

Devizes Community Area Transport Group – 15th December 2020 – Notes

	Item	Update	Actions and Recommendations	Who
1	Apologies and Attendees			
		<p>Apologies: Liz Starling (Worton PC); James Durham</p> <p>Present: Cllr Richard Gamble, Cllr Peter Evans (Wiltshire Council); Cllr Fred Davies (Market Lavington PC); Cllr Chris Saunders (Easterton PC); Cllr John Mann (Potterne PC); Cllr Kelvin Nash (Devizes TC); Rebekah Jeffries (Rowde PC); Cllr Amy Gray (All Cannings PC); Cllr Richard Slack (Worton PC); Gareth Rogers, Richard Dobson & Andrew Jack (Wiltshire Council).</p>		
2	Notes of last meeting			
		<p>The notes from the last meeting were presented at the last Devizes Area Board meeting on 16th November</p> <p>https://cms.wiltshire.gov.uk/ieListDocuments.aspx?CId=163&MId=13055&Ver=4</p>		
3	Financial Position			
		<p>Budget Available - £3030.73</p> <p>Note: Order Values are subject to change</p>	GR had nothing else to add.	
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.	RG asked if this item could be left to the end of the meeting and the group agreed.	
5	Top 5 Priority Schemes			
a)	Issue 6120 Lydeaway - Request for speed limit	<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</i>	RG said there was uncertainty about the contribution from Stert PC towards this project and the offer of an extra £500.	

	<p>reduction</p>	<p><i>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>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. Proposed to approve the work.</p> <p>Project has been added to programme for delivery.</p> <p>(Priority No.01)</p>	<p>This appeared to be towards the cost of the speed limit review and not towards implementation in the ground. RG said this was far below the normal parish contribution of 25% and that Stert had the lowest parish precept in the Community Area so had plenty of scope to raise the funds. RG asked the group to vote on requesting a further contribution of £500 from Stert PC and CATG agreed to this request.</p>	
b)	<p>Issue 5964 Devizes, Rotherstone Speeding</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 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</i></p>	<p>GR said this had gone to advert and some objections had been raised, meaning a report had to go to the Cabinet member for a decision. He has started drafting this report. GR asked for comments from KN and PE. There has been no progress so far. CATG expects contributions of at least 25% but GR felt this is not enough in this case. This contribution has been taken into account in the budget presented.</p>	

		<p><i>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. Development costs - £3,000. KN confirms DTC’s contribution towards the project.</p> <p>TRO has been advertised and comments have been received. 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. Implementation is estimated at a further £6,000 and CATG would expect 25% of this from DTC.</p> <p>Cabinet Member report is being prepared. Awaiting info on historical consultation.</p> <p>(Priority No.02)</p>	PE felt that Devizes TC has been fair with its contributions to projects already.	
c)	Issue 5909 Speeding Market Lavington Request for Village Gateways	<p><i>Speeding through Market Lavington has long been an issue and it was hoped that the recent introduction of a 20mph speed limit through the village would help. However unfortunately this seems to have made little or no difference to the speed of traffic. It is questioned therefore whether this is down to lack of awareness, deliberate dis-regard of the lower speed limit or a combination of both. To provide a further visual reminder that motorists are entering a village and to check their speed etc. Request to install Village Gateways at the 4 main entrances to the village White Street Lavington Hill The Spring Spin Hill and the High Street Easterton end to be sited as near to the changing speed limit as possible.</i></p> <p>PC have confirmed that 4no Gates are required. MLPC to provide details of proposed locations. CO confirms Market Lavington PC agrees to 50% of costs.</p> <p>Order has been placed with contractor. Installation anticipated W\C 14th December.</p> <p>(Priority No.03)</p>	GR said contractors should be on site now. FD confirms they are and the gates are going up. Market Lavington PC is looking for another two in future. CATG agrees this can come off the list.	
d)	Issue 6-19-02	RJ asked about the Issue (6569) recorded to create a new footway from houses	This project is going for a	

