

Devizes Community Area Transport Group – 4th February 2020 – Notes

	Item	Update	Actions and Recommendations	Who
1	Apologies and Attendees			
		<p>Apologies: Cllr Richard Slack (Worton PC); Cllr Peter Evans (Wiltshire Council)</p> <p>Present: Cllr John Mann (Potterne PC); Cllr Kelvin Nash (Devizes TC); Cllr Victoria Turner (Easterton PC); Cllr John Hawkins, Rebekah Jeffries (Rowde PC); Liz Starling (Potterne & Worton PCs); Michael Maxwell (resident); Cllr Richard Gamble (Chair), Gareth Rogers, Richard Dobson, Andrew Jack (Wiltshire Council)</p>		
2	Notes of last meeting			
3	Financial Position			
		Budget Available - £4480.71		
4	Top 5 Priority Schemes			
a)	Issue 5421 High Street Worton - Speeding	<p>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.</p> <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>	LS confirms the work is complete and the invoice has been paid. GR agrees and apologies for error.	

		<p>Invoice for contribution has been sent. Road markings at Mill Road / C20 have been added to Ad hoc list. Close Issue & Remove.</p>		
b)	<p>Issue <u>6120</u> 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 completed the Speed Limit The assessment has concluded that a 50mph restriction can be considered. Indicative cost £6,000</p> <p>CATG to consider if it wishes to pursue the implementation of the recommendation. No-one from Stert PC was present. RG feels they need to contribute towards the implementation of the new speed limit and that other adjoining PCs should do too. Others agreed with this. CG agreed that other PCs are affected by this road. It is recognised that Stert is a small parish and that other PCs need to be approached to contribute.</p> <p>Awaiting Decision on whether to proceed</p> <p>(Priority No.01)</p>	<p>No one from Stert PC was present at the meeting and this item was skipped.</p>	
c)	<p>Issue <u>5964</u> Devizes, Rotherstone</p>	<p>Initial issue description: <i>The roads in Devizes SN10 2BJ area, Avon Terrace from Shopmobilty to</i></p>	<p>KN confirms DTC's contribution towards the project. RG confirms the TRO will be</p>	

	<p>Speeding</p>	<p><i>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>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>Devizes TC have confirmed support for proposal and requested that the proposal proceeds.</p> <p>Initial Discussion with Police has indicated continued support with the condition of a physical feature enforcing restriction. Draft order has been developed and are being processed for formal consultation by WC Legal Team. Advertisement expected – Late April</p> <p>Development costs - £3,000. DTC to reiterate 25% contribution.</p> <p>(Priority No.02)</p>	<p>advertised in late April. If there are no objections, work will be in place by August. However, he does anticipate there being objections which will need to be addressed and this will lead to delays.</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</i></p>	<p>No one from Market Lavington PC was present. They do need to give either GR or RD the go-ahead over this work.</p>	

		<p><i>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. CO confirms Market Lavington PC agrees to 50% of costs.</p> <p>Initial assessment and draft proposal produced – See Attached. <i>Note: Site 1 No issue. Site 2; there isn't enough verge space to place the gates by the Market Lavington Village sign due to thick heavy, however there is space for 750mm slanted gates at the 30mph limit terminal points.</i></p> <p>Costs estimated at £4,000. Decision required on whether to proceed.</p> <p>(Priority No.03)</p>		
e)	Issue 6688 B3089 Market Lavington	<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 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>Complete – Close Issue & Remove</p>	CATG agrees this can close.	
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>KN asks for a look at the proposals for these plans and designs. GR states that the work is not yet complete. KN says that DTC has not seen any ideas for designs but does want to see and check designs before being installed. GR confirms DTC will get to see the design once complete but there will not be any chance for much</p>	

