

Devizes Community Area Transport Group – 9th November 2021 – Notes

IN PROGRESS	APPROVED – AWAITING SLOT	AWAITING UPDATE - X	AWAITING REMOVAL
Project approved & underway	Project approved but awaiting available resources	Project not yet approved and requires further input	Project to be removed by mutual agreement or failure to progress

	Item	Progress to Date	Actions and Recommendations	Who
1	Apologies and Attendees			
		<p>Apologies: Cllr Richard Slack (Worton PC); Cllr Chris Hall (Great Cheverell PC); Cllr Philip Whitehead (Wiltshire Council)</p> <p>Present: Cllr Dominic Muns (Chair), Cllr Tamara Reay, Cllr Kelvin Nash, Gareth Rogers, Andrew Jack (Wiltshire Council); Cllr Dicky Parsons, Liz Starling (Worton PC); Cllr Julia Ford, Cllr Peter West (West Lavington PC); Cllr Chris Greenwood, Rebekah Jeffries (Rowde PC); Cllr Richard Oliver (Devizes TC); Steven Bennett (Marston PC); Rosalind Humphries (Bromham PC); Sue Bond (Seend PC); Cllr Claire Church (Poulshot PC)</p>		
2	Notes of last meeting			
		Notes from the Devizes CATG meeting on 25 th May were published at part of the agenda for Devizes Area Board’s meeting on 21 st June 2021: https://cms.wiltshire.gov.uk/ieListDocuments.aspx?CId=163&MId=13880&Ver=4		
3	Financial Position			
		Budget Available - £16,897.97 The allocation for 2021/22 is £15,984. Note: Order Values are subject to change		
5	Top 5 Priority Schemes			
a)	Issue 6120	<i>The speed limit or rather the lack of on the A 342 road between Lydeaway and</i>	GR confirmed this is still in	In Progress

	<p>Lydeaway - Request for speed limit reduction</p> <p>(Priority No.01)</p>	<p><i>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>WH stated that the contribution which Stert PC agreed to make is £500 not £1,000 as listed within the budget. DM wanted to push through this project and was happy to accept this level of contribution from Stert PC. GR was happy to go ahead with this level.</p> <p>Scheme has been added to 2021/22 Programme and will be developed.</p>	<p>progress.</p>	
<p>b)</p>	<p>Issue 5964</p> <p>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>GR confirmed project now complete.</p> <p>DM recommended this is taken off list and CATG agreed.</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>Scheme has been completed. Invoice to TC to be raised. Scheme can be removed.</p>		
c)	<p>Issue 6-19-02 (Previously known as Issue 6569)</p> <p>Footway at Tanis, Conscience Lane, Rowde</p> <p>(Priority No.02)</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 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. Briefing note has been circulated announcing deadline for bids 21st September 2021.</p> <p>All bids have been submitted and being considered by Sustainable Transport team. Report outlining applications will be presented to Cabinet Member for approval – this is still being drafted.</p>	<p>GR confirmed the bid has been submitted to the Sustainable Transport team. He mentioned that bids worth approx. £600k had been submitted towards a budget of only £150k. RJ asked if the path will be inside or outside of the field. GR confirmed it will be inside but further detail will only be made if the bid is successful. RJ mentioned there is a new tenant farmer there to meet with.</p>	In Progress
d)	<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>Works have been completed. PC to be invoiced. Scheme can be removed.</p>	<p>GR confirmed project now complete. DM recommended this is taken off list and CATG agreed.</p>	

e)	Issue 6675 A342 Bromham (Priority No.03)	<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>The level of contribution from the parish council had previously been a sticking point. DM was happy to go ahead with a 25% contribution, as offered by Bromham PC. GR was happy to go forward with this.</p> <p>Speed Limit reviews have now recommenced and the assessment is in progress.</p>	<p>GR confirmed the speed limit review is underway and results will be available later. Once those are back and the assessment carried out, decisions on progressing any recommendations will need to be made.</p>	In Progress
f)	06-20-21 Devizes TC Request for 20mph Limit – Area 3	<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 manoeuvres, therefore a 20mph speed limit would be more appropriate for</i></p>	<p>KN confirmed Metrocounts are underway across town. GR described how this equipment works and results are gathered. For a speed limit review, the average speed is</p>	In Progress