	<p>(Previously known as Issue 6569)</p> <p>Footway at Tanis, Conscience Lane, Rowde</p>	<p>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 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>CATG confirms this can stay on the list of projects and can still go towards future Substantive CATG bid in 21/22.</p> <p>(Priority No.04)</p>	<p>Substantive bid later in the year. There has already been work gone into the project and now wait until the bid is submitted.</p>	
e)	<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>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. – Decision required</p> <p>Initial site meeting between PC & Wiltshire Council has taken place to discuss locations for Village Gates. Proposal is being prepared. Parish Council funding proposal.</p> <p>(Priority No.05)</p>	<p>JM confirms the SIDs are in place.</p> <p>There has been a site meeting to look at locations for new white gates and these have been agreed. Potterne PC will pay 100% towards these once design has been agreed.</p> <p>Looking at traffic calming, JM describes a number of pinch-points within the village. The PC is deciding on solutions.</p> <p>GR asks about finances: CATG put funding towards the NAL sockets for the SIDs at a cost of £1,600 and was expecting a 25% contribution. The current budget includes a %400 contribution from Potterne PC but CATG needs to make this decision. Potterne expected the</p>	

			purchase of the SIDs to be their contribution. RG asked if there were any objections to CATG providing the full £1,600 towards this and it was agreed.	
f)	<p>Issue Ref 06-19-13</p> <p>Devizes</p> <p>Long Street / High Street</p> <p>Contravention of One Way Order.</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><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>All work has been completed except for some posts to be painted.</p> <p>Recommend Issue is closed and removed.</p>	<p>This work is all done, bar a number of posts to be painted. KN is happy with this work. This can be removed from the list.</p>	
g)	<p>06-20-08</p> <p>Market Lavington</p> <p>Spin Hill</p> <p>Request for NAL & Post for SID</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</p>	<p>GR planned for this work to be done, but the PC received technical guidance that conflicts with the location of the site. Might have to find alternative location. FD is currently trying to find this new location and suggests it is taken off the CATG agenda. RG and GR agree to this.</p>	

		<p>enable the SID to be installed</p> <p>CATG Agreed to fund 1no NAL Socket. Order has been placed with contractor. Installation anticipated before Christmas. PC to be invoiced 25% of final costs.</p> <p>(Priority No.06)</p>		
h)	<p>Issue Ref 06-20-01</p> <p>Bromham</p> <p>A342</p> <p>Request for Village Signs.</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 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 to direct point to village amenities. CATG Agreed to prioritise, and a proposal drawing and budget estimate to be prepared.</p> <p>Project has been allocated and further information will be available in the New Year for the PC to consider.</p> <p>(Priority No.07)</p>	GR said that this is work in progress and RG agreed to defer until the CATG meeting in the new year.	
i)	<p>06-20-11</p> <p>Little Cheverell</p> <p>Low Road – HGV's</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>Project added to the overall programme of works and a site meeting will be</p>	GR has arranged a site meeting in the new year to look at this proposal.	

		arranged in the New Year between the PC & WC Representative. (Priority No.08)		
j)	Issue 6675 A342 Bromham	<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>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.</p> <p>RH has confirmed that BPC are only prepared to contribute 25% of the assessment cost. Decision required as to whether the group wish to proceed.</p> <p>(Priority No.09)</p>	GR discusses collision data and grouping this into clusters. Bromham PC seems to be asking for a speed limit review along the A342 and CATG asked for a 50% contribution instead. GR has contacted Bromham PC and they have only agreed to 25%. GR asked if this is a valuable way to spend CATG's funding? There was discussion about whether changing speed limits provides good value for money. GR said the speed limit could be assessed for inclusion as one of three Wiltshire Council-led projects next year. GR had allocated CATG funding of 50% of the full cost. RG requested this be deferred to allow BPC to be involved in discussion.	
6.	Other priority schemes			

a)					
7.	Outstanding / Open issues				
a)	<p>Issue 6736 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>IM described the different speed limits at Ledge Hill, the accidents and it having no footpath. Residents have asked for a speed limit reduction all along length.</p>	<p>GR points out the Coroner's Inquiry gave no recommendations for the Highway.</p> <p>FD mentioned ideas like permissive paths for walkers and the PC is working with CATG towards a new 40mph limit at the bottom of Ledge Hill. Residents there feel 60mph is not appropriate and want it reduced. There are 13 businesses and 8 residential properties there. FD wanted this left on as this is desired when an opportunity arises and funding becomes available.</p>		

