

Devizes Community Area Transport Group – 16th February 2021 – Notes

	Item	Update	Actions and Recommendations	Who
1	Apologies and Attendees			
		<p>Apologies: Stan Jonik (Erlestoke PC)</p> <p>Present: Judy Boyt, Chris Saunders (Easterton PC); Julia Ford, Dominic Muns (West Lavington PC); Kelvin Nash, Chris Greenwood (Devizes TC); Peter Cadwgan (Cheverell Magna PC); Rebekah Jeffries (Rowde PC); Sue Ivey, Wesley Parfitt (Little Cheverell PC); John Mann (Potterne PC); Richard Slack (Worton PC); Richard Gamble, Peter Evans, Gareth Rogers, Richard Dobson, Andrew Jack (Wiltshire Council).</p>		
2	Notes of last meeting			
3	Financial Position			
		<p>Budget Available - £2980.16</p> <p>Note: Order Values are subject to change</p>	GR pointed out invoices are on the way to parish councils for their contributions towards schemes.	
4	Social Distancing			
		<p>To consider whether the group wish to implement any social distancing schemes inline with the suggestions put forward on the attached Spread Sheet.</p> <p>RG asked if this item could be left to the end of the meeting and the group agreed.</p>	RG asked the group if there were any suggestions or priorities. There were none.	
5	Top 5 Priority			

	Schemes			
a)	<p>Issue 6120 Lydeaway - Request for speed limit reduction (Priority No.01)</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>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.</p> <p>This appeared to be towards the cost of the speed limit review and not towards implementation in the ground. RG asked the group for views but there were none. RG asked the group to vote on requesting a further contribution of £500 from Stert PC and CATG agreed to this request.</p> <p>Currently awaiting decision on whether to proceed with implementation.</p>	<p>There was no one from Stert PC present.</p> <p>RG raised the issue of Stert PC contributing £500 towards an implementation cost of £6,000. GR confirmed that the change in speed limit from this scheme might produce a reduction of actual speeds of 2-3mph.</p> <p>There was agreement within CATG that they expect a greater contribution from Stert PC towards the implementation.</p>	
b)	<p>Issue 5964 Devizes, Rotherstone Speeding (Priority No.02)</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>GR said this is making progress. The report is with the Cabinet member for Highways for a decision. This will take 10-15 days for approval to proceed. The next stage is the implementation of the scheme.</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. Development costs - £3,000. KN confirms DTC's contribution towards the project.</p> <p>TRO has been advertised and comments have been received. Devizes TC have confirmed continued support for the proposal. Report for Cabinet Member has been drafted and submitted, and awaiting decision.</p> <p>Implementation costs estimated at £6,000. Devizes TC to contribute 25%.</p> <p>Invoice for contribution to TRO / Development to be issued shortly – Value £725.</p> <p>Next action is to implement – Anticipated April / May.</p>	<p>PE was glad to see this concluded but still with safety work to do.</p>	
c)	<p>Issue 6-19-02 (Previously known as Issue 6569)</p> <p>Footway at Tanis, Conscience Lane, Rowde</p> <p>(Priority No.03)</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>Initial discussion with BT for Service diversion has indicated costs of circa</p>	<p>GR described this scheme is now beyond the CATG budget so is going towards the substantive scheme. Bids to this open in June / July and there will then be a wait for the outcome of that bid. GR gave a rough cost estimate of approx. £30,000. RJ was grateful this is still on the list and moving towards the bid.</p>	

		<p>£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. Anticipated that bids will need to be submitted June / July.</p>	<p>She pointed to new development within the village that seems to be aimed at Conscience Lane, making the footpath even more important.</p>	
d)	<p>Issue Ref: 6-19-01</p> <p>Potterne</p> <p>Proposed Traffic Calming Measures</p> <p>(Priority No.04)</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>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>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 designs have been agreed. Design have been agreed and works order has been issued.</p> <p>Invoice to be raised to PC.</p>	<p>JM felt this issue is complete. The SID has been installed and the new white gates are due to be installed in 4-5 weeks. He was happy for this to be removed from the list.</p>	
e)	<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</p>	<p>GR said there had been an error with the contractor and the post had been installed in slightly the wrong location. Market Lavington PC are going ahead and trialling their SID there to see if it is effective. If not, the post can be moved to the</p>	

