

Devizes Community Area Transport Group – 25 June 2019 – Notes

	Item	Update	Actions and Recommendations	Who
1	Apologies and Attendees			
		Apologies: - Present: Cllr Philip Whitehead, Cllr Peter Evans (Wiltshire Council); Cllr Chris Greenwood, Cllr Kelvin Nash (Devizes TC); Cllr Fred Davis (Market Lavington PC); Cllr Richard Slack (Worton PC); Cllr John Mann (Potterne PC); Cllr John Hawkins, Rebekah Jeffries (Rowde PC); Gareth Rogers, Andrew Jack (Wiltshire Council)		
2	Notes of last meeting			
3	Financial Position			
		Budget Available - £20,055.71 See attached spreadsheet	This was adopted by the group.	
4	Top 5 Priority Schemes			
a)	Issue 5421 High Street Worton - Speeding	CATG discussed and committed to scheme as a priority – 14.06.17. Assessment completed and sent to the Parish Council who has outlined their support. Discussed by the CATG at meeting on 31.01.18. And remainder of funding for 17/18 allocated to the scheme. Remainder of funding to be received from PC. Added to works program for 2018/19.	GR states that the new signing has gone in and speed limit has been changed. From 22 July, work will begin to tidy up	

		<p>All signing work has been completed. Works to remove the old gateway and road markings is programmed for the 22nd July. Cost estimate to deliver is £5,324.</p> <p>(Priority No.01)</p>	<p>the old gateways and will be finished in time for the next CATG meeting. RS says that the village is generally happy with the changes.</p>	
b)	<p>Issue 6120 Lydeaway - Request for speed limit reduction</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 been engaged to complete the review. Atkins have advised of a delay in providing recommendation due to issues with the data collection.</p> <p>Anticipated return July 2019, and will be reported to next meeting.</p> <p>(Priority No.02)</p>	<p>Consultants Atkins have had issues over the data collection. GR feels this will roll into the first weeks of July.</p>	
c)	<p>Issue 5964 Devizes, Rotherstone Speeding</p>	<p>Initial issue description: <i>The roads in Devizes SN10 2BJ area, Avon Terrace from Shopmobilty to Rotherstone cemetery is used as a race track. The speeds people do is ridiculous. I've spoken with few residents and all are for a speed watch group to happen. Its recently turn to 20mph but people are speeding more mounting pavements. Won't be long before some gets serious hurt.</i></p>	<p>Consultation via the Messenger has gone out. This is being collated by Devizes TC. There is no evidence of substantial objections coming from</p>	

		<p>Open meeting held to discuss options. Town Council sent out follow up consultation questionnaire to all residents and following the results of this have sent a response stating that:</p> <p><i>"The Town Council supports a resident's request for Rotherstone to be made a no through road with one end being closed to motorised traffic and would ask the Community Area Transport Group to undertake the necessary work to determine the most suitable location for the closure for a viable of the scheme"</i></p> <p>TC to feedback to local community via Messenger Magazine (June 2019). Awaiting outcome of publication.</p> <p>(Priority No.03)</p>	<p>responses and show there is weight in favour of the closure (no through road). CATG agrees this is good and will be beneficial.</p>	
d)	<p>Issue 5909 Speeding Market Lavington Request for Village Gateways</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. 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. 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>PC have confirmed that 4no Gates are required. MLPC to provide details of proposed locations.</p> <p>Scheme has been added to works programme for 2019/20 for development</p> <p>(Priority No.04)</p>	<p>FD reports that Market Lavington PC would like to split the project into two sections for budget reasons.</p> <p>PW and GR feel this would be easier to do all together. GR will look at the four locations and consider trying to install them at once, but it might be the gateways are installed in two tranches.</p>	GR
e)	<p>Issue 6688 B3089 Market</p>	<p><i>Driving on the pavement. Motorists are driving on the pavement outside of 60-64 High Street Market Lavington. This is happening more and more often</i></p>	<p>FD says that the PC has decided on dropping from</p>	

