>9. Pavements in Mill Road - <i>This is technically possible but would require a site survey and careful consideration of the group's budget.</i></p>	
	9.	<b>Other items</b>	
	a)	AoB	CG raised an issue with trees which are engulfing streetlights on Dunkirk Hill, Devizes. GR requested CG reports this via the MyWilts app so that it goes into the maintenance work stream.
	10	<b>Summary of Schemes requiring funding approval from the Area Board</b>	
			<ul style="list-style-type: none"> <li>• 06-21-11, Rowde A342 - SID Infrastructure: £1,500 (75% of £2,000)</li> <li>• 6-21-16, Wedhampton – road layout change: £6,000 (75% of £8,000)</li> <li>• 06-21-12, New Road, Bromham – 30mph repeater signs: £1,875 (75% of £2,500)</li> <li>• 06-21-13, Devizes, Bus stop clearway: £1,500 (75% of £2,000)</li> </ul>

	<b>11</b> .		<b>Dates of next meetings: 17th January, 2023</b> 10.00am to be held via M.S. Teams