

14th April 2022

AGENDA

Dear Councillor

You are summoned to a meeting of the:

Town Development Committee
to be held on Monday 25th April 2022 at 7pm
at the Civic Centre, Sambourne Road, Warminster, BA12 8LB

Membership:

Cllr Cooper (Broadway)	Cllr Keeble (West)
Cllr Davis (East) Chairman	Cllr Macdonald (East)
Cllr Fraser (West)	Cllr Macfarlane (West) Vice Chairman
Cllr Fryer (Broadway)	Len Turner (Advisor)

Copied to all other members for information.

Members of the public are warmly welcome to attend meetings of the council and its committees, unless excluded owing to the confidential nature of the business.

If you wish to contribute during public participation, please contact admin@warminster-tc.gov.uk prior to the meeting to enable this to be facilitated. If you do not wish to attend in person, the chairman may read out your contribution. The meeting may be streamed live and recorded. If you wish to view the meeting, please see the link on the Warminster Town Council Website www.warminster-tc.gov.uk in the meetings diary.

Yours sincerely



Tom Dommett Cilca

Town Clerk and Responsible Financial Officer

1. **Apologies for Absence**
To receive and accept apologies, including reason for absence, from those unable to attend.
2. **Declarations of Interest**
To receive any declarations of interest under Warminster Town Council's Code of Conduct issued in accordance with the Localism Act 2011.
3. **Minutes**
3.1 To approve and sign as a correct record, the minutes of the Town Development Committee meeting held on Monday 28th February 2022; copies of these minutes have been circulated and Standing Order 12.1 provides that they may therefore be taken as read.
3.2 To note any matters arising from the minutes of the Town Development Committee meeting held on Monday 28th February 2022.
4. **Chairman's Announcements**
To note any announcements made by the Chair.
5. **Questions**
To receive questions from members of the committee submitted in advance.

***Standing Orders will be suspended
to allow for public participation.***

6. **Public Participation**
To enable members of the public to address the committee with an allowance of three minutes per person regarding any item on the agenda and **to receive** any petitions and deputations. The Chairman may read out statements submitted in advance.

***Standing Orders will be reinstated
following public participation.***

7. **Reports from Unitary Authority Members**
To note reports provided which are relevant to this committee.
8. **CCTV Working Group**
To note the minutes of the meetings held on Tuesday 30th November 2021.
(See attached)
9. **Community Area Transport Group (CATG)**
To note the Minutes of the Warminster CATG Wednesday 6th March 2022.
(attached)

10. New Highway Issues:

10.1 Emwell Street.

A local resident has raised concerns about the traffic, pollution and parking issues on Emwell Street. They are especially concerned about the issues of overcrowding, speeding, traffic jams and safety during the school pick up and school drop off hours. **(attached)**

Members to resolve what action to take.

10.2 Fore Street/Brook Street

Cllr Syme has requested discussion on speeding issues in both Fore Street and Brook Street. **(attached)**

Members to resolve what action to take.

10.3 Manor Gardens

A resident of has raised the issue of dangerous parking on the bends of the road in Manor Gardens, making it difficult to navigate through safely. **(Photo attached)**

Members to resolve what action to take.

10.4 Parking at Portway

A resident has raised this issue of inconsiderate parking on Portway and is requesting that white parking boxes or a Warminster Town Council sign for considerate parking be put up. **(Letter attached)**

Members to resolve what action to take

10.5 Highbury Youth FC

The Chair of Warminster Highbury Youth FC has asked about the possibility of putting 'double yellow lines' running along the kerb by the club ground (parking is an issue for both the club and residents). The club have been approached by the police many times regarding parents who park too close to the junction with Woodcock Road and Highbury Park.

Members to resolve whether to support the request for double yellow lines

10.6 Alcock Crest

A local resident has asked for the Town Council's support to stop vehicles parking over the private driveway to their property in Alcock Crest. **(Photos attached)**

Members to resolve whether to support the Highways Improvement Request Form

11. Cycle Path Working Group

The cycle path working group met on 6th February 2022. They continue to work on a priority list. They have requested a sum of money for improvements be included in the budget. They request therefore that the Finance and Audit Committee is asked to

allocate some of any underspend to set up an Earmarked Reserve for Cycle Path Improvements

Members to resolve to ask the Finance and Audit Committee to allocate some of any end of year underspend to an new Earmarked Reserve for Cycle Path Improvements

12. Speed Indicator Devices

At their February 2022 meeting. Members asked for further information about the possible introduction of Speed Indicator Devices

Wiltshire Council has responded metro count surveys commissioned on roads that demonstrate that there is a speeding issue are eligible for a Community Speed Watch scheme, and these can also be considered for a SID. Since 2017 a total of 3 roads within Warminster have been eligible to apply for a Community Speed Watch Scheme and therefore SID's. These are: Deverill Road, Victoria Road and Imber Road

Wiltshire Council has provided their latest criteria and advise on installations of SID's (**attached**)

Members were asked to inform the town clerk of any locations in Warminster they felt would benefit from SID's. The following locations were suggested:

- Deverill Road
- Victoria Road
- Fore Street/Brook Street near the children's play area
- Thornhill Road
- Westbury Road
- Copheap Lane
- Prestbury Drive
- Portway Lane
- Woodcock Road – on the approach to the St. Georges School zebra crossing from the direction of Kingdown School.

Members to agree to ask for metro counts in those roads listed except Deverill Road and Victoria Road which already have them.