	<p>(Priority No.04)</p>	<p><i>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. 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>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>KN confirmed the funding from the town council has been agreed.</p> <p>Data collection is underway, and the recommendation will be published in due course.</p>	<p>recorded. For the speed limit to reduce to 20mph, the average speed would need to be shown at 24mph or lower. Where several streets are being measured, approx. 7/8 out of 10 locations would need to meet criteria for the speed limit to change.</p> <p>GR confirmed that a separate contractor had been engaged to carry out this work. There is only a finite number of Metrocount kits leading to delay in some requests.</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></p> <p><i>We would call this Zone One, 20mph speed limit. See attached plan</i></p>	<p>Linked to Issues Ref (f)</p>	
	<p>06-20-23</p> <p>Devizes TC</p> <p>Request for 20mph</p>	<p><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</i></p>	<p>Linked to Issues Ref (f)</p>	

	Limit – Area 2	<i>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>		
	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>	Linked to Issues Ref (f)	
g)	06-20-18 Market Lavington Request for Dropped Kerbs	<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> <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> <i>5 Locations have been identified.</i> <i>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.</i> <i>FD described this as centred on The Spring and Park Rd. They are targeting new dropped kerbs where wheelchair users are in the village. FD confirmed the parish's contribution at 50% of the estimated cost of £4,000 or capped at</i>	GR confirmed project now complete. He has spoken with the Clerk and is happy for this to be completed. DM recommended this is taken off list and CATG agreed.	

		£2,000. Works completed (albeit one location couldn't be progress). PC to be invoiced. Issue can be closed and removed.		
h)	06-20-17 Bromham Request for Pedestrians in road Warning Sign (Priority No. 05)	<i>A request for new signs at the Pound and Horsepool to make drivers aware that there is no footpath/pedestrians in road?</i> RH was not aware of the agreement to fund 100% but is happy to fund 25%. PW felt many parts of Wiltshire do not have pavements so new signage adds to street clutter. He wanted to be re-assured the parish council is behind this request. DM was happy to go ahead and fund if this is what Bromham PC want. RH confirmed it is. GR said how engineers are recommended to keep signage to a minimum and how it increases liability on Wiltshire Highways. Scheme added to the programme for 21/22.	GR confirmed this is still in progress. RH was happy with this.	In Progress
6.	Other priority schemes			
a)				
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</i>	DM described this further. He said how at the last meeting, he'd discussed that if projects are not moving forward and no one from the local council is able to contribute, the project would be taken off the agenda. It is still able to come back to CATG if there is further progress. It was agreed that this project would be removed.	To be removed

		<p><i>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 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> <p>FD described the background and the area of concern from the railway bridge to Broadway Farm. So far only drivers have been involved in incidents, not businesses or householders.</p> <p>FD wanted to concentrate on speed at Broadway. The parish council's position is that they want the speed limit changed to 50 or even 40mph as they feel that suits the road conditions, although they will leave the final speed to engineers.</p> <p>GR described that to achieve a lower limit, the road will need a speed limit review, to be carried out by Atkins at a fix cost of £2,500. It is up to CATG to</p>		
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		<p>agree to spend that money. GR felt that a 50mph limit was possible but said that this might not see a great reduction in overall speed or driver behaviour. DM put this back to FD. He felt this could have two effects – some drivers would go more slowly and it would allow enforcement of the lower speed limit to take place.</p> <p>FD went back to the group for a decision on allocating funding. PW was happy to do this. GR confirmed the funding split would be 75:25 from CATG and the parish council.</p> <p>DM pointed out this request had been on the agenda for some time without a great deal of progress. He felt that a SID here might help. He is also aware Market Lavington PC is having discussions about this in the background.</p> <p>DM felt that because this is open countryside, persistent speeders will continue to do so. There was no one from Market Lavington PC present so this was left for next meeting.</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. GR wanted this issue left separately on the list.</p>	
c)	<p>09-20-10 A361 Seend High Street.</p> <p>Concern for Pedestrian Visibility</p>	<p><i>There are two dropped kerbs either side of the A361 where the pavement ends each side between Spout Lane and Inmarsh Lane. It is difficult to cross this stretch of road as it is on a bend meaning that walkers cannot easily see cars coming when crossing from the south to the north side.</i></p> <p><i>There are already dropped kerbs along this stretch of road. A high friction surface similar to the one installed at the Church Crossing would be useful to make drivers more aware that it is a crossing point. It won't improve visibility</i></p>	<p>The parish council has agreed to contribute. A slot in the high priority projects has become free and DM recommended this is moved up. GR was happy with that and CATG agreed.</p>	<p>In Progress</p>

