

Previous Status	Project ID	Town / Parish	Project Title	Project Proposal	Most Recent Actions & Recommendations	New Status
Awaiting Slot	NA	All Areas	All Areas  Existing parking and waiting Restrictions which moved to LHFIG upon formation	Prior to the formation of LHFIGs, previously Parking & Waiting Restriction requests were processed centrally. Following Cabinet's approval for the formation of the groups, these requests will be at the discretion of the groups to prioritise.  The group must decide on whether to proceed with progression of these or to abandon.	Draft proposals have been prepared for the known sites.  <b>These will be forwarded to Devizes TC shortly for consideration before progressing to advertising TRO's.</b>	In Progress
High Priority	6675	Bromham	Bromham  A342 Speed Restriction  (Priority No.03)	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.	<b>Wick Lane/Dane Lane to be included</b> GR explained there is a wider speed assessment on the A3102 which could envelope the A342 and this task outside of LHFIG, however, might be 2-3yrs away. <b>DM suggested this project stays within LHFIG to achieve a faster solution.</b>	High Priority
High Priority	06-20-21	Devizes	Devizes  Request for 20mph Limit – Area 3  (Priority No.04)	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 mentally. Commercial Road from the junction at the Sainsbury Mini Roundabout to Rotherstone, the whole of Couch Lane, the whole of New Park Road and the whole of Victoria Road all have high concentrations of pedestrian and frequent parking manoeuvres, therefore a 20mph speed limit would be more appropriate for this area. We would call this Zone Three, 20mph speed limit. See attached plan.  Further zones will be handled at the same time to save money (See rows below)	TRO's have been advertised.  Small level of objection received (3no), majority in Support (16no).  <b>Cabinet Member report has been drafted and awaiting formal sign off.</b>	High Priority
NA	06-20-22	Devizes	Devizes - Request for 20mph Limit – Area 1	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 mentally. All these roads have high concentrations of pedestrian and frequent parking manoeuvres, therefore a 20mph speed limit would be more appropriate for this area.  We would call this Zone One, 20mph speed limit. See attached plan	Handled as part of task 06-20-21 above	

NA	06-20-23	Devizes	Devizes - Request for 20mph Limit – Area 2	The whole of Bridewell Street, the whole of Hare and Hounds Street, the whole of Sheep Street, the whole of Sidmouth Street, the whole of Maryport Street and the whole of Monday Market Street are either within the main shopping area of the town or are the feeder road into this area and as such all have high concentrations of pedestrian and frequent parking manoeuvres and therefore a 20mph speed limit would be more appropriate for this area. We would call this Zone Two, 20mph speed limit. See attached plan	Handled as part of task 06-20-21 above	
NA	06-20-24	Devizes	Devizes - Request for 20mph Limit – Area 4	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	Handled as part of task 06-20-21 above	
Awaiting Update	06-22-30	Devizes	Devizes Bath Road - Dropped Kerb Request	At a recent meeting of the Town Council's Planning committee, it considered are request for a dropped kerb in Bath Road by the Murco Petrol filling station, following the submission of a Highway Improvement Request Form from a resident of Mayenne Place. Within the request, the applicant states the pavement outside the petrol station on the A361 had no dropped kerb, so this is a serious problem for wheelchair users, especially because at this location there is no safe option to cross the road. The picture below shows the pavement in question. After considering the request, it was agreed there is an issues in the location that needs to be addressed and therefore the Town Council supports it.	<b>DTC to confirm budget contribution and proposed location.</b>  <b>This fits the LHFIG and wider Council criteria and objectives.</b>  <b>Scheme has been added to 23/24 Programme (Indicative Autumn 23)</b>	High Priority
Awaiting Update	06-22-34	Devizes	Devizes Downlands Rd Request for Dropped Kerbs	Dropped kerbs (pedestrian access). Due to my recent lack of mobility I am in need of dropped kerbs to be able to cross the road and its become apparent that there are none in Downlands road. I believe the council have a responsibility to provide safe access for all residents regardless of physical ability.  Dropped kerbs installed at intervals around Downlands Road to enable freedom of movement.	<b>A full proposal has been developed and forwarded to KN for consideration by DTC. Outline proposal circa £15,000 for all locations (rather than £2k as initially estimated).</b>  <b>Awaiting DTC confirmation of £3,750 contribution (rather than £500 initially estimated)</b>	Awaiting Update
New Issue	06-23-07	Devizes	A361 Escourt Street Morrisons Roundabout Access	Drivers trying to overtake on the roundabout outside Morrisons, when you move to the left to allow other drivers to turn right into Morrisons without causing a traffic hold up. This has nearly caused several accidents.  At the roundabout it is big enough to do a two lane marking, one on the left to go forward and the other on the right to enable vehicles to drive into Morrisons, this would help ease the traffic hold ups	<b>Group decided this was unlikely to alter traffic flow as vehicles naturally doing it. Implementation would be more nuanced than anticipated likely leading to loss of 1-2 parking spaces.</b>	Remove

