

Devizes Community area Transport Group – 31 January 2018 – Action planner

	Item	Update	Actions and recommendations	Who
1.	Apologies and attendees			
2.	Notes of last meeting			
3.	Financial position			
		The finance sheet is appended £3,950.98 remaining for 2017/18 Consensus is to ask for contributions to schemes.		
4.	Top 5 priority schemes			
a)	Issue 4359 Little Cheverell – Low Road Request for 20mph restriction	Draft Traffic Orders have been advertised and a formal objection to the proposal received. A report for the Cabinet Member to resolve is required and being drafted. 19 responses in support, 1 response in objection. Withcabinet member for decision. Order will be made in April so work likely to start in May. (Priority No.01)		
b)	Issue 4782 Install Dropped Kerb Mintys Top Bromham	Works order has been placed. Implementation didn't take place as intended, re-programmed for February 2018. Work completed – to be removed from list. (Priority No.02)		
c)	Issue 4939 Etchilhampton Children warning sign	Work order has been placed. Awaiting implementation. Update 31/01/2018 – still awaiting implementation		

		(Priority No. 03)		
d)	Issue 4843 A360 Devizes to Potterne Footpath Extension	<p>Review of site by Independent Road Safety Auditor to take place following agreement with land owner due to concerns regarding achieving acceptable pedestrian visibility. Due to take place Feb 18.</p> <p>Update 31/01/2018 - Road safety auditor has suggested that footpath be extended by 15 metres towards Potterne in order that pedestrians cross the road at a point with equal visibility in both direction. Possibility raised with land owner - awaiting response</p> <p>(Priority No.04)</p>		
e)	Issue 5067 B3098 School Crossing Erlestoke	<p>CATG discussed and committed to scheme as a priority – 14.06.17.</p> <p>Feasibility assessment complete and recommendation / estimate prepared and presented to CATG at meeting on 01.11.17. No PC representative, group awaiting PC comments.</p> <p>Update 31/01/2018 – No update from PC yet – GM to chase</p> <p>(Priority No.05)</p>		
f)	Issue 5202 All Cannings 20mph See Appendix 1	<p>CATG discussed and committed to scheme as a priority – 14.06.17.</p> <p>Assessment has been completed – See attached report.</p> <p>Copy distributed to PC via PW.</p> <p>Recommendation is for the remainder of CATG budget be spent on this - request for PC to make up the difference.</p> <p>(Priority No.06)</p>		
6. Other priority schemes				
a)	Issue 4730 Bishops Cannings	<i>Children and parents at Bishops Cannings have to cross a road to access a parking area. The Parking area is situated at a crossroads on the turning to the school and is a dangerous place to cross with small children. A pedestrian crossing would make this area safer and</i>		

	Speeding	<p><i>encourage parents to park there instead of by the school. The speed limit is 50 until the road enters the village so signage might also advise cars to slow in this area</i></p> <p>Metro count results received – area is eligible for CSW</p> <p>PC are looking at alternative options – possibly including money from Lay Wood s106 money.</p>		
b)	<p>Issue 5283</p> <p>Chandlers Lane Bishops Cannings</p>	<p><i>Chandlers Lane Bishops Cannings. There has always been an issue of speeding traffic going from the national speed limit into the 30mph zone and in the opposite direction where the vehicles in the 30 zone can see clearly down the lane that there is a national speed limit approaching. Consequently this has produced speeding traffic both ways within the 30 zone. Traffic calming measures are needed now more than any time as the new development at Lay Woods is going to provide a rat run to get off and onto the A361. Therefore exponentially increasing the volume of traffic and significantly the volume of speeding traffic. There is a play area open ground. Right next to the road at Oak Close with a large number of children playing whilst there are railings between them and the road I often see them running out after footballs for example. The traffic needs to be slowed. Thank you.</i></p> <p>Metro count results received – area is eligible for CSW</p> <p>PC are looking at alternative options – possibly including money from Lay Wood s106 money.</p>		
6.	Outstanding Issues			
a)	<p>Issue 4936</p> <p>Town Centre Car Park Signing</p>	<p><i>At a recent meeting of the Town Councils planning committee concern was raised about the effectiveness of some motorist signage which directs visitors to the town centre and town centre car parks.</i></p> <p>Discussion held regarding need for Parking Strategy for town and need to develop before CATG involvement. Development of Working Group suggested and PW / GM to initiate.</p> <p>Meeting held last week. Looking to reduce "hunting" for spaces, improve air quality etc. Report which will go to car parking and Devizes Town Council for support. Project is ongoing</p>		

