

Devizes Community Area Transport Group – 14<sup>th</sup> October 2020 – Notes

|   | Item                    | Update  | Actions and Recommendations  | Who |
|---|-------------------------|---|--|-----|
| 1 | Apologies and Attendees |   |  |     |
|   |                         | <p><b>Apologies:</b></p> <p><b>Present:</b> Wesley Parfitt, Sue Ivey (Little Cheverell PC); Lisa Wills, Rebekah Jeffries (Rowde PC); Kelvin Nash (Devizes TC); Ian Mayhill (Market Lavington PC); Rosalind Humphries (Bromham PC); Richard Gamble, Gareth Rogers, Richard Dobson, Andrew Jack (Wiltshire Council)</p> |  |     |
| 2 | Notes of last meeting   |   |  |     |
|   |                         |   |  |     |
| 3 | Financial Position      |   |  |     |
|   |                         | Budget Available - <b>£16278.00</b>   | The budget was described: £10,000 has been rolled forward from 19/20. With new commitments, there is £5,278 remaining for 2020/21.   |     |
| 4 | Social Distancing       |   |  |     |
|   |                         | To consider whether the group wish to implement any social distancing schemes inline with the suggestions put forward on the attached Spread Sheet.   | As there is a long list of suggestions and CATG would be responsible for installing, maintaining and removing any of these schemes, RG suggested this item is left to the end of the meeting.<br>At the end of the meeting, it was agreed to leave this item to the next meeting |     |

| 5  | Top 5 Priority Schemes  |   |   |                  |
|----|---|---|---|------------------|
| a) | <p><b>Issue 6120</b><br/> <b>Lydeaway - Request for speed limit reduction</b></p> | <p><i>The speed limit or rather the lack of on the A 342 road between Lydeaway and Stert village entrance. When exiting the entrance of The Clock Inn Park the visibility is poor in both directions. Seeing that a lot of money has been spent on the work carried out in recent months on the renovation of the pathway between The Clock Inn Park and the entrance to Stert village which means more of the people from The clock Inn Park are using the pathway some of which have mobility scooters are finding it very difficult in crossing the road because of the speed of traffic which in some cases is in excess of the 60 miles per hour limit. In the last year there has been one accident of a car exiting The Clock Inn Park which in this case no one was hurt the police were not informed but both cars were written off. There are slow signs on the road and also illuminated 'slow down' signs before the 's' bends and the entrance to Stert village these do not seem to be effective.</i></p> <p>Stert PC have confirmed a contribution of £500 to the request.</p> <p>Atkins have completed the Speed Limit The assessment has concluded that a 50mph restriction can be considered. Indicative cost £6,000</p> <p>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><b>(Priority No.01)</b></p> | <p>RG said that Stert PC had increased their contribution from £500 to £1,000, which for a parish of that size is a large amount. RG to check this is correct. He proposed to approve this work and get on with the project. This was agreed.</p> | <p><b>RG</b></p> |
| b) | <p><b>Issue 5964</b><br/> <b>Devizes, Rotherstone Speeding</b></p>                | <p>Initial issue description:</p> <p><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</i></p>   | <p>TRO has been advertised and comments have been received. GR to prepare report for Cabinet Member. There have been 12 items of correspondence; 8 in</p>   |                  |