	(Priority No.05)	<p>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>Installation has taken place, but some concerns regarding the position. MLPC are testing the location and if proves to be incompatible alternative solution will be actioned.</p> <p>Recommend issue is closed and removed.</p>	correct location.	
f)	Issue Ref 06-20-01 Bromham A342 Request for Village Signs. (Priority No.06)	<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>	No one from Bromham PC was present and RG did not want to take this forward without hearing from Bromham.	
g)	06-20-11 Little Cheverell Low Road – HGV's (Priority No.07)	<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>	WC Engineer (PR) met with SI on site recently and has put together a cost estimate for this work. GR needs the PC to agree to their 25% contribution, then this can be put into the system and programmed in. WP asked for the estimate cost and confirmed Little Cheverell PC will contribute that amount. RG asked CATG to agree to its	

		<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>Site meeting has taken place with PC. Plan and cost estimate to be prepared and issued to PC by end of February.</p>	<p>75% contribution and this was passed.</p> <p>SI thanked Highways for their quick work on this.</p>	
h)	<p>Issue 6675 A342 Bromham (Priority No.08)</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>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</p>	<p>Again, with no one from Bromham present, RG wanted to skip this until Bromham can be represented.</p> <p>AJ will make sure Bromham PC know CATG needs their input into these schemes.</p>	AJ

		assessment cost. Decision required as to whether the group wish to proceed. Issue was placed on hold for Dec '20 meeting as no BPC Representative was in attendance. To discuss.		
6.	Other priority schemes			
a)	06-20-18 Market Lavington Request for Dropped Kerbs	<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. 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>	No one from Market Lavington PC was present to give comment. RG will raise with at the PC meeting on 16/02/21.	RG
b)	06-20-21 Devizes TC Request for 20mph	<p><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</i></p>	KN asked about how to move this forward, with four areas to be assessed. GR replied that CATG needs to agree to prioritise this work and allocate	

	<p>Limit – Area 3</p>	<p><i>manoeuvres, therefore a 20mph speed limit would be more appropriate for this area.</i> <i>We would call this Zone Three, 20mph speed limit. See attached plan</i></p> <p>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.</p> <p>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.</p> <p>RG asked if CATG is happy to put 75% of costs to the assessment for the entire area. KN is happy with this.</p> <p>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.</p>	<p>funding. This meeting has freed up some priority slots. GR described that the four areas can be combined and assessed together, for a single amount, but if they are all found to be suitable for 20mph, then the cost of implementation could be £10,000's. RG felt this work effects the largest population and is worth taking forward. KN felt the assessment can be done at once, then implementation could be done over several years.</p> <p>PE commented that Church Walk has already been approved. GR pointed out this was by Metrocount not the full assessment.</p> <p>RG asked CATG to agree funds for the 20mph assessment (£2,500) and the group agreed to make the whole area a priority.</p> <p>GR said it will take a while to develop the assessment covering the whole area and carry that out.</p>	<p>GR</p>
<p>c)</p>	<p>06-20-22</p> <p>Devizes TC</p> <p>Request for 20mph Limit – Area 1</p>	<p><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.</i> <i>We would call this Zone One, 20mph speed limit. See attached plan</i></p>	<p>This is covered by b) above</p>	

d)	06-20-23 Devizes TC Request for 20mph Limit – Area 2	<i>The whole of Bridewell Street, the whole of Hare and Hounds Street, the whole of Sheep Street, the whole of Sidmouth Street, the whole of Maryport Street and the whole of Monday Market Street are either within the main shopping area of the town or are the feeder road into this area and as such all have high concentrations of pedestrian and frequent parking manoeuvres and therefore a 20mph speed limit would be more appropriate for this area. We would call this Zone Two, 20mph speed limit. See attached plan</i>	This is covered by b) above	
e)	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>	This is covered by b) above	
7.	Outstanding / Open issues			
a)	Issue 6736 Market Lavington; Ledge Hill / Broadway Request for speed limit reduction	<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</i>	RG felt speed might not be the principal issue here.	RG

		<p><i>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 has no footpath. Residents have asked for a speed 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.</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> <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>		
b)	<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. CATG agreed to move on.</p>	
c)	<p>Issue Ref 06-19-11 Potterne</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</i></p>	<p>JM said that Potterne PC is still discussing but want these issues to stay on the list.</p>	