		<p>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.</p> <p>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>		
b)	<p>Issue 6745 Devizes, Church Walk Extension of 20mph Speed Limit</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>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.</p>	<p>Devizes TC feels this is not cost effective on its own, so want to look at it as a whole town. This comes later under new requests.</p> <p>RG wanted to see maps for this area. GR has no comments; he has the plans and they show the area described by KN. KN is happy to look at this wider plan (see issues recorded below) outside of CATG and agrees this request can be removed.</p>	
c)	<p>Issue 6881 A342 Lydeaway, Planks Farm Speed Limit reduction request.</p>	<p><i>As a safety measure to prevent death or serious injury we would like the current 50 mph reduced to 40mph as we believe that a contributory factor to the serious accidents which have already occurred is the speed. A cost effective solution of reducing the speed limit by 10 mph will not stop those that speed regularly but even regular speeders are reticent to go very far above set limits. We suggest that the area of the A342 be from Lydeaway past Wedhampton to Chirton. This section of road has very tight bends and highly used junctions. This small measure we believe will lessen the chance of a fatality along this section of the A342.</i></p>	<p>This is linked to issue 6120 as discussed above.</p> <p>CATG agreed to move on.</p>	
d)	<p>Issue Ref 06-19-07 Devizes Victoria Road Request for a 20mph Limit</p>	<p><i>Speeding Traffic</i></p> <p><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></p> <p>Requests for a 20mph limit require a full assessment prior to approval. The cost associated with the assessment is fixed at £2,5000.</p>	<p>This can also come off the list as it will be included with town-wide plan.</p>	

		<p>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.</p> <p>KN suggested a local survey from DTC to look at residents' opinions on changing the parking.</p> <p>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.</p>		
e)	<p>Issue Ref 06-19-11</p> <p>Potterne</p> <p>Blounts Court</p> <p>Request junction altered to form a Mini-Roundabout</p>	<p><i>Improvements require to previously agreed formal crossing</i></p> <p><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></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>	JM felt nothing can be done at the moment. He asks for any ideas for solutions from CATG about the pinch-points and speeding within the village.	
f)	<p>06-20-03</p> <p>Devizes</p> <p>A342 Dunkirk Hill</p> <p>Request for Bend Warning</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 thought the bend markers might be for Maintenance not CATG but wanted this on the list to keep an eye on it.</p> <p>RD said that he will chase up with his team. He asked KN for the new location of the salt bin. RD can also look at the bend signs and will replace if needed. This can come off the CATG list.</p>	

		KN was not clear on this issue. He wanted it left on the list but would get DTC to clarify		
g)	<p>06-20-05</p> <p>A360 Potterne</p> <p>High Street</p> <p>Priority working system</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 & 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 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> <p>RG will speak with John Mann of PPC. He felt this cannot be solved by CATG within its budget.</p>	This can be combined with e)	
h)	<p>06-20-06</p> <p>A360 Potterne / Potterne Wick Junction</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>JM felt the Potterne Wick issue was separate.</p> <p>GR suggested cutting the foliage to improve sight lines and this has been discussed with the landowner. A mini roundabout was suggested.</p> <p>This can stay on the list to keep</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>	looking for solutions.	
i)	<p>06-20-07</p> <p>Rowde</p> <p>A342 West End</p> <p>Bend Warning Signs</p>	<p><i>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.</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p>RD to review site to assess if bank has slipped & white lining may be worn and could be re-lined if needed. GR advised 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>RD look at any shrub overgrowth onto the highway.</p>	<p>RJ felt this is still narrow and the work at the former Rowdeford School site will make this worse. She is happy to look at this later. RD said he will keep an eye on the hedge. RJ was happy for this to come off the list.</p>	
j)	<p>06-20-12</p> <p>Devizes</p> <p>Snuff Street</p>	<p><i>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.</i></p> <p><i>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</i></p>	<p>KN questioned the notes from last meeting about signage. Devizes TC can put up temporary signs but wants some more prominent. GR confirms there is no form of painted sign on road that will do this job and there is little space</p>	