|    |  |   |  |           |
|----|--|---|--|-----------|
|    |  | <p><i>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. KN confirms DTC's contribution towards the project.</p> <p><b>(Priority No.02)</b></p> | <p>favour; 4 objecting. GR said in his report to the Cabinet member there will be nothing to recommend not proceeding. GR said there is nothing formal from Devizes TC supporting this. KN will get DTC to provide this. KN wanted to know the cost of this work. GR replied the study has already cost £3,000 and implementation is estimated at a further £6,000 and CATG would expect 25% of this from DTC.</p> | <b>KN</b> |
| c) | <b>Issue 5909<br/>Speeding Market Lavington Request for Village Gateways</b> | <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>RG agreed village gates worked well and this is a good idea for Market Lavington. IM had nothing to add, just that the idea had been around some time and MLPC was happy to proceed. Implementation is expected to be £4,000 and a 50% contribution from MLPC has already been agreed.</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 and provided at 4<sup>th</sup> Feb 2020 Meeting.</p> <p>Costs estimated at £4,000. Decision required on whether to proceed.</p> <p><b>(Priority No.03)</b></p>  | CATG agreed to proceed with scheme.   |  |
| d) | <p><b>Issue 4936</b><br/><b>Town Centre Car Park Signing</b></p>  | <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>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>All work has been completed.</p> <p>Close issue and remove.</p> <p>CATG is happy to close this issue. KN has looked at signing and reported 1 sign on Market Place obscured by trees. This has been reported to RD who will check this location.</p>                           |  |
| e) | <p><b>Issue 6-19-02</b><br/>(Previously known as Issue 6569)</p> <p><b>Footway at Tanis, Conscience Lane, Rowde</b></p> | <p>RJ asked about the Issue (6569) recorded to create a new footway from houses at Tanis on Conscience Lane to the A342. The parish council supports this request.</p> <p>An initial ballpark estimates of £6,000 provided to enable development of scheme. Awaiting RPC to confirm acceptance of need to contribute 25% of the development costs, ahead of 2020/21 Substantive CATG Bid.</p> <p>Rowde PC now confirm their 25% contribution</p>   | <p>Design work was placed on hold due to Social Distancing prioritisation.</p> <p>Given the timescales its unlikely that bids for Substantive CATG schemes will be accepted in 20/21. Review work on BT proposal is still ongoing.</p> <p>RJ is happy for the project to stay</p> |  |

|    |   |   |   |  |
|----|---|---|---|--|
|    |   | <p>Initial discussion with BT for Service diversion has indicated costs of circa £30,000. Alternative solution being discussed with WC Estates to dedicate some of adjacent field and relocate hedgerow ongoing.</p> <p><b>(Priority No.04)</b></p>   | <p>on list and that it can still go towards the Substantive bid in 21/22.</p> <p>CATG confirms this can stay on the list of projects.</p>   |  |
| f) | <p><b>Issue Ref: 6-19-01</b></p> <p><b>Potterne</b></p> <p><b>Proposed Traffic Calming Measures</b></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"> <li><i>1. Retain existing Potterne village sign</i></li> <li><i>2. Start 30-limit at a suitable point on the long left-hand bend before the Potterne Wick junction.</i></li> <li><i>3. Install Village Gates close to the bus stop, shortly before the entrance to Eastwell Manor.</i></li> <li><i>4. Install a Vehicle-Activated Speed Indicator at the position of the present 30-limit sign.</i></li> </ol> <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>CATG agreed a contribution of £3,000 towards new posts for SIDs to be erected on and GR is happy to prioritise this work.</p> <p>JM was asked to use new, separate request forms for other two elements of his document.</p> <p><b>(Priority No.05)</b></p> | <p>Work to install post to accommodate SIDs has now been completed at cost of £1,600. PPC felt they had already bought the SID as their contribution to this scheme and were reluctant to contribute more.</p> <p>Development of proposal for Gates has been allocated and will be progressed in due course. PPC has confirmed they will fund 100% of the gates. It will stay as a priority for CATG but at no cost to the group.</p> |  |
| g) | <p><b>Issue Ref 06-19-13</b></p> <p><b>Devizes</b></p>  | <p><i>Concerns have been raised about the number of cars not seeing the "one-way" signs at the High Street junction with Long Street and therefore going the wrong way up the High Street.</i></p>  | <p>Road Markings have been completed.</p> <p>KN felt this has already made some</p>   |  |

