

LHFIG Minutes - Meeting on 17 January 2023

Previous Status	Project ID	Town / Parish	Project Title	Project Proposal	Most Recent Actions & Recommendations	New Status
Awaiting Slot	NA		All Areas Existing parking and waiting Restrictions which moved to LHFIG upon formation	Prior to the formation of LHFIGs, previously Parking & 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. The group must decide on whether to proceed with progression of these or to abandon.	This separate list of tasks was approved for implementation by LHFIG in 2023/24	Awaiting Slot
HIGH PRIORITY PROJECTS						
In Progress	6120	Lydeaway	Lydeaway Request for speed limit reduction (Priority No.01)	The speed limit or rather the lack of on the A342 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.	This task has been completed and will be removed. It will not feature in the agenda for the next meeting.	Complete
In Progress	6675	Bromham	Bromham A342 Speed Restriction (Priority No.03)	Bromham Parish Council would like to put in motion a speed restriction on the A342 from South of the Calne A3102 50/40mph speed restriction to the St Edith's Marsh 30 MPH restriction. This length of the A342 is now a 60MPH road with frequent occurring accidents which can be backed up by local police and a freedom of information request for the crash map information for accidents. This stretch of road starting at the Calne junction has the following: Farm shop, Residential properties, Chittoe junction - poor visibility. The Audi Garage, Residential properties, The A3102 Melksham junction with Collins Veg. Shop - minor accidents happen here on a regular basis not always police recorded- V P Collins Vegetables at 81 Devizes Road can support this. ACCIDENT SPOT; Double bends. ACCIDENT SPOT; New Farm and Digester entrance to A J Butlers Farm -between the double bends. Cross road junction to Highfield village centre and Roughmoor. Roughmoor 9 residential properties plus A J Butlers main Farm access and Open Reach telecom building. ACCIDENT SPOT; Cross road junction to Yard lane and The Pound village centre. ACCIDENT SPOT; Hawkstreet junction. A speed restriction has been requested on two previous occasions but without response. Bromham Parish Council ask that this request is seriously considered by that appropriate team.	RH confirmed budget contributions have now been agreed by the PCs. The group promoted this task to "In Progress". GR suggested that this would be implemented in the next 12 months.	High Priority

In Progress	06-20-21	Devizes	Devizes Request for 20mph Limit – Area 3 (Priority No.04)	<p>Access through this residential area is often used as a rat run, as it bypasses traffic congestion in New Park Street leading to rat run 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 concentrations of pedestrian and frequent parking manoeuvres, therefore a 20mph speed limit would be more appropriate for this area. We would call this Zone Three, 20mph speed limit. See attached plan.</p> <p>Further zones will be handled at the same time to save money (See rows below)</p>	<p>Draft Traffic Orders are being prepared ahead of formal consultation.</p> <p>Initial survey drafting has been completed. To be reviewed shortly before passing to TRO for progression with consultation.</p>	High Priority
NA	06-20-22	Devizes	Devizes - Request for 20mph Limit – Area 1	<p>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 mentally. All these roads have high concentrations of pedestrian and frequent parking manoeuvres, therefore a 20mph speed limit would be more appropriate for this area. We would call this Zone One, 20mph speed limit. See attached plan</p>	Handled as part of task 06-20-21 above	
NA	06-20-23	Devizes	Devizes - Request for 20mph Limit – Area 2	<p>The whole of Bridewell Street, the whole of Hare and Hounds Street, the whole of Sheep Street, the whole of Sidmouth Street, the whole of Maryport Street and the whole of Monday Market Street are either within the main shopping area of the town or are the feeder road into this area and as such all have high concentrations of pedestrian and frequent parking manoeuvres and therefore a 20mph speed limit would be more appropriate for this area. We would call this Zone Two, 20mph speed limit. See attached plan</p>	Handled as part of task 06-20-21 above	
NA	06-20-24	Devizes	Devizes - Request for 20mph Limit – Area 4	<p>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</p>	Handled as part of task 06-20-21 above	
In Progress	06-21-09	Bishops Cannings	Bishops Cannings Horton Road Speed Limit Reduction (Priority No. 07)	<p>The current speed limit between the Cannings Hill roundabout and a point just beyond Marlborough Close, is 50mph. Given the built-up nature of the road at this point, the parish council believes that the road should be restricted to 30mph.</p> <p>The 50-mph restriction in question is approximately 737 metres in length. Along this there are 24 streetlamps more or less evenly spaced, so there is an average of approximately 31 metres between them. s.82 Road Traffic Regulation Act 1984 defines a restricted road as one where "there is provided on it a system of street lighting furnished by means of lamps placed not more than 200 metres apart" and s.81 of the Act states "it shall not be lawful for a person to drive a motor vehicle on a restricted road at speeds exceeding 30-mph."</p> <p>The default position on this stretch of road would therefore be 30-mph, except that Highways have chosen to impose a higher limit.</p> <p>Consultants recommendations have been published with a 40mph recommendation.</p>	PW confirmed that BCPC have approved the budget contribution.	High Priority