b)	Issue 5416 Spin Hill, M.Lavington - Speeding	<p><i>From Parsonage Lane roundabout which joins The Grove Canada Rise and Spin Hill to the last house on the left where the limit becomes 40 m.p.h. Always but recently significantly increased after road re- surfacing</i></p> <p><i>Speed limit signs from the Parsonage Lane roundabout and white painted gates signaling entrance to a residential 30 mph area from Ledge Hill 40 mph zone as you approach the village from the other direction if possible</i></p> <p>Awaiting response from PC.</p> <p>Still awaiting response from PC – GM to chase</p>		
c)	Issue 5421 High Street Worton - Speeding	<ul style="list-style-type: none"> • <i>Registered that there were, at this time, technical reasons why the Highways Engineers would not be able to support an extension of the 30mph limit beyond the current terminal sign on the C20.</i> • <i>Strongly supported the CATG proposal to introduce a transitional 40mph speed limit from the western limit of the High Street along the C20.</i> <ul style="list-style-type: none"> ○ <i>noted the requirement for the 40mph zone to be between 300m and 600m, and the fact that the Highways Engineer would recommend that the zone was more than 300m long.</i> ○ <i>Appreciated that the Highways Engineers were likely to recommend a relocation of the current 30mph terminal signs in order to optimise the overall effect of reducing traffic speed on entering Worton High Street.</i> <p><i>Having considered the road layout in detail, the Parish Council discussed its preferred suggestion for the siting of the 40mph zone. That solution envisages:</i></p> <ul style="list-style-type: none"> • <i>The 30mph terminal signs being moved to the junction of the C20 and Mill Road. The Parish Council felt that the optimal position of the 30mph limit would be on the Mill Road junction because this junction: marks the start of street lighting on the High Street; marks the start of the High Street footpath (which comes from Mill Road); and because the dwellings of Whatley's Close are less than 100m from the Mill Road junction.</i> • <i>The Parish Council also felt that the optimal location for the transition from the national speed limit to 40mph would be some 30m to the west of the entrance to Agra Farm - 400m from the Mill Road junction</i> 		