		<p>Design work associated with the signing changes is currently ongoing and will be completed in the current financial year. Copies of changes will be forwarded to TC for information when ready.</p> <p>(Priority No.04)</p>	input into them and alter final designs.	
g)	<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>Site meeting with PC has taken place an initial estimate provided (£9,100). RPC have outlined acceptance of the PC Contribution - £2,275. Scheme has been added to contractor's programme for Jan / Feb (weather dependant).</p> <p>Works are currently be undertaken. Invoice for PC contribution sent.</p> <p>(Priority No.05)</p>	<p>Rowde PC confirms the work is complete and they are happy with this. Also Hft charity located in the village.</p> <p>CATG agrees this can be closed.</p>	
h)	<p>Issue 6-19-02 (Previously known as Issue 6569)</p> <p>Footway at Tanis, Conscience Lane, Rowde</p>	<p>RJ asked about the Issue (6569) recorded to create a new footway from houses at Tanis on Conscience Lane to the A342. The parish council supports this request.</p> <p>An initial ball park estimates of £6,000 provided to enable development of scheme. Awaiting RPC to confirm acceptance of need to contribute 25% of the development costs, ahead of 2020/21 Substantive CATG Bid.</p> <p>Rowde PC now confirm their 25% contribution Initial discussion with BT for Service diversion has indicated costs of circa £30,000. Alternative solution being discussed with WC Estates to dedicate</p>	<p>GR says that designs for the scheme are being worked on, but utilities are getting in the way – a BT pole would need to move out of the line of footway and cost estimates are about £30k.</p> <p>Wilts Council Estates are happy to dedicate land from a neighbouring farm property as footway and so go behind this pole. This is an ideal work-around. Also looking at</p>	

		some of adjacent field and relocate hedgerow ongoing. Topographical survey commissioned – Design ongoing. (Priority No.06)	ownership of land elsewhere on route but is still workable. Work will be ready by end of June to go towards Substantive scheme bid in July. CATG agrees this is a worthwhile project as 30-40 houses at Conscience Lane will benefit.	
5.	Other priority schemes			
a)				
6.	Outstanding / Open issues			
a)	Issue <u>6008</u> Rowde, Springfield Request for No Through Road signs	<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> 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. Update Required from RD	RD confirms this work is done.	
b)	Issue <u>6171</u> Devizes – A342 / A361 Dunkirk Hill Congestion – Request for Prohibition of Turn.	<i>Road congestion at Dunkirk Hill /Bath Road, Devizes. Cars travelling from 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> <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>	RG stated there were still plans with the Air Quality group for lights to control traffic at the junction, but these were longer term. KN says he has asked DTC for evidence at the junction but this has not happened yet. He reiterated the question from a previous meeting: is this dangerous or an inconvenience?	

		<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>GR confirmed that the location isn't a collision cluster site. DTC still trying to identify volunteers to conduct survey to establish degree of issue. This matter is on the agenda for a Devizes TC meeting on 05/11/19 to decide if this is still a priority. Update Required from DTC.</p>	<p>The need to find and sign an alternative place for vehicles to turn was pointed out. AJ described an earlier road closure directed traffic left into town, along New Park St and Gains Lane to turn at the Green and then go out the way they'd come. This was not acceptable to DTC.</p> <p>RG is happy to progress this project through other channels, in particular the air quality group.</p>	
c)	<p>Issue <u>6675</u> 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 Parish Council ask that this request is seriously considered by that appropriate team.</i></p> <p>Speed Limit Assessment discussed at Nov 19 Meeting. Bromham PC to consider and advise if the wish to proceed with requesting a speed limit assessment. GR sent further information to PC 17.12.19. Awaiting BPC response on whether to proceed & contribution.</p>	<p>No one from Bromham PC was present at the meeting and this item was skipped.</p>	

d)	<p>Issue <u>6736</u> Market Lavington; Ledge Hill / Broadway Request for speed limit reduction</p>	<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>GR mentioned that following investigation, the accident in question appears to have been caused by other factors, not Highways conditions.</p>	
e)	<p>Issue <u>6745</u> Devizes, Church</p>	<p><i>Devizes Town Council supports a request to the Community Area Traffic Group for an extension of the Devizes East 20 mph speed limit in Church</i></p>	<p>KN says DTC is waiting for action but GR has not had any notice,</p>	

	Walk Extension of 20mph Speed Limit	<i>Walk</i> Initial Metrocount results received. Devises Town Council to consider whether to continue with request for 20mph limit and confirm their 25% contribution towards the assessment cost.	although KN thought this had been given in November. GR will look up. RG felt TROs are expensive to put in for few results and wondered if other solutions, like “Slow” or “Danger” signage would have the same effect for a much lower cost? GR explains the need for a full 20mph assessment and that a Metrocount is not enough on its own. The assessment costs £2,500 regardless of the roads included within it. AJ describes Marlborough TC which assessed the whole town centre for the £2,500 flat rate. GR agrees DTC could do this.	AJ to look up results
f)	Issue 6881 A342 Lydeaway, Planks Farm Speed Limit reduction request.	<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> PC Support Received. Issue linked to 6120 above.	This is linked to issue 6120 as discussed above. CATG agreed to move on.	
g)	Issue Ref 06-19-12 Worton A360 Black Dog Crossroads Request Junction	<i>Numerous accidents at the crossroads – both reported and unreported.</i> <i>Concerns have been expressed both by councillors and members of the public that something needs to be done before another fatal accident occurs.</i> <i>We would like Wiltshire Council to seriously consider measures to improve this junction and to reduce the speed of traffic on its approach without</i>	MM describes the situation. Several parish councils now coming together to look at this. There have been two more non-injury accidents recently. MM put in a Freedom of Information request to Wiltshire Police about an incident with a school bus. He has contacted	