In Progress	06-21-08	Worton	Worton SID Posts and Sockets	<p>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.</p> <p>Worton Parish Council would like permission to install at least two Speed Indicator Devices at locations to be confirmed</p>	<p>All work is complete and PC to be invoiced.</p> <p>Close and remove issue from next agenda.</p>	Complete
In Progress	06-21-12	Bromham	Bromham New Road - Request for 30mph Repeater signs	<p>There is no 30MPH signage at the school end of New Road in Bromham. Some drivers get confused and mistake the road for a national speed limit.</p> <p>Several school children live along the road and walk to school unfortunately there is no pavement present, so they must walk on the road. One of the children that commute to school is also in a wheelchair and there have been multiple issues with cars travelling too fast.</p>	<p>Scheme has been added to the programme and awaiting engineer to be allocated.</p> <p>GR hopes end of March 2023 for completion.</p>	High Priority
In Progress	06-21-13	Devizes	Devizes Eastleigh - Request for Bus Stop Clearway	<p>The bus stop outside of 49 Eastleigh Road is often blocked by parked cars, particularly at peak times when the chip shop is open. Buses must pull up in alternate locations which causes issues for people with reduced mobility as the door does not then align with the paved surface designed for wheelchair users. There are no road markings to discourage drivers from parking here. The matter is further exasperated given that the lamp standard supporting the bus stop signage has recently been replaced following a collision, and whilst the timetable notice has been replaced, the Bus Stop sign is missing therefore there is nothing at all to indicate to drivers that this is a bus stop. It has been an issue for some time; however, the Town Council is now being lobbied by wheelchair users who find accessing public transport at this location a significant challenge, thus adding additional difficulties to their mobility.</p>	<p>Work has been ordered and is with contractor.</p> <p>Awaiting amenable weather conditions.</p>	High Priority

In Progress	06-21-02	West Lavington	West Lavington Duck Street - Parking restrictions	<p>There have been ongoing parking issues in Duck Street and in particular around Dauntsey's Care Home for a period of time but has become more challenging over the last 6 months. The current inconsiderate parking extends to the end of Duck Street where it meets the main road and therefore at times visibility at the junction is compromised.</p> <p>Relationships between the home and residents has broken down in terms of communication and the impact being that there is inappropriate parking occurring regularly. The parish council receives complaints from residents and also local farmers who are unable to pass through the road to get to their fields. During April a nurse who came to visit the home had her car damaged whilst it was parked in Duck Street.</p>	<p>Scheme has been added to the 22/23 programme for progression.</p> <p>PC have provided details on the location and extent of the waiting restrictions.</p>	High Priority
In Progress	06-22-02	Devizes	Devizes Roundway Park - Request for Street Lighting	<p>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.</p> <p>Many of the homes in the residential area of Roundway Park and Gardens are occupied by has a significant number of older single people or older couples. Councillor Oliver has received requests from residents of 24 households seeking improvements to the level of street lighting in the area.</p> <p>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.</p>	<p>All works are complete and an invoice is to be raised.</p> <p>Close and remove issue from next agenda.</p>	Complete
In Progress	06-22-04	Devizes	Devizes Opendoors / Southbroom Centre - Request for direction signs	<p>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.</p>	<p>All works are complete and an invoice is to be raised.</p> <p>Close and remove issue from next agenda.</p>	Complete
In Progress	06-22-03	Devizes	Devizes Byron Lane / Green Lane - Request for Give Way Signs	<p>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.</p> <p>Give way signs need to be installed to reinforce the junction markings on the road</p>	<p>Scheme has been ordered – Awaiting contractor to implement.</p>	High Priority