	Lavington	<p><i>and frequently this is at high speeds. There are bollards on either side of this stretch and it would help immensely if three or four further bollards are placed outside of 60-64 High Street to prevent this from continuing to happen. Only today a car drove along the pavement at high speed despite there being a toddler on said pavement. When it is lorries which are mounting the pavement also happened today they are inches away from the windows of our houses.</i></p> <p>PC have agreed to fund bollard. CATG have agreed to fund installation. RD to arrange installation. RD to provide update</p> <p>(Priority No.05)</p>	<p>four to two new bollards. It's not known if Richard Dobson has visited the site. An update from Richard is needed to find out what's going on here.</p>	RD
f)	Issue 4936 Town Centre Car Park Signing	<p><i>At a recent meeting of the Town Council's 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>DTC have provided confirmation proposed alterations to Car Parking Strategy. Signing alterations will be included in wider review of signing alterations within the Town Centre programmed for 2019/20.</p> <p>Wiltshire Council Parking Services do not support the proposal to remove Short Stay parking from Station Road, as this offers flexibility to users.</p> <p>To discuss</p> <p>(Priority No.06)</p>	<p>DTC would like to see longer stay parking at Station Rd car park but Parking Services want it to stay short-term, but they are prepared to be flexible over this. DTC also would like to see a change in the definition of short stay parking to see the length of time raised from 3 to 4 hours. PW thinks this could be looked at when Wiltshire Council next looks and changes to parking charges. He asks KN to send him details to forward on to Brigit Wayman</p>	KN
g)	Issue 7035 Market Lavington	<p>Footpath MLAV50 runs between Grove Farm housing Community Hall car park towards the Old School and the village centre. The path is completely unlit and at night pedestrians cannot see their surroundings. This leads to</p>	<p>FD says that SSE are ready to go ahead with installing the new street lamps,</p>	

	Request for Street Light	<p>unease ranging from inability to assure personal safety through safe footing on an unsurfaced path to inability to avoid dog mess.</p> <p>Provision of a street lamp jointly funded by the Parish Council and the CATG.</p> <p>CATG Agreed to fund £1500 towards cost of implementation, if PC agreed to take on future maintenance and energisation costs. PC to progress scheme.</p> <p>PC have confirmed to accept all responsibilities with maintenance and energy costs. PC to contact WC when funds required.</p> <p>Close & Remove Issue</p> <p>Priority (No.07)</p>	they just need funds to go. GR says he can raise a cheque for the parish clerk and get that sent.	GR
5.	Other priority schemes			
a)				
b)				
6.	Outstanding / Open issues			
a)	Issue 6008 Rowde, Springfield Request for No Through Road signs	<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>Update Required from RD</p>	Rowde PC is happy to pay for this. RJ says that Richard Dobson was due to have name plates with no-through-road symbols on. This was set to proceed but there were questions about installation costs and now it is not clear. GR will speak to Richard to find out more.	GR
b)	Issue 6171	<i>Road congestion at Dunkirk Hill /Bath Road, Devizes. Cars travelling from</i>	CATG needs to look at the	

	<p>Devizes – A342 / A361</p> <p>Dunkirk Hill Congestion – Request for Prohibition of Turn.</p>	<p><i>Caen Hill on Bath Road can turn left onto Dunkirk Hill there is no 'No Left turn' sign. This means that vehicles have to traverse both lanes on Dunkirk Hill and frequently cannot make the turn in one move. This is dangerous especially as it is a blind corner and a fast moving road with a pavement on the other side.</i></p> <p><i>Likewise vehicles are permitted to turn right at the top of Dunkirk Hill onto the Bath Road towards the direction of Caen Hill. These vehicles also have to traverse both lanes of traffic and go against the road layout.</i></p> <p>Given the financial requirements and perceived benefits, evidence of turning movements was considered beneficial at April 19 Meeting. Given potential costs of a full survey DTC were discuss internally whether other methods of completing survey were possible (local volunteers).</p> <p>To discuss.</p>	<p>frequency of this happening to decide if the work needed at the junction will provide value for money. PW also wondered how traffic would react and if other junctions would see changes (entrance to Browfort, r'bout at St Joseph's?)</p> <p>DTC confirms data is needed to make a decision and will find someone to survey the junction.</p> <p>GR says that this junction is not flagged up on collisions data.</p>	
c)	<p>Issue 6675</p> <p>A342 Bromham</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</i></p>	<p>Data from the three metrocounts is now back. AJ says that Bromham PC is querying the locations chosen and the data that has been returned. GR describes how those locations were selected. It appears the PC are looking to get a speed limit review of this road. GR feels the speeds recorded would not justify a change. CATG agrees to invite Bromham PC to the next meeting to discuss what</p>	AJ