	Alterations	<p><i>further delay.</i></p> <p>RL opened by saying he was not sure Worton PC should lead on this as several PCs have an interest here. Worton's view is this is a safety issue but it's not clear on the exact cause. Could be a combination of speed, sightlines and coordination of routes into the junction. BD has heard lots of stories of incidents.</p> <p>CO said how Market Lavington PC wanted to speed limit to be 40 not 50mph. New housing going in will make the situation worse, but the S.106 money could go into a solution.</p> <p>JF says that West Lavington PC also has concerns about speed and angles. MM comments on the incidents he knows about.</p> <p>RG agrees the cause is not obvious and wants to take progress slow in order to find the correct solution. A study from consultants Atkins is likely to cost about £10,000 before any implementation work begins. He would like to speak to officers and PCs first.</p>	<p>CLlr Bridgit Wayman about re-prioritising the site following these incidents.</p> <p>RG says that he has also had a near-miss recently and has a better understanding of the situation. He would like to put together information locally and not spend money on an outside consultant who does not understand. If local PCs have Neighbourhood Plans, this could bring in S106 or CIL contributions towards any work, but that is longer term.</p> <p>MM wanted to see a timetable for work here but RG was reluctant to give this</p>	
8.	New Issues			
a)	<p>Ref: 5760</p> <p>Bishops Cannings:</p> <p>Speeding: Devizes to Horton road</p>	<p>Road leaving Devizes from Murco Garage on London Road, bound for Horton up to and beyond Marlborough Close. Speed limit is currently 50mph from the Murco Garage onwards.</p> <p>New houses being built along Horton Road, many facing directly onto the road. Likely to be occupied by families with children.</p> <p>Would like to see a reduction in speed limit until past the new housing developments.</p>	<p>No one from Bishop Cannings PC was present to discuss this issue but KN confirmed DTC had been in touch with BCPC about this and supported this request.</p>	
b)	<p>Ref: 7157</p> <p>Bishops Cannings:</p> <p>Traffic calming at North Wilts Golf Club.</p>	<p>The club house and part of the golf course is one side of the road and the other part of the golf course the other side of the road. Players must cross the busy, straight and fast road to access both parts. This includes younger players and older members.</p> <p>Club would like to see more warning signage for pedestrians in the road and possibly informal crossing marked on road.</p>	<p>GR felt there was not much more that could be done along the stretch of road and there is warning already in place. He asked what else the golf club would like to see.</p>	

		Club has offered to contribute to any costs for this.		
c)	<p>Issue Ref: 6-19-01</p> <p>Potterne</p> <p>Proposed Traffic Calming Measures</p>	<p><i>Proposed traffic calming measures for A360, Whistley Road, Worton Road Court Hill</i></p> <p><i>See attached documentation detailing suggestions:</i></p> <ol style="list-style-type: none"> <i>1. Retain existing Potterne village sign</i> <i>2. Start 30-limit at a suitable point on the long left-hand bend before the Potterne Wick junction.</i> <i>3. Install Village Gates close to the bus stop, shortly before the entrance to Eastwell Manor.</i> <i>4. Install a Vehicle-Activated Speed Indicator at the position of the present 30-limit sign.</i> <p>Recommend Potterne PC outline their priorities. To be discussed.</p>	<p>JM passed round a document detailing Potterne’s plans. They are now looking at just the traffic calming element. The work to the High St would be infrastructure and costly. GR confirms SIDs and white gates fall under CATG to implement.</p> <p>JM raises Whistley Rd and the current weight limit and 30mph limit. HGV restrictions do not prevent large buses/coaches from trying to use the road. Could this be extended to a width limit or anything else?</p> <p>GR feels this would be expensive and suggests a length limit might be more appropriate but points out enforcement by the police is needed to make any vehicle comply with this.</p> <p>JM asks about erecting their own signs – GR says that Highways cannot allow other signage on the highway and mentions court cases where accidents have happened involving non-regulation signage. The cost of a new length restriction would be £5,000 for the TRO and signage could be another £5,000. RG asks if this matter can be parked.</p> <p>CATG agrees a contribution of £3,000 towards new posts for SIDs to be erected on and GR is happy to</p>	GR