In Progress	06-21-16	Wedhampton	Wedhampton Highstreet - Change to road layout	<p>Very poor visibility when exiting the High Street, Wedhampton from the south east junction with the A342, has resulted in a number of accidents both recently and over the longer term. Traffic travels along the A342 at high speeds, and the bend just north west of the junction obscures any view of oncoming traffic, which makes it an exceptionally dangerous junction, and it is only a matter of time before there is a fatality.</p> <p>I walk from Urchfont across to Wedhampton regularly, and have witnessed the aftermath of two accidents in the last two months.</p> <p>It has been suggested by Wiltshire Councillor Philip Whitehead, that the aforementioned junction should be entrance only into Wedhampton. This can be achieved with One Way signs at the entrance, and corresponding No Entry signs a short way before the current exit from the High Street.</p>	Scheme has been added to programme – Anticipated that formal consultation will take place early in the next financial year.	High Priority
In Progress	06-21-11	Rowde	Rowde A342 - SID Infrastructure	<p>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.</p>	Works have been ordered with contractor and will be implemented by March 23.	High Priority
In Progress	06-22-07	Seend	Seend A361 - Request speed limit reduction	<p>Speeding traffic both east and westbound, coupled with safety issues as drivers slow to turn into Seend Cleeve junction and the risk of being rear ended by vehicles behind not slowing down enough. There is also a safety issue for pedestrians crossing to get to the bus stop on the other side of the road. There is a school bus pick up and drop off each day, with children needing to cross this busy road. A metro count was taken in November 2021, the results of which have shown that there is a proven issue of speeding both east and west bound. A copy is attached to this application. There is short section of the road, after you leave Seend High Street and past the Bell crossroads, where it increases from 30mph to 60mph for a couple hundred metres before it reduces to 50mph close to the Seend Cleeve junction and continues at 50mph through the Baldham Bends to just past Littleton (before the Semington roundabout). We believe the reduction to 50mph was introduced by a TRO in 2013. The 30mph was extended further down the A361 by a TRO in Nov 2018 as part of road safety improvements at the Bell crossroads. So it goes from 30 to 60 to 50mph in a fairly short length of road.</p> <p>We would like a speed reduction from 50mph to 30mph to extend past the Baldham bends, which is already a re-known accident black spot. We believe that drivers are more likely to slow down earlier if there is a more significant drop in speed limit from 60mph to 30mph. We would also like to see double white lines, which would restrict overtaking whilst a car is turning into the Seend Cleeve junction.</p>	Scheme has been added to programme and will be progressed in due course.	High Priority

APPROVED PROJECTS AWAITING HIGH PRIORITY SLOT

Approved - Awaiting High Priority Slot	09-21-01	Poulshot	Poulshot Townsend - Request for new footway	<p>As an issue of safety it is requested that a pavement be built between the Church and Townsend farmhouse. 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.</p> <p>The following has previously been provided to Issue at Melksham CATG by Highways Officer: Construction length is approximately 75m. New Footway with kerbing costs 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.</p>	<p>Plan of action is needed from the PC.</p> <p>Is there appetite to continue this project?</p>	Awaiting Update
Approved - Awaiting High Priority Slot	06-22-08	Seend A	Seend A361 / Bollands Hill - Request for small signing alterations	<p>Despite the road safety improvements carried out in 2018 at the Bell Crossroads under the 'Local Road Safety Scheme' by Wiltshire Highways and the additional signage put in place in Bell Hill in Autumn of 2020, the Parish Council is still concerned with the high number of accidents occurring at the Bell crossroads, as some drivers are not stopping at the top of Bollands Hill and Bell Hill.</p> <p>We would like to ask for the support of CATG to look at what else can be done at these crossroads to improve driver awareness of the need to give way at these junctions. Following a useful meeting with Highways, it was suggested that some small scale measures may be possible to improve signage and visibility making drivers more aware of the cross roads and the need to give way. Whilst, we have been told, the cross-roads do not meet the DfT criteria for a Stop sign, we would ask if there is any discretion on this, as many people feel a stop sign and continuous white line would help reduce the number of accidents.</p>	<p>PC confirmed Bollands Hill as a second priority.</p> <p>LHFIG budget now likely to be exhausted on tasks ahead in the queue and group is aware.</p>	Awaiting Slot
Approved - Awaiting High Priority Slot	06-22-14	Wedhampton	Wedhampton Request for 20mph Limit	<p>Residents have long complained about speeding through the village, and they request that the current speed limit is reduced from 30mph to 20mph. A recent Metro Count showed that 1.1% exceeded the speed limit on average. The average speed was 17.3mph and the 85th Percentile was 22.8mph.</p>	<p>PW confirmed that BCPC have approved budget contribution.</p> <p>Promoted to High priority.</p>	High Priority