13. Working Groups

The Spatial Planning Review Working Group is tasked with monitoring and reporting on all Warminster based Spatial Planning Issues including Town Settlement Boundary Issues being considered or proposed by Wiltshire Council. For example, planning applications based upon the Core Strategy for Wiltshire and Warminster which need to be assessed or reviewed in accordance with the policies of the Warminster Neighbourhood Plan

The Working Group has not met for over a year and the issues in its remit are now best considered by the Neighbourhood Plan Review Group and the Planning Advisory Committee.

Members are asked to disband the Spatial Planning Review Working Group

14. Town Litter Champion

The community litter pick on 26th March, was a great success with over 50 people taking part and 25 bags of rubbish collected. A further litter pick will be organised for 14th May.

15. Southwest Operational Flood Working Group

Update from Cllr Syme

Members to note.

16. Community Speedwatch Champion

Update from Cllr Syme

Members to note.

17. Smallbrook Road Update

Members asked how long it would be before consideration could be given to reducing the speed limit on Small Brook Road. The Community Area Transport Group [CATG] wants to leave the 30mph for a period of time before considering a 20mph speed limit assessment. The 30mph speed limit was only implemented in 2020. Considering that this was during the height of the pandemic, it was felt it would be prudent to wait at least another year before considering another assessment.

Members to note

18. Motion – Civic Pride

Proposed by Councillor McDonald

Warminster town council recognises how important it is that it takes a leading role in encouraging civic pride amongst the community it represents.

Wiltshire Council is responsible for tackling environmental crime such as street litter, fly tipping, dog fouling and graffiti.

Warminster town council agrees to encourage and educate everyone to do the right thing and 'do their bit' to make Warminster a cleaner, safer, greener and well maintained town.

An extra amount of Community Investment money has been found and is needed to tidy up the town, repair and replace 'street furniture', and improve the look of the town.

The town council can build on the success of the recent litter pick by helping voluntary groups, schools and businesses and residents take action to do more to maintain and improve their communities.

18 Communications

The members to decide on items requiring a press release and **to nominate** a speaker for any item on the agenda if required.

Minutes from this meeting will be available to all members of the public either from our website www.warminster-tc.gov.uk or by contacting us at Warminster Civic Centre.

Date of next meeting Monday 6th June 2022.

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Minutes

CCTV Sub-Committee

Tuesday 30th November 2021 at 10.00am
Held at Warminster Civic Centre and online via
Microsoft Teams

Membership:

Cllr Davis Wiltshire Council (Warminster)	*	Cllr Suzanne Wickham Wiltshire Council (Westbury)	*
PC Victoria Howick Wiltshire Police	A	Peter Sammons West Wilts Trading Estate	*
GSO Adam Pamment Warminster Garrison	A	GSM Michael Martin Warminster Garrison	A
Dave Deacon Local Business	*	Deborah Urch Westbury Town Clerk	*
Cllr Sheila Kimmins Westbury Town Council	*	Cllr Allensby Warminster Town Council	*
Cllr Fraser Warminster Town Council	*	Cllr Macdonald Warminster Town Council	*

Key: * Present A Apologies AB Absent

In attendance:

Officers: Tom Dommett (Town Clerk Warminster Town Council) Stuart Legg (Parks and Estate Manager) Mark Chalmers (CCTV Supervisor)

In attendance items 1-3 Ken Graham - Instrom

TV/21/020 Apologies for absence

Adam Pamment, Michael Martin, Victoria Howick

TV/21/021 Minutes

TV/21/021.1 The minutes of the meeting held on 13th September 2021 were approved.

TV/21/021.2 Matters Arising – None

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TV/21/022 Instrom Report

The sub-committee discussed the Instrom Report. Ken Graham answered questions. The sub-committee concluded that the proposed upgrade would significantly reduce running costs of the CCTV while providing a better-quality service. It was an invest to save proposal.

It was agreed that splitting costs on the basis of the number of cameras each partner had was broadly equitable.

Members resolved to recommend to Warminster Town Council that they instruct Instrom to draw up a tender document at a cost of £3,600 as per phase 3 of their original fee proposal.

TV/21/023 Accounts

The accounts for the year to 30/9/2021 were noted.

TV/21/024 Partner Feedback

None

TV/21/025 Maintenance Contract

MC referred to his report listing faults July-Sept 2021.

TV/21/026 CCTV Report

TV/21/026.1. – .1. The subcommittee discussed activity for Warminster and Westbury for Sept-Nov 2021 Year.

TV/21/026.2. Re any general staff/volunteer matters
MC would be seeking more volunteers.

TV/21/026.3 Any other updates from the CCTV Supervisor
MC referred to his report.

TV/21/027 Any Other Business

None

Date of future meetings:
15th March 2022

The meeting closed at 11.05am

6th April 2022 Meeting (Microsoft Teams) – MINUTES

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	Who
1.	Attendees, Apologies & Introductions				
	Present	Cllr Andrew Davis (Chair), Cllr Bill Parks (WC), Kate Davey (WC), Denise Nott (WC), Philip Holihead (Chapmanslade PC), David Ball (Corsley PC), Nikki Spreadbury Clew (LDPC/USPC), Cllr Sue Fraser (WTC), Heather Parks (SVPC), Simon Wager (MBPC), Karungi Grant (CPC), Kate Plastow (LDPC), Anthony Potter (BPC), Jamie Fagan (UDPC), Tom Thornton (CPC), Graeme Morrison (WC)			
	Apologies	Cllr Pip Ridout (WC), Len Turner (Warminster), Tom Dommett (WTC), Sarah Jefferies (HPC), Cllr Macdonald (WTC),			
2.	Notes of the last meeting (19th January 2022)				
		The minutes of the previous meeting held on the 19 th January 2022 were accepted and agreed.	Noted and agreed.		

