

Wiltshire Council

Devizes Area Board - LHFIF Project 17th April 2024

Financial Position

Budget Available **£ 43,033.54**

Allocation for 2024/25 **£ 31,968.00**

**Order values are subject to change*

Total number of "Live" projects **34**

Number of "New" projects this r **0**

Number of "In Progress" project **11**

Number of projects "Awaiting SI **2**

Number of projects "Awaiting U **13**

Number of projects to be remov **8**

Number of projects recently "Cc **15**

**Not including merged projects*

Live projects by Town/Parish

**Not including merged or completed*

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| Devizes | 11 |
| Seend | 5 |
| Bulkington | 0 |
| Wedhampton | 2 |
| Worton | 1 |
| Bishops Cannings | 2 |
| Bromham | 1 |
| Great Cheverell | 1 |
| Market Lavington | 4 |
| Poulshot | 0 |
| Urchfont | 0 |
| West Lavington | 1 |
| Easterton | 1 |
| Little Cheverell | 0 |
| Marston | 0 |
| Rowde | 0 |
| Stert | 0 |

Project Key

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| In Progress | The project has been approved by the group, budget contributions agreed and is being actioned |
| Awaiting Slot | The project has been approved by the group and budget contributions agreed by the town or parish council. The project is awaiting a slot before it can be actioned |
| Awaiting Update | The project has NOT been approved and the group requires additional information before progressing |
| Complete | The project has been delivered and is to be removed from the agenda. These tasks will move to the "Completed Projects" tab |
| Remove | The group has decided that the project cannot be progressed and it is to be removed from the agenda. It may be resurrected in future |

ACTIVE PROJECTS

| | Previous Status | New Status | Project ID | Town / Parish | Project Title | Project Proposal | Most Recent Actions & Recommendations | Additional Detail & Comments |
|------|-----------------|-----------------|------------|---------------|--|---|--|--|
| A0.1 | | New Project | | Poulshot | New Footpath | Create a new footpath between Poulshot (North) to the A361 and main route bus stops | This project will require a substantive bid, and the next round of applications will be received in Dec 2025. Competition for funding will be significant. Funding from other sources such as S106/CIL will strengthen any bid, as will a demonstrable footfall. The cost of constructing a new footpath could be in the region of £1k per metre, so a phased approach might be more affordable. The group approved a spend of £4500 to develop a proposal. Depending on competing projects, funding may be allocated from the 24/25 or alternatively the 25/26 budget. Either will work for the timescales for this project. | The A361 re-engineering and provision of traffic signals on junctions to Poulshot and Rowde is at least 12 away. |
| A1 | | Awaiting Slot | | Seend | Seend Cleeve Parking restrictions Barge Bridge | A review of additional parking restrictions in the vicinity of the Barge Bridge, Seend Cleeve (Requested 6th March 2024) | <p>The project was not received via a Highways Improvement Request form and therefore no action or budget could be agreed.</p> <p>The group discussed the issue and problems with waiting restrictions and "residents only" parking. GR to take a look at the area and the group will discuss again at the next meeting when the form has been submitted.</p> <p>Appropriate requests received, draft proposals have been prepared and have been considered and supported by Seend PC.</p> <p>The group is happy to proceed with the proposal. Likely cost c£3.5k - Seend PC will contribute 25% Linking with Spout Lane was ruled out, but it may be possible to combine with a project in Devizes.</p> <p>Cost estimate: £3,500 together with proposed restrictions in New Park Road, Devizes (£2,625 LHFIG & £875 contribution (£437.50 Seend PC & £437.50 Devizes TC)</p> <p>Update from the TRO team - this scheme currently in queue yet unable to confirm likely consultation date due to a mapping software update. Software update complete, project now in a queue. TRO process likely to be early 2025 and estimated timescales for implementation in the Spring</p> | |
| A2 | Awaiting Update | Awaiting Update | | Seend | Spout Lane, Seend Residents parking | An Investigation into the possibility of providing allocated Residential Parking, Spout Lane Seend (Requested 6th March 2024) | <p>The project was not received via a Highways Improvement Request form and therefore no action or budget could be agreed.</p> <p>The group discussed the issue and problems with waiting restrictions and "residents only" parking. GR to take a look at the area and the group will discuss again at the next meeting when the form has been submitted.</p> <p>Appropriate requests received, draft proposals have been prepared and have been considered by Seend PC. Amendments were requested and further consideration needed by the PC.</p> <p>Further consideration is required... a resident's parking scheme <u>cannot</u> be used also by people living in boats in this location as not classed as a permanent address.</p> <p>Waiting restrictions can be considered. Seend PC and Tamara to explore alternative off-road parking opportunities for residents.</p> <p>Alternative off-road parking has not been identified. Waiting restrictions to deter 24hr parking appear to be the preferred way forward. PC to liaise with JM/GR re location(s) and timing of restrictions.</p> | |

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| A3 | Awaiting implementation date | In Progress | 6-24-11 | Seend | Bell Crossroads | <p>Issue 1 – Install two further Bollards on the village side of the A361/Bell Hill Junction to match the two already installed on the Bell Inn Side.</p> <p>Issue 2 – Install four bollards (two either side) on A361/Bollards Hill junction to help pedestrians navigate this dangerous junction safely.</p> <p>Both these improvements will have a significant benefit for pedestrians navigating these two junctions</p> | <p>Group agreed to proceed with provision of bollards. PC will contribute 25% Cost estimate: £2,400 (£1,800 LHFIG & £600 Seend PC)</p> <p>Agreed to change bollards from lightweight to a more substantial material. GR will look at the possibility of resetting the kerb height to 110mm</p> <p>Works order for bollards has been placed with contractor - installation expected end Feb.</p> |
| A4 | Awaiting Update | Awaiting Update | 6-24-19 | Seend | A361 Bell Crossroads | <p>Lack of junction visibility on approach to Bell Crossroads. Ongoing for many years, however the rate at which accidents are occurring at this location has increased significantly during the past 18 months. Installation of speed activated electronic</p> | <p>This is a matter for Collision Reduction, but the group agreed to keep on the LHFIG agenda for visibility</p> <p>No reported incidents in past 3 months - continue to monitor</p> |
| A5 | Awaiting Update | Remove | 6-24-20 | Seend | A361 High Street | <p>Risk of Pedestrians being hit by vehicles mounting the pavement between School Road and Dial Close. Ongoing for many years, however a recent incident that resulted in a vehicle mounting the pavement, colliding with a street lighting cabinet and a pedestrian having to step</p> | <p>PC to discuss possible solutions with GR. Feasibility study required (estimated cost c£4.5k) JM reported that the footpath is too narrow to install a compliant barrier **JM/GR to write a statement from LHFIG to PC**</p> |
| B1 | In Progress | In Progress | | Worton | Worton High Street | <p>Addition/reinstatement of two crossings on the high street to allow pedestrians to safely navigate from one end of Worton to the other with a pavement which stops at various points each side of the road.</p> | <p>The group discussed the proposal and in principle it was supported. A raised crossing is unlikely to be supported due to the impact to vehicles and surrounding properties. JM and GR to work-up a plan of the crossing points for the next meeting (the PC to be sent it for comment before the meeting). The group will then discuss.</p> <p>Draft proposals have been prepared and have sent to Worton PC for comment. GR to revise proposal to a two priority scheme and liaise with Worton PC.</p> <p>PC unanimously support the revised scheme and confirm their 25% contribution. The group approved the new scheme. Estimate £14k (£10.5k LHFIG & £3.5k Worton PC) Installation brought forward from October 2025 to end June / early July 2025</p> |
| C1 | Awaiting Update | In Progress | 6-24-14 | Potterne | Reduction of speed limits | <p>Reducing the speed limit through areas of our village. We would like to reduce the speed limit on Whistley Road from the boundary gates as you travel towards Potterne from Caen Hill from 30mph to 20 mph, the distance between 5 Lanes and the boundary gates from 60mph to 30mph and to reduce Potterne High Street from 30mph to 20mph.</p> | <p>PC to present their case to the group</p> <p>There was a discussion around weight restriction, but this is very difficult to enforce. Signage stating 'unsuitable for long/wide vehicles' does not require a TRO.</p> <p>The group approved a spend of £3100 for a 20mph speed assessment on Whistley Road. Metro counts have been requested</p> |
| C2 | Awaiting Update | Awaiting Update | 6-24-15 | Potterne | Improve pedestrian route near George & Dragon and reduction of speed limit. | <p>There is no safe pedestrian route along Potterne Wick Road which is a national speed limit. There are a number of blind bends resulting in dangerous encounters for pedestrians with vehicles. Reduction of speed limit to 30 mph from the A360 to the last property along the road. A painted safe pedestrian route from the</p> | <p>PC to present their case to the group</p> <p>Single carriageway working in Potterne High St was discussed. Such a scheme would be costly and would require a Substantive bid. Preliminary design works would be required and could cost around £6-7k. Jamie Mundy to discuss with PC. PC to bring this back to the January meeting.</p> <p>A proposal for a build out and walkway on the A360 was presented - cost estimate to implement c£15-20k</p> <p>The group agreed to go ahead with a topographical survey c£2500</p> |