UNAPPROVED PROJECTS REQUIRING PROGRESSION

Awaiting Update	06-21-15	Marston	Marston Request for Speed Limit Review	<p>Issue 1 The speed limit through the village is designated 40mph – 30mph - 40mph and the national speed limit. Vehicles travel through the village at higher speed limits on a regular basis and residents are finding it unsafe to come out of their drives onto the highway, especially in the higher speed limit sections.</p> <p>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. 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)</p> <p>Issue 2. 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.</p> <p>We request a reduction to 30 miles per hour on Long Street to 30 MPH.</p>	<p>PC were not present at October or January meetings to confirm 100% contribution.</p> <p>New queries raised requiring PC input.</p> <p>Task will remain in tracker for April meeting but will be removed if PC not in attendance.</p>	Awaiting Update
Awaiting Update	06-22-16	Devizes	Devizes Southbroom Road - Request for Residents Parking	<p>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. 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.</p> <p>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.</p> <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.</p>	<p>DTC has written to residents to canvas opinion. Response expected in October meeting.</p> <p>LHFIG still awaits update from DTC.</p> <p>Task will remain in tracker for April meeting but will be removed if DTC unable to progress.</p>	Awaiting Update

Awaiting Update	06-22-17	Devizes	Devizes Bath Road - Request for Pedestrian Crossing Improvements	<p>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.</p> <p>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.</p>	<p>DTC was asked to consider the demand for this change and a response was expected in October meeting.</p> <p>LHFIG still awaits update from DTC.</p> <p>Task will remain in tracker for April meeting but will be removed if DTC unable to progress.</p>	Awaiting Update
Awaiting Update	06-22-18	Seend	Seend Bollands Hill - HGV Use	<p>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</p> <p>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.</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. The PC require assistance in tackling the problem.</p>	<p>The PC was conducting an HGV study on the day of the October meeting and confirmed results would be brought to the January meeting.</p> <p>LHFIG still awaits update from PC.</p> <p>Task will remain in tracker for April meeting but will be removed if PC unable to progress.</p>	Awaiting Update
Awaiting Update	06-22-19	Urchfont	Urchfont The Croft - Dropped Kerb	<p>The Croft has a population of largely elderly residents who have difficulty taking wheelbarrows to the Allotments because of their having to mount a kerb. Access is likewise especially hard for those with mobility scooters and others with prams or buggies.</p> <p>We request that a 'drop kerb' is put in place opposite to the path leading in to the allotments.</p>	<p>PW confirmed that the PC has approved their budget contribution.</p> <p>Project approved and awaiting High Priority slot.</p>	Awaiting Slot

Awaiting Update	09-22-20	Devizes	Devizes The Market Place - Bollard Replacement	<p>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.</p> <p>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.</p>	<p>DTC asked to make a decision on bollard design alongside Matt Perrot and bring the request back to the October meeting.</p> <p>LHFIG still awaits update from PC.</p> <p>Task will remain in tracker for April meeting but will be removed if DTC unable to progress.</p>	Awaiting Update
Awaiting Update	06-22-24	Easterton	Easterton B3098 - Bus Stop Improvements	<p>The bus stop outside Halstead Farmhouse is located on a raised and rounded grassed stream bank. The height of the bank proves difficult for anyone with special access requirements to negotiate safely, especially in wet weather.</p> <p>A) construction of a dedicated alighting platform with an associated drop kerb Or B) Move the bus stop to the other side of the junction with Kings Rd where the existing footway is eminently suitable and has been unofficially used by sympathetic bus drivers considerate for their passengers ability.</p>	<p>PC has confirmed location but needs to confirm budget contribution.</p>	Awaiting Update
Awaiting Update	06-22-22	Little Cheverell	Little Cheverell B3098 - Speed Limit Assessment	<p>We would like to request a speed limit review for the length of the B3098 which runs through the village of Little Cheverell. Approaching from the Westbury direction, the speed limit is 40mph. It decreases to 30 mph at the corner where School Lane joins the road from the left. It stays at 30 mph for the remainder of the road as far as the junction with the A360. Local residents believe that the traffic travels through the village on the B3098 at speeds in excess of the statutory limits for this road. We are requesting metro counts in to ascertain if this perception is correct. The request for a speed limit review has arisen because there are now young families who live in row of houses alongside the B3098 within the 40mph. The speeds of cars as people come out of their homes is making crossing the road hazardous. In addition, there are now children who need to cross the road in the mornings to catch the school bus and in the afternoons, when they are dropped off.</p>	<p>PC has agreed to await metrocount results and form a CSW group before applying for LHFIG support for speed related infrastructure.</p> <p>Task to be removed until results are known when it can be reinstated.</p>	Remove