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	Who
3.	Finance				
		<u>Financial position at April 2022</u> (a) 2022-23 allocation = £30,452.00 (b) 2021-22 underspend = £30,408.52 (c) 2022 -23 3 rd party Contributions £7,325 (d) Total Budget for 2022-23 = £68,185.52 (a+b+c) (e) Scheme commitments 2022/23 = £29,500.00 (f) Current Balance = £38,685.52 (d-e) Refer to attached finance sheet.	Noted and agreed. Discussion on new funding level and change to Local Highway and Footway Improvement Groups (LHFIG) widening scope of remit for this group. Need to set priorities and schemes as early as possible this financial year. Once documentation is ratified will distribute info to group.		KD
4.	Update on top 5 Priority Schemes				
CATG agreed that once work orders have been placed for Priority One schemes a full entry is not required on Action Tracker: • A summary will be retained • The entry will be “greyed out” to indicate that it is in progress and no further discussion is required at the CATG meeting unless otherwise indicated. • MR will provide updates in advance of meetings • The item will be removed once the scheme has been implemented.					
4.1	17-20-7 (03/02/20) High Street, Maiden Bradley.	Site meeting has taken place with PC Virtual footway no longer supported however a 20mph limit on High St / Back Lane/ Kingston Lane is requested. Consideration of new signs / gates on B3092 (southbound) Estimated cost, Speed Limit - £4000, gates/ signs £3000. Agreed – Allocate £7000, PC 25% of cost. MBPC have agreed on village gate style.	DISCUSSION Confirmed additional survey results will formally write to MBPC with result. Investigate costings of gate and 20mph to see if existing allocation covers it. Look at implementing gates on High Street as part of 20mph implementation. SID to be installed along this route by	1	KD

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	Who
		<p>Village gate works order – to be completed early in the new financial year.</p> <p>20mph speed limit assessment finalised. Two of the three routes assessed do not meet the criteria, however High Street is borderline and therefore an additional traffic survey is currently being conducted to determine if High Street meets the criteria.</p>	MBPC.		
4.2	17-20-9 (21/07/20) A362 Corsley Heath	<p>Atkins are now in the process of completing the assessment as Covid restrictions have been lifted fully. I will send on the recommendations as soon as they have been received.</p> <p>KD chased recommendation 14/1/22. Assessment complete and recommendation being finalised. KD to send to PC as soon as it's received.</p> <p>Speed limit assessment completed with a recommendation that the existing speed limit remain in place. Correspondence with Corsley Parish Council is ongoing.</p>	<p><u>DISCUSSION</u> Corsley PC commented on disappointment with recommendation and wish to challenge the decision at a strategic level.</p> <p>Corsley PC authorised decision to appeal the recommendation to director of Highways and Environment, letter to include other PCs support.</p> <p>Cllr Parks explained policies followed by WC in the speed limit assessment process.</p> <p>LDPC and Chapmanslade PC supports Corsley PC position to challenge outcome.</p>	1	Corsley PC
4.3	17-21-3 (08/02/21) Park Lane, Heytesbury	<p>There are two 30 mph speed limit signs at either end of Park Lane and the chicane at Riverbank, Mill Farm and Heytesbury Mill experiences a lot of traffic and walkers. The Parish Council would like to establish whether safety signs could be installed to warn car drivers. This area is often</p>	Monitor and implement.	1	KD

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	Who
		<p>used as a diversion when accidents occur on the A36 and many vehicles are not aware of the tight bend or that larger vehicles struggle to get through.</p> <p>Heytesbury Parish Council have confirmed support and funding contribution for these improvements.</p> <p>Cost estimate £1,000 (CATG £750, PC £250) Group agreed top priority and implement.</p> <p>Works order placed with anticipated completion May 2022.</p>			
4.4	17-21-4 (12/02/21) Heytesbury village	<p>The village of Heytesbury has many young families using buggies and the elderly population using buggies finding it difficult to navigate hard footpaths to get to local facilities and the school. Some work has been done in dealing with overhanging hedges, but the Parish Council would like to know if there is the possibility of a review in the village generally with advice on what might be possible to make transfer routes easier.</p> <p>Heytesbury Parish Council have confirmed support and funding contribution for these improvements.</p> <p>Cost estimate £4,500 (CATG £3,375, PC £1,125) Group agreed top priority and implement.</p> <p>Works order placed with anticipated completion May 2022.</p>	Monitor and implement.	1	KD

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	Who
4.5	17-19-2 (23/09/19) A36 / B390 Knook & Heytesbury	<p>24/2/21 Martin Rose confirmed he has previously asked contact at Highways England for information on future schemes in this area with no response. Denise Nott confirmed grass cutting south of junction is partly WC partly HE responsibility. Denise agreed to chase HE at appropriate time to maintain area sufficiently.</p> <p>Attended site meeting with Cllr Parks and have agreed some minor road marking improvements at the junction. Please see attached proposal plan with a cost of approx. £800 (CATG £600, PC £200) Group agreed to make top priority and implement.</p> <p>Plan submitted for road markings to take place in spring/summer 2022.</p>	Monitor and implement.	1	KD
4.6	17-21-9 (11/3/21) Chapmanslade A3098	<p>Concerns regarding existing street lighting between Cleyhill Gardens and Wood Lane junctions. The change in demographic due to recent developments means there will be more children using this footway early in the morning to access public transport to school. Request for additional street lighting be affixed to BT poles numbers 6120818, at the Old Chapel and 6120807 at No 55 High St on the basis of increased footfall along poorly maintained footways which constitute a safety hazard.</p> <p>CATG allocated £4,500 funding. Chapmanslade PC to confirm contribution.</p> <p>Resource allocated to progressing scheme.</p>	<p><u>DISCUSSION</u> Chapmanslade PC confirmed 25% contribution to the scheme, up to £1,500.</p> <p><u>ACTION</u> KD to progress design with street lighting colleagues and report back should any further funding be required.</p>	1	KD