|    |  |   |   |  |
|----|--|---|---|--|
|    | <p><b>Long Street / High Street</b></p> <p><b>Contravention of One Way Order.</b></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 aesthetic reasons, but these recent contraventions are the consequence.</i></p> <p><i>The engineer has put forward a possible solutions ;<br/>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>improvement to the area.<br/>Bollards and Sign replacement due by end of October and KN expects to see further improvement.</p>  |  |
| h) | <p><b>Issue Ref 06-20-04</b></p> <p><b>Worton High Street</b></p> <p><b>Bus Stop Clearway</b></p>                            | <p>Car are parking at bus stop causing the bus to stop either a considerable way from the bus stop, or the bus stops alongside the parked cars and causes congestion to the High Street. Worton Parish Council would like signs and /or road markings in place to prevent cars from parking at the bus stop.</p> <p>Agreed at meeting 04.02.2020 to provide Bus Stop Clearway markings on carriageway</p>   | <p>Works Complete. Close Issue and remove.<br/>CATG agreed to remove this from the list.</p>  |  |
| 6. | <b>Other priority schemes</b>  |   |   |  |
| a) | <p><b>Issue Ref 06-19-12</b></p> <p><b>Worton</b></p> <p><b>A360 Black Dog Crossroads</b></p> <p><b>Request Junction</b></p> | <p><i>Numerous accidents at the crossroads – both reported and unreported.</i></p> <p><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></p> <p><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></p>  | <p>The scheme has been identified through the authority's Collision Reduction Programme and being managed centrally. Atkins have been commissioned to identify practical solutions to alter the junction layout / type.<br/>No longer a CATG scheme – Issue</p> |  |

|           |  |  |   |  |
|-----------|--|--|---|--|
|           | <b>Alterations</b>   | <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>  | to be Closed and Removed.   |  |
| <b>7.</b> | <b>Outstanding / Open issues</b>   |  |   |  |
| a)        | <p><b>Issue <u>6171</u></b><br/> <b>Devizes – A342 / A361</b><br/> <b>Dunkirk Hill Congestion – Request for Prohibition of Turn.</b></p> | <p><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></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>Recommend Issue is Closed and Removed.</p> <p>GR had nothing to add to this issue.</p> <p>KN had never experienced a problem and thought this more an inconvenience than a danger.</p> <p>There is also the matter of providing somewhere else in town for vehicles to make the turn.</p> <p>RG said how the Air Quality group is looking at this area and that he was happy to leave a solution to them.</p> <p>CATG agreed to remove this from the list.</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. KN says he has asked DTC for evidence at the junction but this has not happened yet. RG is happy to progress this project through other channels, in particular the air quality group.  |   |           |
| b) | <b>Issue 6675<br/>A342 Bromham</b>  | <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 &amp; contribution.</p> | RH said how BPC had agreed to a full survey some time ago but had not heard more. They would pay for this. GR said he could commission Atkins to carry out the speed limit review at a standard fee of £2,500. RH will have to check with BPC if they can contribute 50% GR confirmed this can go ahead but report might not show what BPC wants to see happen. | <b>RH</b> |
| c) | <b>Issue 6736<br/>Market Lavington;<br/>Ledge Hill /<br/>Broadway<br/>Request for speed</b> | <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</i>  | IM described the different speed limits at Ledge Hill, the accidents and it having no footpath. Residents have asked for a speed  |           |



|    |  |  |  |  |
|----|--|--|--|--|
|    | <p><b>limit reduction</b></p>  | <p><i>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>limit reduction all along length. In particular, there is a need to reduce the 40mph to 30mph, followed by the 60mph to 50mph. He asked the group to consider this. RG asked if there is space for a new footpath? With development happening there, money could be found to create this. IM said that this has been looked at, but he was not aware of the findings.</p> |  |
| d) | <p><b>Issue 6745</b><br/> <b>Devizes, Church Walk</b><br/> <b>Extension of 20mph Speed Limit</b></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 Walk</i></p> <p>Initial Metrocount results received. Devizes Town Council to consider whether to continue with request for 20mph limit and confirm their 25% contribution towards the assessment cost.</p>   | <p>KN said that DTC might look at a wider area within the town to join up and to keep admin / TRO costs down.</p> <p>AJ recommended looking at the report for Marlborough where the town council reviewed much of the town centre for a new 20mph limit.</p>   |  |