			prioritise this work. JM was asked to use new, separate request forms for other two elements of his document.	JM
d)	<p>Issue Ref: 6-19-03</p> <p>Rowde</p> <p>The Common</p> <p>Measures to reduce vehicle speed through The Common</p>	<p><i>Speeding through the Common from Cock Road towards Berhills Lane. Also, the use of the road by HGVs. Requested:</i></p> <ul style="list-style-type: none"> • <i>A 30 mph speed limit, not the national speed limit as it currently is</i> • <i>Traffic calming measures</i> • <i>Weight restrictions</i> <p>The limit is NSL however the environment and road geometry dictate that vehicle speeds are substantially below this level. The introduction of a lower limit is unlikely to alter vehicle speeds. A speed assessment could be undertaken, however this isn't seen as an effective use of the groups allocations.</p> <p>The route isn't of strategic purpose and the clear majority of users will be of a frequent and local nature. The use of traffic calming and weight limit are not considered to be necessary as there aren't any records of injury collisions or excessive use by large vehicles.</p> <p>Recommend Issue is closed.</p>	JH says how a farmer has the legal right to run cattle over the Common and so the limit needs to be 40mph and the section of road would need to be enclosed with a cattle grid, however the farmer chooses not to do this. JH therefore agrees this item can be parked.	
e)	<p>Issue Ref 06-19-04</p> <p>Devizes</p> <p>St Johns Street / Wine Street</p> <p>Request to alter kerbing.</p>	<p><i>Safety as the low pavement at that junction is exposed to oncoming traffic.</i></p> <p><i>The Town Council believes a raised bevelled kerb should be added to raise driver awareness.</i></p> <p>To be discussed.</p>	KN is not clear on the detail of this matter. He is happy to leave it for now and get further information from DTC later	KN
f)	<p>Issue Ref 06-19-05</p> <p>Market Lavington</p>	<p><i>The problem with traffic congestion through the village of Market Lavington has been getting increasingly worse and worse. The combination of the sheer volume of traffic, lack of off-street parking, and large vehicles trying</i></p>	No one from Market Lavington PC was present at the meeting and this item was skipped.	

	<p>B3098 Traffic congestion.</p> <p>Request for review / Traffic Calming.</p>	<p><i>to negotiate the wholly unsuitable B3098, mean that vehicles regularly have to mount the pavements, and damage to vehicles and property is occurring on an all too frequent basis. Only a few weeks ago, a tractor and lorry trying to pass each other in Church Street, resulted in major damage to an elevated garden retaining wall.</i></p> <p><i>The Parish Council would like to please respectfully request that the CATG meeting consider arranging for a full assessment of the current situation be carried out by Wiltshire Council Highways Department, with a view to making their recommendations for any suitable traffic management proposals for the village. One suggestion that has already been put forward, is the implementation of a 'priority right-of-way' system to be located at the narrow points at each end of the village, to only allow vehicles through in one direction at a time i.e. section of High Street between Stobberts Road and Fiddington Clay roundabout, and section of Church Street by Church Cottage. The Parish Council recognises that any proposals subsequently put forward would have a significant financial cost, however, they consider that a holistic approach, which considers all the contributing factors is necessary in order to find a viable and effective solution. It was also questioned whether any subsequent proposal may be a suitable project for the 'Substantive Highways Scheme Fund'.</i></p> <p>CO requested information about the cost of a survey to allow them to decide whether they can make the 25% contribution.</p> <p>GR felt this was not straight forward and without some early work, an estimate would not be possible.</p> <p>This can be discussed at the next CATG to be prioritised.</p>		
g)	<p>Issue Ref 06-19-06</p> <p>Devizes</p> <p>Nursteed Road</p> <p>Request for 30mph</p>	<p><i>Speeding Traffic</i></p> <p><i>Devizes Town Councils makes a request to the Community Area Traffic Group that 30mph repeater signs be placed along the length of Nursteed Road which can be views from both directions.</i></p> <p>The A342 Nursteed Road is subject to a 30mph by virtue of a system of</p>	<p>30mph is the default speed when there is street lighting so repeaters cannot be installed.</p> <p>It was felt that a Community Speedwatch team there might be helpful. A Metrocount would help to show speeding and if CSW is</p>	