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	Who
4.7	17-21-10 (21/6/21) Corsley, Sturford Lane junction with A362	<p>This is a dangerous junction for traffic emerging onto A362. Traffic from the west is generally travelling at 50mph (at least) along a straight highway - heavy lorries using this as a runway to build up speed to get up the hill leading to Picket Post roundabout. Traffic from the east is travelling at speeds up to 50mph along the A362, through a triple bend with three junctions - Longhedge x 2 and Sturford Lane. From the Sturford Lane junction it is impossible to see oncoming vehicles hidden by two of the triple bends until the last moment, the problem is exacerbated by a bus shelter.</p> <p>Request for warning signs and road markings to highlight the junction and raise awareness for drivers to reduce their speed.</p> <p>Second site meeting undertaken in Dec 2021. Agreed proposal. Please see plan at end of agenda. Revised estimate £1,200 (CATG 75% = £900, PC 25% = £300).</p> <p>CATG allocated £900 funding. Corsley PC confirmed contribution. Resource allocated with anticipated completion first quarter of new financial year.</p>	Monitor and implement.	1	KD
4.8	17-21-15 (7/9/21) Crockerton, A350 – dropped kerbs	<p>On the A350, directly opposite Five Ash Lane, the footpath has no dropped kerb on one side, where it passes over the private road, making it impossible for wheelchair and mobility scooter users to travel between Longbridge Deverill and Warminster. It is also difficult for those pushing pushchairs and prams.</p> <p>Request for dropped kerbs to be installed.</p>	<p>Monitor and implement.</p> <p>LDPC confirm thanks for progressing scheme.</p>	1	KD

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	Who
		<p>Group agree to move to priority 2 until space becomes available on priority 1 list.</p> <p>LDPC have provisionally set aside £300 contribution pending formal estimate when this issue reaches priority 1 list.</p> <p>Group agreed to move to priority 1 and allocate ballpark estimate of £1,000.</p> <p>Resource allocated for design/construction in new financial year</p>			
4.9	17-21-17 (6/10/21) Horningsham, Heavens Gate car park	<p>Regular visitors to the Longleat Estate often park at the free car park across the road from the access path to Heaven's Gate. This is a dangerous crossing for pedestrians with traffic often approaching at dangerous speeds, seemingly unaware of the potential hazard of cars slowing to turn into the car park and numerous pedestrians.</p> <p>The Parish Council has been approached with asking if there is any possibility of applying for some safety measures, such as road markings and warning signs.</p> <p>Group agreed to move to priority 1 and allocate £1,000. PC to confirm contribution.</p> <p>Proposal attached for discussion.</p>	<p><u>DISCUSSION</u></p> <p>Horningsham PC have confirmed Longleat Estate have provided permission for the signs to be erected in the verge.</p> <p>Horningsham PC have confirmed contribution now.</p> <p><u>ACTION</u></p> <p>Proceed to implementation and report back should any further funding be required.</p>	1	KD

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	Who
4.10	17-21-14 (16/8/21) Upton Scudamore, A350 – Bus shelters	<p>The two bus shelters on the A350 at Upton Scudamore towards Warminster and Westbury, have no sides and passengers waiting are open to all the elements on a fast and busy road. It has become more apparent as School children now have to get the bus as opposed to a taxi pick them up.</p> <p>KD explained costs in region of £6,000-£7,000 and maintenance liability of replacing bus shelters.</p> <p>USPC have reviewed installation/maintenance costs and confirmed they wish to initially proceed with one shelter on the Warminster bound side of A350.</p> <p>Group agreed to move to priority 1 and allocate £5,250 with 25% contribution from USPC £1,750 to be confirmed.</p> <p>Bus shelter options sent to Upton Scudamore PC on 15/03/22 for review.</p>	<p><u>DISCUSSION</u> USPC confirmed contribution.</p> <p><u>ACTION</u> Progress once confirmation of shelter type is known.</p>	1	USPC
5.	Priority Two / Pending Schemes				
5.1	6661 Codford High Street. Signs to Lyons Seafood	<p>18/06/20 Sign proposals to be submitted to HE for approval and agreement.</p> <p>12/11/20 Awaiting response from HE. MR to resubmit proposal.</p> <p>24/02/21 KD chased contact at HE for a response via email 10/2/21, awaiting response.</p> <p>29/6/21 KD chased contact at HE for a response via email, awaiting response.</p> <p>Codford PC have responded to confirm this is</p>	<p><u>ACTION</u> Continue to chase National Highways (NH). Cost up scheme for next meeting to allocated funds in advance of potential authorisation from NH.</p>	2	KD

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	Who
		<p>still an issue therefore KD has chased HE again for a response on 12/10/21. HE response received and sent to PC for review. PC have confirmed they wish to proceed with the HE 3rd party works team process for this signing request. KD has asked HE to outline process and next steps.</p> <p>KD chased National Highways third party works team 15/3/22. Awaiting response.</p>			
5.2	17-20-6 B390 Chitterne	<p>21/7/21 Chitterne PC confirmed they wish to wait a while longer for tourism to increase again before carrying out a coach survey. Discuss again at the next meeting.</p> <p>Chitterne PC to provide update.</p>	<p><u>DISCUSSION</u> Issue deferred to next meeting as no representative present at meeting.</p> <p><u>ACTION</u> Email Chitterne PC to confirm issue is still ongoing and request attendance at next meeting.</p>	2	KD
5.3	17-20-19 (11/12/20) New Road, Codford	<p>New Road – from the village shop to the junction of Green Lane is a popular pedestrian route. It is also a very busy road with high volumes of traffic but has no footway on either side for pedestrians. Request for white line along one side of the road to give pedestrians safe right of way.</p> <p>21/7/21 This issue was not discussed as there was no representative from Codford PC in attendance. Defer to next meeting and request Codford PC attend to discuss issue.</p> <p>KD email to request site meeting sent to Codford PC on 29/6/21. Awaiting response.</p>	<p><u>DISCUSSION</u> Ordered traffic survey to confirm vehicle volume and types. Likely to take place by end of June.</p>	2	