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| | New Project | Awaiting Update | | Potterne | Waiting Restrictions | Eastwell Rd - Blounts Court yellow lines | The group supported provision of yellow lines on this junction. Work to be incorporated with another suitable project. | |
| | New Project | Awaiting Update | | Potterne | The Butts Dropped Kerb | Provision of a dropped kerb opposite Rookes Lane | JM/GR to check feasibility, specifically footpath width. | |
| D1 | In Progress | In Progress | 6675 | Bromham | Bromham A342 Speed Restriction (Priority No.03) | <p>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.</p> <p>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</p> | <p>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.</p> <p>DM suggested this project stays within LHFIG to achieve a faster solution.</p> <p>Traffic Regulation Orders currently being drafted ahead of formal consultation. JM to advise when we have been given the dates for the advert period.</p> <p>Update from the TRO team (17/07) the scheme is currently 7th in queue, so would expect consultation in the Autumn.</p> <p>Consultation imminent - will be combined with another speed limit proposal for the A3102</p> <p>The consultation on the proposed speed limit changes closed on 9th December 2024. As correspondence of support and objection were received, a report to Cabinet Member will be required for a delegated decision. JM to draft Cabinet report.</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>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. Speed Limit review has been completed. Information has been sent to the Parish Council (04/04). Review has made some recommendation for changes. To be discussed.</p> <p>BPC have responded and outlined they are not prepared to fund all of the recommendations made by the review. These are to implement 40mph south of Sandy Lane then 50mph to St Edith's Marsh. GR</p> |
| E1 | Awaiting Update | In Progress | 06-22-30 | Devizes | Devizes Bath Road - Dropped Kerb Request | <p>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.</p> <p>Within the request, the applicant states the pavement outside the petrol station on the</p> | <p>DTC to confirm budget contribution and proposed location. This fits the LHFIG and wider Council criteria and objectives. This scheme is in the programme for June 2024. UPDATE: This has been moved back in the Milestone programme to the end of the calendar year.</p> <p>Work scheduled for 6th to 8th January 2025 - delayed due to bad weather, but work now in progress and completion imminent.</p> | <p>GR advised a budget of £2,000 for installation of a pair of dropped kerbs.</p> <p>DTC to confirm contribution approval and rough plan/location description</p> |
| E10 | New Project | In Progress | 6-24-29 | Devizes | Proudman Road with Stockwell Road and Matilda Way | <p>Residents have raised road safety concerns following a series of near misses on the junction of Proudman Road with Stockwell Road and Matilda Way. There is a tendency for vehicles from Windsor Drive, heading down the hill in Proudman Road to continue into Stockwell Road or Matilda Way without due regard to any other traffic. The absence of any road markings is a contributing factor to poor driving</p> | <p>JM suggests this is included with the implementation of the waiting restrictions in the Spring.</p> | |

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| E2 | Awaiting Update | In Progress | 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. | 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). Awaiting DTC confirmation of £3,750 contribution (rather than £500 initially outlined) Complete apart from two sites where the utility info received was incorrect and underground services were too shallow to acheive the required levels for the dropped kerbs. DTC to confirm whether they want an alternative position or to abandon the remaining locations. DTC have put forward Pans Lane junctions with Walden Lodge Close and The Breach, which would complete an accessible route to the Town Centre. Group agreed to go ahead, works funded by Downlands surplus. Timescales TBC | GR advised a budget of £2,000 for installation of a pair of dropped kerbs. DTC to confirm contribution approval and rough plan/location description |
| E3 | In Progress | In Progress | 06-23-05 | Devizes | Devizes Wick Lane / Pans Lane Waiting Restriction | 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. Sometimes vehicles are left across the crossing point making a bad situation significantly worse. Parking restrictions at this location are | 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. Project will be built into Devizes area TRO. IW and DM requested commitment from the school to help enforce the restrictions. GR to ensure waiting restrictions are sent to Simon Fisher at DTC This request was added into the town review, which is due to advertised in April/May 2024. Consultation ended 3rd June. Objections were received, therefore a Cabinet Report will need to be prepared. Cabinet Member report has been drafted, and will be presented for approval. Cabinet Report signed off 27th December. JM to progress works order with lining contractor - JM to advise date for implementation once known. Amendments were: timing of loading bay restrictions outside Dominos and minor adjustments to Victoria Rd. Implementation proposed to start financial year | Project includes townwide parking restriction changes. Changes need to be made to the bay outside Domino's - loading bay 9am to 4pm |
| E4 | Awaiting Update | Awaiting Update | 6-24-07 | Devizes | Pedestrian island (Bollards), Market Place | The Market Place signage is misleading – particularly at night, when the white lines indicate the South facing vehicle direction should be directed toward the central island. Motorists obviously find this confusing. | DTC to review road markings and if necessary suggest suitable amendments for LHFIG consideration. Planters solution could be a possibility, however DTC are required to provide a method statement to demonstrate safe working practices in the highway whilst attending to the planters. As an interim solution. Highways will install plastic bollards | |
| E5 | Awaiting Slot | Awaiting Slot | 6-24-08 | Devizes | Commuter parking issues, New Park St, from Victoria Road to Quakers Walk gates | Request for parking restrictions. DTC held a site meeting with JM to discuss the issue and look at potential soultions. | Draft Proposal has been prepared and has been considered and supported by Devizes TC. GR stated this project could be linked to waiting restrictions in Seend to achieve economy of scale. Cost estimate: £3,500 together with proposed restrictions in Seend Cleeve (£2,625 LHFIG & £875 contribution (£437.50 Seend PC & £437.50 Devizes TC) Update from the TRO team - this scheme currently in queue yet unable to confirm likely consultation date due to a mapping software update. Software update complete, project now in a queue. TRO process likely to be early 2025 and estimated timescales for implementation in the Spring | |
| E6 | New Project | In Progress | 6-24-24 | Devizes | Salisbury Street | Neighbours and local businesses are continuously obstructing the dropped kerb rear access to the properties garage. This is causing dangerous visibility issues and at times making it impossible to use the rear access. | Given that road marking works are scheduled nearby, the work can be included at no additional cost to the group. | |

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| E7 | New Project | Remove | 6-24-25 | Devizes | Junction of Brickley Lane and Elm Tree Gardens | Addition of dropped kerbs on both sides of Elm Tree Gardens much closer to (ideally at) the junction with Brickley Lane – perhaps even consider extending the pavements on each side of Brickley Lane itself to the edge of the | Given the size and scale of the grassed verges on the corner of this junction, the group felt that simply adding a waiting restriction would not resolve the issue. This item will be removed from the LHFIFG agenda. | |
| E8 | New Project | Awaiting Update | 6-24-26 | Devizes | Brickley Lane, after Longcroft Avenue junction heading towards town on same side as junction | Extend the yellow lines across the dropped kerb and beyond, as per others in area. DTC supports this request. | The group agreed to go ahead on the basis that the work can be added to the 2025 round of waiting restrictions in the area, c£6000 | |
| E9 | New Project | Remove | 6-24-27 | Devizes | End of Mill Lane | Currently delivery vehicles are sometime stopping too close to the main gate of the site to gain entry and a result cannot sometimes see the barrier, which recently resulted in one of the barriers being stuck. Delivery vehicles also need to book into the gate house, which having a visual stop line will prevent | JM advises that the adopted highway doesn't go all the way to the gates, so the company could legitimately place a line on their land without WC consent or cost to LHFIFG. | |
| | Remove | Awaiting Update | 06-22-36 | Devizes | Devizes Various Roads - Request for SID Infrastructure | There has been a steady increase in concern over the issues of speeding over several years, and in some areas the Town Council has already reported these concerns to the LHFIFG At a recent meeting of Devizes Town Council, it was agreed that an investigating into the possibility of installing Speed Indicator in Devizes (SIDs) should be undertaken. As part of that discussion, a number of roads were identified where such devices would potentially be suitable and are listed under the Location of Issue section in this report. Bath Road, London Road, Nursteed Road, | DTC to confirm that an active CSW is in place in each area before the project could be supported. This project will be removed until an active CSW is in place in the target areas. Whilst Highways guidance recommends CSW involvement, the group accepts the evidence that speeding is an issue. DTC to provide locations for SIDs (within a 50m radius). The £3k indicative cost for the provision of 3 sockets and 1 SID post was approved by the group. | |
| F1 | Awaiting Update | Awaiting Update | 6-24-09 | Great Cheverell | School Lane which runs down to the B3098, Westbury Road. | B3098 is a significant road used by many vehicles and is often an alternative route from the A360. The pavement has become almost completely overgrown | Bank retention is needed. GR to raise this matter with Andy Cadwallader, Local Highways Andy Cadwallader has raised some questions with Jacky Abbot - awaiting response. JM/GR to clarify. | |
| G1 | New Project | Remove | 6-24-30 | Easterton | B3098 Easterton High Street | Safety railings are in very poor condition, rusting badly, some of the posts have nearly rotted through and are held in place by the horizon rails. Paint loss causing poor visibility at nighttime and during flood situations, meaning drivers may not see the river's edge. | Has been passed to Area Highways Engineer for comment. This is a highways maintenance issue, not a top priority but in need of attention. Dom Muns to work with the PC and escalate with highways maintenance. | |