|    |   |  |  |           |
|----|---|--|--|-----------|
|    |   | 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.  | AJ to send this this report.   | <b>AJ</b> |
| e) | <b>Issue 6881<br/>A342 Lydeaway,<br/>Planks Farm<br/>Speed Limit<br/>reduction request.</b>       | <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><br><br>PC Support Received. Issue linked to 6120 above. | This is linked to issue 6120 as discussed above.<br>CATG agreed to move on.  |           |
| f) | <b>Ref: 5760<br/>Bishops Cannings:<br/><br/>Speeding: Devizes to<br/>Horton road</b>              | 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.<br><br>New houses being built along Horton Road, many facing directly onto the road. Likely to be occupied by families with children. Would like to see a reduction in speed limit until past the new housing developments.<br><br>No one from Bishop Cannings PC was present at meeting 04.02.20 to discuss. KN confirmed DTC had been in touch with BCPC about this and supported this request.  | No-one from BCPC was present to speak about this issue.<br>RG suggested this is removed from the CATG list and there were no objections. |           |
| g) | <b>Ref: 7157<br/>Bishops Cannings:<br/><br/>Traffic calming at<br/>North Wilts Golf<br/>Club.</b> | 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.<br>Club would like to see more warning signage for pedestrians in the road and possibly informal crossing marked on road. Club has offered to contribute to any costs for this.  | No-one from BCPC was present to speak about this issue.<br>RG suggested this is removed from the CATG list and there were no objections. |           |

|    |   |   |   |           |
|----|---|---|---|-----------|
|    |   | GR felt there was not much more that could be done along the stretch of road and there is warning signs already in place. He asked what else the golf club would like to see.   |   |           |
| h) | <b>Issue Ref 06-19-04</b><br><br><b>Devizes</b><br><br><b>St Johns Street / Wine Street</b><br><br><b>Request to alter kerbing.</b> | <i>Safety as the low pavement at that junction is exposed to oncoming traffic.</i><br><br><i>The Town Council believes a raised bevelled kerb should be added to raise driver awareness.</i><br><br>KN unclear on the detail of this matter and was to obtain further information from DTC.   | KN felt that drivers hitting the kerb was due to not being in the right alignment. The current social distancing barriers there are helping the situation.<br>CATG agreed to close this issue.  |           |
| i) | <b>Issue Ref 06-19-07</b><br><br><b>Devizes</b><br><br><b>Victoria Road</b><br><br><b>Request for a 20mph Limit</b>                 | <i>Speeding Traffic</i><br><br><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><br><br>Requests for a 20mph limit require a full assessment prior to approval. The cost associated with the assessment is fixed at £2,5000.<br><br>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 suggested staggering the current on-street parking to create a chicane effect 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.<br><br>KN to look at bays. | RG did not support a reduction in speed limit but felt more signage would have more effect. KN thought changing the layout of parking could stop the road appearing so straight if the bays could be staggered either side. DTC did not support an informal crossing and felt it would be ineffective.<br>GR agreed moving parking would take away the straight-line appearance but doing this could mean space for parking is taken away to allow passing places. Parking could be changed informally without needing a TRO but could not be enforced. This idea would need local acceptance. KN suggested a local survey from DTC to look at residents' opinions on changing the parking. | <b>KN</b> |

|    |  |   |   |           |
|----|--|---|---|-----------|
|    |  |   | KN asked if a change to 20mph could be put through on the same TRO? GR replied it could be but would still need to go through the same assessment process as usual.   |           |
| j) | <p><b>Issue Ref 06-19-11</b></p> <p><b>Potterne</b></p> <p><b>Blounts Court</b></p> <p><b>Request junction altered to form a Mini-Roundabout</b></p> | <p><i>Improvements require to previously agreed formal crossing</i></p> <p><i>Request the junction with the A360 &amp; 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 &amp; Dragon PH.</i></p> <p>GR confirmed that the issue has been logged. 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.</p>   | GR felt this scheme is up to PPC to agree and take forward. He recommended it stayed on the list.   |           |
| k) | <p><b>Issue Ref 06-19-14</b></p> <p><b>Devizes</b></p> <p><b>Victoria Road</b></p> <p><b>Request for Dropped Kerbs.</b></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>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?</p> <p>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. This was deferred until April and the new f/y along with more information about RD's work.</p> | RD reported that tarmac had been put down to raise the level of the surface. He would have a further look at this and get work done if needed.<br>RD recommended this is taken off the list and left with him. CATG agreed. | <b>RD</b> |
| l) | <p><b>Issue Ref 06-20-01</b></p>   | <p><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</i></p>  | GR said that brown tourist signs are no longer permitted but black and  |           |