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	Who
		Site meeting took place 16/3/22 with Cllr Parks and Codford PC. Walked the length of New Road and discussed options. KD followed up findings with Codford PC highlighting the difficulty with providing a virtual footway but agreed to carry out a traffic survey to determine vehicle volume, speed and type before finalising a decision.			
5.4	17-21-1 (22/01/21) Spur Road off Cherry Orchard, Codford	<p>Concerns over a footpath being used as a short cut to the primary school which meets the spur road opposite Wylde Coyotes. Vehicles use this cul de sac to turn around at school drop off time, young children also use it to ride their bikes and scooters to school. Drivers do not realise there is a footpath as it is not signposted and masked by fencing from adjacent house. Since the school had automatic gates installed cars can no longer use car park to turn around so this problem is getting worse.</p> <p>Request for warning signs on the verge to emphasise to vehicles that children are using the footpath and crossing this road.</p> <p>21/7/21 This issue was not discussed as there was no representative from Codford PC in attendance. Defer to next meeting and request Codford PC attend to discuss issue.</p> <p>KD email to request site meeting sent to Codford PC on 29/6/21. Awaiting response.</p> <p>Site meeting took place 16/3/22 with Cllr Parks and Codford PC. Walked the length of Cherry Orchard and discussed options. KD followed up</p>	<p><u>DISCUSSION</u> Not highway, belongs to Selwood housing association. Cllr Parks has met with Selwood and discussed implementing some improvements to resolve this issue. Partnership working between Selwood and Codford PC, supported by school headteacher.</p> <p><u>ACTIONS</u> Codford PC to discuss at next PC meeting later this month.</p> <p>Not CATG issue, remove from agenda.</p> <p>Ask if WC is ever likely to adopt this road and report back to Codford PC</p>	2	<p>Codford PC</p> <p>KD</p> <p>KD</p>

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	Who
		findings with Codford PC highlighting the location is not part of the public highway, therefore any improvements must be undertaken by the landowner. Cllr Parks is discussing the issue with Selwood Housing Association.			
5.5	17-21-2 (22/01/21) Junction off High Street to Cherry Orchard, Codford	<p>Ongoing parking issues and traffic into Cherry Orchard because of access to the school and doctor's surgery. Parish Council now allow use of village hall car park for visitors.</p> <p>Request for direction signs on verge at the junction to direct traffic into village hall car park.</p> <p>21/7/21 This issue was not discussed as there was no representative from Codford PC in attendance. Defer to next meeting and request Codford PC attend to discuss issue.</p> <p>KD email to request site meeting sent to Codford PC on 29/6/21. Awaiting response.</p> <p>Site meeting took place 16/3/22 with Cllr Parks and Codford PC. Walked the length of Cherry Orchard and discussed options. Potential proposal to install a directional parking sign at the High Street junction with Broadleaze leading to the village hall car park to encourage more use. Ball park estimate in the region of £500.</p>	<p><u>DISCUSSION</u> Group agreed to allocate funding and proceed with implementing parking direction sign. Cllr Parks supportive.</p> <p>Codford PC support scheme. School supportive of encouraging parents to use village car park.</p> <p>Chapmanslade PC supportive of scheme.</p> <p><u>ACTIONS</u> Confirm 25% contribution of £125.</p> <p>Progress to implementation.</p>	2	Codford PC KD
5.6	17-21-16 (26/9/21) Sutton Veny - SIDs	The Parish Council are looking into purchasing a Speed Indicator Device that would be able to be moved across four different locations in the village. At this stage we are just trying to ascertain the cost of erecting four suitable poles on the verge at the side of the highway, close to	<p><u>DISCUSSION</u> Sutton Veny PC now obtained grant for SID equipment. SVPC to discuss purchasing the SID at next local meeting. SVPC to confirm with group in due course.</p>	2	

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		<p>the entrances of the village within the 30mph speed limit.</p> <p>Sutton Veny PC have met with Denise and Martin Rose and got quotes for SIDs. PC meeting early February to agree budget and confirm supplier. Nicki Spreadbury Clew confirmed they applied for SID and installation works all through Area Board grant, effective and speedy process.</p>	<p><u>ACTION</u> Cllr Parks confirmed grant from Area Board. Requested SVPC meet with Denise Nott to determine locations in due course.</p>		SVPC / DN
5.7	<u>17-21-18</u> (6/10/21) Horningsham village hall/Water Lane – virtual footway	<p>It has been brought to the attention of the Parish Council that pedestrians walking out of the village hall are now in danger due to the increased volume and speed of the traffic. It is requested that a white line be put in as a virtual footpath outside the hall as there is enough width within that road area to implement it.</p> <p>Group agreed to move to priority 2 list until space on priority 1 list becomes available.</p>	<p><u>ACTION</u> Investigate feasibility of this request. Proposal design/costs for next meeting.</p>	2	KD
5.8	<u>17-21-21</u> (10/11/21) Kings Street, Warminster	<p>Residents of this road have contacted the town council to raise the issue of road safety for residents, pedestrians, and cyclists on King Street. Residents have increasingly experienced, speeding vehicles cutting through from Fore Street to South Street – in both directions. The road has a significant narrowing halfway up the street – to 25 feet which makes the road a single car width. The road has a straight line of sight from top to bottom. Cars therefore speed increasingly using the road to cut through.</p>	<p><u>DISCUSSION</u> No update on this issue. WTC to submit traffic survey.</p> <p>Chapmanslade PC suggested after survey complete consider potential for Community Speed Watch (CSW).</p> <p><u>ACTION</u> Cllr Fraser to raise at next Town Development meeting.</p>	2	Cllr Fraser