	<p>(Transfer from Melksham CATG)</p>	<p><i>for the walkers, but may make drivers slow down a bit.</i></p> <p>The Following has previously been provided to Issue at Melksham CATG by Highways Officer:</p> <p>Officers have conducted a site visit and consider this to be more of an issue for outbound drivers as they approach from the s-bend near Spout Lane. The crossing point is more visible to drivers heading in the opposite direction.</p> <p>TJ wanted to see high friction surface and signage here and referenced Mark Stansby's comments when previously with Melksham CATG. GR accepted Mark Stansby's comments and has not looked at this himself but felt outbound drivers would be most affected. The quote for £600 would be just for signage. High friction surface would take that to £2.5-3000. SB agreed to 25% of the £600 but would need to check for a contribution towards £2,500.</p> <p>DM reviewed the previous agreements over the contributions from Seend PC. TJ confirmed they are happy to contribute 25% to both the new signage and high friction surface. DM explained this project was now ready to proceed but needed to be given high priority. Since there are already 8 projects, this couldn't happen at this meeting.</p>		
d)	<p>09-21-01</p> <p>Townsend, Poulshot</p> <p>Request for new footway.</p>	<p><i>As an issue of safety it is requested that a pavement be built between the Church and Townsend farmhouse.</i></p> <p><i>After a request from several parishioners, the Parish Council discussed the idea of a new pavement because of the safety issue of pedestrians using the roadway between the Church and Townsend Farmhouse. There has been a site meeting with Andy Cadwallader resulting in a preliminary costing of £19,000. The Parish Council has also has looked at the costing and other ideas.</i></p> <p>The following has previously been provided to Issue at Melksham CATG by Highways Officer:</p> <p>Construction length is approximately 75m. New Footway with kerbing costs</p>	<p>DM described the level of cost this project is likely to reach. Being beyond CATG and the parish's resources, this is going to need funds from the Substantive Scheme. GR said this can go towards bids in 2022. DM asked for this to be removed until later but GR pointed out the project needs to be a high priority for work to be done to get it to the substantive</p>	<p>Approved – awaiting slot</p>

		<p>approximately £265 per metre and therefore a ball park estimate is £20K. This does not allow for temporary traffic management and establishment of site welfare facilities. A road closure might also be required.</p> <p>GR quoted a figure of £265 per metre for 75m of footway. RC had not had feedback during the change from Melksham to Devizes CATG.</p> <p>DM asked if Poulshot PC could contribute the 25% of the £20,000 total cost. RC would need to check and ask the parish council for thoughts on how to move forward.</p> <p>RC confirmed that Poulshot PC will make the 25% contribution of the £20,000 cost. He wanted RD to visit the site to look at any costs savings such as materials or length of footway. GR pointed out that materials would not change as they are standard for highways works.</p> <p>There was detailed discussion about the length of new footway needed, where it needed to cover and if it could be reduced from 75m.</p> <p>Funding the project was discussed (the 75% of CATG funding is equivalent of a year's budget). DM suggested contributions from local development could support this, but RC didn't think there would be anything suitable. GR mentioned the Substantive Fund and bid process for larger projects. Work is needed to go into a bid to make it good quality and give it a higher chance of success. This usually includes £3-4,000 of CATG funding to reduce what's needed from Substantive funds.</p> <p>DM suggested taking this offline to develop a conversation and for GR to assess this in more detail and rate its chance of success.</p>	<p>bid stage.</p> <p>DM agreed this could remain on the agenda for another meeting to allow the parish to come back.</p>	
e)	<p>06-21-02</p> <p>W Lavington, Duck Street</p> <p>Parking Concerns.</p> <p><i>1st Meeting Date 27/07/21.</i></p>	<p><i>There have been ongoing parking issues in Duck Street and in particular around Dauntsey's Care Home for a period of time but has become more challenging over the last 6 months. The current inconsiderate parking extends to the end of Duck Street where it meets the main road and therefore at times visibility at the junction is compromised.</i></p> <p><i>Relationships between the home and residents has broken down in terms of communication and the impact being that there is inappropriate parking occurring regularly. The parish council receives complaints from residents and also local farmers who are unable to pass through the road to get to their fields. During April a nurse who came to visit the home had her car damaged whilst it was parked in Duck Street.</i></p> <p><i>The police have been advised and they have said that they need to see the</i></p>	<p>DM described the situation at this parking bottleneck. He wanted to see some progress to be able to get a ballpark figure for cost. GR gave an estimate of approx. £5,000</p>	<p>Approved - awaiting slot</p>