Awaiting Update	06-22-25	Worton	Worton	See details in Column G for extensive background.		Awaiting Update
			Various requests	<p>1. Widen the pavements and ensure kerbs are dropped sufficiently – This is technically possible but would require a site survey and careful consideration of the group’s budget.</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. – This is unlikely to happen due to the shift of HGVs to even more unsuitable roads.</p> <p>3. Signage: “Unsuitable for HGVs” or a HGV symbol with a line through, at Seend Crossroads and Black Dog Crossroads – This is technically possible to dissuade HGV drivers, however, is it the right approach given comments above?</p> <p>4. Signage in the village for Horse Riders – This is technically possible although not encouraged within the 30mph restriction.</p> <p>5. Signage “no overtaking” – This isn’t appropriate for the village location.</p> <p>6. Road markings: new 30MPH roundels or red tarmac perhaps. - This isn’t technically possible where a system of street lighting is in place.</p> <p>7. Improved street lighting as we have some black spots - This is technically possible</p> <p>8. Crossings outside the school - This is technically possible although alternatives should be discussed with the school via the Taking Action on School Journey initiative.</p> <p>9. Pavements in Mill Road - This is technically possible but would require a site survey and careful consideration of the group’s budget.</p>	<p>PC indicated they would prioritise Task 1.</p> <p>PC to confirm prioritisation and generate a rough plan / description of the dropped kerb location(s) for April meeting.</p>	

NEW PROJECTS RECEIVED AT MEETING

New Project	06-22-26	Poulshot	Poulshot	Speeding through the village, starting from the dual carriageway through to the other side of the village leading to Worton.		Awaiting Update
			Request for White Gates	<p>At present we do not have access to community speed watch and the white lines highlighting the speed limits on the surface of the road have all but faded away. This has been logged separately with my wilts.</p> <p>Cars leave the dual carriageway as speed and do not slow down, until they hit the built up area of the village and even then its not always to 30mph. The road through the village is very straight so there are no natural bends to slow people down.</p> <p>We would like to investigate putting in white gates at 3 different points in Poulshot, in line with many other villages in the area. This will be the first step in addressing the larger issue of speeding through the village. However we hope this will help to give road-users the message that they are entering into a residential area and should drive with due care and attention and within the designated speed limit.</p>	<p>PC to confirm that an active CSW is in place before the project could be supported.</p> <p>Project will stay in the agenda for the April meeting and then be removed if necessary.</p>	
New Project	06-22-27	Devizes	Devizes	For a number of years there have been parking issues in this road it has been exacerbated by the selling off garages and parking areas by Aster. We have been informed that cars speed down the main straight part of the street although we have not collected any evidence of this as yet. Cars park opposite one another causing a gap too small for larger vehicles to get through. We have identified areas that if the parking lay-bys were extended it would stop this in some Areas. Note a Waiting Restriction Request Form has also been received		Remove
			Waiblingen Way - Parking and Speeding	<p>A consideration of a reduction in the speed limit from 30mph to 20mph or less this would take away the impression of speeding.</p> <p>A no though road sign at the start of the road would stop large lorries going down the road by mistake.</p> <p>DTC feel that more double yellow lines will make other areas more congested.</p>	<p>DTC to discuss a leaflet or poster campaign to draw attention to the problem.</p> <p>The Group doesn’t feel these issues can be resolved through LHFIF.</p> <p>DM recommended that this task be removed.</p>	