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| H1 | Awaiting Update | Awaiting Update | 06-22-39 | Market Lavington | Market Lavington High St / Church St - Request for Pedestrian Improvements | 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 | <p>The group acknowledged the issue which impacts hundreds of residents. The lack of accessibility for wheelchair / mobility scooter users is a focus for WC.</p> <p>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.</p> <p>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.</p> <p>MLPC still seeking options to fund a substantive bid (CIL?). Task to remain on agenda.</p> | This is a vital project for our comm |
| H2 | Awaiting Update | Remove | 6-24-12 | Market Lavington | Footpath MLAV2 (part) through Canada Woods | <p>In April following heavy rainfall a section of footpath MLAV2 suddenly slipped away down towards the adjacent river. Footpath MLAV2 runs through Canada Woods, and is the only accessible footpath linking both ends of the woodland.</p> <p>The Parish Council would please like the support of LHFIFG with a contribution of</p> | <p>Land ownership needs to be established. GR to consult with Rights of Way officer, Paul Millard. It is thought Wiltshire Council has some obligation. Paul Millard to liaise with the PC.</p> <p>After further consideration it has been determined that footpath repairs are the responsibility of the land owner. Cost of repair is c£13k Dom Muns will work with the PC to prepare an area board funding request.</p> | |
| H3 | New Project | Awaiting Update | 6-24-03 | Market Lavington | Speeding concerns - Parsonage Lane, Market Lavington | <p>The section of Parsonage Lane from its junction with the High Street / Church Street, down to the entrance of Bouverie Drive is one-way, and subject to a 20mph speed limit. There are regular reports of vehicles driving the wrong way up the road, and numerous reports of vehicles which exceed the speed limit.</p> <p>A recent road traffic survey carried out by Wiltshire Council on Parsonage Lane (from the 29th of January to the 4th of February 2024), reported that 91.68% of vehicles exceeded the speed limit during the survey period, with a combined 85%ile speed of 29.9mph (6 vehicles</p> | <p>Parsonage Lane is a cut through, mostly used by local traffic.</p> <p>An effective solution would most likely require 3 pairs of speed cushions c£20k Min distance between cushions is 100m Community Speed Watch could also be a solution.</p> | |
| H4 | New Project | Awaiting Update | 6-24-13 | Market Lavington and Easterton | Kings Road, Market Lavington and Easterton | <p>Kings Road runs through both the Parishes of Easterton and Market Lavington. Councillors have concerns about the safety of Kings Road users, including pedestrians, horse riders, and other road users. We will be submitting a</p> | <p>PC to request Metro Counts and explore the possibility of additional private funding from businesses</p> <p>Dom Muns to liaise with both PCs</p> | |

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| H9 | New Project | Remove | 6-24-31 | Market Lavington | Various locations | There are three locations in the village where there is no pavement at the side of the road, leaving pedestrians etc. at the mercy of drivers often travelling at speed and/or on the wrong side of the road at the narrower locations. 1) Northbrook – Narrow road, with pavement only part-way down, corner at the bottom, regularly used by pedestrians and dog walkers etc. 2) Spin Hill – to access footpath MLAV13 requires crossing one of the main roads in and out of the village as it enters a cutting, and there is little or no bank for pedestrians to step onto in the event of on-coming traffic. 3) Top of Spin Hill / Ledge Hill – This is on a sharp corner of one of the main roads in and out of the village, and the entrance to a well-used footpath. It was also the site of a | <p>NB. To erect a warning or regulatory sign on a new sign post costs between £300 and £800 dependant on size.</p> <p>PC happy to remove from agenda and explore alternative resolutions</p> | |
| I1 | New Project | Remove | 6-24-21 | West Lavington | A360 narrow section | The main A360 narrows and winds around All Saints Church, The Old Vicarage and the Old Post Office. All of which are listed. The road is narrow and will not allow 2 HGV's or buses to pass each other. With the increase in traffic over the last years, the road is frequently | <p>The issue was discussed, but there is no obvious solution. Apriority system would be too long, and such a system would generate new issues such as speeding within the system, increased idling whilst waiting, and there would be multiple uncontrolled vehicle access points within the system.</p> | |
| J1 | In Progress | Remove | 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</p> | <p>Draft propoals and Traffic regulations orders are in preperation. These will be forward for consultation in due course.</p> <p>Estimate TRO advert in January. Copies will be sent to the PC as a statutory Consultee.</p> <p>Formal public consultation has recently ended. There was one objection, two support and one requesting more. Therefore a Cabinet Report will be required.</p> <p>PC to submit letter of support.</p> <p>Objections were received. Cabinet Member report has been drafted, but not yet approved.</p> <p>New signage now in place.</p> | <p>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.</p> <p>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</p> |

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| J2 | | Awaiting Update | 06-24-23 | Bishops Cannings | Pedestrian Safety in the centre of the village | Speed limit and parking changes | <p>Subject to planning permission for car park extension, PC to liaise with GR and determine a list of elements of a possible solution.</p> <p>Successful negotiations with Crown Estates and the tenant farmer has resulted in an increase in size of the proposed car park. The school are also now supportive of the project. The group approved a spend of £3100 for speed assessment.</p> | |
| L1 | In Progress | In Progress | 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 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</p> | <p>Draft Proposal has been prepared and sent to Parish Council (via PW).</p> <p>Awaiting PC comments / approval of detailed plan before progression of the associated Traffic Regulation Order.</p> <p>PC have confirmed contribution £2,500 - TRO drafted, awaiting submission.</p> <p>The draft schedules and plans are with the TRO Team ahead of the public consultation stage. JM to advise when we have been given the dates for the advert period.</p> <p>TRO is currently on advert closing date 29th July.</p> <p>One objection received. Cabinet Member report has been drafted, but not yet approved.</p> <p>Cabinet reports approved in November. Works order now with contractor with a critical finish date is 28/03 for the 20 limit and No entry. Work will commence soon on the safety study indicated within the Cabinet Member report.</p> | <p>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.</p> <p>DM asked if the PC had consulted with residents about the proposed changes. PW said they were doing it but was not aware of the result. He will check about this.</p> |
| L2 | In Progress | In Progress | 06-22-14 | Wedhampton | Wedhampton Request for 20mph Limit | <p>Residents have long complained about speeding through the village, and they request that the current speed limit is reduced from 30mph to 20mph. A recent Metro Count showed that 1.1% exceeded the speed limit on average. The average speed was 17.3mph and the 85th Percentile was 22.8mph.</p> | <p>Draft Proposal has been prepared and sent to Parish Council (via PW).</p> <p>Awaiting PC comments / approval of detailed plan before progression of the associated Traffic Regulation Order.</p> <p>PC have confirmed contribution £2,500. TRO drafted, awaiting submission.</p> <p>The draft schedules and plans are with the TRO Team ahead of the public consultation stage. JM to advise when we have been given the dates for the advert period.</p> <p>TRO is currently on advert closing date 29th July.</p> <p>As above - One objection received. Cabinet Member report has been drafted, but not yet approved.</p> <p>As above, Cabinet report was signed off in November and the works order now with contractor with a critical finish date is 28/03 for the 20 limit and No entry. Work will commence soon on the safety study indicated within the Cabinet Member report.</p> | <p>This issue was discussed at the Urchfont Parish Council meeting on 13th December 2021.</p> <p>There was no one from Urchfont PC present to confirm a contribution (Apr 22)</p> <p>No one from Urchfont PC present. (Jul 22)</p> <p>Next step is a speed assessment at a cost of £2,500. PC to confirm contribution.</p> |

COMPLETED PROJECTS

| Previous Status | Project ID | Town / Parish | Project Title | Project Proposal | Most Recent Actions & Recommendations | New Status | Additional Detail & Comments |
|-----------------|------------|---------------|--|--|---|------------|--|
| In Progress | 6120 | Lydeway | Lydeway Request for speed limit reduction (Priority No.01) | The speed limit or rather the lack of on the A342 road between Lydeway 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 <i>there do not seem to be effective</i> | This task has been completed and will be removed. It will not feature in the agenda for the next meeting. | Complete | Stert PC have confirmed a contribution of £500 to the request. Atkins have completed the Speed Limit The assessment has concluded that a 50mph restriction can be considered. Indicative cost £6,000 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. |
| In Progress | 06-21-08 | Worton | Worton SID Posts and Sockets | 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. | All work is complete and PC to be invoiced. Close and remove issue from next agenda. | Complete | 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. In progress. Site visit took place in June. Liaison on final site is still ongoing. Awaiting confirmation from PC. Once agreed, order to be issued to contractor. |
| In Progress | 06-22-02 | Devizes | Devizes Roundway Park - Request for Street Lighting | Worton Parish Council would like permission to install at least two Speed Indicator Devices at locations to be confirmed 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. 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. | All works are complete and an invoice is to be raised. Close and remove issue from next agenda. | Complete | 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. |
| In Progress | 06-22-04 | Devizes | Devizes Opendoors / Southbroom Centre - Request for direction signs | 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. Devizes Opendoors has moved to Southbroom Centre, Victoria Road and, despite clear information on their website and on leaflets, many visitors find the premises difficult to find. Staff from agencies coming from other towns as well as the homeless and vulnerable people we serve, have commented on how difficult it is to find us. Pedestrians need informing that access is not via Southbroom House driveway but via the path that leads from London Road to the end of Victoria. Drivers need reassuring that Southbroom Centre is at the far end of Victoria Road because many think there is nothing beyond the circle of grass surrounded by flats. | All works are complete and an invoice is to be raised. Close and remove issue from next agenda. | Complete | Supported by Town Council. Response has been previously given outlining a solution is possible. Costs expected to be £2,000. DTC's contribution to the scheme was confirmed. GR was happy to accept this project. Scheme has been added to programme for 22/23. Works order has been placed with contractor and awaiting actioning. |
| In Progress | 06-21-13 | Devizes | Devizes Eastleigh - Request for Bus Stop Clearway | 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. | Work has been ordered and is with contractor. Awaiting amenable weather conditions. COMPLETE | COMPLETE | All works are complete. Invoice to be raised. Close and remove Issue. 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 sections 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. 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. 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 Consultation has now been undertaken. One response was received, and the Town Council has resolved to pursue. Works order to be prepared. |
| In Progress | 06-22-03 | Devizes | Devizes Byron Lane / Green Lane - Request for Give Way Signs | 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. Give way signs need to be installed to reinforce the junction markings on the road | Scheme has been ordered – Awaiting contractor to implement. COMPLETE | COMPLETE | Site has been looked at by an Engineer and comments as follows; I can see why some are confused by this arrangement. I would suggest we provide markings as per the sketch below: KN confirmed DTC has been discussing this project and will contribute towards it. He asked about changing the priority so that Green Lane traffic goes straight ahead. There was discussion about this versus access for Byron Way. GR advised making Green Lane right of way may bring about issues with speeding. There was discussion about new signage at the junction and refreshing the current worn markings. GR confirmed both can be done by LHFG. GR recommended installing both together with give way coming from Green Lane and the group agreed. |
| In Progress | 06-21-11 | Rowde | Rowde A342 - SID Infrastructure | 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. | Works have been ordered with contractor and will be implemented by March 23. COMPLETE | COMPLETE | 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. DM asked if a new Metrocount is needed here? RJ replied that the Community Speedwatch (CSW) group has data for 3 locations but that a 4th location has had a new Metrocount requested. The PC is awaiting the data from that check. |
| High Priority | 06-22-07 | Seend | Seend A361 - Request speed limit reduction | Speeding traffic both east and westbound, coupled with safety issues as drivers slow to turn into Seend Clevee junction and the risk of being rear ended by vehicles behind not slowing down enough. There is also a safety issue for pedestrians crossing to get to the bus stop on the other side of the road. There is a school bus pick up and drop off each day, with children needing to cross this busy road. A metro count was taken in November 2021, the results of which have shown that there is a proven issue of speeding both east and west bound. A copy is attached to this application. There is short section of the road, after you leave Seend High Street and past the Bell crossroads, where it increases from 30mph to 60mph for a couple hundred metres before it reduces to 50mph close to the Seend Clevee junction and continues at 50mph through the Baldham Bends to just past Littleton (before the Semington roundabout). We believe the reduction to 50mph was introduced by a TRO in 2013. The 30mph was extended further down the A361 by a TRO in Nov 2018 as part of road safety improvements at the Bell crossroads. So it goes from 30 to 60 to 50mph in a fairly short length of road. | Complete - Remove Issue | Complete | The required Metrocount data is in. RJ confirmed the PC's contribution. CP gave estimate of £500 per location or £7,000 overall. This would include a meter for each location and 3 poles that would move between locations. (1/1/23) The length of A361 between Seend & The Stocks is approximately 900m. Idealised minimum length for speed restriction is 600m Road was reviewed in 2010, and no significant change to environment since. Road is of High Quality, straight and good width, with occasional access. Any review of speed limit is unlikely to recommend alteration. Site Meeting planned for July has taken place. Seend PC to update. The Stocks & Bollands Hill identified in July site visit as areas of concern. The Stocks (circ E3k) prioritised by the PC over Bollands Hill (circa E8k) and therefore PC needs to agree contribution to works. |