|           |   |  |   |                           |
|-----------|---|--|---|---------------------------|
|           | <p><b>Bromham</b></p> <p><b>A342</b></p> <p><b>Request for Village Signs.</b></p>                                   | <p><i>Roughmoor Junction and Pound Junctions to indicate that there are shops in the village centre.</i></p> <p>Tourist Signs (Brown Signs) are not permitted for this type of feature, however traditional road signs can be considered.</p> <p>No one from Bromham PC was present at the meeting and this item was skipped.</p>  | <p>white signs could be used instead to point to village amenities off the main road. RH was happy to move forward with black and white. GR can cost this up for BPC. They will need confirmation of cost before agreeing a contribution.</p> | <p><b>GR &amp; RH</b></p> |
| <b>8.</b> | <b>New Issues</b>   |  |   |                           |
| a)        | <p><b>06-20-03</b></p> <p><b>Devizes</b></p> <p><b>A342 Dunkirk Hill</b></p> <p><b>Request for Bend Warning</b></p> | <p><i>At a meeting of the Council's Planning Committee on the 19 February 2019, a request by residents of Dunkirk Hill for better signage near the bend at the bottom of the hill, highlighting the dangers of speeds was considered.</i></p> <p><i>After some debates the committee felt that the matter should be referred to CATG for consideration, with a specific request that the salt bins be moved to a more appropriate location for use by local residents.</i></p> <p>Note: Request for Salt Bin relocation is outside CATG Remit, and has been sent to the Area Office</p>  | <p>KN was not clear on this issue. He wanted it left on the list but would get DTC to clarify</p>   | <p><b>KN</b></p>          |
| b)        | <p><b>06-20-05</b></p> <p><b>A360 Potterne</b></p> <p><b>High Street</b></p> <p><b>Priority working system</b></p>  | <p><i>Concern regard safety of pedestrians crossing the A360 at the informal crossing site between Blount's Court and the George and Dragon Public House due to poor sight lines and a lack of signage. Porch House is a Grade 1 listed building and despite a barrier in front of the building, it has been hit by passing lorries on several occasions.</i></p> <p><i>Considerable discussion has already taken place on various ways to improve pedestrian safety, particularly at the Blounts Court to George &amp; Dragon crossing, and to protect Porch House from damage by vehicles while also improving its environment.</i></p> <p><i>An option to improve both issues is to build a pavement from the Blount's Court crossing site to Porch House and move the crossing site to outside Porch House. To do this a more substantial protective 'island' could be created outside Porch House and on the opposite side of the High Street to form a safer crossing site across the A360. This would necessitate a one lane priority system but that would also help with traffic calming and the new pavement would improve the safety of vehicles exiting from Coxhill</i></p> | <p>RG will speak with John Mann of PPC. He felt this cannot be solved by CATG within its budget.</p>  | <p><b>RG</b></p>          |

