

Devizes Community Area Transport Group – 1st February – 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

Previous Status		Item	Progress to Date	Actions and Recommendations	New Status
	1	Apologies and Attendees			
			<p>Apologies: Matt Perrott (Wiltshire Council)</p> <p>Present: Cllr Dominic Muns (Chair), Cllr Philip Whitehead, Cllr Kelvin Nash, Gareth Rogers, Andrew Jack (Wiltshire Council); Cllr Eric Clark (Bishops Cannings PC); Rosalind Humphries (Bromham PC); Cllr Richard Oliver (Devizes TC); Cllr Chris Greenwood (Devizes TC + Rowde PC); Steven Bennett (Marston PC); Rebekah Jefferies (Rowde PC); Cllr Chris Saunders (Easterton PC); Cllr Terry James, Sue Bond (Seend PC); Cllr Julia Ford, Cllr Peter West (West Lavington PC); Cllr Richard Slack (Worton PC);</p>		
	2	Notes of last meeting			
			Notes from the Devizes CATG meeting on 9 th November were published at part of the agenda for Devizes Area Board’s meeting on 6 th December 2021: https://cms.wiltshire.gov.uk/ielistdocuments.aspx?Cid=163&Mid=13882&Ver=4	RS asked about the budget and whether there would be any carry forward into 2022/23? DM said that there would be	
	3	Financial Position			
			Budget Available - £12,742.97 The allocation for 2021/22 is £15,984. Note: Order Values are subject to change		

	5	Top 5 Priority Schemes			
In Progress	a)	<p>Issue 6120 Lydeaway - Request for speed limit reduction</p> <p>(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>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>The Traffic regulation orders are being drafted and will be sent to the Council's Legal team shortly. These will then be distributed to Stakeholders as part of the public consultation.</p>	DM described the project and that the Traffic Regulation Order (TRO) is going out for consultation shortly, as described in GR's update.	In Progress
In Progress	b)	<p>Issue 6-19-02</p> <p>(Previously known as Issue 6569)</p> <p>Footway at Tanis, Conscience</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>	GR said how this bid was not successful in '21. This was partly down to schemes not taking place in '20 and there being a high number of bids this year. Also, those successful bids were expensive, so making the	In Progress

	<p>Lane, Rowde</p> <p>(Priority No.02)</p>	<p>Initial discussion with BT for Service diversion has indicated costs of circa £30,000. Alternative solution being discussed with WC Estates to dedicate some of adjacent field and relocate hedgerow ongoing.</p> <p>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>Substantive bid outcome has now been published and unfortunately been unsuccessful this year.</p>	<p>available money go less far. The bid process involves a scoring system based on several criteria about the project. Looking at the Conscience Lane bid, it was felt there was not a big enough local contribution, also that as a rural area, the project would not benefit as many people as something similar in an urban area. GR summed up the steps forward: CATG could agree to bid again in '22 and increase the local contribution whilst hoping there are fewer other bids.</p> <p>CG said how Rowde PC still wants the scheme to proceed. RJ asked what the PC's current contribution was, as they may be able to find more funding towards it. GR said that CATG was providing £6k and Rowde PC £1.5k. PW described possible changes to CATG funding and future rollovers going into the Substantive Scheme budget, thus increasing it. He also said how the bidding system is number-led, so CATG needs to collect and present all the data needed.</p> <p>DM agreed that a future bid sounded sensible and that this</p>	
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				will need to remain on the priority list.	
In Progress	c)	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>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> <p>Speed Limit review by the Council's consultants is in progress and recommendations will be distributed in due course (anticipated end Feb 22).</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.	In Progress
In Progress	d)	06-20-21 Devizes TC	<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</i></p>	GR confirmed the data collection is complete and now being analysed. Feedback is due in March.	In Progress

		<p>Request for 20mph Limit – Area 3</p> <p>(Priority No.04)</p> <p><i>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 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>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>			
In Progress	e)	<p>06-20-17</p> <p>Bromham</p> <p>Request for Pedestrians in road Warning Sign</p> <p>(Priority No. 05)</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>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.</p> <p>Scheme added to the programme for 21/22. Anticipate order to contract by Mid February.</p>	GR confirmed this project is on track and due to be completed before the end of the financial year	In Progress
In Progress	f)	<p>09-20-10</p> <p>A361 Seend High Street.</p> <p>Concern for</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</i></p>	GR confirmed design work has started. A colleague has been on site. The order is about to go in so this can be delivered in time for suitable weather conditions.	In Progress