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| High Priority | 06-21-12 | Bromham | Bromham | <p>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.</p> <p>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.</p> | <p>Complete - Remove Issue</p> | <p>Complete</p> <p>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 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. 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. GR has looked at this road via Street view. 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> <p>Location has been reviewed and the signing / Street Lighting considered to be appropriate. It would be possible to provide some carriageway roundels in areas where signing exists to supplement the repeater signing. Estimated Cost £2,500.</p> <p>RH gives confirmation of Bromham PC's contribution to the scheme. The project can progress.</p> |
| | Complete | 06-22-24 | Easterton | <p>Easterton</p> <p>B3098 - Bus Stop Improvements</p> <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>PC has confirmed location but needs to confirm budget contribution.</p> <p>PC contribution confirmed</p> <p>Scheme has been added to 23/24 Programme</p> <p>JB to send GR specific location details and photos. GR confirmed this has been allocated to a team member for completion.</p> <p>Works complete - Remove from April agenda</p> | <p>Remove</p> <p>Response from Passenger Transport - I think this is an eminently sensible idea, provided that the PC has discussed it with the owners of the houses outside where the stop will be and got their agreement. All that is needed is ask Area Highway's to remove the existing bus stop sign and band it to the lamp post. If however it cannot go in that location then I would suggest putting a new pole for the bus stop sign somewhere on this paved area but the PC might want to talk to the owner of the bungalow first. Parish council to consult with adjacent homeowners and report back (Oct 22).</p> <p>Parish Council have feed back an identified locations- Discussion to be held as funding may be needed.</p> |
| | In Progress | 06-23-10 | Market Lavington | <p>Church Street / The Spring</p> <p>Request for SID Infrastructure</p> <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 LHFIG. Would the LHFIG 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>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.</p> <p>Works complete - remove</p> | <p>Complete</p> |
| In Progress | NA | All Areas | <p>Existing parking and waiting Restrictions which moved to LHFIG upon formation</p> <p>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.</p> <p>The group must decide on whether to proceed with progression of these or to abandon.</p> | <p>Draft proposals have been prepared for the known sites.</p> <p>These will be forwarded to Devises TC shortly for consideration before progressing to advertising TRO's. Wick Lane/Pans Lane to be included.</p> <p>Awaiting advert date from the Traffic Order team. The advert date has been advertised.</p> <p>Small level of objection received (3no), majority in Support (16no).</p> <p>Cabinet Member report has now been approved - sign design and ordering ahead of implementation will now be progressed.</p> <p>Implementation now complete - remove from tracker.</p> | <p>Complete</p> <p>GR described how this role has now come into the remit of LHFIGs as part of the increase in duties and budget. This will allow requests to be dealt with more timely and allows more local discretion.</p> <p>The attached list details all the historic requests for the Devises Community Area.</p> <p>This list are historic requests from Devises TC. It is up to the group to decide to look at them now or for 2023/24.</p> <p>The group discussed this and understood that it was important from a management, resourcing and budget perspective to group these projects.</p> <p>PW raised concerns about the complexity that doing so would have on contributions from parish and town councils. The group agreed that contributions would not be sought on the basis that many tasks would be grouped as one and undertaken over a longer period.</p> | |
| In Progress | 06-20-21 | Devises | <p>Devises</p> <p>Request for 20mph Limit – Area 3 (Priority No.04)</p> <p>Access through this residential area is often used as a rat run, as it bypasses traffic congestion in New Park Street leading to rat run mentality. Commercial Road from the junction at the Sainsbury Mini Roundabout to Rotherstone, the whole of Couch Lane, the whole of New Park Road and the whole of Victoria Road all have high concentrations of pedestrian and frequent parking manoeuvres, therefore a 20mph speed limit would be more appropriate for this area. We would call this Zone Three, 20mph speed limit. See attached plan.</p> <p>Further zones will be handled at the same time to save money (See rows below)</p> | <p>Small level of objection received (3no), majority in Support (16no).</p> <p>Cabinet Member report has now been approved - sign design and ordering ahead of implementation will now be progressed.</p> <p>Implementation now complete - remove from tracker.</p> | <p>Complete</p> <p>KN spoke about how Devises TC had looked at assessing the whole town centre for 20mph and wanted to know that CATG was happy with this and GR is in the conversation. RG asked 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>Draft report has been provided by consultants and will be issued ASAP. All locations will be eligible for 20mph. Delivery of 4 areas separately could cost £36,000 but combining all 4 at once could save £10,000. GR recommended actioning all 4 at once. KN wanted all 4 areas to be implemented and sensible to go with an economy of scale. DTC confirmed contribution of up to £12,000, circa 50% of the costs. PW thought it more sensible to do at once and make the saving. He agreed this was a large cost but it will have high impact on a large population and so was proportionate. GR has enquired whether the ACQS can contribute. DM wanted to push this forward and welcomed KN's offer and proposed to work on all 4 areas together.</p> <p>Contribution from Devises TC has been confirmed. Now needs to go to Devises Area Board to be ratified. GR can continue work before this date.</p> | |
| NA | 06-20-22 | Devises | <p>Devises - Request for 20mph Limit – Area 1</p> <p>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.</p> <p>We would call this Zone One, 20mph speed limit. See attached plan</p> | <p>Handled as part of task 06-20-21 above</p> | <p>Complete</p> | |
| NA | 06-20-23 | Devises | <p>Devises - Request for 20mph Limit – Area 2</p> <p>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.</p> <p>We would call this Zone Two, 20mph speed limit. See attached plan</p> | <p>Handled as part of task 06-20-21 above</p> | <p>Complete</p> | |
| NA | 06-20-24 | Devises | <p>Devises - Request for 20mph Limit – Area 4</p> <p>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.</p> <p>We would call this Zone Four, 20mph speed limit. See attached plan</p> | <p>Handled as part of task 06-20-21 above</p> | <p>Complete</p> | |

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| New Project | Great Cheverell | Great Cheverell Safety concerns outside the Primary Academy | Traffic and parking at drop-off and pick-up is a serious concern for the school. Since the beginning of term 2023/24 there have been five near misses involving speeding traffic through the crossing patrol. | GR introduced the "Taking Action on School Journeys" initiative which has greater funding than LHFIF. GR said that some of the proposals could be delivered by the fund. DM to ask Ruth Durrant to contact the school. PS asked that the parish council be included in the discussions. DM suggests project stays on April agenda to ensure suitable handover from LHFIF to TAOsJ. | Remove |
| In Progress | 06-21-02 | West Lavington | West Lavington Duck Street - Parking restrictions 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. 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. | Project has been handed over to the TAOsJ group and will be removed. Public consultation complete - 15 Objections, 13 Support, 3 General Comments. GR confirmed this was standard level of response. Implementation in progress. 2 of 4 sites complete. Implementation now complete - remove from tracker. | Completed |
| In Progress | 06-22-19 | Urchfont | Urchfont The Croft - Dropped Kerb 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. We request that a 'drop kerb' is put in place opposite to the path leading in to the allotments. | The PC has approved a budget contribution. Scheme has been added to 23/24 Programme - Awaiting resource Site has been assessed. PW explained the dropped kerb is to serve the allotments and can sit anywhere close to it. PM joined the meeting later and stated the same. Programmed for June 2024. | Completed |
| In Progress | | Seend | Seend 4 x SID posts and sockets The installation of 4 sockets to support the new SID deployment as directed by the the Speedwatch Police Liaison Officer. | Works completed on 21st June - remove from tracker The project was not received via a Highways Improvement Request form and therefore no action or budget could be agreed. The PC will send GR and JM locations for the SID sockets so they can be checked. The group will discuss again at the next meeting when the form has been submitted. Appropriate requests received and drawings prepared. Works order now with Milestone, installation programmed for August. Cost estimate: £1,700 (£1,275 LHFIF & £425 Seend PC) | Completed |