|    |   |   |   |           |
|----|---|---|---|-----------|
|    |   | <p><i>Lane (which is especially busy in the Summer because of the large, thriving cricket club).</i></p> <p><i>The loss of some parking places on the High Street would need consideration.</i></p>   |   |           |
| c) | <p><b>06-20-06</b></p> <p><b>A360 Potterne / Potterne Wick Junction</b></p>                             | <p><i>Sightlines at the A360/Potterne Wick junction are poor for those exiting the junction onto the A360 north-bound and traffic waiting to turn onto Potterne Wick from the A360 north-bound stands a good chance of being hit from behind due to poor sightlines around the bend in the A360.</i></p> <p><i>Discussion on this matter has already taken place, and it is possible that a mini-roundabout would alleviate the problem.</i></p> <p><i>We will continue discussions, with a view to placing concrete proposals at the next CATG meeting.</i></p>  | <p>RG will speak with John Mann of PPC. He felt this cannot be solved by CATG within its budget.</p>  | <b>RG</b> |
| d) | <p><b>06-20-07</b></p> <p><b>Rowde</b></p> <p><b>A342 West End</b></p> <p><b>Bend Warning Signs</b></p> | <p>The road has narrowed at the point by West End Farm and into the bend as you enter the village of Rowde, past Rowdeford School, from Chippenham direction. The soft bank verge has encroached onto the road and the road at this point is very narrow. There is no warning for any vehicles, never mind HGVs which use the road every day, that the road is narrow here. The central white lines have faded and Wiltshire Council seem reluctant to re-paint them. There has been a number of accidents at this spot.</p> <p>On 27th December 2020, there was a further accident on this corner and the wall at the edge of Mulberry Lodge has been badly damaged.</p> <p>A road narrowing sign to be sited at the start of the S shaped bend, in both directions. Depending on cost, the Parish Council could pay for the work to be carried out.</p> | <p>RJ described how the road appeared to be narrow, possibly where the bank has slipped. It makes it hard for 2 vehicles to pass and houses on both sides of road have been hit. A metal barrier has been requested.</p> <p>GR said that the bank can be looked at to see if it had slipped and if so, RD can deal with it. The white lining may be worn and could be re-lined if needed.</p> <p>GR pointed out that in a 30mph limit, warning signs for bends should not be needed. The current chevron sign can be looked at and replaced if needed.</p> <p>RJ felt the issue is with vehicles travelling from Chippenham.</p> <p>RD look at any shrub overgrowth</p> |           |

|    |  |   |   |           |
|----|--|---|---|-----------|
|    |  |   | onto the highway.   |           |
| e) | <p><b>06-20-08</b></p> <p><b>Market Lavington</b></p> <p><b>Spin Hill</b></p> <p><b>Request for NAL &amp; Post for SID</b></p> | <p>Speeding has long been an issue on Spin Hill. An up-to-date road traffic survey was recently undertaken on Spin Hill, the results from which should be received shortly.</p> <p>The Parish Council consider that the use of a Speed Indicator Device (SID) would be a practical and visible way of trying to address this problem, by highlighting speeds of on-coming vehicles and therefore prompting drivers to adhere to the speed limit. The Parish Council have earmarked funds within the budget to purchase the SID (Evolis Radar Speed sign, sold by ElanCity). Financial assistance is please requested from CATG for the supply and installation of the NAL socket, and sign posts, and any temporary traffic management that may be required to enable the SID to be installed</p>   | <p>IM described that a Metrocount had been carried out in February '20 which showed that Community Speed Watch could operate at Spin Hill. MLPC had identified a site for a SID and funding to buy one. They now wanted Highways to install a NAL socket to mount the SID on. This was agreed by CATG. RG asked if MLPC would pay for this. IM could not commit to this. GR gave an estimate of £800-1,000 for each installation. IM said there is only 1 site identified for now. GR felt the NAL socket is a separate request and recommended this issue is closed.</p> |           |
| f) | <p><b>06-20-10</b></p> <p><b>Bromham</b></p> <p><b>A342 Chittoe Bottom</b></p>   | <p>Due to poor visibility and location of existing sign and the speed of traffic 60mph+ It is very dangerous to exit from the junction onto the A342.</p> <p>Bromham Parish Council is aware of the dangers regarding this part of the A342 and is in the process of trying to get the speed limit reduced, but even with a reduced limit this does not stop cars overtaking on this straight part of the road. The Chittoe turning in the middle of this stretch of the A342 and is not visible due to the nature of its junction with the A342 especially when the verge is over grown and only cut by WC twice/year, also hedge rows which are cut by the land owners but also obscure visibility when exiting and the visibility of vehicles waiting to exit the junction. The existing Chittoe/Spye Park sign is often overgrown in the hedge and is opposite the junction not giving enough warning to motorists travelling at 60mph+. Please consider additional adequate signs making it clear that there is a junction to Chittoe from the A342</p> <p>Additional sign indicating a hidden junction (existing sign is opposite the junction and is often overgrown and does not give adequate warning to</p> | <p>RH reported that the current signage at the junction is often overgrown and the junction itself is not very visible. She would like more signage further back, away from the junction to give drivers more notice of it.</p> <p>GR showed the group images from Google Streetview dated 2016. There were signs further south of the junction at that time.</p> <p>RD was happy for this request to be taken off the list. He would cut back to uncover the signs or look to replace them.</p>  | <b>RD</b> |