	Repeater Signs	street lighting throughout its length. The Traffic Signs Manual & General Directions 2016 do not permit the use of 30mph speed limit repeaters in locations where 30mph restrictions are by the virtue of street lighting. Recommend issue is closed.	appropriate. CATG agreed to close this.	
h)	Issue Ref 06-19-07 Devizes Victoria Road Request for a 20mph Limit	<i>Speeding Traffic</i> <i>Devizes Town Councils makes a request to the Community Area Traffic Group that a 20mph speed limit be put in place for the length of Victoria Road.</i> Requests for a 20mph limit require a full assessment prior to approval. The cost associated with the assessment is fixed at £2,5000. To be discussed.	It was felt that this is mostly down to certain drivers' behaviour. Markings at the hospital end have worn away, reinstating these could help. KN wondered if staggering the current on-street parking to create more of a chicane effect might help to slow cars. GR says this is possible. If they are timed bays, the TRO would need to be changed to show this, which would cost. If they are just informal bays, with a white box, these can be moved. It was recognised there would be some space lost to allow vehicles to change lanes. GR would need to know that residents are happy with these changes before going ahead. Changes to white lining could be done by RD.	KN to look at bays
i)	Issue Ref 06-19-11 Potterne Blounts Court Request junction altered to form a Mini-Roundabout	<i>Improvements require to previously agreed formal crossing</i> <i>Request the junction with the A360 & Blount's Court is altered with the introduction of a min-roundabout and associated kerb line alterations. This will enable alterations to be made to the crossing point to improve visibility for pedestrians crossing in the vicinity of the George & Dragon PH.</i> To be discussed.	GR confirmed that the issue has been logged. However it will be for the PC to prioritise their schemes given the budget availability. PPC have done so and will revisit the scheme in due course once other priorities have been concluded.	
j)	Issue Ref 06-19-13	<i>Concerns have been raised about the number of cars not seeing the "one-</i>	At a previous CATG meeting, there	

	<p>Devizes</p> <p>Long Street / High Street</p> <p>Contravention of One Way Order.</p>	<p><i>way" signs at the High Street junction with Long Street and therefore going the wrong way up the High Street.</i></p> <p><i>Wiltshire Council's Principal Engineer commented that the current signing arrangement does not accord with the current legislation (or previous iterations) for the signing of this type of restriction. He suggested that this arrangement was due to aesthetical reasons, but these recent contraventions are the consequence.</i></p> <p><i>The engineer has put forward a possible solutions ; To make the restriction enforceable by the Police, and would require the installation to have the correct signing and accord with the guidance. This will require the addition of 2 signs, one directly outside No 15, and another on the central Island. Although the left-hand slip is covered by signs on the bollards, these aren't sufficient to ensure compliance, as signs on the bollards are only there to supplement fixed larger signs (600mm in diameter).</i></p> <p>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. Issue has previously been listed under AoB.</p> <p>To be discussed.</p>	<p>was discussion about whether DTC wanted hoops or bollards as the replacement. GR is still waiting for this information.</p> <p>It was felt this is mainly due to vehicles trying to turn left from the Market Place end. The solution can be done, but GR needs to know what DTC wants.</p>	<p>KN</p>
<p>k)</p>	<p>Issue Ref 06-19-14</p> <p>Devizes</p> <p>Victoria Road</p> <p>Request for Dropped Kerbs.</p>	<p><i>A request has been received from a wheelchair user in Victoria Road for the kerb in Victoria Road and corresponding kerb to the north, joining with New Park Road, to be made wheelchair friendly. The local traffic engineer has visited the site and proposed a solution for the north end of the pavement.</i></p> <p><i>The Sedgefield Gardens junction is likely to need a more permanent dropped kerb however the corresponding kerb on the east side of the road already has this provision.</i></p> <p>To be discussed</p>	<p>KN described the locations where dropped kerbs are needed. GR gave costs to install of £1,500 per pair. CATG cannot afford this until the new financial year – would DTC pay 100% to get work done sooner? RD is doing maintenance work in Sedgefield Gdns and could include the dropped kerb at no cost to CATG but this would be later in the year.</p> <p>This was deferred until April and</p>	

			the new f/y along with more information about RD's work.	
l)	Issue Ref 06-20-01 Bromham A342 Request for Village Signs.	<i>Due to the decline in village shops the Parish Council would like to request brown signs indicating 'Village Shops' to be located on the A342 at the Roughmoor Junction and Pound Junctions to indicate that there are shops in the village centre.</i> Tourist Signs (Brown Signs) are not permitted for this type of feature, however traditional road signs can be considered. To be discussed.	No one from Bromham PC was present at the meeting and this item was skipped.	
9.	Other items			
a)				
10	Date of next meeting: 10.00am Tuesday 28th April, White Horse Room, Devizes Library			