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| In Progress | 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. 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"> •Dropped kerbs at road height to be fitted at the end of Chestnut Drive. •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 •The street sign for Chestnut Drive should be relocated from the slightly dropped kerb | <p>Order has been placed with contractor. Works require alterations to Utility apparatus (BT Chamber Cover). Milestone are seeking agreement from BT.</p> <p>GR confirmed his team remains in contact with PC over the delay. Traffic Management issues due to the narrow carriageway and shallow depth of underground services in the area to be lowered. Therefore a revised cost estimate is being prepared. GR to liaise with the PC.</p> <p>Revised costs communicated to Parish who have confirmed their wish to proceed...</p> <p>Chestnut Drive - £4,500 Parish contribution: £1,125 LHFIG allocation: £3,375</p> <p>North Fields - £3500 Parish contribution: £875 LHFIG allocation: £2,625</p> <p>At the 17th Apr meeting the group agreed the additional budget allocation and asked for the project to proceed.</p> <p>Currently on the Milestone programme for</p> | Completed | <p>GR advised a budget of £2,000 for installation of a pair of dropped kerbs.</p> <p>PC to confirm contribution approval and rough plan/location description.</p> <p>DM suggested that this could be combined with other Bulkington dropped-kerb tasks to make efficient use of funds. GR suggested that they might all be delivered for £3,000.</p> |
| 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>This fits the LHFIG and wider Council criteria and objectives on accessibility.</p> | Completed | <p>Linked to task above</p> |

REMOVED PROJECTS

| Project Proposal | Most Recent Actions & Recommendations | New Status | Additional Detail & Comments |
|--|--|---------------|--|
| <p>We would like to request a speed limit review for the length of the B3098 which runs through the village of Little Cheverell. Approaching from the Westbury direction, the speed limit is 40mph. It decreases to 30 mph at the corner where School Lane joins the road from the left. It stays at 30 mph for the remainder of the road as far as the junction with the A360. Local residents believe that the traffic travels through the village on the B3098 at speeds in excess of the statutory limits for this road. We are requesting metro counts in to ascertain if this perception is correct. The request for a speed limit review has arisen because there are now young families who live in row of houses alongside the B3098 within the 40mph. The speeds of cars as people come out of their homes is making crossing the road hazardous. In addition, there are now children who need to cross the road in the mornings to catch the school bus and in the afternoons, when they are dropped off.</p> | <p>PC has agreed to await metrocount results and form a CSW group before applying for LHFIG support for speed related infrastructure.</p> <p>Task to be removed until results are known when it can be reinstated.</p> | <p>Remove</p> | <p>SI had technical issues and could not be heard. (Oct 22).</p> |
| <p>For a number of years there have been parking issues in this road it has been exacerbate by the selling off garages and parking areas by Aster. We have been informed that cars speed down the main straight part of the street although we have not collected any evidence of this as yet. Cars park opposite one another causing a gap too small for larger vehicles to get through. We have identified areas that if the parking lay-bys were extended it would stop this in some Areas. Note a Waiting Restriction Request Form has also been received</p> | <p>DTC to discuss a leaflet or poster campaign to draw attention to the problem.</p> <p>The Group doesn't feel these issues can be resolved through LHFIG.</p> <p>DM recommended that this task be removed.</p> | <p>Remove</p> | <p>The Group felt that the parking situation causing a narrowing of the roadway would help combat speeding and alterations could lead to a worsening of speeding.</p> <p>DM also acknowledged that there was no evidence that speeding was prevalent and that the road was a cul-de-sac. It is likely therefore that the offenders live within the close and therefore a better approach would be to raise awareness of the dangers of speeding at this location and the need to park carefully and considerately.</p> |
| <p>A consideration of a reduction in the speed limit from 30mph to 20mph or less this would take away the impression of speeding. A no though road sign at the start of the road would stop large lorries going down the road by mistake. DTC feel that more double yellow lines will make other areas more congested.</p> | <p>The density of housing does not support a reduction in the speed limit.</p> | <p>Remove</p> | <p>GR explained that there is specific DfT guidance on property density along a road and how this should impact the speed restrictions used. In this case the stretch does not have the required density to extend the speed limit and doing so would likely result in higher speeds throughout the built up area.</p> |
| <p>I have just moved into our house and to drive out of our driveway onto Westbrook Road is very dangerous. Traffic coming from Melksham drive at such a high speed (particularly motorbikes) that it is impossible to see them as the view is not clear and by the time we have gone out into the road, traffic has suddenly appeared, and a crash is inevitable. I need to find a solution. There are four big houses where we are but the speed limit for Westbrook, is 100 meters further on towards the Westbrook pub. Please can you help.</p> | <p>DM explained that mirrors and signage could be installed on private land although the parish may feel it impacts the character of the village.</p> <p>DM recommended that this task be removed.</p> | <p>Remove</p> | <p>DM also stated that in a bid to spread the LHFIG budget across the year, projects need to be critiqued more closely. In this case it is clear that the request has originated from a single resident who is looking for improvements for themselves. The Group should be looking to secure improvements for as many residents as possible within tasks. In this case the project does not meet the criteria the Group should be looking for.</p> |
| <p>I need the speed limit extended to cover these four houses which are in Westbrook, signs of warning that there may be traffic coming out of our driveway, a large mirror so we can see clearly.</p> | | | |
| <p>The Parish Council agree with these concerns and would like action to extend the speed limit, as this can take up to two years plus, the PC request some immediate action warning signs of an entrance, also 'slow' on the road warnine and the oermission or provision for of a hiehway mirror. Recently there has been much concern about the inappropriate parking at the corner of Salisbury Street and Beauclerc Street with Avon Road. Cars on all streets park far too close to the junction, making it very difficult to turn safely from one street to another. Salisbury Street, Beauclerc St and the canal side entry to Avon Road have many more cars than those belonging to residence. These are suspected to be commuters who wish to avoid parking charges, or Bath Road residence unable to park safely outside their houses without any off-street parking.</p> | <p>DM raised the same concerns as with other tasks discussed - there is little that can be done in signage to stop inconsiderate or dangerous parking.</p> <p>DM suggested this should be addressed via a DTC awareness campaign. A suggestion was made to create flyers which could be periodically placed on the windscreen of offending vehicles.</p> | <p>Remove</p> | |
| <p>In addition a resident recently had a fire in her house, the fire brigade had great difficulty in getting into Avon Road via Salisbury Street because of the parked cars. In the end I believe they entered in from the canal side entry to the road which was also made difficult. On a number of occasions there have been near collisions where cars are unable to exit these streets safely as parked cars remove the line of sight.</p> | | | |
| <p>As previously stated, often motorists have to emerge from either Salisbury Street or Beauclerc Street with no clear vision on what traffic is moving along Avon Road, greatly increasing the risk of collision.</p> | | | |
| <p>DTC seeks assistance in tackling this problem.</p> | | | |
| <p>St Barnabas Primary School on Drove Lane is located on the outskirts of the village, and there are concerns for the safety of parents, carers, and children as they walk to school.</p> | <p>DM reiterated the need for PCs to prioritise their own tasks so that they are never having to defend against no projects being in progress due to depletion of LHFIG budget. FD felt this was a third priority.</p> | <p>Remove</p> | |
| <p>Whilst there is a 'School' triangular warning sign with 'flashing' warning lights on the approach to Drove Lane from the centre of the village, there is only a 'School' triangular warning sign on the approach from Easterton. With the speed limit for vehicles being 40mph at the location of this warning sign, it is vitally important that every effort is made to ensure that drivers are aware of the approaching school, and likelihood of increased numbers of parents, carers, and children on the pavements at certain times of the day.</p> | <p>GR explained that if the school has a School Travel Plan they might be able to access seperate funding to acheive this.</p> <p>MLPC to discuss with the school and Ruth Durrant.</p> | | |
| <p>Could the Parish Council therefore please request support from the LHFIG committee to install some timed 'flashing' warning lights under the existing school sign on the Easterton approach to the village</p> | | | |