New Project	06-22-29	Bromham	Bromham A3102 - Westbrook - Access Issues	<p>I have just moved into our house and to drive out of our driveway onto Westbrook Road is very dangerous. Traffic coming from Melksham drive at such a high speed (particularly motorbikes) that it is impossible to see them as the view is not clear and by the time we have gone out into the road, traffic has suddenly appeared, and a crash is inevitable. I need to find a solution. There are four big houses where we are but the speed limit for Westbrook, is 100 meters further on towards the Westbrook pub. Please can you help.</p> <p>I need the speed limit extended to cover these four houses which are in Westbrook, signs of warning that there may be traffic coming out of our driveway, a large mirror so we can see clearly.</p> <p>The Parish Council agree with these concerns and would like action to extend the speed limit, as this can take up to two years plus, the PC request some immediate action warning signs of an entrance, also 'slow' on the road warning and the permission or provision for of a highway mirror.</p>	<p>The density of housing does not support a reduction in the speed limit.</p> <p>DM explained that mirrors and signage could be installed on private land although the parish may feel it impacts the character of the village.</p> <p>DM recommended that this task be removed.</p>	Remove
New Project	06-22-30	Devizes	Devizes Bath Road - Dropped Kerb Request	<p>At a recent meeting of the Town Council's Planning committee, it considered are request for a dropped kerb in Bath Road by the Murco Petrol filling station, following the submission of a Highway Improvement Request Form from a resident of Mayenne Place.</p> <p>Within the request, the applicant states the pavement outside the petrol station on the A361 had no dropped kerb, so this is a serious problem for wheelchair users, especially because at this location there is no safe option to cross the road. The picture below shows the pavement in question.</p> <p>After considering the request, it was agreed there is an issues in the location that needs to be addressed and therefore the Town Council supports it.</p>	<p>DTC to confirm budget contribution and proposed location.</p> <p>This fits the LHFIG and wider Council criteria and objectives.</p>	Awaiting Update
New Project	06-22-31	Bulkington	Bulkington Mill Lane end Request for marked On Carriageway Footway	<p>In the absence of a pedestrian area on either end of the village, villagers are walking on the unlit road when going from one end of the village to the other.</p> <p>Councillors feel strongly that a pedestrian pathway marked with white road paint would make cars more vigilant, give a designated space to pedestrians and still allow wide farming vehicles to pass.</p>	<p>The PC to consider the effectiveness of this if cars will continue to park on the marked aread.</p> <p>If this is to proceed the PC will be asked to prioritise their tasks.</p>	Awaiting Update
New Project	06-22-32	Bulkington	Bulkington Chestnut Drive - Request for Dropped Kerbs	<p>There are slightly dropped kerbs at the end of the road . However these are sometimes obstructed by parked cars. The shaped curbs that do exist are unsuitable for manual wheelchair users.</p> <p>This is the only ramped access to the church (when cars are parked on the road for a service).</p> <p>The slightly dropped kerb to the right of the entrance is facing directly into the street sign – "Chestnut Drive" which makes it very difficult for motorised wheelchair users to negotiate onto the pavement as there is insufficient "turning access".</p> <ul style="list-style-type: none"> •Dropped kerbs at road height to be fitted at the end of Chestnut Drive. •These dropped kerbs should be indicated as ramp access so that cars are aware that they are disabled access routes. <p>Parking restriction should be in place where there is ramp access</p> <ul style="list-style-type: none"> •The street sign for Chestnut Drive should be relocated from the slightly dropped kerb 	<p>PC to confirm budget contribution and proposed location.</p> <p>This fits the LHFIG and wider Council criteria and objectives on accesibility.</p>	Awaiting Update
New Project	06-22-33	Bulkington	Bulkington Northfields - Request for Dropped Kerbs	<p>There are no dropped curbs so when walking or wheeling up the high street, you can't get up and down again from the pavements leaving into Northfields. The village has a lot of elderly, young children on scooters, parents with push chairs and wheelchair users. These areas make navigating their village very hard for them.</p> <p>Install a dropped kerb on both sides</p>	<p>PC to confirm budget contribution and proposed location.</p> <p>This fits the LHFIG and wider Council criteria and objectives on accesibility.</p>	Linked to task above