|    |  |   |   |           |
|----|--|---|---|-----------|
|    |  | drivers on the A342.  |   |           |
| g) | <p><b>06-20-11</b></p> <p><b>Little Cheverell</b></p> <p><b>Low Road – HGV's</b></p> | <p>Low Road, Little Cheverell is often used by HGVs as a shortcut to avoid the full diversion route via Great Cheverell designed to bypass the low railway bridge in Littleton Panell. However it is entirely unsuitable to HGVs as it is very narrow and has some sharp corners; as a result HGVs get stuck or cause damage. At present at each end of Low Road are traffic signs indicating 'prohibited entry to HGVs over 7.5T Except for access' and 'Single track road No passing places'. However, at around 01.00 hours on 4 August an HGV drove at speed along Low Road breaking off tree branches and demolishing part of a garden wall. This incident was but one of many over recent years. The present traffic signs are clearly not as effective as could be.</p> <p>Traffic signs indicating 'prohibited entry to HGVs', as have recently been installed at Edington, be installed at each end of Low Road.</p> <p>Little Cheverell Parish Council agree to contribute 25% cost of potential works.</p> | <p>WP described how the current signage does not give a strong enough message to stop HGVs entering Low Rd. He offered some alternative versions. GR said that the current signage should be sufficient and that Highways cannot enforce this anyway. The area is also covered by a wider HGV strategy which gives Low Rd an enhanced protection from HGVs than elsewhere.</p> <p>RG asked if signage could go further in advance of this location to give warning. GR agreed it could. It was felt this issue is mainly from vehicles coming from the north. GR agreed this issue can be looked at by CATG.</p> <p>LCPC asked for an estimate of costs – GR will develop a plan and send to LCPC</p> | <b>GR</b> |
| h) | <p><b>06-20-12</b></p> <p><b>Devizes</b></p> <p><b>Snuff Street</b></p>              | <p>During the recent Continental Market, vehicular access to the Market Place for parking was prohibited. This may have led to some vehicles using Snuff Street, a pedestrian zone, where the movement of traffic is prohibited except for those requiring access.</p> <p>A number of families in the area have children who regularly use the street as a recreation space, and their well-being has been put at risk by vehicles who have not seen or understood the warning sign at the entrance to the street or, because of over-familiarity, still use the street as a cut-through.</p> <p>The at the entrance of the street there is improved signage and road markings to indicate that Snuff Street is a pedestrianised area with restricted vehicular access;</p>   | <p>KN described that Snuff St is a pedestrian area, with access only. He said there are not enough markings to show this and wanted more signage or marking on the road. GR said there is not enough space beside the entrance to Snuff St, and these would get in the way of shop fronts. There is not a regulation road marking that gives the correct message. GR did suggest a temporary sign could be used.</p> <p>KN suggested DTC could put up</p>   |           |



|           |   |   |   |  |
|-----------|---|---|---|--|
|           |   | And<br>Additional temporary warning signs for use when the Market Place is closed | their own temporary sign, for when events are taking place, that could go near the bus stops on the marketplace. GR thought this would be acceptable. |  |
| <b>9.</b> | <b>Other items</b>  |   |   |  |
| a)        |   |   | There were no other items at this meeting   |  |
| 10        | <b>Date of next meeting: 10.00am Tuesday 15<sup>th</sup> December, (Most likely by MS Teams).</b> |   |   |  |