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| <p>The West End Road extends from the A361 in the west to the Bishop's Cannings crossroad at its eastern end. The length of this section of road is 725m. At a point immediately west of the entrance to the village car park, the speed limit increases from 30mph to the national speed limit. The section of the West End Road from the speed limit boundary to the A361 junction has 13 properties directly accessing the road. Two development changes are imminent on this section of road, the first is the introduction of a new farm shop at West End Farm, giving rise to additional traffic movements (of all types) onto the West End Road. The second is the proposed expansion in capacity of the village car park, again increasing vehicle movements in the West End Road. The Parish Council believes that traffic leaving the busy A361 and travelling east along West End should be limited to 30mph. Similarly, traffic travelling from the village west, should be restricted to the village speed limit to the point of the junction with the A361. This section of the road is identical in character to the road elsewhere in the village. The nature and width of the West End Road does not lend itself to traffic travelling at 60mph, in particular there is no footway for pedestrians. Developments along this road suggest that for the safety and convenience of all users, 30mph would be more appropriate for this setting.</p> | <p>GR outlined DfT guidance on property density on the edge of settlements and the appropriate application of speed restrictions.</p> | <p>Remove</p> |
| <p>Move the speed limit boundary from its current location in West End Road to the junction with the A361.</p> | <p>West End Road does not meet the criteria as there are few properties, well spaced. Bringing a 30mph limit to this stretch risks raising speeds through the centre of the village.</p> | |
| <p>In the absence of a pedestrian area on either end of the village, villagers are walking on the unlit road when going from one end of the village to the other.</p> | <p>DM suggested that the group revisit this task should the carpark project come to fruition and safety be a concern.</p> | <p>Remove</p> |
| <p>Councillors feel strongly that a pedestrian pathway marked with white road paint would make cars more vigilant, give a designated space to pedestrians and still allow wide farming vehicles to pass.</p> | <p>This task to be removed and resurrected should the carpark project happen.</p> | |
| <p>The PC have discussed further and concluded that cars are likely to park over the lane anyway. DM concerned that it will give pedestrians false sense of security in the road whilst being no more visible than before to traffic.</p> | <p>The PC to consider the effectiveness of this if cars will continue to park on the marked area.</p> | <p>Remove</p> |
| <p>The residents of Southbroom Road between numbers 73 and 87, have written to Devizes Town Council, requesting that the Council consider supporting their ambition for a resident only parking zone to the front of their properties. The map below shows the proposed extent of the residential parking zone. There are a number of properties within Southbroom Road which have not been included within the request, such as 2 through to 20 to the southwest of the fire station, numbers 33 to 52 opposite the fire station and numbers 89 to 113 near the roundabout with Nursteed Road. It is not clear if there is an intention from those to making the request to include these additional properties.</p> | <p>It was agreed with PC to remove this task</p> | |
| <p>Devizes Town Council supports the broad principle of a residential parking zone in Southbroom Road; and that this request should be submitted to Wiltshire Council asking if this would be suitable for a residential parking scheme and if it is, what would be an appropriate consultation area for seeking residents views who would be affected, including those living beyond Southbroom Road.</p> | <p>DTC has written to residents to canvas opinion. Response expected in October meeting.</p> | <p>Remove</p> |
| <p>This is a request for a new residents' parking scheme in the Southbroom Rd, Estcourt Cres. area. RO and KN discussed the situation and area.</p> | <p>LHFIG still awaits update from DTC.</p> | |
| <p>The original "Keep Left" signage directing traffic around the central pedestrian refuge outside the Corn Exchange was damaged and removed over recent years, with temporary signs now being used. These temporary signs are out of keeping with the aesthetics of the town and therefore a permanent solution is needed, with advice on a good, enduring and attractive solution being requested from the Highways department.</p> | <p>CONSULTATION DIDN'T MEET WC REQUIREMENT FOR SUPPORT</p> | |
| <p>There needs to be a permanent replacement of the temporary signage by the Market Place pedestrian refuge, which reflects the importance of the aesthetic value of having good quality signs in this prominent location.</p> | <p>Agreed with TC to remove task</p> | |
| <p>It was discussed that the project had sat in LHFIG for so long due to a miscommunication between DTC and LHFIG. The replacement of bollards will match those originally in place and so this project will be Highways Maintenance rather than LHFIG spend. There has been a steady increase in concern over the issues of speeding over several years, and in some areas the Town Council has already reported these concerns to the LHFIG</p> | <p>Agreed with TC to remove task</p> | |
| <p>At a recent meeting of Devizes Town Council, it was agreed that an investigating into the possibility of installing Speed Indicator in Devizes (SIDs) should be undertaken. As part of that discussion, a number of roads were identified where such devices would potentially be suitable and are listed under the Location of Issue section in this report. Bath Road, London Road, Nursteed Road, Potterne Road, Windsor Drive, Brickley Lane, Dunkirk Hill</p> | <p>DTC asked to make a decision on bollard design alongside Matt Perrot and bring the request back to the October meeting.</p> | <p>Remove</p> |
| <p>DM discussed the importance of CSW in the anti-speeding mix and the ineffectiveness of SIDs alone. This project will be removed until CSW is in place and then can be resurrected. Access for our disabled patients is difficult to negotiate if they are wheelchair users or using a mobility scooter.</p> | <p>LHFIG still awaits update from PC.</p> | |
| <p>Whilst the Town Council supports the need to have a dropped kerb to help patients access the Hatt Clinic as a basic mobility needs. Given the need is purely for the benefit of that business, it is not something the Town Council will contribute towards. The business owner can commission the work themselves just like any homeowner.</p> | <p>Task will be removed and handled as Maintenance</p> | |
| <p>It was discussed that the project had sat in LHFIG for so long due to a miscommunication between DTC and LHFIG. The replacement of bollards will match those originally in place and so this project will be Highways Maintenance rather than LHFIG spend. There has been a steady increase in concern over the issues of speeding over several years, and in some areas the Town Council has already reported these concerns to the LHFIG</p> | <p>DTC to confirm that an active CSW is in place in each area before the project could be supported.</p> | <p>Remove</p> |
| <p>At a recent meeting of Devizes Town Council, it was agreed that an investigating into the possibility of installing Speed Indicator in Devizes (SIDs) should be undertaken. As part of that discussion, a number of roads were identified where such devices would potentially be suitable and are listed under the Location of Issue section in this report. Bath Road, London Road, Nursteed Road, Potterne Road, Windsor Drive, Brickley Lane, Dunkirk Hill</p> | <p>This project will be removed until an active CSW is in place in the target areas.</p> | |
| <p>DM discussed the importance of CSW in the anti-speeding mix and the ineffectiveness of SIDs alone. This project will be removed until CSW is in place and then can be resurrected. Access for our disabled patients is difficult to negotiate if they are wheelchair users or using a mobility scooter.</p> | <p>DTC feel this is not in the community interest and serves just one business. LHFIG agrees and so this will be removed.</p> | <p>Remove</p> |

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| <p>Request a Highways engineer to attend the village and look at possible solutions</p> | <p>Discussion focused on what can be done to stop the presence of (and damage from) heavy vehicles. There is noting that can be done on the highway and focus needs to be on removing the vehicles from the road.</p> <p>This could become part of a wider PC sponsired FAPM (See 06-22-18 above)</p> <p>DM to write to PCs</p> | <p>Remove</p> |
| <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. There is an active team of Community SpeedWatch volunteers operating at different locations in the village, and the Parish Council purchased and installed a Speed Indicator Device (SID) which is currently sited on Spin Hill back in 2020, 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.</p> <p>Could the Parish Council therefore please request support from the LHFIG committee for the supply and installation of a NAL socket, and post at this new location.</p> | <p>DM questioned whether the CSW group was active at the current time.</p> <p>PC agreed to remove this task for the time being.</p> | <p>Remove</p> |
| <p>Speeding through the village, starting from the dual carriageway through to the other side of the village leading to Worton.</p> <p>At present we do not have access to community speed watch and the white lines highlighting the speed limits on the surface of the road have all but faded away. This has been logged separately with my wilts. Cars leave the dual carriageway as speed and do not slow down, until they hit the built up area of the village and even then its not always to 30mph. The road through the village is very straight so there are no natural bends to slow people down.</p> <p>We would like to investigate putting in white gates at 3 different points in Poulshot, in line with many other villages in the area. This will be the first step in addressing the larger issue of speeding through the village. However we hope this will help to give road-users the message that they are entering into a residential area and should drive with due care and attention and within the designated speed limit.</p> | <p>PC to confirm that an active CSW is in place before the project could be supported.</p> <p>No representation from PC for several meetings. No confirmation that a CSW group is operating so this will need to be removed and can be resurrected in future if the PC joins.</p> | <p>Remove</p> |
| <p>The road is increasingly used by large vehicles (Lorry's / Coaches) resulting in confrontation when such vehicles converge on the narrow bends adjacent to this junction. This has led to some altercations and damage to private land</p> <p>Previously WCC Highways (October 2018) provided a written reply explaining why they would not consider diverting large vehicles away from this road (see attached correspondence). One of the reasons given was there had been no recorded damage to private property. As this is no longer the case, Seend Parish council would like to request CATG review the current situation whilst also taking a holistic approach to ongoing issues at the Bell Crossroads at the end of Bollands Hill to reduce the traffic volume attempting to join/cross the A361 at this junction.</p> <p>Since the 2018 report stating no damage to property, TJ stated there has been further damage and increased use by HGVs and larger vehicles. The PC require assistance in tackling the problem.</p> | <p>The PC was conducting an HGV study on the day of the October meeting and confirmed results would be brought to the January meeting.</p> <p>LHFIG still awaits update from PC.</p> <p>Due to the freeze on FAPM this might be a project that parish councils embark on together at a cost of £15k-£20k. DM to communicate with all PCs directly.</p> | <p>Remove</p> |
| <p>Issue 1 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.</p> <p>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. 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)</p> <p>Issue 2. 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 planings 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.</p> <p>We request a reduction to 30 miles per hour on Long Street to 30 MPH.</p> | <p>PC were not present at October or January meetings to confirm 100% contribution.</p> <p>New queries raised requiring PC input.</p> <p>Discussion took place over the importance of fluctuating limits and how they work. Task will need to be removed as no PC representation.</p> | <p>Remove</p> |

DM explained that due to a huge number of projects being put forwards to LHFIG for a share of a very limited budget, tighter scrutiny will need to be applied.

For speed related projects (Speed Limit Reviews, SIDs, White Gates etc) the Group would expect to see a Community Speed Watch group in active service within the area before funding could be approved for other anti-speeding infrastructure.

DM suggested this is built into the site visit at Seend. This can take place at same time as 6-22-07. (Jul 22)

TJ confirmed an HGV study was taking place today (04Oct22) and the results would come back to the next LHFIG.

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.