New Issue	06-23-08	Devizes	High Lawn Waiting Restrictions	<p>The Town Council has received two Highway Improvement Forms from residents of High Lawns, Devizes expressing concerns that the turning area at the bottom of the road is blocked by visitor parking, which results in delivery vehicle and refuse lorries being unable to turn around. As a consequence, residents advise that these vehicles then have to reverse back up the hill of High Lawns, which is difficult manoeuvre and isn't helped when they get to the top as they then have to get into a position where they can re-enter the Bath Road.</p> <p>As a solution, residents are asking if "No Parking" markings can be placed on the road to help with this problem</p>	<p><b>GR confirmed no internal feedback received from waste team highlighting issue. IW confirmed it was likely to only impact two houses. DM requested this be left until the next meeting to give DTC a chance to provide data to outline extent of issue.</b></p>	Awaiting Update
Remove	06-23-05	Devizes	Devizes Wick Lane / Pans Lane Waiting Restriction	<p>Cars are frequently park near the roundabout at the junction of Wick Lane and Pans Lane. At this location, there is an informal crossing point leading to the rear pedestrian entrance to Wansdyke Primary School. Vehicles are often left right up to the crossing point which significantly reduces sight lines and increasing the risk of accident as primary school children and families cross the road to the school gates.</p> <p>Sometimes vehicles are left across the crossing point making a bad situation significantly worse.</p> <p>Parking restrictions at this location are required to improve road safety on the school journey, and for general road safety at the junction.</p>	<p><b>IW had not noticed this problem at weekends. The problem is specifically caused by school parents (as with most other school locations in the country). Drivers must not park next to roundabouts or across dropped kerbs. KN undertaking work on school travel plan with the school who should address the matter with their parents. Project to be removed from October Agenda.</b></p> <p><b>Project will be built into Devizes area TRO. IW and DM requested commitment from the school to help enforce the restrictions. Order has been placed with contractor. Works require alterations to Utility apparatus (BT Chamber Cover). Milestone are seeking agreement from BT.</b></p>	High Priority
High Priority	06-22-32	Bulkington	Bulkington Chestnut Drive - Request for Dropped Kerbs	<p>There are slightly dropped kerbs at the end of the road . However these are sometimes obstructed by parked cars. The shaped curbs that do exist are unsuitable for manual wheelchair users.</p> <p>This is the only ramped access to the church (when cars are parked on the road for a service). The slightly dropped kerb to the right of the entrance is facing directly into the street sign – "Chestnut Drive" which makes it very difficult for motorised wheelchair users to negotiate onto the pavement as there is insufficient "turning access".</p> <ul style="list-style-type: none"> <li>•Dropped kerbs at road height to be fitted at the end of Chestnut Drive.</li> <li>•These dropped kerbs should be indicated as ramp access so that cars are aware that they are disabled access routes. Parking restriction should be in place where there is ramp access</li> <li>•The street sign for Chestnut Drive should be relocated from the slightly dropped kerb</li> </ul>	<p><b>GR confirmed his team remains in contact with PC over the delay.</b></p>	High Priority
New Project	06-22-33	Bulkington	Bulkington Northfields - Request for Dropped Kerbs	<p>There are no dropped curbs so when walking or wheeling up the high street, you can't get up and down again from the pavements leaving into Northfields. The village has a lot of elderly, young children on scooters, parents with push chairs and wheelchair users. These areas make navigating their village very hard for them.</p> <p>Install a dropped kerb on both sides</p>	<p>PC to confirm budget contribution and proposed location.</p> <p>This fits the LHFIG and wider Council criteria and objectives on accesibility.</p>	Linked to task above