		<p>Pedestrian Visibility</p> <p><i>(Transfer from Melksham CATG)</i></p> <p>(Priority No. 06)</p>	<p><i>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 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.</p> <p>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. The parish council has agreed to contribute.</p> <p>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>Design work has commenced.</p>		
<p>In Progress</p>	<p>g)</p>	<p>06-21-09</p> <p>Bishop Cannings Horton Road</p> <p>Speed Limit</p> <p><i>1st Meeting Date</i></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 30mph. 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>GR said that the consultants who would carry out the speed limit review are working through a backlog of ongoing work before starting this new review. EC mentioned a new development being planned that will have 4-500 people working there. He asked if this would be taken into</p>	<p>In Progress</p>

	<p>09/11/21</p> <p>(Priority No. 07)</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>DM was happy to promote this scheme as a high priority. GR agreed and will be able to commission a consultant to look at this.</p> <p>Consultants to be commissioned to undertake review.</p>	<p>consideration with the review? GR said that only the current situation would be looked at by the review.</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 (d)</p>	
	<p>06-20-23</p> <p>Devizes TC</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</i></p>	<p>Linked to Issues Ref (d)</p>	

		Request for 20mph Limit – Area 2	<i>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>		
		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 (d)	
	6.		Other priority schemes		
Approved – awaiting slot	a)	09-21-01 Townsend, Poulshot Request for new footway.	<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 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</p>	GR felt this is going to need the greater funding coming through the Substantive Scheme and that no work on it has started as this is not a high priority. GR was happy to move up to a high priority. He felt that if CATG budgets increase from 22/23, the group might be able to fund this internally. DM reviewed this and felt it could be moved forward. No one from Poulshot PC was present. AJ was asked to make sure someone is at the next meeting and have a better idea of budget.	Approved – awaiting slot

		<p>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>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.</p> <p>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 bid stage.</p> <p>DM agreed this could remain on the agenda for another meeting to allow the parish to come back.</p>		
<p>Approved – awaiting slot</p>	<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 inconsiderate parking when it is actually happening. Photographs have been sent but again the police</i></p>	<p>DM described that this has escalated and police have been called. The PC will be meeting about this matter later in the week. JF is looking at this and trying to find alternative parking locations. She said the PC could contribute but still need to research alternatives. DM wanted this left until the next meeting before making a decision to take forward. JF asked if there was a</p>	<p>Approved – awaiting slot</p>

			<p><i>advise that they need to be there at the time.</i></p> <p><i>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> <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>standard or per metre cost? GR said the bulk of the cost is in back office functions, like changing the TRO and legal aspects. GR advised this would cost no more than £5,000 KN said how Devizes TC has collated all double yellow requests and wondered if this could be wrapped together?</p>	
<p>Approved – awaiting slot</p>	<p>06-21-08</p> <p>Worton</p> <p>SID Posts/ Sockets</p> <p><i>1st Meeting Date 27/07/21</i></p>	<p><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 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. 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</p>	<p>DM said that the locations and contributions are all agreed and that he'd like this promoted up the list. GR was happy with that. RS confirmed the contribution, so GR can move forward.</p>	<p>In Progress</p>	

		<p>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>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 will 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. CATG is happy with Worton requesting 5 locations.</p>		
<p>Approved – awaiting slot</p>	<p>06-21-12</p> <p>Bromham</p> <p>New Road</p> <p>Request for 30mph Repeater signs</p> <p><i>1st Meeting Date</i> 09/11/21</p>	<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 that are present are also not conventional ones and use telegraph poles which adds to the confusion.</i></p> <p>DM agreed that the situation for drivers is unclear in that this road appears to be</p>	<p>RH confirmed funding is agreed. GR confirmed this can be moved up the priority.</p>	<p>In Progress</p>

			<p>leading away from the village yet is within 30mph limit. 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	06-21-13	<p>Devizes</p> <p>Eastleigh</p> <p>Request for Bus Stop Clearway</p> <p><i>1st Meeting Date</i> 09/11/21</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>This scheme is now awaiting a slot in the high priority and also for the better weather in spring / summer. GR was happy for this to wait until the next meeting to be promoted. KN was worried that if this waits until then and further delay happens, it will be autumn and poor weather, preventing this from happening. GR was happy to take this project on now.</p>	In Progress
	7.		Outstanding / Open issues		
	a)	Issue <u>6881</u> A342	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	This is linked to issue 6120 as discussed above.	