GR said he had looked at this area and does not think a change in the speed limit will change drivers' behaviour. Long St is a straight single-track road and GR felt drivers will go at the speed they think suitable. He does not think LHFIG should progress this request. There was no one from Marston PC on the call but TR said this is important to the PC and how they wanted help from GR to find a solution.

PW described how Lockeridge near Marlborough had used a number of different tactics, like planters on the roadside or bicycles left outside houses to encourage drivers to slow down. AJ had been involved in this work, with a consultant, Ben Hamilton-Baillie. AJ can circulate the design reports of various villages from Marlborough area.

DM described how he wants to create a document containing options that Highways are able to help with for different situations, along with cost estimates. GR pointed out there is already a page on the website giving this.

SB discussed the changes in speed limit, within 1 mile, along the length of the village.

GR stated the minimum length of a speed limit is 300m whilst Highways try to keep it to 600m, so the changes within Marston are within regulations. He pointed out that the speed limit review is possible but in his view, it would not give a recommendation for change. It is not unusual in rural parts of Wiltshire for properties on the edge of settlements to be within a 60m limit.

SB was happy to contribute 25% towards the cost of a speed limit review. However, DM said that given the chances of a recommended change, he did not feel it was a good investment of LHFIG's funding. SB offered to pay 100% if this was possible and DW was happy with that approach. He offered that if the review did come back with a recommendation, then the PC's contribution would be reduced to 25%. DM then tried to find out whether the problem was actually about speeding within the existing limits, rather than a desire for lower limits. If there is speeding, then there are enforcement options that can be put in place. SB will source the 100% funding for the speed limit review and confirm. (Jul 22)

Currently there is no wheelchair access from the Avon Road side of Bath Road onto the canal. It is impossible for wheelchairs and extremely difficult for bicycles and push chairs to get down onto the relative safety of the canal tow-path to get in to town. Bath Road is a very busy and fast road and the small island crossing close to the Avon Road entrance and near the Prison Bridge end is too narrow to safely cross to the middle with a bicycle or pushchair and stay out of the flow of traffic.

This request is about replacing an existing traffic island with a zebra crossing to make it easier for pedestrians to cross. This does have the TC's backing.

DTC was asked to consider the demand for this change and a response was expected in October meeting.

LHFIG still awaits update from DTC.

Task will remain in tracker for July meeting but will be removed if DTC unable to progress.

Location of the crossing makes it unlikely it will benefit a substantial number of people. No further updates from DTC. Task will be removed from the October agenda.

Traffic parks on and around the entrances to both sites (Cross Manufacturing) to both sites all day. When stiff enter or leave the site they struggle to see to enter or exit the site safely in their cars. Traffic also parks opposite the junction making it difficult when we have lorries delivering and leaving the site.

The entrance also gets blocked when waiting for the HRC to open and have been known to queue both sides of the road making it difficult for traffic to flow, also when there are container change overs as the site is shut when this happens.

We have an employee crossing the road daily and they must step out between cars to check the if it is clear to cross the road.

Vehicles park on the bends of vehicle access. DTC Support the request

The issue is HGV parking overnight and over the weekend in Folly Road in front of or opposite Wadworth's new brewery location, and having direct impact on 104-109 & 116 White Horse Way and Folly Cottage.

This also causes loss of sight lines entering/exiting the White Horse Way estate as well as travelling along Folly Road itself. Parked lorries force cars already travelling on Folly Road towards Devizes onto one side of the carriageway which is closest to cars turning out of White Horse Way which is increasing the risk of accidents.

Lorries sometimes park on the pavement in front of the Wadworth's site, forcing the many people who walk down Folly Road towards the industrial estate into the road. Additionally over the Easter weekend there was a lorry parked outside the car sales/kebab van site. This blocked the pavement, which meant anyone in a wheelchair or using a pushchair was unable to get through (see pictures).

The overnight parking issue is also one of noise, often in the middle of the night/early morning the HGVs will start their engines to either maintain their load (if cooling is required for example), heat the cab for the comfort of the occupant or to generate electricity. Recently I was awoken at 3am and on Easter Sunday at 7am. Other residents have heard lorries starting their engines at different times of the night, including at 5.30am on Monday 17th. We were also subjected to someone repairing the roof of the trailer for his HGV throughout the day on Easter Saturday. There was a regular hammering as the owner of the vehicle had climbed on top of the trailer to make the repairs – traffic continued to pass him in both directions albeit it in one lane as he was blocking the other.

The main areas of concern are shown in the map by the red lines – HGVs seem to park up one side or the other, the west edge of Folly Road puts the vehicles very close to our houses but both sides cause noise pollution

Remove There is also no cycle path along Bath Road and the pavements are too narrow. There is a ramp that leads under Prison Bridge on the other side of the Bath Road island crossing but there is then no access back to the shop from the canal (unless they use the steep slope outside the Caen Hill café) or stay on this side of Bath Road where there are drop kerbs but then no access across Bath Road further down (there are only steep kerbs on the canal side of Bath Road so there is no easy access the whole way along to and from the shop / petrol station) – wheelchair users are forced to cross the dangerous and fast Bath Road!

My two young boys would like to be able to cycle to school but can't physically lift their bikes down the steep steps that exist at the entrance to Webb's Lane and the bikes are vulnerable at the island as they remain partly in the carriageway when waiting in the middle. I have discussed the issue with Mr Grist (owner of Webb's Lane) and the Canal & River Trust but neither can do anything about a slope from the steps without compromise or agreement with each other – which is proving too difficult.

I propose a Zebra Crossing with Belisha Beacons be installed instead of the island so a safe crossing across the whole road can be achieved (removal of the island would be necessary). There should absolutely NOT be a push-button type crossing as this will impact on residents (noise and traffic pollution) but a voluntary stop of traffic only. I also believe this would be beneficial at the other end of Bath Road where the island is near Caen Hill Gardens and the Mayenne Road areas.

This would provide safe crossing at both ends of Bath Road / Avon Road for all users to cross to the canal and shop and undoubtedly slow the traffic down coming from the town and up the dual carriageway, which they do at great speed. There have already been fatal accidents at the bridge and it is just a matter of time before there is one where the cars come speeding up the dual carriage way into town!! New road layout signs would need to be installed at either approach to indicate to traffic they need to slow down and finally enable us to cross this awful road safely!

I know there has been consultation about a pedestrian crossing directly to the Spar shop but this was not a practical solution due to the cars / parking and side roads. Therefore, I hope that two Zebra crossings at either end of that stretch, where the islands already exist, will be a better compromise. I have the full backing of Cllr Chris Gay and many residents, especially parents of young children! The Canal & River Trust have said they are planning to improve the slope in front of Caen Hill Café for disability access and will improve the access down to the canal from the Spar Shop (Westminster Close) also – along with gravelling the path way – this will then be a safe / easy route all the way from the top of the dual carriage way / Caen Hill into town! We just need a way of crossing Bath Road in order to access it!!

KN mentioned issues about pedestrians or cyclists using Webbs Lane.

DM felt this didn't have the proper scrutiny of Devizes TC. He asked GR for a realistic solution. There is a need to look at demand for crossing at that point, then to look at the type of crossing most suitable for there.

KN will go back to Devizes TC for further work looking at crossing demand there. (Jul 22)

Remove Still awaiting update from DTC to ensure there is demand for a crossing in this location. KN and RO to chase (Oct 22).

Remove

Impact to residents at end west end of Folly Road understood. The group had concerns about moving HGVs elsewhere with potentially worse impact. IW explained Station Road is perfect for resting HGVs. DTC to speak to householders about implications for them if waiting restrictions implements. DTC to try to make contact with businesses using Folly Road in order to redirect them to Station Road. Project to be removed from October Agenda.

As an issue of safety it is requested that a pavement be built between the Church and Townsend farmhouse. 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 had looked at the costing and other ideas.

The following has previously been provided to issue at Melksham CATG by Highways Officer: Construction length is approximately 75m. New Footway with kerbing costs approximately £265 per metre and therefore a ballpark estimate is £20K. This does not allow for temporary traffic management and establishment of site welfare facilities. A road closure might also be required.

See details in Column G for extensive background.

1. Widen the pavements and ensure kerbs are dropped sufficiently – This is technically possible but would require a site survey and careful consideration of the group's budget.
2. Put in place a Weight Restriction as is already in place on the C20 towards Market Lavington (7.5 tons except for access) and we note also that something similar is to be put in place in Stowford on the C283. – This is unlikely to happen due to the shift of HGVs to even more unsuitable roads.
3. Signage: "Unsuitable for HGVs" or a HGV symbol with a line through, at Seend Crossroads and Black Dog Crossroads – This is technically possible to dissuade HGV drivers, however, is it the right approach given comments above?
4. Signage in the village for Horse Riders – This is technically possible although not encouraged within the 30mph restriction.
5. Signage "no overtaking" – This isn't appropriate for the village location.
6. Road markings: new 30MPH roundels or red tarmac perhaps. - This isn't technically possible where a The A360 runs right through the centre of West Lavington and Littleton Panell which has grown along both sides of the road over the last few hundred years. The 30mph limit through the village is often exceeded by vehicles of all types. CSW is in operation in the villages and has a positive impact on speed. Because CSW does not operate 24/7 an additional solution is needed to help slow traffic.

The CSW team is active and has four sites already approved for speed monitoring across the area. We would like to utilise two of these locations, which have proved to be speeding hotspots, in order to site SID posts and sockets. We will use one single SID but move it between the locations every few weeks to ensure maximum effectiveness.

The narrow section of footpath MLAV32 at the end of the Muddle, that runs parallel with the stream has a 'No Cycling' sign at one end, but there is no corresponding sign at the other end.

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 LHFIFG 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.