		<p><i>Parish Council ask that this request is seriously considered by that appropriate team.</i></p> <p>Metrocount location assessed and progressed (3no.)</p> <p>Data from the three Metrocounts was returned in May 19. Speeds at each of the three locations were:</p> <p>South of A3102 Westbrook Road: The 85th percentile speed was 52.2mph and the average speed was 45.9mph.</p> <p>North of Highfield: The 85th percentile speed was 49.4mph and the average speed was 44mph.</p> <p>South of Yard Lane: The 85th percentile speed was 53.4mph and the average speed was 46.7mph..</p>	<p>they would like to see happen. The issue will remain on the list but if the PC does not come to the next meeting, it will be closed.</p>	
d)	<p>Issue 6713</p> <p>A342 St Ediths Marsh</p> <p>Speed Limit Increase</p>	<p><i>Speeding traffic through St Ediths Marsh. The speed limit used to be a 60 through that stretch but has since been reduced time and time again and now is set to 30 is which too slow. It is creating more issues than it is solving. Constant speed limit breaking tailgating and over taking is now occurring. It is like whacky races As a 40 limit I personally never experienced any of these issues and now myself and every family member and friends have experienced one or several of the issues mentioned above. I have been over taken countless times now when travelling at 30 regardless of the time of day.</i></p> <p>Awaiting information as to whether this is supported by the Parish Council. A metrocount request has been placed – awaiting results.</p> <p>The Metrocount to measure vehicle speeds through St Ediths Marsh has been placed and the results analysed. The results of the survey for the 7-day period from 04/06/2019 to 10/06/2019 are as follows:</p> <p>Speeds for a total of 29,152 vehicles in free-flowing traffic in both directions were recorded.</p> <p>The 85th percentile speed was 44.2mph. This is the speed at or below which 85percent of the traffic is travelling. The mean speed was 36.8mph.</p>	<p>The results of the Metrocount are back and show that the average speed is well above the limit at nearly 37mph. GR felt that this average speed would indicate 40mph here to be more appropriate. PW felt that raising the limit to 40mph would be very unlikely to happen. CATG thought the views of the PC were important in making a decision here and wanted Bromham PC present at the next meeting to discuss this.</p>	AJ

e)	Issue 6736 Market Lavington; Ledge Hill / Broadway Request for speed limit reduction	<p><i>Cars driving too fast down Road that we live on Location Spin Hill Broadway Market Lavington SN10 5RH Cars and motorbikes speed up coming down hill to sometimes 70-100 miles an hour... the road bends in parts is relatively a short length of Road with a very dangerous junction at the end known as black dog junction where drivers have to stop. Currently the speed limit is 40 turning into 60 miles an hour - which does not make sense considering there are 6 residential homes various offices and businesses with vehicles entering and exiting throughout the day. There have been various incidents in the last 2 years... two cases of cars losing control driving into my gateway and telephone poll - causing a loss of telephone service and internet for 7 days - also the spot where my children have to stand waiting for their school bus - if they had been there they would have been killed 2 cars driving into the ditch where they have lost control on a bend a collision between two cars as one was leaving a small lane and visibility is difficult caused by car driving too fast down the Road. These are the only ones I have witnessed and I am sure there have been more. And more recently my neighbour walking her dog was killed - both herself and large Labrador were both killed. We are still waiting to fully find out the full story but knowing where it happened I have witnessed many drivers going too fast around a difficult bend - I am sure it was down to negligent driving. It also does not make sense that such a small Road with bends throughout with residencies businesses etc. is marked as a national speed limit when the main Road from Devizes to Lavington is at 50 miles an hour Currently it is too dangerous for us to walk outside our home - even mowing my lawn is dangerous we are unable to walk to our local village which is just up the road.</i></p> <p>Awaiting information as to whether this is supported by the Parish Council</p> <p>Police investigation was concluded and Coroner Inquest held (May 2019). No recommendations to the Highway Authority made.</p> <p>Awaiting PC feedback.</p>	<p>FD stated that the PC is currently looking at data for this location and will have information to come back to the next CATG meeting.</p> <p>GR mentioned that the Coroner's inquest for the last accident was held in May. He has heard of no recommendations for changes to the highway. CATG will wait for feedback from Market Lavington PC.</p>	
f)	Issue 6745	<i>Devizes Town Council supports a request to the Community Area Traffic</i>	AJ said that the original	