		<p>Lydeaway, Planks Farm Speed Limit reduction request.</p>	<p><i>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>GR wanted this issue left separately on the list.</p>	
<p>Awaiting update (data)</p>	<p>b)</p>	<p>06-21-03 Erlestoke 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 manifold 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 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</p>	<p>DM described the car park and how it is just outside of the village's 30mph limit. There has been a Metrocount. GR said how this has shown most traffic is travelling at approx. 30mph already and this it would not satisfy the criteria to move the existing speed limit. He felt this is not something to consider further. Issues about visibility and safety at this location were raised. This will be for Matt Perrott to deal with</p>	<p>To be removed</p>

			<p>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> <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 Dobson should be looking at opening visibility splays by cutting back hedges.</p>		
Awaiting update (data)	c)	06-21-11 Rowde A342	<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</p>	<p>RJ described how these are sites already used by the Community Speedwatch group so they are collecting data already. There was a new</p>	Awaiting update (data)

		<p>SID Infrastructure</p> <p><i>1st Meeting Date</i> 09/11/21</p>	<p>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>	<p>location but a Metrocount had already been requested. CG said how they had been told that SIDs can only go on lamp posts but how many of the lights through the village are on telegraph poles. This makes located SIDs on them difficult.</p>		
	8.		New Issues			
	a)	<p>6-21-17</p> <p>B3098 Urchfont</p> <p>Request for Road Markings</p> <p><i>1st Meeting Date</i> 01/02/2022</p>	<p><i>When exiting the C248 at the B3098 junction to turn right, left or to go straight across, the ability to see oncoming traffic from the right is impaired because of hedgerow and the bend. This is exacerbated by frequently parked cars on the verges on either side by care workers visiting the elderly occupier in the corner house. The B3098 has a speed limit of 60mph at this junction, making it potentially very dangerous.</i></p> <p><i>Urchfont Parish council has received both verbal and written complaints to make the junction safer. Paint a SLOW sign on the B3098 approaching the junction from the west. This issue and proposal was discussed at the Urchfont Parish Council meeting on 14th July 2021.</i></p>	<p>The request is about the need for new road markings. PW described the situation and asked for GR's view. PW felt this was not a strong bid. GR agreed there is a need to cut back foliage and to open visibility. He recommended Urchfont PC speak with Matt Perrott. DM wanted this removed from the list but able to come back on if Urchfont want.</p>	To be removed	
	b)	<p>6-21-16</p> <p>High Street, Wedhampton</p> <p>Change to road layout</p> <p><i>1st Meeting Date</i> 01/02/2022</p>	<p><i>Very poor visibility when exiting the High Street, Wedhampton from the south east junction with the A342, has resulted in a number of accidents both recently and over the longer term. Traffic travels along the A342 at high speeds, and the bend just north west of the junction obscures any view of oncoming traffic, which makes it an exceptionally dangerous junction, and it is only a matter of time before there is a fatality.</i></p> <p><i>I walk from Urchfont across to Wedhampton regularly, and have witnessed the aftermath of two accidents in the last two months.</i></p> <p><i>It has been suggested by Wiltshire Councillor Philip Whitehead, that the aforementioned junction should be entrance only into Wedhampton. This can be achieved with One Way signs at the entrance, and corresponding No Entry signs a short way before the current exit from the High Street.</i></p>	<p>DM felt the solution is simple and asked how far Urchfont PC has consulted with residents about this? PW said this was raised by residents. He agreed the entrance on the east side is hard to leave. Residents wanted a road closure but this was hard to achieve. PW suggested a short length of one-way. GR felt that because of the legal costs involved, this could</p>	Awaiting update (survey)	

			<i>It should be noted that the north west entrance at Greengate Road has far better visibility, and having spoken to some Wedhampton residents, including an Urchfont Parish Councillor who lives in Wedhampton, the village would be much in favour of such a change.</i>	be £5,000. DM suggested Urchfont PC survey residents further to get their views about these proposed changes. PW offered to take that back.	
	c)	6-21-15 Marston Request for Speed Limit Review 1st Meeting Date 01/02/2022	<p><i>Issue 1</i> <i>The speed limit through the village is designated 40mph – 30mph 40mph and the national speed limit. Vehicles travel through the village at higher speed limits on a regular basis and residents are finding it unsafe to come out of their drives onto the highway, especially in the higher speed limit sections.</i></p> <p><i>All the residents exiting their properties along the main road through the village are extremely worried about the speed of vehicles along this road a number have commented, at the meeting and through email, `That there is an accident waiting to happen`. Although, there is a danger exiting properties throughout the day it is exacerbated at high use times during the work and school runs in the morning and evening.</i></p> <p><i>Issue 2.</i> <i>On Long Street a single-track road, with no passing places, the speed limit is 60mph. The Erlestoke end of Long Street has now been made up with road pailings and cars regularly travel down the single-track road at speed, proving a hazard to other vehicles and Walkers on the common land, which is situated on either side of this single-track road.</i></p> <p><i>We request an investigation by the highways department in order to find a solution to ensure the safety of all road users in our village.</i> <i>We would hope that such an investigation would lead to a uniform reduction in the speed limit throughout the village from Norney Bridge to the end of the inhabited village on the Coulston Road, rather than 4 different limits within 1 mile. (30 - 40 – 30 - 60mph)</i></p> <p><i>A reduction to 30 miles per hour on Long Street to 30 MPH.</i></p>	<p>DM suggested Metrocounts at these different locations to test actual speeds of cars. SB described the situation with changes in the speed limit along short lengths of road.</p> <p>GR gave background on speed limits, e.g. background development and housing, all based of DfT guidance. He described the changes between Worton and Marston. GR said that a Speed Limit Review could go ahead but felt it wouldn't see a change in limit.</p> <p>DM asked if the issue is linked to speeding? SB felt there is speeding through the village. DM recommended using Metrocounts to test this and in turn help put interventions in place, such as Community Speedwatch or a SID.</p>	Awaiting update (data)
	d)	6-22-01	<i>There are a number of deer that run onto the road in the above mentioned area which are obviously an issue for the deer and also for traffic.</i>	DM and JF described the situation. GR gave the cost at	Awaiting update (data)