		<p><i>inconsiderate parking when it is actually happening. Photographs have been sent but again the police advise that they need to be there at the time. A resolution needs to be found for visitors in Duck Street and particularly those visiting Dauntsey's care home and this would be for urgent and short-term parking.</i></p> <p>The Highway is for passage and repassage of vehicle. Parking on the highway is only tolerated in those scenarios where it does not cause an obstruction. Where an obstruction is caused, or vehicles are ignoring the guidance in the Highway Code (do not park within 10m of a junction) then responsibility lies with the Police. Discussion with the local NPT is recommended if the issue is consistent (Daily)</p> <p>DM described how this creates an obstruction at Duck St, especially for emergency vehicles. He felt that double yellow lines here would help make enforcement easier. JF was happy with these discussions. She pointed out the situation had been getting worse and was of high concern in the village.</p> <p>GR pointed out that waiting restrictions are not normally for CATG to deal with but in these extreme circumstances CATG can take this on.</p>		
f)	<p>06-21-03</p> <p>Erlestoke</p> <p>Speed Limit Extension</p> <p><i>1st Meeting Date 27/07/21</i></p>	<p><i>The COVID pandemic has meant the number of visitors to Erlestoke has increased manyfold all parking in the village car park and walking out across the B3098 to Erlestoke woods. We have a real issue with overflow parking and with visitors parking on the roads leading to the car park. The crossing point toward the woods is on the B3098 50-mph road and before reaching the 30-mph sign making the crossing dangerous.</i></p> <p><i>The 30-mph sign at the other end of Erlestoke coming from Westbury is placed after the entrance to the Old Vicarage when driving to the village. This means the entrance is again on the B3098 and in a 50-mph limit making this dangerous to drive in and out of the driveway. This together with high banks and trees along the road make the area dangerous.</i></p> <p><u><i>Discussed under AoB At 25/05/21 Meeting</i></u></p> <p>SJ and CW described how the village had seen a large increase in visitors coming to walk in Erlestoke woods during lockdown and the car park at the east end fills</p>	<p>DM described the situation within the village and the increase of visitors coming to walk in the woods. This can involve pedestrians crossing a road within a 60mph limit. The parish council would like to see this risk reduced.</p> <p>GR felt the PC needed to back this up with Metrocount data to show speeds are high. AJ explained that one had been requested but there was ongoing discussion about the final location.</p> <p>GR also mentioned Richard</p>	<p>Awaiting update (data)</p>

		<p>quickly. Pedestrians cross the road within the 50mph limit. To protect them and to get cars to slow down earlier, the parish council wants the 30mph limit moved further out from the village on the B3098. They requested a similar move at the west end of the village where driveways open onto the B3098 within the 50mph limit. DM proposed moving this to the July CATG meeting. GR referred to the document 01/04 on village speed limits and how signage too far away from a village can leave drivers wondering why they have to slow down, when they appear to be in open countryside, and not obey the limit.</p> <p>CW agreed with the description of the situation and added that the current signs are getting very overgrown. She pointed out that the sign would need moving only 50m further out from the village, both east and west. The 50mph limit currently covers the car park and crossing to Erlestoke woods and several driveways. Metrocounts show that speed within the village is not a concern but on the approaches.</p> <p>GR showed photos from Streetview of the approaches to Erlestoke and recognised the signs may now be overgrown. He described how DfT policy 01/13 states speed limits shouldn't be used to solve issues, such as speeding. So if people are crossing the road, then solutions need to be put in that will help them do so safely instead of simply changing the limit. He said that a speed limit review was the first way to go about getting the limit changed at these locations but he felt a review would not see a change.</p> <p>DM asked how to get a safer crossing from the car park and GR suggested opening up visibility for pedestrians to see the road. RD said he would get someone out to look at sightlines and foliage and cut back if needed.</p> <p>DM also asked about getting an engineer to look on the ground. GR can do so but CATG needed to commit to spending £2,500 on a speed limit review. He understood the PC's priorities but pointed out the costs are fixed, no matter the length of the move of the signage. DM wanted to know what other solutions can go in here before committing to a speed limit review. Metrocounts have been requested of the edges of the village to show approach speeds.</p>	Dobson should be looking at opening visibility splays by cutting back hedges.	
g)	06-21-08 Worton	<i>There is a large volume of traffic exceeding the speed limit driving through Worton. This is confirmed by the Community Speed Watch figures. In just 11 hours monitoring during April – May, they reported 67 motorists to the police for</i>	DM described how speeding is an issue for many villages. He discussed the pros and cons of	Approved – awaiting slot