	Devizes, Church Walk Extension of 20mph Speed Limit	<p><i>Group for an extension of the Devizes East 20 mph speed limit in Church Walk</i></p> <p>Metrocount Request submitted – Awaiting response</p> <p>The Metrocount team cannot find the original request form from Devizes TC. They have been advised to use the new traffic survey request form and send that directly to the road safety team. DTC confirms they will do this.</p>	<p>request had been lost during a change in staff. He has advised Devizes TC to put in new a request via the new traffic survey form.</p> <p>There was some discussion about how this new system worked and CATG's involvement.</p>	
g)	Issue 6746 Devizes, Station Road Speed Management	<p><i>Devizes Town Council requests the Community Area Traffic Group to determine an appropriate method of speed management in Station Road.</i></p> <p>Metrocount Request submitted – Awaiting response</p> <p>The Metrocount team cannot find the original request form from Devizes TC. They have been advised to use the new traffic survey request form and send that directly to the road safety team. DTC confirms they will do this.</p>	<p>AJ said that the original request had been lost during a change in staff. He has advised Devizes TC to put in new a request via the new traffic survey form.</p>	
h)	Issue 6881 A342 Lydeaway, Planks Farm Speed Limit reduction request.	<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>PC Support Received. To be discussed</p>	<p>CATG agreed to park this issue as it is linked to the others that cover speed on the A342.</p>	
i)	Issue 6968 Potterne Wick	<p><i>I live on the row of houses towards Potterne Wick on the A360 as you exit Potterne Village. The speed limit moves from 30 mph to 40 mph before increasing to 50 mph once you round the bend away from the hamlet of Potterne Wick. I have noticed an increase in vehicle speeding out of the</i></p>	<p>JM described what Potterne PC has done to try to find a solution. They have looked at a</p>	

	<p>Concern with Speed of Large Vehicles</p>	<p><i>village towards the 50mph zone making it increasingly dangerous for people turning into the Potterne Wick lanes two turnings or exiting onto the A360 from them. Of particular concern is the speed of large vehicles such as lorries and tractors trailers who seem to be increasing speed and often taking the bend excessively. There has been two near misses and one crash this week already.</i></p> <p>Discussed at meeting (April 2019). PW offered to meet PC to discuss concerns. Awaiting feedback from meeting.</p>	<p>tranche of measures throughout the village but have changed some of their thoughts after meeting with PW. The PC will review this soon and come back to CATG with clearer requests.</p> <p>In particular, there was discussion about moving 30mph signs and a new crossing between the George & Dragon and Blount's Court. In order to improve sight lines here, a bank needs to be taken back.</p> <p>GR said that the crossing there is not to a standard Highways would expect but there is not the resource for improvements and the land is privately owned. Highways would not take on this land due to ongoing maintenance commitments. PW suggested the PC takes on this land and Highways could put in a new crossing.</p>	
j)	<p>Issue 7099</p> <p>Potterne, Whistley Lane</p>	<p><i>Speeding and dangerous driving on Whistley Road in Potterne. The lane urgently needs to be made 20mph so Satellite Navigation Systems stop marking it as the quickest route and traffic calming initiatives need to be introduced so any driver choosing to drive down the road is forced to drive at</i></p>	<p>It was agreed that this is a narrow road and unsuited for the volume of traffic it gets.</p>	