		<p><i>In addition the Parish Council discussed the location of the village gates, and asked whether it would be best to leave them in their current location.</i></p> <p>Next stage is for group to decide whether to proceed. Funding to be allocated. GR suggested ballpark £4-5k. Contribution from Worton PC suggested to be 25%. PC to consider.</p> <p>To be added to the priorities with a view to funding from 2018/19 allocation.</p>		
e)	<p>Issue 5764 Potterne – Request for Youth Club Sign</p>	<p><i>There has been a request from Potterne Youth Club for a directional sign at the top of Silver Street, Potterne that directs people to the Youth Centre. Sign should say ‘Youth Centre’.</i></p> <p>Has this been considered by the Parish Council? GM to request clarification if the hall is ‘rented out’ regularly and willingness to contribute to the cost.</p>		
7.	New Issues			
a)	<p>Issue 5864 Devizes, Le Marchant Close – Footpath</p> <p>Request for Street Lighting Issue 5984 Same Issue</p>	<p><i>Lack of street lighting at Le Marchant Close play area from Kingsmanor Wharf to Ash Walk. Consider a lighting plan low level bollard lighting.</i></p> <p>Has this been considered by the PC?</p> <p>Town council likely to support – to be added to the list of priorities when space becomes available.</p>		
b)	<p>Issue 5882 B3098 Easterton to M.Lavington</p> <p>Request for Speed Limit Reduction.</p>	<p><i>A 20mph speed limit has fairly recently been implemented in Market Lavington. At the Easterton end of the village B3098 the speed limit now changes from 20mph straight up to 40mph for a relatively short distance around a number of bends until it drops back to 30mph as it enters Easterton. The Parish Council considers that the 40mph limit for such a short distance is unsuitable and dangerous it is difficult for motorists to reduce their speed quickly from 40mph to 20mph without braking quite hard and would like to request that it be replaced with a 30mph limit. The Parish Council have already approached Easterton Parish Council regarding the matter who have in turn given their full support for the proposal.</i></p> <p>Update 31/01/2018 – CATG does not support the issue – to be closed down and removed from the system.</p>		
c)	<p>Issue 5909</p>	<p><i>Speeding through Market Lavington has long been an issue and it was hoped that the recent introduction of a 20mph speed limit through the village would help.</i></p>		

	<p>Speeding Market</p> <p>Lavington Request for</p> <p>Village Gateways</p>	<p><i>However unfortunately this seems to have made little or no difference to the speed of traffic. It is questioned therefore whether this is down to lack of awareness deliberate dis-regard of the lower speed limit or a combination of both.</i></p> <p><i>To provide a further visual reminder that motorists are entering a village and to check their speed etc. Request to install Village Gateways at the 4 main entrances to the village White Street Lavington Hill The Spring Spin Hill and the High Street Easterton end to be sited as near to the changing speed limit as possible.</i></p> <p>Update 31-01-2018 – CATG willing to provide engineer support where necessary if PC willing to meet the costs</p>		
d)	<p>Issue 5987</p> <p>Market Lavington, High</p> <p>Street Request for</p> <p>footway widening</p>	<p><i>The pavement outside the Cost Cutters Shop in the High Street is very narrow. A wheelchair user in the community has requested that the pavement be widened so that he can independently go the shop without having to ask anyone else to take him. This would also be beneficial to pushchair users. Therefore West Lavington Parish Council would like to apply for CATG funding for this project</i></p> <p>Update 31/01/2018 – CATG happy to consider this. PC to be consulted on how they feel about the possibility of losing parking spaces outside of the shop.</p>		
e)	<p>Issue 6001</p> <p>Devizes, The Chequers</p> <p>Request for</p> <p>Footpath</p> <p>Improvement</p>	<p><i>Request for Devizes Community Area Transport Group Footpath Improvement Funding The Chequers in Devizes which is a well used cut through from the High Street to the St Johns Street has some areas which have a number of potential trip hazards as the paving has become uneven on Town Council land.</i></p> <p>Update 31/01/2018 – All footpath requests to be assessed and costed by RD for further consideration</p>		
f)	<p>Issue 6008</p> <p>Rowde, Springfield</p> <p>Request for No</p> <p>Through Road signs</p>	<p><i>Residents who live in two of the closes off Springfield Road Rowde have requested No Entry signs or Cul-de-Sac signs for their closes. There is no indication for HGVs that the two closes are dead ends and it causes problems for residents as the vehicles are then unable to turn around and have to reverse out onto Springfield Road.</i></p> <p>Has this been considered by the PC?</p> <p>Update 31/01/2018 – RD to assess costs.</p>		
g)	<p>Issue 6009</p> <p>Rowde, Conscience Lane</p>	<p><i>A request has been made for signage which says Beware Horse Riders on Conscience Lane near Rowdefield Farm Rowde. This road is heavily used as a cut through for commuting traffic. It is also frequently used by horse riders. The road is very narrow.</i></p>		