There has been a steady increase in concern over the issues of speeding over several years, and in some areas the Town Council has already reported these concerns to the LHFIFG. At a recent meeting of Devides Town Council, it was agreed that an investigating into the possibility of installing Speed Indicator in Devides (SIDs) should be undertaken. As part of that discussion, a number of roads were identified where such devices would potentially be suitable and are listed under the Location of Issue section in this report.

Bath Road, London Road, Nursteed Road, Potterne Road, Windsor Drive, Brickley Lane, Dunkirk Hill

DM discussed the importance of CSW in the anti-speeding mix and the ineffectiveness of SIDs alone. This project will be removed until CSW is in place and then can be resurrected.

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

Plan of action is needed from the PC.

Is there appetite to continue this project?

This project needs to be on the LHFIFG agenda if it is to go for a substantive pot bid. However, there has been no input for several meetings. This is the last warning before removal.

This project has made no progress since 2021. PC rarely present at meetings. TR explained housing development in the area might bring a solution. Project to be removed from October's Agenda.

PC indicated they would prioritise Task 1.

PC to confirm prioritisation and generate a rough plan / description of the dropped kerb location(s) for April meeting.

No PC representation at the meeting. Prioritisation and location of kerbs will be required in the July meeting or the task will need to be removed.

TR explained the PC is due to meet to prioritise works. Remove this task from October agenda.

Group supported the bid for SIDs in two locations now that CSW is running. PW explained that Urchfont had funded their own installation. IF confirmed that the PC was not looking for funding from LHFIFG, just authorisation. GR suggested the PC makes contact with MP to organise works.

GR confirmed that this can be picked up by a specific team for implementation with no cost to the LHFIFG or MLPC. DM to make contact with Martin Cook and update FD.

DTC to confirm that an active CSW is in place in each area before the project could be supported.

This project will be removed until an active CSW is in place in the target areas.

Active CSW in place in certain areas. KN requested this project be resurrected to enable specific reviews of metrocount requests for London Road, Dunkirk Hill and Southbroom Road. KN to liaise with GR offline to investigate unsuccessful metrocount requests.

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.

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| Remove | GR quoted a figure of £265 per metre for 75m of footway. RC had not had feedback during the change from Melksham to Devides CATG. 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. 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. There was detailed discussion about the length of new footway needed, where it needed to cover and if it could be reduced from 75m. 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. |
| Remove | DM suggested taking this offline to develop a conversation and for GR to assess this in more detail and rate its chance of success. 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. |
| Remove | GR said he had nothing further to update – he had not been pushed by the PC to move this forward. TR said how the PC is keen for this to happen but is aware of the need for a place within the prioritisation. DM agreed this could remain on the agenda for another meeting to allow the parish to come back. (Apr 22) |
| Remove | GR confirmed there had been no further work done. He explained how funds need to be committed to this project as part of the substantive bid. Also that design work needs to be well progressed and costings firmly established and accurate. There is an expectation that approx. 1/3 of the cost of the overall bid comes locally. 25% of this is still expected to come from the PC. No one from the PC was present to confirm this. DM will contact the PC. This is moved to in progress. (July or Oct 22) |
| Remove | The vehicle count through the village can be as high as 500 or 600 vehicles within the space of 45 minutes. The C20 through Worton links 2 major roads, the A361 at Seend and the A360 at Black Dog Crossroads. With most vehicles having Satnav, there is great potential for non-local traffic to be sent through Worton Village High Street. The pavements are narrow and, in some places, run out altogether. Therefore, it is necessary to cross over at least twice if you are walking from one end of the village to the other. Crossing over is particularly difficult for disabled residents using electric chairs and for pedestrians pushing prams or buggies as some of the kerbs are not dropped sufficiently. Whilst walking along the pavement, pedestrians are literally inches away from fast moving vehicles. Whilst on the pavement, several residents have been struck by the wing mirror of passing vehicles. Pedestrians feel intimidated by passing traffic, as do cyclists and riders. Some residents are reluctant to walk their children to school as they feel the need to pin themselves against the wall or the hedge while fast moving traffic passes. Some residents have no off-road parking and parked cars are regularly damaged by passing vehicles and at least 2 parked cars have been written off due to the damage caused. HGVs mount the pavement in order to pass either side. Wall and hedges have been demolished and the village gates have been damaged. Motorists often overtake along the High Street which is clearly not safe. It is not unreasonable to expect through traffic to keep to the main A roads. Our High Street is currently owned by the motorists whereas it should be a place where residents feel safe and comfortable to walk in their own neighbourhood. The safety and wellbeing of the residents of Worton must take priority over the needs of passing motorists. Most residents cite speeding and the volume of traffic, particularly HGVs passing through, as the main road safety issues. |
| Remove | GR and PW responded to some of these points. |
| Complete | |
| Remove | |
| Awaiting Update | |
| Remove | |

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| <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>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.</p> | <p>Remove</p> | |
| <p>As a solution, residents are asking if "No Parking" markings can be placed on the road to help with this problem. 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 Bolland's Hill and Bell Hill.</p> | <p>DM suggested this task be removed from April's agenda as no evidence of problem. The Civils element (dropped kerb) has been completed. Order for Traffic Sign's and Road markings is with the contractor.</p> | <p>Remove</p> | <p>Several suggestions have been put forward in a meeting with the PC and can be considered, However the use of Stop Signs or the associated Road Marking are not an option available. Site Meeting taken place.</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>Works complete as per specific LHFIG task although PC very clear that the wider problem/project is NOT complete. PC feels the area is still dangerous and needs wider focus. The group decided this has outgrown LHFIG and needs separate Highways focus. PC has met with GR and SH. DM to write to PC, SH and GR in order to transition this project away from LHFIG. Task to be removed on April agenda.</p> | | |
| <p>Guy Lamb-Hughes presented a desire on behalf of the PC to better connect areas of BC with the centre of Devizes for sustainable travel. The PC seeks support to progress this project.</p> | <p>The Group welcomed GLH to the meeting. DM introduced the AQ&ST group and asked TR to speak on it. TR explained that the LCWIP (Local Cycling and Walking Infrastructure Plans) are doing exactly this sort of work across the area. TR explained that the LCWIP is likely working on a sustainable travel route loosely following the London Road which might answer the PCs need.</p> | <p>Remove</p> | |
| <p>Nick Bailey presented a desire on behalf of the PC to improve highways and footpaths within the parish. The PC seeks support to progress this projects.</p> | <p>TR suggested this project is better suited to AQ&ST and so GLH to make contact with the group to explore the project. The Group welcomed NB to the meeting. DM explained the process for LHFIG projects starting with the Highways Improvement Request form. DM to send NB a copy of the form. The PC will submit specific requests for future meetings.</p> | <p>Remove</p> | |
| <p>This request is for a speed reduction on the C20 from 50mph to 40mph to the east of Worton High Street. The case for this traffic calming measure has been reinforced by the development at Sandlease where work has recently begun. You may recall that Wiltshire Council originally rejected this planning application on road safety grounds (inter-alia), but this was overturned on appeal.</p> | <p>RS made the point that the planning application for new properties at Sandlease received an objection from WC Highways due to safety concerns with the entrance sitting on the bend at the eastern end of the village. RS confirmed that WC refused the application but it was passed by the Planning Inspector at appeal. A review of speeds to either introduce a 40mph zone outside the 30mph limit, or moving the 30mph limit outwards, would be needed. GR stated that it was unlikely to recommend any change. DM confirmed that the survey could be commissioned on the understanding that the PC would pay 100% of the cost. If it came back with a suggested speed limit lowering LHFIG would pay 75% of the survey cost. This reflects the expert advice the group receives from GR and JM. RS to confirm the PC's desire to continue RS stated the PC does not wish to progress, but have asked for 30mph warning signs - however GR stated these can not be provided.</p> | <p>Remove</p> | |
| <p>I have been asked by residents to request yellow hatch/box markings on the slip road to indicate that it is a road for access and not somewhere to park. Devizes Town Council supported this request at a meeting of the planning committee held on the 17 July 2024 and ask the LHFIG to consider what if any traffic orders are needed to help manage parking in this location.</p> | <p>This is an enforcement issue and has been passed to Parking Services</p> | <p>Remove</p> | |

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| <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>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.</p> | <p>Remove</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>Email from PC on 23/01/24 includes photos but no data. DM has requested the PC undertakes some work to provide the group with an understanding of usage (pedestrian counts, village survey, Facebook poll etc). Task to stay on April agenda.</p> <p>The group suggested that Poulshot PC make contact with an engineer or ROW officer to review the area and potential solutions. This can be brought back to the group for discussion and rough costing.</p> <p>GR to consult Rights of Way officer and put them in contact with the parish. This project is outside the scope of LHFIG and will be closed.</p> | <p>Remove</p> |
| <p>This requires a landscape assessment, and if possible reinforcement of the bank in the lane to prevent further deterioration. There may be slippage into the lane causing obstruction if this is not undertaken. The lane belongs to Wiltshire Council highways.</p> | <p>Cause of slippage needs to be established. GR to raise this matter with Andy Cadwallader, Local Highways</p> <p>This is a highways maintenance matter - remove from LHFIG</p> | <p>Remove</p> |
| <p>Residents have contacted the Parish Council regarding this issue and the Parish Council is supportive of this being taken forward to the LHFIG for a preliminary investigation with a view to potential resolution. The Parish Council confirmed this at their meeting on 1.7.24. Rowde Parish Council discussed this issue at their meeting on 10th July 2024. The Parish Council would support a white T-bar marking being installed on both sides of the drive entrance to this resident's property. This would enable safe access to and from the property.</p> | <p>The group approved this request. PC/resident to progress.</p> | <p>Close</p> |