	<p>SID Posts/ Sockets</p> <p><i>1st Meeting Date 27/07/21</i></p>	<p><i>driving 36 mph and over; a further 228 were found to be driving at less than 36 mph but still breaking the speed limit . During May – June in just 12 hours, 79 motorists were reported to the police for driving 36 mph and over; a further 306 were found to be breaking the speed limit.</i></p> <p><i>Worton Parish Council would like permission to install at least two Speed Indicator Devices at locations to be confirmed with CATG.</i></p> <p><i>Would CATG fund the installation of the necessary posts?</i></p> <p>DM felt SIDs do not work in the long term, or when they are in a single location for a long time. They are best used for short periods and moved around, so that drivers do not become complacent. He gave his thoughts on enforcement and collecting data to be used by police.</p> <p>RS disagreed – his view was that CSW worked in the village and that Metrocount data is fairly positive but that police enforcement is unlikely but speeds are still too high. RS felt that SIDs are effective for most drivers and he recognised there will always be a minority of drivers who will go too fast. Worton PC is committed to installing SIDs and was coming to CATG for support towards the infrastructure. RS thanked GR and AJ for support on SID policy.</p> <p>GR referred to SID policy about frequently moving to new locations. CATG can put in sockets for moveable posts at approx. £500 per site. RS thought there were 4-5 sites in Worton and asked about what contribution is expected if the PC already buys the SID. DM felt this should be 25%. RS will confirm this funding with Worton PC</p>	<p>Speed Indicator Devices (SIDs) in helping to slow down drivers. SIDs work best when in a location for only a short time (~2 weeks) before being moved. They act as a reminder to drivers who care about speed but will not affect those drivers who don't care.</p> <p>DM described Auto Speedwatch as a way to monitor speed and send data directly to police for action. This system is not currently supported by Wiltshire Police but DM is lobbying the new PCC. This is helped by two new officers to co-ordinate and support Community Speedwatch groups.</p> <p>DP confirmed the PC has budgeted for this and getting the sockets installed. He asked who will do this and if it will happen with the current financial year.</p> <p>GR confirmed it with be Wiltshire Highways doing the work and will be within 21/22. An engineer will visit the village to confirm the chosen locations before installation.</p> <p>CATG is happy with Worton requesting 5 locations.</p>	
8.	New Issues			
a)	<p>06-21-09</p> <p>Bishop Cannings</p>	<p><i>The current speed limit between the Cannings Hill roundabout and a point just beyond Marlborough Close, is 50mph. Given the built-up nature of the road at this point, the parish council believes that the road should be restricted to</i></p>	<p>DM was happy to promote this scheme as a high priority. GR agreed and will be able to</p>	<p>In Progress</p>