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	Who
		<p>Request for access only restriction on King Street, single speed hump sited at narrowest point of King Street and for the existing SLOW marking to be refreshed.</p> <p>Denise confirmed this was previously looked at as speeding issue with Martin Rose originally suggesting traffic survey.</p> <p>Group agreed Warminster TC to submit Traffic survey form.</p>			
6	New Requests submitted since last meeting				
6.1	17-22-1 (14/01/22) Corsley A362 Village gates	<p>The A362 which passes through the centre of the village is a very busy 'A' road with a high density of vehicles including very heavy HGV's. There are two stretches of the A362 which have 40mph limits. An analysis of DFT data shows that within those two areas there are 4 'hot spots' for RTA's. These are at or near The White Hart, The Royal Oak, Deep Lane and the intersection of the 40mph and 50mph limits near Sturford House.</p> <p>We would like to give vehicles warning of, and encourage due diligence for the village environment by the installation of Village Gateways at or near the White Hart and the Picket Post roundabout with signage announcing the village of Corsley and the speed limit and asking Drivers to exercise great care and also the installation of a Village Gateway at or near the Royal Oak announcing Corsley Heath (the most densely populated area of the</p>	<p><u>DISCUSSION</u> Corsley PC got quotes for village gates. Require funding for installation.</p> <p>PC will buy gates separately. CATG to fund installation. WC to facilitate installation.</p> <p><u>ACTION</u> Arrange site meeting with Corsley PC to investigate feasibility of sites. Consider cost estimates for next meeting.</p>		KD

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	Who
		whole section) and the speed limit and asking drivers to exercise great care.			
6.2	17-22-2 (14/01/22) Corsley A362 SID posts	<p>The A362 which passes through the centre of the village is a very busy 'A' road with a high density of vehicles including many 6 and 7 axle HGV's. There is currently an 18t limit westbound but no weight limit eastbound. There are two stretches of the A362 which have 40mph limits.</p> <p>We would like to give vehicles warning of, and encourage due diligence for, the village environment and in particular the speed limits at certain key points on the A362 where there are 40mph limits. This would be achieved by the installation of posts at or near the White Hart and also at or near the Royal Oak and at or near the intersection of the 50mph and 40mph sections at the entrance to Sturford House. These posts would be used to mount a Speed Indicator Device to inform drivers of their speed either with Smiley/Sad face or short warning message.</p>	<p><u>DISCUSSION</u> SID device purchased. Need advice on location and installation of NAL sockets. Denise has confirmed appropriate locations with PC.</p> <p>LDPC commented going forward will AB grants not include installation infrastructure for SIDs.</p> <p>Cllr Parks confirmed AB funding will be reduced.</p> <p><u>ACTION</u> Look at cost estimate for installation of 2 NAL sockets and liaise with PC regarding installation.</p>		KD
6.3	17-22-3 (19/01/22) Corsley A362 horse warning signs	Horse riders using Bridleways Cory 2 and Cory 41 have to negotiate crossing the A362. The crossing is on the straight section of road between Corsley Heath and Long Hedge which is national speed limit. It is a popular overtaking spot where traffic is at its fastest. To exit Cory 41 riders, have a limited view and need to advance to the road edge to see approaching traffic. The hedges, especially spring to autumn block the riders view of the road and drivers cannot see the Bridleway. Because of this many local riders are too scared to use the Bridleways	<p><u>DISCUSSION</u> Corsley PC confirmed concerns of horse riders in the community.</p> <p><u>ACTION</u> Design/cost estimate proposal for next meeting.</p>		KD

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	Who
		<p>for fear of the very real risk of an accident at the road crossing.</p> <p>Request for signs placed either side of the road to warn motorists that they are approaching a horse crossing point. Also two rows of white 'Hazard Warning' lines across the road indicating where horses and pedestrians cross. I have taken advice from the British Horse Society and they suggest that the most effective signs are a warning triangle 'Exclamation Mark' above either a 'Horse & Rider' crossing sign or the wording 'Horses Crossing & a distance, e.g 300yds. People do walk the tracks too so possibly 'Horses and Pedestrians.</p>			
6.4	17-22-4 (13/2/22) Bishopstrow SID deployment	<p>Bishopstrow Village is situated on the main route between the Wyllye Valley Villages, Sutton Veny, Corton etc, and Warminster. In particular it is the main route between the town and the villages for access to the popular primary and secondary schools in the area and to the Sutton Veny Trading Estate. The village has had an active Speed Watch group for several years, despite their efforts there remains a high incidence of speeding through the village.</p> <p>The Parish Meeting wish to purchase a Speed Indicator Device that would be moved between up to 3 sites on the Sutton Veny Road through the village. This request is for approval of the sites and for funding for the installation of the poles to mount the device.</p>	<p><u>DISCUSSION</u> Bishopstrow PC explained concerns and expressed interest in purchasing a SID.</p> <p>AB grant submitted for SID purchase.</p> <p>Martin Rose confirmed locations for SIDs on site with PC.</p> <p>Some existing posts can be used to erect SID.</p> <p><u>ACTION</u> BPC to send details of locations and information agreed on site with Martin Rose to Kate Davey for costings to be estimated for next meeting.</p>		Bishopstrow PC