	<p>Blounts Court Request junction altered to form a Mini-Roundabout</p>	<p><i>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> <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.</p>		
d)	<p>06-20-05</p> <p>A360 Potterne 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>	<p>JM said that Potterne PC is still discussing but want these issues to stay on the list.</p>	

e)	<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><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. JM felt the Potterne Wick issue was separate. GR suggested cutting the foliage to improve sight lines and this has been discussed with the landowner. A mini roundabout was suggested. This can stay on the list to keep looking for solutions.</p>	<p>JM said that Potterne PC is still discussing but want these issues to stay on the list.</p>	
f)	<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. Remove from list?</p>	<p>RJ was happy for this to come off the list.</p>	

g)	06-20-16 Bromham Request for Street Lighting	<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 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>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. 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>	<p>Again, with no one from Bromham present, RG wanted to skip this until Bromham can be represented.</p>	
h)	06-20-17 Bromham Request for Pedestrians in road Warning Sign	<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>	<p>Again, with no one from Bromham present, RG wanted to skip this until Bromham can be represented.</p>	
i)	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</i></p>	<p>GR has spoken with the PC already. RG pointed out that after the elections in May, All Cannings will move more to Pewsey community area.</p> <p>GR thought that if a project is already underway, the PC will keep attending the “old” CATG</p>	

		<p><i>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. It was agreed to leave this on the list.</p> <p>ACPC have made contact with GR to discuss and once restrictions are relaxed a meeting will be arranged.</p>	<p>until the project is complete as well as the CATG for their new area.</p>	
8.	New Issues			
a)	<p>06-21-01</p> <p>Close Lane, Rowde</p> <p>A342</p> <p>Concerns regarding bend.</p>	<p><i>This has been previously raised through CATG and it was agreed to look at this area when Rowdeford School has been expanded. However, there has been another very serious road traffic accident on this bend (31/12/20) whereby the bollard has been damaged again and the car ploughed into the residents' fence and garden. The resident was in the garden at the time but remains unhurt.</i></p> <p><i>The resident has obtained legal advice to say: "I would be grateful if you would raise the issue with them (Wiltshire Council) once again and you might also like to inform them that, according to the legal advice I have taken, their repeated ignoring of a demonstrably dangerous situation, where there is the very real danger of serious injury or loss of life to individuals who they have deliberately chosen not to protect, is tantamount to negligence".</i></p> <p><i>We are looking for something that will act as a barrier from the road to this resident's property. We do not know what would be appropriate but the Parish Council could consider covering the costs for the work depending on how expensive it is.</i></p>	<p>RJ agreed to take this off the list. She reported another accident there on New Year's Eve, so the resident has asked that this is raised again. There were a number of actions agreed at the last meeting for RD to pick up, such as cutting back foliage and checking signage.</p> <p>RJ said that the Chevron sign is requested on My Wilts and is with RD.</p>	RD

9.	Other items			
a)		<p>JM asked about the white lines of a zebra crossing within Potterne and that they are being rubbed out and are less visible. He reported several 'near misses' had happened. RD has said the lines will be replaced but this cannot happen until better weather conditions later in the year. GR said he had nothing to add. The combination of black/white pole, flashing lights and the black/white stripes all mark the location of the zebra crossing. RG asked if there is any appropriate warning signage that could go in. GR replied that since the crossing is within the 30mph limit, drivers should expect "urban" features such as crossings and warnings of them should not be necessary. JM pointed out this was first raised over a year ago and has not been done.</p> <p>CS asked about Kings Rd in Easterton. Apparently, this was on a list of C-class roads for surface treatment but the road has deteriorated so much this will not be sufficient and CS felt it needs structural work. GR said this falls under RD's work. It had to go to RD to look at and deal with. RD will nominate roads for greater work onto a countywide list. CS was happy with that approach.</p> <p>RG mentioned this was his last CATG meeting as he is standing down from Wiltshire Council in May. PE is also standing down. They both thanked the group for their work towards traffic matters in the area and the officers for their support in some very detailed tasks. JM is also standing down from Potterne PC and he also thanked GR for his work.</p>		RD
10	Date of next meeting: To be determined.			