		<p>W Lavington</p> <p>Request for Deer Warning Signs</p> <p><i>1st Meeting Date</i> 01/02/2022</p>	<p><i>Recently there has been a reporting of a deer that was hit and then left in the road which was resulting in cars going around it which meant they crossed into the path of oncoming traffic.</i></p> <p><i>The parish council would like to explore the cost of erecting signs to warn drivers that there could be deer crossing the road and to take caution.</i></p>	<p>approx. £1-2,000. He said that as a rural road, drivers should have regard for wild animals so felt the signage was not strictly necessary. Highways need to look at known deer-strike locations. JF was not aware of many instances. DM will go back to the PC to find supporting data to avoid unnecessary street clutter.</p>	
e)	<p>6-22-02</p> <p>Devizes Roundway Park</p> <p>Request for Street Lighting</p> <p><i>1st Meeting Date</i> 01/02/2022</p>	<p><i>The streetlights in Roundway Park are decades old and mounted on quite low columns resulting in the light that is being emitted illuminating very small areas, leaving long tracts of the pavement completely in darkness.</i></p> <p><i>Many of the homes in the residential area of Roundway Park and Gardens are occupied by has a significant number of older single people or older couples. Councillor Oliver has received requests from residents of 24 households seeking improvements to the level of street lighting in the area.</i></p> <p><i>Additional concern is that the pavement in the area is in relatively poor repair, and coupled with poor lighting, the chances of trips and fall is greatly increased. Increasingly, residents will not leave their houses during the hours of darkness as the fear coming home on foot from bus stops or walks may result in a fall.</i></p> <p><i>Wiltshire Council's Traffic Engineer and the Streetlighting team indicates a total cost in the region of £5k to install two higher posts with better lights.</i></p>	<p>RO said that he has had information from the streetlighting team that two new lights would benefit a high number of residents. DM asked if Devizes TC has agreed the 25% contribution? RO said it has. GR has discussed this and can put in a solution. He is happy to move this up the list and await turn.</p>	Approved – awaiting slot	
f)	<p>6-22-03</p> <p>Devizes Byron Lane / Green Lane</p> <p>Request for Give Way</p>	<p><i>Increased traffic from the football academy and Inadequate Road signage on this junction is causing numerous near misses with cars driving straight out of the Green Lane academy and ignoring junction markings on the road.</i></p> <p><i>Give way signs need to be installed to reinforce the junction markings on the road</i></p>	<p>DM described the layout of the road. KN added the increased traffic due to the Wiltshire FA centre at Green Lane. GR said he did not know the area and asked if the road markings need refreshing, in which case this would be with</p>	Awaiting update (site visit)	

		Signs <i>1st Meeting Date</i> <i>01/02/2022</i>		Maintenance. If new signage is needed, this would need to be illuminated as the area is covered by street lighting CG asked for temporary signage to go in and RO agreed with this. DM asked GR to take a look at this location and become familiar with the layout and junction. GR suggested a white triangle at the junction which would have the same meaning as a vertical give way sign.	
	9.		Other items		
	a)	AoB	CG raised the matter of vehicles turning against the flow of traffic at Dunkirk Hill. He felt the streetlights were ineffective there because of the tree growth plus detritus on the road obscures markings. DM asked for this to go on the agenda for the next meeting.		
	10		Dates of next meetings: 12th April 10.00am to be held via M.S. Teams 5th July 4th October 17th January, 2023		