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	Who
7	AOB				
7.1	<p>Chapmanslade PC – comments on AB and CATG relationship. Concerns over AB losing funding and being redistributed elsewhere. Cllr Davis noted comments.</p> <p>Cllr Fraser – comments on Emwell Street future issue to be submitted. KD comments on travel plan for school and TAOSJ funding initiative. Cllr Parks commented on School Travel Plan and asked for WTC to consider what thoughts and solutions they might have to resolve issue.</p> <p>Graeme Morrison – comments on AB funding to be finalised imminently. Not yet seen final terms of reference for the new group remit yet. Confirmed it relates to this financial year 2022/23. Cllr Parks commented that reduced AB funding will be a challenge.</p> <p>Bishopstrow PC – comments on future project. Request for traffic calming on approach from Sutton Veny to Bishopstrow near Eastleigh Court. Potentially a future substantive bid application.</p>				
8.	<p>Agreement of Priority 1 schemes (Max 5 to be progressed at any one time) Note: Issues which are ‘Greyed out’ indicate schemes where orders have been issued but are awaiting implementation.</p> <p>Issues highlighted in Yellow are awaiting approval from the Area board</p> <ol style="list-style-type: none"> 1. 17-20-7 High Street, Maiden Bradley. 20mph limit and Gateway on B3092 - £7000 (CATG - £5250, Maiden Bradley PC £1750.00) 2. 17-20-9 A362 Corsley Heath – Speed Limit Review - £2500 (CATG £1875.00, Corsley PC £625.00) 3. 17-21-3 Park Lane, Heytesbury warning signs - £1,000 (CATG £750, Heytesbury PC £250) 4. 17-21-4 Heytesbury village various dropped kerbs in the village - £4,500 (CATG £3,375, Heytesbury PC £1,125) 5. 17-19-2 A36 / B390 Chitterne road marking improvements - £800 (CATG £800) 6. 17-21-9 A3098 Chapmanslade street lighting improvements - £6,000 (CATG - £4,500, Chapmanslade PC £1,500) 7. 17-21-10 Corsley, Sturford Lane Signing & Road Marking improvements - £1,200 (CATG - £900, Corsley PC £300) 8. 17-21-15 A350 Crockerton dropped kerb - £1,000 (CATG - £750, LDPC - £250) 9. 17-21-17 Horningsham Heavens Gate car park signing improvements - £1,000 (CATG - £750, HPC - £250) 10. 17-21-14 A350 Upton Scudamore bus shelter replacement - £7,000 (CATG - £5,250, USPC - £1,750) 11. 17-21-2 High Street junction with Broadleaze, Codford parking direction sign - £500 (CATG - £375, Codford PC - £125) 				
9.	Date of Next Meeting - 6th July 2022 via MS Teams				

Highways Officer – Kate Davey

1. Environmental & Community Implications

- 1.1. Environmental and community implications were considered by the CATG during their deliberations. The funding of projects will contribute to the continuance and/or improvement of environmental, social and community wellbeing in the community area, the extent and specifics of which will be dependent upon the individual project.

2. Financial Implications

- 2.1. All decisions must fall within the Highways funding allocated to Warminster Area Board.
- 2.2. If funding is allocated in line with CATG recommendations outlined in this report, and all relevant 3rd party contributions are confirmed, Warminster Area Board will have a Highways funding balance of **£38,310.52.**

3. Legal Implications

- 3.1. There are no specific legal implications related to this report.

4. HR Implications

- 4.1. There are no specific HR implications related to this report.

5. Equality and Inclusion Implications

- 5.1. The schemes recommended to the Area Board will improve road safety for all users of the highway.

6. Safeguarding implications – none.

Warminster CATG

BUDGET 2022-23

£30,452.00 CATG ALLOCATION 2022-23

£30,408.52 2021-22 underspend

Contributions

Maiden Bradley PC - 20mph limit and gateway	£1,750.00	Confirmed
Warminster Boreham Rd resident for H bar markings	£150.00	TBC
Heytesbury PC - warning signs	£250.00	Confirmed
Heytesbury PC - various dropped kerbs	£1,125.00	Confirmed
Chapmanslade PC - street lighting improvements on A3098	£1,500.00	TBC
Corsley PC - Sturford Lane signing & road marking improvements	£300.00	Confirmed
Longbridge Deverill PC - A350 Crockerton dropped kerb	£250.00	Confirmed
Horningsham PC - Heavens Gate car park signing & road marking Imp	£250.00	TBC
Upton Scudamore - A350 bus shelter replacement	£1,750.00	TBC