	<p>Horton Road</p> <p>Speed Limit</p> <p><i>1st Meeting Date 09/11/21</i></p>	<p>30mph.</p> <p><i>The 50-mph restriction in question is approximately 737 metres in length. Along this there are 24 streetlamps more or less evenly spaced, so there is an average of approximately 31 metres between them. s.82 Road Traffic Regulation Act 1984 defines a restricted road as one where "there is provided on it a system of street lighting furnished by means of lamps placed not more than 200 metres apart" and s.81 of the Act states "it shall not be lawful for a person to drive a motor vehicle on a restricted road at speeds exceeding 30-mph."</i></p> <p><i>The default position on this stretch of road would therefore be 30-mph, except that Highways have chosen to impose a higher limit.</i></p> <p><i>The Department of Transport guidance on setting local speed limits states that "the standard speed limit in urban areas is 30-mph" and that roads suitable for 40-mph are generally for urban areas where there is little development. 50-mph should only be used in exceptional circumstances - but this does include roads where there are segregated road junctions for the developed areas.</i></p> <p><i>Although the housing along this length of the Horton Road is accessed via segregated junctions and not directly from the C8, there are 76 houses at Ferozeshah Road, 175 houses at the Corn Croft Lane estate and there will be a total of 230 at Laywood. This generates a significant number of vehicle movements onto and off the Horton Road. Additionally, there is substantial pedestrian use of the Horton Road footway to access the bus stops and local shops.</i></p> <p><i>Currently the Corn Croft Lane estate has a 20mph limit and it is likely that the Leywood estate when adopted will also be restricted to 20mph. It is not considered desirable to have such a high differential speed limit between the principal feeder road and the subordinate housing estates.</i></p>	<p>commission a consultant to look at this.</p>	
b)	<p>06-21-10</p> <p>Rowde</p> <p>Bunnies Lane</p>	<p><i>Missing street name sign for 'Bunnies Lane'. The sign was ripped off by an HGV some years ago now. We have requested a new sign but have been told that the budget is always committed.</i></p> <p><i>The Parish Council will pay for the sign, if permission is obtained and the work can be arranged.</i></p>	<p>The parish council is happy to pay 100%.</p> <p>DM was happy to allow PC to go ahead and purchase and install a sign. GR could not give permission for this, however he</p>	<p>To be removed</p>

	Street Name Sign <i>1st Meeting Date</i> 09/11/21		recommended the PC speaks with Richard Dobson directly to get this work done outside of CATG.	
c)	06-21-11 Rowde A342 SID Infrastructure <i>1st Meeting Date</i> 09/11/21	<p><i>The Parish Council would like to purchase a Speed Indicator Device (S.I.D) for use on the A342. The Parish Council is looking for assistance from CATG with the infrastructure to support a Speed Indicator Device: posts and sockets.</i></p>	<p>RJ confirmed there had not been Metrocounts done but that data would be available from their Community Speedwatch group. She asked if a Metrocount would be needed. GR confirmed that the CSW group would have been set up following a Metrocount but if there were other locations in mind for the SID that did not have any data, then a Metrocount would be needed.</p>	Awaiting update (data)
d)	06-21-12 Bromham New Road Request for 30mph Repeater signs <i>1st Meeting Date</i> 09/11/21	<p><i>There is no 30MPH signage at the school end of New Road in Bromham. Some drivers get confused and mistake the road for a national speed limit.</i></p> <p><i>Several school children live along the road and walk to school unfortunately there is no pavement present, so they must walk on the road. One of the children that commute to school is also in a wheelchair and there have been multiple issues with cars travelling too fast.</i></p> <p><i>I am a Parish councillor and my daughter has been attending the school and nursery for 2 years. There have been three occasions where we have had to jump into the verge to avoid a speeding vehicle in this time. And I don't do the school run on a daily basis. I have had multiple complaints from the residence about the speed of vehicles along this stretch and it is a real safety concern. I feel that some 30 MPH repeater signs and possibly the addition of some school signage would be a step in the right direction for vehicles to follow the speed limit along New Road.</i></p> <p><i>I believe that the need for repeater signage is based on street lights being present along the road. While New Road does have a couple of street lights they are not along the entire stretch hence drivers getting confused. The street lights</i></p>	<p>DM agreed that the situation for drivers is unclear in that this road appears to be leading away from the village yet is within 30mph limit.</p> <p>GR has looked at this road via Streetview. The project would need to be promoted to High priority for him to spend time taking a closer look.</p> <p>RH confirmed this has support from the PC.</p>	Approved – awaiting slot