New Project	06-22-34	Devizes	Devizes Downlands Rd	Dropped kerbs (pedestrian access). Due to my recent lack of mobility I am in need of dropped kerbs to be able to cross the road and its become apparent that there are none in Downlands road. I believe the council have a responsibility to provide safe access for all residents regardless of physical ability.	DTC to confirm budget contribution and proposed location.	Awaiting Update
			Request for Dropped Kerbs	Dropped kerbs installed at intervals around Downlands Road to enable freedom of movement.	DM suggested that this task be combined with 06-22-30 above.	
New Project	06-22-35	Bishops Cannings	Bishops Cannings West End Rd - Request for Speed Limit Extension	The West End Road extends from the A361 in the west to the Bishop's Cannings crossroad at its eastern end. The length of this section of road is 725m. At a point immediately west of the entrance to the village car park, the speed limit increases from 30mph to the national speed limit. the section of the West End Road from the speed limit boundary to the A361 junction has 13 properties directly accessing the road. Two development changes are imminent on this section of road, the first is the introduction of a new farm shop at West End Farm, giving rise to additional traffic movements (of all types) onto the West End Road. The second is the proposed expansion in capacity of the village car park, again increasing vehicle movements in the West End Road. The Parish Council believes that traffic leaving the busy A361 and travelling east along West End should be limited to 30mph. Similarly, traffic travelling from the village west, should be restricted to the village speed limit to the point of the junction with the A361. This section of the road is identical in character to the road elsewhere in the village. The nature and width of the West End Road does not lend itself to traffic travelling at 60mph, in particular there is no footway for pedestrians. Developments along this road suggest that for the safety and convenience of all users, 30mph would be more appropriate for this setting.	GR outlined DfT guidance on property density on the edge of settlements and the appropriate application of speed restrictions.	Awaiting Update
				Move the speed limit boundary from its current location in West End Road to the junction with the A361.	West End Road does not meet the criteria as there are few properties, well spaced. Bringing a 30mph limit to this stretch risks raising speeds through the centre of the village.	
					DM suggested that the group revisit this task should the carpark project come to fruition and safety be a concern. DM is happy to leave this task on the agenda should BCPC come back with plans for the carpark at the next meeting.	
New Project	06-22-36	Devizes	Devizes Various Roads - Request for SID Infrastructure	There has been a steady increase in concern over the issues of speeding over several years, and in some areas the Town Council has already reported these concerns to the LHFIFG At a recent meeting of Devizes Town Council, it was agreed that an investigating into the possibility of installing Speed Indicator in Devizes (SIDs) should be undertaken. As part of that discussion, a number of roads were identified where such devices would potentially be suitable and are listed under the Location of Issue section in this report.	DTC to confirm that an active CSW is in place in each area before the project could be supported.	Awaiting Update
				•Bath Road, •London Road, •Nursted Road •Potterne Road•Windsor Drive, •Brickley Lane. •Dunkirk Hill	Project will stay in the agenda for the April meeting and then be removed if necessary. DTC might be asked to prioritise this over other tasks on the agenda.	