		<p><i>a slow and safe speed. It also needs a 3.5tonne weight limit as the road is just falling apart. We have coach upon coach using the lane as a cut through to Stonehenge lorries and vans using it as a cut through and general traffic who use the lane like a speed track. The increase of traffic from when I left home in 1994 to returning in 2017 and now is shocking and I mean really shocking. And the speed the road is driven by is even more shocking. All of us living on the lane DRIVE our children places as its just too dangerous for them to walk down. There is no WAY I would let any of my children ride a bike on the road. We need WCC to make urgent amendments to the road so no one gets killed. Because it is only a matter of time.</i></p> <p>Discussed at meeting (April 2019). PW offered to meet PC to discuss concerns. Awaiting feedback from meeting.</p>	<p>Many of the issues here are covered by the PC in Issue 6968 above and will come back to the next CATG meeting.</p>	
k)	<p>Issue 7126</p> <p>Rowde</p> <p>Request for dropped kerbs.</p>	<p>There is a need for more dropped kerbs around the village of Rowde. In particular across the entrance to Springfield Road from Marsh Lane and then across Marsh Lane towards Rowde Court Road. This is to enable residents from HfT a residential complex for adults with learning difficulties to fully access the village in particular the Church and bus stop on the High Street. The Parish Council has identified further dropped kerbs that it would like to install around the village. A map with the locations on can be supplied.</p> <p>RPC Have supplied details of locations of the dropped kerbs (6 Sites). No estimate has been produced, ballpark estimate to provide 6 sets £8,000 to £10,000(Subject to assessment).</p> <p>To be discussed at meeting.</p>	<p>GR has the list of dropped kerbs and the PC's priorities. He recommends they are all done at once for ease and cost. The estimated contribution from the PC would be up to £2,500. GR will look at this soon to give a clearer estimate. PW was happy to put this forward as a CATG project so GR can come back to the November meeting with a more accurate cost.</p> <p>Scheme is to be added as a Priority.</p>	GR

8.	New Issues			
a)	Issue 7177 B3079 Easterton Duck Warning Signs	<p><i>Wild fowl duck chicks are in peril crossing the main B3069 annually after a blind bend. Official wildfowl warning signs positioned before the blind bend leading to the duck crossing and to the south.</i></p> <p>To be discussed at meeting.</p>	<p>AJ reports that Easterton PC supports this request but have asked for an accurate estimate of cost before proceeding. CATG agrees GR provides an estimate to give back to the PC.</p> <p>Scheme is to be added as a Priority.</p>	GR
9.	Other items			
a)	Devizes, High St No Entry Signs	<p>GR agrees the entrance from Long St can be tidied up. There are bollards that need No Entry signage replacing and No Entry could be painted on road. GR would like to replace bollards with hoops to be in keeping with elsewhere in town. Estimates that this could cost CATG £3-4k plus other elements paid from Maintenance.</p> <p>DTC supports the proposal to add new signs outside No 15 and on the central island. It was raised that the hoops in the market square become unsightly when damaged by cars. It was agreed this decision needs to go back to the DTC to choose between hoops or bollards.</p>	<p>Devizes TC agree the No Entry provision needs to be enforceable. The design of the bollards or hoops needs to be agreed. CATG asks that DTC comes to a clear decision.</p>	KN / DTC
	Crossing at North Wilts Golf Club	The club has asked for traffic calming / safety measures to allow their members to cross the road safely from one side of the course to the other.	<p>AJ confirms this has been sent to Bishops Cannings PC for confirmation of their support and is on their meeting agenda. At the initial conversation with the club, AJ pointed a number of things they could do from their side such as warning signs within the course, barriers</p>	

			to guide players to one specific point to cross and players crossing in groups for safety. The club are not expecting CATG / Highways to provide the only solutions.	
	Westbury CATG – speed limit review for B3098	Westbury CATG want to carry out a speed limit review of the B3098 and have invited Devizes CATG to contribute towards the cost of reviewing the section of road in this community area.	PW described the conversation with the Chair of Westbury CATG and described the condition of the road in the Devizes area. CATG members agreed that between the lower speed limits through numerous villages and the driving conditions on other parts of this road, they did not feel a speed limit review here was needed.	
	Footway at Tanis, Conscience Lane, Rowde	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 support this request.	RJ said the PC was aware this would be expensive and might need to be funded via the Substantive scheme. GR described that a lot of preparatory work needs to go in to a project before it is ready for a bid to the scheme. In terms of his time, it could cost approx. £6,000 to design and carry out necessary surveys.	

			<p>RPC to confirm 25% contribution to development cost.</p> <p>Scheme to be added as a Priority.</p>	
10	<p>Date of next meeting: 5th November 2019, White Horse Room, Devizes Community Hub and Library</p>			