		<p><i>of over-familiarity, still use the street as a cut-through.</i></p> <p><i>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;</i></p> <p><i>And</i></p> <p><i>Additional temporary warning signs for use when the Market Place is closed</i></p> <p>KN suggested DTC could put up 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</p>	<p>for eye-level signage. GR suggested more publicity about this matter around the town and suggested an article in The Messenger to help local people know about this access. Agreed this can come off list.</p>	
8.	New Issues			
a)	<p>06-20-13</p> <p>Rowde</p> <p>A342</p> <p>Request for Road Restraint Barrier</p>	<p><i>I live at 1 Close Lane, Rowde, SN10 2QG. In the past four or five years, there have been four occasions when cars or motorbikes have 'missed the bend' on the corner by our house and ploughed into our wall and/or fence. On one of these occasions, the car concerned nearly made it as far as my neighbour's oil tank.</i></p> <p><i>I am writing in the hope that I can open some kind of a dialogue as to what safety measures can be implemented, so that my property and my family are safe in future and do not have to worry about the threat of speeding cars flying through our garden fence at all times of day and night.</i></p> <p><i>Most obviously, I would have thought that a metal safety barrier erected on the corner, where, ironically, the current (seemingly ignored) chevron sign is situated, would do the job, as it would prevent vehicles leaving the road.</i></p> <p><i>I am already looking into the cost of having some substantial stones/boulders placed on the grass verge in front of the fence, as this is an alternative.</i></p> <p><i>Anyhow, I would be grateful if someone could let me know the next steps, as I really am fed up, stressed and out of pocket as the road outside our property does not seem to be 'working' as it should.</i></p> <p><i>Rowde Parish Council discussed this request at their last Parish Council meeting. They are supportive of the request for a metal barrier to be installed at the</i></p>	<p>RJ agrees this can come off list. Has spoken to RD about putting up a mirror to help at the junction.</p>	

		<p>corner with Close Lane, off the High Street, Rowde.</p> <p>The Parish Council has raised concerns with this section of the road many times. There is currently a CATG request in for a warning sign, approaching this corner to say 'road narrowing'. If possible, please can the two requests be linked?</p>		
b)	<p>06-20-14</p> <p>Rowde</p> <p>Springfield Road</p> <p>Request for Children Warning Sign</p>	<p><i>Nature of Issue: Residents have requested a 'Children playing' road sign for Springfield Road, just before the junction with Wheeler Place.</i></p> <p><i>Cars drive too fast and recklessly. The back entrance to Rowde Primary school is off Silverlands Road/Springfield Road and it is used by many parents in cars to pick up and drop off their children. There are a lot of children also living in the area that play out in the nearby park and are constantly crossing the road, backwards and forwards.</i></p> <p><i>The Parish is willing to pay for the sign but is seeking Highways permission for it to be erected.</i></p>	<p>RJ describes the parking situation with parents at school times plus residents throughout the day. It is felt there is a need to warn drivers and for traffic calming. The PC is prepared to pay 100% towards this. GR gives some comments- the area has a 30mph limit and is in a residential area. Highways do not recommend warning signs in this environment. He thought that residents and parents should know the situation and about the school and already be driving accordingly.</p>	
c)	<p>06-20-15</p> <p>Rowde</p> <p>A342</p> <p>Request for 30mph repeater signs</p>	<p><i>Residents have requested repeater 30 mph signs along the road from Devizes Road through to the High Street and beyond towards the George & Dragon pub. The perception is that cars are driving too fast along the A342, High Street. Request for 30mph repeater signs. The Parish will pay the cost if the signs are permissible.</i></p>	<p>GR pointed out that 30mph repeaters are not possible here. It is within the settlement and already has street lighting. Can come off the list.</p>	
d)	<p>06-20-16</p> <p>Bromham</p> <p>Request for Street Lighting</p>	<p><i>In a recent survey the footpath across the Pound allotments - the only footpath from the Pound to the village, is the most used footpath in the village, used by parents and school children, parishioners including residents on buggies from Angell House going to the village shops/centre. It was also highlighted and requested that additional lighting is required. This footpath is across allotment</i></p>	<p>GR has looked at this location; it appears to be a footpath across fields. GR felt there could be landowner issues about access and installation.</p>	