New Project	06-22-37	Devizes	Devizes Avon Road - Request for Waiting Restrictions	<p>Recently there has been much concern about the inappropriate parking at the corner of Salisbury Street and Beauclerc Street with Avon Road. Cars on all streets park far too close to the junction, making it very difficult to turn safely from one street to another. Salisbury Street, Beauclerc St and the canal side entry to Avon Road have many more cars than those belonging to residence. These are suspected to be commuters who wish to avoid parking charges, or Bath Road residence unable to park safely outside their houses without any off-street parking.</p> <p>In addition a resident recently had a fire in her house, the fire brigade had great difficulty in getting into Avon Road via Salisbury Street because of the parked cars. In the end I believe they entered in from the canal side entry to the road which was also made difficult. On a number of occasions there have been near collisions where cars are unable to exit these streets safely as parked cars remove the line of sight.</p> <p>As previously stated, often motorists have to emerge from either Salisbury Street or Beauclerc Street with no clear vision on what traffic is moving along Avon Road, greatly increasing the risk of collision.</p> <p>DTC seeks assistance in tackling this problem.</p>	<p>DM raised the same concerns as with other tasks discussed - there is little that can be done in signage to stop inconsiderate or dangerous parking.</p> <p>DM suggested this should be addressed via a DTC awareness campaign. A suggestion was made to create flyers which could be periodically placed on the windscreen of offending vehicles.</p>	Remove
New Project	06-22-39	Market Lavington	Market Lavington High St / Church St - Request for Pedestrian Improvements	<p>Market Lavington has grown over the years in a linear fashion placing more and more houses “outside” the village centre with a need for pedestrians to walk along the pavements to access amenities. In the past, these narrow pavements were less used because the bulk of residents lived “inside” the High Street/Church Street area, now the opposite is true. The pavements are extremely narrow at the edges of the village, which places pedestrians in danger of coming into contact with vehicles. Pedestrian flow is also significant going out of the village in each direction and importantly, the majority of this foot traffic is to either the primary or secondary school. This places even more vulnerable pedestrians close to passing traffic. For parents with pushchairs, the pavements east and west in and out of the centre of the village are impassable, meaning pedestrians are often forced into the road. Likewise, wheelchair or mobility scooter users must leave the pavement and move onto the road to share it with cars, vans, HGV’s, buses, and large lorries in order to access shops, the schools or their home.</p> <p>The Parish Council have explored the widening of pavements away from the road, however, due to the presence of either listed buildings or walls within the curtilage of listed properties, this is not feasible. The only option is to widen the pavements into the road and reduce the carriageway to a single lane. We recognise there are issues with visibility at each end of the village which mean we risk cars stacking-up and becoming gridlocked if a chicane is introduced at either point. We can mitigate against this by installing traffic control signals to manage the stretches and ensure suitable traffic flow.</p>	<p>The group acknowledged the issue which impacts hundreds of residents. The lack of accessibility for wheelchair / mobility scooter users is a focus for WC.</p> <p>The cost of a substantive bid preparation project is likely to be £10,000-£15,000 which is 30-50% of the group's budget. DM has suggested that MLPC revisit their finances and CIL fund to see how they might increase their contribution to allow the group to support it.</p>	Awaiting Update
New Project	06-22-40	Market Lavington	Market Lavington Church St / The Spring - Request for SID Infrastructure	<p>Speeding and speed awareness has long been an issue in and around Market Lavington, and is something that local residents feel very strongly about. There is an active team of Community SpeedWatch volunteers operating at different locations in the village, and the Parish Council purchased and installed a Speed Indicator Device (SID) which is currently sited on Spin Hill back in 2020, which has proved very effective as a practical and visible way of highlighting speeds of on-coming vehicles, and prompting drivers to adhere to the speed limit. The Parish Council would now like to focus on using a SID at other locations in the village where speeding has been identified as an issue, starting with Church Street / The Spring.</p> <p>Could the Parish Council therefore please request support from the LHFIG committee for the supply and installation of a NAL socket, and post at this new location.</p>	<p>DM questioned whether the CSW group was active at the current time. The group would like to see community commitment to tackling the issue before funding additional methods.</p> <p>The PC was asked to prioritise tasks on the agenda. MLPC to return at the next meeting with confirmation of which project they will champion.</p>	Awaiting Update

New Project	06-22-41	Market Lavington	<p>Market Lavington</p> <p>B3098 - Request for lit school warning sign</p>	<p>St Barnabas Primary School on Drove Lane is located on the outskirts of the village, and there are concerns for the safety of parents, carers, and children as they walk to school.</p> <p>Whilst there is a 'School' triangular warning sign with 'flashing' warning lights on the approach to Drove Lane from the centre of the village, there is only a 'School' triangular warning sign on the approach from Easterton. With the speed limit for vehicles being 40mph at the location of this warning sign, it is vitally important that every effort is made to ensure that drivers are aware of the approaching school, and likelihood of increased numbers of parents, carers, and children on the pavements at certain times of the day.</p> <p>Could the Parish Council therefore please request support from the LHFIG committee to install some timed 'flashing' warning lights under the existing school sign on the Easterton approach to the village</p>	<p>DM reiterated the need for PCs to prioritise their own tasks so that they are never having to defend against no projects being in progress due to depletion of LHFIG budget. FD felt this was a third priority.</p> <p>GR explained that if the school has a School Travel Plan they might be able to access seperate funding to acheive this.</p> <p>MLPC to discuss with the school and Ruth Durrant.</p>	Remove
-------------	----------	------------------	--	---	---	--------