New Issue	06-23-11	Poulshot	Broadway Lane  Byway Improvement	<p>Waterlogged byway called Broadway Lane, makes it very difficult for pedestrians and cyclists to navigate in certain places where there is no firm surface.</p> <p>Parish Council would like to investigate funding of an extension to the already cinder tracked part to encompass the entire length of The Broadway or at the very least be able to install a board walk over the areas that get waterlogged.</p>	<p><b>DM requested more detail on this proposal. What is being sought? Where? How many people will it impact? The group can then take a view.</b></p>	Awaiting Update
Approved - Awaiting High Priority Slot	06-22-08	Seend	Seend  A361 / Bollands Hill - Request for small signing alterations	<p>Despite the road safety improvements carried out in 2018 at the Bell Crossroads under the 'Local Road Safety Scheme' by Wiltshire Highways and the additional signage put in place in Bell Hill in Autumn of 2020, the Parish Council is still concerned with the high number of accidents occurring at the Bell crossroads, as some drivers are not stopping at the top of Bollands Hill and Bell Hill.</p> <p>We would like to ask for the support of CATG to look at what else can be done at these crossroads to improve driver awareness of the need to give way at these junctions. Following a useful meeting with Highways, it was suggested that some small scale measures may be possible to improve signage and visibility making drivers more aware of the cross roads and the need to give way. Whilst, we have been told, the cross-roads do not meet the DfT criteria for a Stop sign, we would ask if there is any discretion on this, as many people feel a stop sign and continuous white line would help reduce the number of accidents.</p>	<p><b>The Civils element (dropped kerb) has been completed.</b></p> <p><b>Order for Traffic Sign's and Road markings is with the contractor. Scheme has been set out and will be implemented imminently.</b></p>	High Priority
New Project	06-23-05	Seend	Seend  A361 Dial Close to School Road  Narrow Road & Footway	<p>Narrow section of A316 between Dial Close and School Road. There is insufficient roadwidth to allow large vehicle to pass each other without mounting the narrow footpath on this section of road potentially trapping pedestrians between the vehicle and adjacent wall. In addition, damage has been caused to a listed building caused by a high sided vehicle driving too close to the road edge and colliding with the building roof. The owner of the property has contacted 'Historic England' and their insurers are believed to be contacting Wiltshire Council.</p> <p>The Parish Council would like to work with LHFIG to explore the Traffic Engineering Manager's suggestion to consider replacing the unreliable electronic signage system with 'Shuttle Working Traffic Lights'.</p>	<p><b>DM requested more detail on this problem including accident/damage stats.</b></p> <p><b>TJ confirmed speed of traffic from Trowbridge likely a contributing factor but the CSW is now in place and trained.</b></p> <p><b>DM requested this stays until the next meeting to give CSW a chance to have an impact and for the PC to provide evidence.</b></p>	Awaiting Update
Awaiting Update	06-22-24	Easterton	Easterton  B3098 - Bus Stop Improvements	<p>The bus stop outside Halstead Farmhouse is located on a raised and rounded grassed stream bank. The height of the bank proves difficult for anyone with special access requirements to negotiate safely, especially in wet weather.</p> <p>A] construction of a dedicated alighting platform with an associated drop kerb Or B] Move the bus stop to the other side of the junction with Kings Rd where the existing footway is eminently suitable and has been unofficially used by sympathetic bus drivers considerate for their passengers ability.</p>	<p><b>PC has confirmed location but needs to confirm budget contribution.</b></p> <p><b>PC contribution confirmed</b></p> <p><b>Scheme has been added to 23/24 Programme</b></p> <p><b>JB to send GR specific location details and photos. GR confirmed this has been allocated to a team member for completion.</b></p>	High Priority

New Project	06-22-39	Market Lavington	Market Lavington High St / Church St - Request for Pedestrian Improvements	<p>Market Lavington has grown over the years in a linear fashion placing more and more houses “outside” the village centre with a need for pedestrians to walk along the pavements to access amenities. In the past, these narrow pavements were less used because the bulk of residents lived “inside” the High Street/Church Street area, now the opposite is true. The pavements are extremely narrow at the edges of the village, which places pedestrians in danger of coming into contact with vehicles. Pedestrian flow is also significant going out of the village in each direction and importantly, the majority of this foot traffic is to either the primary or secondary school. This places even more vulnerable pedestrians close to passing traffic. For parents with pushchairs, the pavements east and west in and out of the centre of the village are impassable, meaning pedestrians are often forced into the road. Likewise, wheelchair or mobility scooter users must leave the pavement and move onto the road to share it with cars, vans, HGV’s, buses, and large lorries in order to access shops, the schools or their home.</p> <p>The Parish Council have explored the widening of pavements away from the road, however, due to the presence of either listed buildings or walls within the curtilage of listed properties, this is not feasible. The only option is to widen the pavements into the road and reduce the carriageway to a single lane. We recognise there are issues with visibility at each end of the village which mean we risk cars stacking-up and becoming gridlocked if a chicane is introduced at either point. We can mitigate against this by installing traffic control signals to manage the stretches and ensure suitable traffic flow.</p>	<p><b>The group acknowledged the issue which impacts hundreds of residents. The lack of accesibility for wheelchair / mobility scooter users is a focus for WC.</b></p> <p><b>The cost of a substantive bid preparation project is likely to be £10,000-£15,000 which is 30-50% of the group's budget.</b></p> <p><b>DM has suggested that the group supports this bid. TR suggested that the AQaST fund might also contribute. DM to provide FD with dates and details of the upcoming AGaST meeting. MLPC to send a representative to pitch the project and try to secure additional funding.</b></p>	Awaiting Update
New Issue	06-23-09	Market Lavington	The Muddle No Cycling signs	<p>The narrow section of footpath MLAV32 at the end of the Muddle, that runs parallel with the stream has a 'No Cycling' signat one end, but there is no corresponding sign at the other end.</p> <p>The Parish Council would please like to request permission to install a 'No Cycling' sign at the other end of the narrow section of the footpath. Would the LHFIG committee please fund the supply and installation of the sign. The Parish Council understands that it may be required to make a contribution towards the cost.</p>	<p><b>GR confirmed that this can be picked up by a specific team for implementation with no cost to the LHFIG or MLPC. DM to make contact with Martin Cook and update FD.</b></p>	Remove