		<p>that are present are also not conventional ones and use telegraph poles which adds to the confusion.</p> <p>Does this have the support of the Parish Council?</p>		
e)	<p>06-21-13</p> <p>Devizes</p> <p>Eastleigh</p> <p>Request for Bus Stop Clearway</p> <p><i>1st Meeting Date 09/11/21</i></p>	<p><i>The bus stop outside of 49 Eastleigh Road is often blocked by parked cars, particularly at peak times when the chip shop is open. Buses must pull up in alternate locations which causes issues for people with reduced mobility as the door does not then align with the paved surface designed for wheelchair users. There are no road markings to discourage drivers from parking here. The matter is further exasperated given that the lamp standard supporting the bus stop signage has recently been replaced following a collision, and whilst the timetable notice has been replaced, the Bus Stop sign is missing therefore there is nothing at all to indicate to drivers that this is a bus stop. It has been an issue for some time; however, the Town Council is now being lobbied by wheelchair users who find accessing public transport at this location a significant challenge, thus adding additional difficulties to their mobility.</i></p> <p><i>The Town Council fully support this request as it believes it is incumbent on all local authorities to manage their facilities and services in a way that make them accessible to all sectors of our community. It would appear that there is a relatively simple solution to problem at the bus stop outside of 49 Eastleigh Road, which will help relieve the considerable problems wheelchair users are having in the Eastleigh Road area accessing public transport. Devizes Town Council is prepared to make a contribution to the cost of this highway improvement.</i></p>	<p>KN described the situation at this bus stop. There is no longer anything to show to drivers this is a bus stop and to not park there. Parking makes it far harder for disabled passengers to use the bus.</p> <p>GR gave an approx. cost of £2,000 for marking the bay. He described that autumn / winter is not good weather for lining work and this will need to wait until Spring for any progress</p>	<p>Approved – awaiting slot</p>
f)	<p>06-21-14</p> <p>Seend</p> <p>Seend Cleeve</p> <p>Request for 30mph Speed Limit</p> <p><i>1st Meeting Date</i></p>	<p><i>Planning approval has recently been given for the building of 10 affordable homes (+ 1 self build) on land at Park Farm at the bottom end of Seend Cleeve, This is a Seend CL&AT initiative and one that the Parish Council has supported. The current 30mph speed limit stops where the existing line of residential properties end. The speed limit then changes to 60mph. As the surrounding land on each side is pasture land, this has never really been an issue. During the planning application process, the Parish Council gave a commitment to the Seend CL&AT that it would support a request to have the 30mph speed limit extended to include the new development should the planning application be approved.</i></p>	<p>DM felt this work was best done after the new housing has been completed and asked when this would be. SB said work is due to start in Spring and take approx. a year.</p> <p>DM recommended taking off the list until later (early 2023).</p>	<p>To be removed</p>

	09/11/21	<p><i>It has not really been an issue in Seend Cleeve whilst the land on each side is agricultural. Now that planning approval for a small development of houses has been approved, we think highway safety could become a problem if the speed limit remains at 60mph.</i></p> <p><i>We would like to ask CATG if the 30mph speed limit can be extended to include the new development site, and up to the Barge Bridge. We have canvassed the residents of New Buildings, the line of cottages after the bridge, and they are happy for the 60mph speed limit to remain in place.</i></p>		
9. Other items				
a)	AoB	<p>CG described Devizes Market Place and the traffic islands outside the Corn Exchange. The blue hoops are often being knocked down. He felt these need to be replaced with something more visible and permanent. GR replied that this is an issue for Maintenance but their resources are limited. He will raise this with Richard Dobson. DM felt that if this happens all the time, then a different solution is needed.</p> <p>DP asked about Auto Speedwatch and Wiltshire Police adopting / accepting it. DM was hopeful that with the new speed reduction officers in place, the Police would be able to adopt the system, having more officer resource to monitor the data.</p> <p>DM recommended contacting Great Cheverell PC for further information. They have used the system but are not renewing the subscription, so will be able to say how they have used the data but also any limitations and why they are not renewing.</p> <p>SB asked if a PC would need a proven issue with speeding to install the system. DM said that it is with PCs to purchase and use the system as they see fit. However, GR said how speed enforcement is with the Police. If they do not support Auto Speedwatch, then neither will Highways. The equipment would be up to each PC to install but this could not be on the highway or verge.</p>		
10	Dates of next meetings: 1st February 2022 10.00am – this meeting is being held via MS Teams.			