	Request for Horse Warning Signs	<p><i>The Parish Council will pay the costs for the signs if they are approved by WC.</i></p> <p>Update 31/01/2018 – PC to be asked for justification – is this normal use or is there, for example, a local stable etc that means horse traffic is significantly higher than normal rural road?</p>		
h)	Issue 6025 Rowde	<p><i>Collapsing narrow pavements from West End Farm to Rowdeford School High Street Rowde. The pavement is collapsing by West End Farm as heavy goods vehicles keep mounting the pavement there. There are also concerns about long term damage to a mains water pipe which runs alongside the road and underneath the pavement. The pavement to Rowdeford School is unbelievably narrow and overgrown. It is dangerous to walk on this pavement. The bank opposite West End Farm is collapsing and is making the road more and more narrow. There is a pinch point where it can be difficult for a car and a HGV vehicle to pass</i></p> <p><i>The hedge cut back as close as possible to the wall. The banks pushed back and secured. The white lines removed from the narrowest section of the road. A Beware Narrow Road sign to be installed. The pavements to be resurfaced.</i></p> <p>Update – 31/01/2018 Footpath collapsing is not a CATG issue, however, RD to include in his assessment for footpath funding.</p>		
i)	Issue 6026 Springfield Road	<p><i>Request for a weight speed restriction 20mph on Springfield Road Rowde. This road is used to by-pass Marsh Lane and exit onto the High Street. It is increasingly used by more and more heavy good vehicles which is affecting the residents. It is also a route which is used by children to walk to school hence the request for a further speed restriction</i></p> <p>Has this been considered by the PC?</p> <p>Update 31/01/2018 – CATG wonders whether there is an increase in HGVs due to rat-running, or because of new development? Possibilities 20mph for the whole area or HGV restriction.</p>		
j)	Issue number tbc Potterne – A360 crossing at steps	<p>Potterne crossing on A360 at steps.</p> <p>Previous issue to be discussed again following further queries from Potterne Parish Council</p> <p>Update 31/01/2018 - Colored surfacing will take place when weather allows.</p> <p>Crossing at George and Dragon - CATG happy to support an informal crossing but concern about the visibility on the G&D side when vehicles coming from the south.</p>		

		Also land not owned by Highways. On this basis we would not improve the crossing without improving the visibility. PC now have engaged with the land owner who are happy to cooperate. Once this has been finalised this issue to be moved up the priority list		
k)	Issue number tbc Lydeaway – A342 crossing	Request from George Shears for a crossing to be inserted on the A342 at Lydeaway to be discussed at the meeting. Update 31/01/2018 - Resident lives on the North side of Lydeaway. He is unable to cross the road due to age. Numbers do not justify expense of putting in the crossing.		
8. Other items				
a)	A361 London Road / Windsor Drive Traffic Signals See Appendix 2	Design work is currently being undertaken. Provisionally intended to undertake works in July / August 2018		
9.	Date of Next Meeting: 30 April 2018, 10.00am, White Horse Room, Devizes Hub and Library			

Devizes Community

Area Transport

Group Principal

Engineer – Gareth

Rogers

1. Environmental & Community Implications

1.1. Environmental and community implications were considered by the CATG during their deliberations. The funding of projects will contribute to the continuance and/or improvement of environmental, social and community wellbeing in the community area, the extent and specifics of which will be dependent upon the individual project.

2. Financial Implications

2.1. All decisions must fall within the Highways funding allocated to Devizes Area Board.

2.2. If funding is allocated in line with CATG recommendations outlined in this report, and all relevant 3rd party contributions are confirmed, Devizes Area Board will have a remaining Highways funding balance of **£3,950.98**

3. Legal Implications

3.1. There are no specific legal implications related to this report.

4. HR Implications

4.1. There are no specific HR implications related to this report.

5. Equality and Inclusion Implications

5.1 The schemes recommended to the Area Board will improve road safety for all users of the highway.

6. Safeguarding implications

6.1 There are no specific safeguarding implications related to this report.