New Issue	06-23-10	Market Lavington	Church Street / The Spring  Request for SID Infrastructure	<p>Speeding and speed awareness has long been an issue in and around Market Lavington, and is something that local residents feel very strongly about.</p> <p>There is a large volume of traffic exceeding the speed limit driving through Market Lavington.</p> <p>We now have an active team of Community SpeedWatch volunteers operating at different locations in the village. Back in 2020 the Parish Council purchased and installed a Speed Indicator Device (SID) which is currently sited on Spin Hill, which has proved very effective as a practical and visible way of highlighting speeds of on-coming vehicles, and prompting drivers to adhere to the speed limit. The Parish Council would now like to focus on using a SID at other locations in the village where speeding has been identified as an issue, starting with Church Street / The Spring, and then possibly considering other locations following receipt of Traffic Survey results requested. Could the Parish Council therefore please request permission to install at least one Speed Indicator Device at the end of Church Street, and at other possible locations to be confirmed with LHFIFG. Would the LHFIFG committee please fund the supply and installation of the NAL sockets / posts. The Parish Council understands that it may be required to make a contribution towards the cost</p>	<p><b>FD confirmed that CSW is in operation, site visit completed by GR and location for post and socket approved. FD confirmed MLPC contribution. Project moved to High Priority.</b></p>	High Priority
In Progress	06-21-02	West Lavington	West Lavington  Duck Street - Parking restrictions	<p>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.</p> <p>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.</p>	<p><b>Public consultation complete - 15 Objections, 13 Support, 3 General Comments. GR confirmed this was standard level of response.</b></p> <p><b>Cabinet Member report being drafted</b></p>	High Priority
High Priority	06-21-09	Bishops Cannings	Bishops Cannings  Horton Road Speed Limit Reduction  (Priority No. 07)	<p>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.</p> <p>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."</p> <p>The default position on this stretch of road would therefore be 30-mph, except that Highways have chosen to impose a higher limit.</p> <p>Consultants recommendations have been published with a 40mph recommendation.</p>	<p><b>Draft proposals and Traffic regulations orders are in preparation. These will be forward for consultation in due course.</b></p> <p><b>Estimate TRO advert in January. Copies will be sent to the PC as a statutory Consultee.</b></p>	High Priority

Awaiting Update	06-22-19	Urchfont	Urchfont  The Croft - Dropped Kerb	<p>The Croft has a population of largely elderly residents who have difficulty taking wheelbarrows to the Allotments because of their having to mount a kerb. Access is likewise especially hard for those with mobility scooters and others with prams or buggies.</p> <p>We request that a 'drop kerb' is put in place opposite to the path leading in to the allotments.</p>	<p><b>The PC has approved a budget contribution.</b></p> <p><b>Scheme has been added to 23/24 Programme - Awaiting resource</b></p>	High Priority
High Priority	06-21-16	Wedhampton	Wedhampton  Highstreet - Change to road layout	<p>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.</p> <p>I walk from Urchfont across to Wedhampton regularly, and have witnessed the aftermath of two accidents in the last two months.</p> <p>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.</p>	<p><b>Draft Proposal has been prepared and sent to Parish Council (via PW).</b></p> <p><b>Awaiting PC comments / approval of detailed plan before progression of the associated Traffic Regulation Order.</b></p>	Awaiting Update