		<p><i>ground a good ½+ mile long with only 3 lights - one at the entrance and 1 at each of the right angles in the path. Trees near the lights also block the light on the path, and the old lights (although just been replaced) were constantly off for periods of time until repaired.</i></p> <p><i>The Parish Council therefore would like to request a need for additional lighting.</i></p>	<p>RG suggested going back to Bromham PC. GR thought this would end up coming back to CATG and recommended leaving it on the list and speaking with the PC.</p>	
e)	<p>06-20-17</p> <p>Bromham</p> <p>Request for Pedestrians in road Warning Sign</p>	<p><i>A request for new signs at the Pound and Horsepool to make drivers aware that there is no footpath/pedestrians in road?</i></p>	<p>RG said he would consider a sign. GE gave an estimated cost of approx. £500. If Bromham PC was to offer 100%, it could be considered.</p> <p>RG wanted to wait until Bromham PC was present.</p>	
f)	<p>06-20-18</p> <p>Market Lavington</p> <p>Request for Dropped Kerbs</p>	<p><i>There are several key locations in the village where the absence of dropped-kerbs means that anyone using a mobility scooter, wheelchair, or a pram, would find it impossible to manoeuvre on and off the pavement safely. This can either result in mobility scooter users having to make long detours to reach their destination, or having to use the road itself as a means of getting from one dropped-kerb to the next, which in some cases can be a significant distance away.</i></p> <p><i>In order to help ensure the safety of everyone using the pavements, the Parish Council would like to request the installation of a number of dropped-kerbs at key locations in the Village (document attached with details of proposed locations). Could we please ask that this matter be submitted via the CATG committee, with a request for support towards the cost and installation of the dropped-kerbs. The Parish Council recognises that it will be required to contribute to the final cost.</i></p> <p>5 Locations have been identified.</p>	<p>FD spoke about 5 locations in the village where wheeled access is not good – there are places with old and unsuitable pavements.</p> <p>GR said that CATG could take this on and gave an estimate of £750-1,000 per dropped kerb. With an economy of scale, this could come to approx. £4,000 for the whole scheme. GR will need to take a look at each location.</p> <p>RG asked if CATG wanted to take this on? He is happy to put on priority list but that it does not need funding straight away.</p>	
g)	<p>06-20-19</p> <p>Market Lavington</p>	<p><i>There are currently no street signs for Townsend (It is believed that there was at one time a street sign on the corner, by number 8, however this has now disappeared). The different approaches to Townsend and split lay-out of properties, mean that workmen and delivery drivers struggle to find the</i></p>	<p>FD said that residents are happy to have the name plates on walls or fences as appropriate. RD can take street names to</p>	

	Request for Street Name Plates	<i>correct property even with the use of a Sat-Nav.</i>	Maintenance – they can design and install but the PC would need to fund. FD replied he would need to know the costs. This depends on the fittings, etc, RD can work this out and visit the site. GR said that CATG funding could be used towards this but it is not a priority. It was agreed this can come off the list.	
h)	06-20-20 All Cannings	<p><i>Traffic exits the well-used Village Hall & Community Shop car park from a blind junction & there have been near misses with other traffic & pedestrians as it emerges onto the village street. The Parish Council have received complaints that some traffic is exiting without due care.</i></p> <p><i>The Parish Council is requesting a meeting with a Highways Engineer to get a professional opinion whether traffic calming or other suitable traffic management options on the highway would work in this location ahead of any appropriate request for such measures to CATG.</i></p>	<p>AG described the situation where the community shop is becoming busier and there is a worry there could be an accident with vehicles leaving the car park and due to poor sight lines, hitting a pedestrian. She asked for a site visit to carry out some kind of safety audit and to give advice.</p> <p>GR knows the situation. He felt it is down to the shop or village hall to make safe but recognised it is difficult. Traffic calming here is not appropriate. AG asked about a mirror opposite but GR gave reasons why these are not recommended. AG asked if Highways can insist on the wall coming down. GR asked if warning signs could be put up in the car park but AG felt it was already becoming cluttered.</p> <p>RG asked if a meeting could be set up for the new year to make recommendations.</p>	

			The shop and PC could put up some funding but want a preferred solution. It was agreed to leave this on the list.	
i)	06-20-21 Devizes TC Request for 20mph Limit – Area 3	<i>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 mentality. 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</i>	KN spoke about how Devizes TC had looked at assessing the whole town centre for 20mph and wanted to know that CATG was happy with this and GR is in the conversation. RG asked about a contribution. GR has spoken to Simon Fisher about this and recommended splitting the request into 4, hence the several requests here. RG asked if CATG is happy to put 75% of costs to the assessment for the entire area. KN is happy with this. There were concerns about the cost of implementation, especially for such a large area. GR said this could be broken down into stages, although there was a risk some costs, such as adverts, might be repeated if that was the case.	
j)	06-20-22 Devizes TC Request for 20mph Limit – Area 1	<i>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 mentality. 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</i>		
k)	06-20-23	<i>The whole of Bridewell Street, the whole of Hare and Hounds Street, the whole of Sheep Street,</i>		

	Devizes TC Request for 20mph Limit – Area 2	<i>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</i>		
l)	06-20-24 Devizes TC Request for 20mph Limit – Area 4	<i>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</i>		
9.	Other items			
a)				
10	Date of next meeting: 10.00am Tuesday 16th February, (Most likely by MS Teams).			