Total Budget

£68,185.52

Commitments carried forward previous years

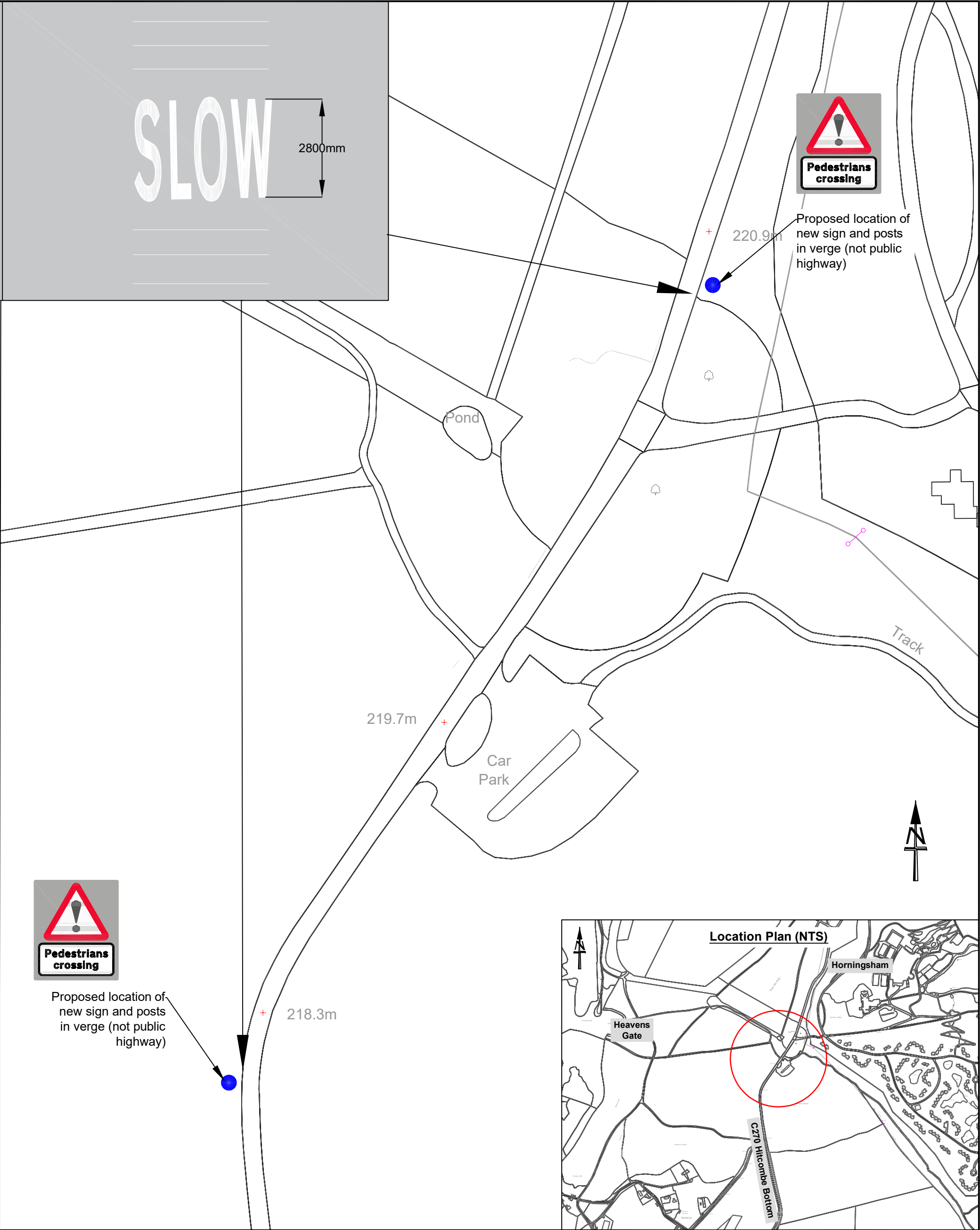
A36 Codford High Street - Lorry Route Signs	£0.00	Awaiting National Highways feedback
Maiden Bradley - High Street / Back Lane 20mph limit. Gateway on B3092	£7,000.00	£4000 Speed Limit / £3000 Gateway (Land Owner to cut back hedge)

New Schemes 2022/23

B390/A36 Knook junction road marking improvements	£800.00	Estimate
Heytesbury, Park Lane warning signs	£1,000.00	Estimate
Heytesbury village various dropped kerbs	£4,500.00	Estimate
A3098 Chapmanslade street lighting improvements	£6,000.00	Estimate
A362 Corsley Sturford Lane signing & road marking improvements	£1,200.00	Estimate
A350 Longbridge Deverill, Crockerton dropped kerb	£1,000.00	Estimate
Horningsham Heavens Gate car park signing & road markings	£1,000.00	Estimate
Upton Scudamore bus shelter replacement	£7,000.00	Estimate

Total commitment **£29,500.00**

Remaining Budget **£38,685.52**



NOTES:

Signing, lining and location shown on this proposal plan are indicative only to provide a visual plan of this proposal.

Traffic & Network Management
County Hall, Bythesea Road, Trowbridge
Wiltshire, BA14 8JD
Tel: 0300 4560100
Website: www.wiltshire.gov.uk

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Wiltshire Council (100049050) 2022

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O	MAR22	KAD	***	***	ORIGINAL
REV	DATE	DRAWN	CHECK	APPRV	DESCRIPTION
DRAWING PURPOSE:					
PROPOSAL					

PROJECT:			
WARMINSTER CATG SCHEME HORNINGSHAM			
DRAWING TITLE:			
C270 HORNINGSHAM SIGNING & ROAD MARKINGS			
SCALES:	NOT TO SCALE	SHEET SIZE:	A3
DRAWING No.	KAD/HORN/D001	REVISION:	O
FILE REF:	L:\TET\Scheme-specific\CATGe\Warm\2022-23\Horningsham\HeavenGate		

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Emwell Street

I have been advised to contact you via the Wiltshire parking services to discuss the traffic, pollution and parking issues on Emwell Street. As a resident here, I can express the many concerns we have on this street, about a number of the issues on Emwell Street but most importantly, the issue of overcrowding, speeding, traffic jams and safety during the school pick up and school drop off hours. Emwell Street is a small one-way street but the number of cars coming down for the school means that people double park (often blocking residential driveways, parking on yellow lines, parking in the car park without paying but the most IMPORTANT issue and it's really the one that needs to be taken seriously, is the safety of the children. Most families try to walk to school, but the children are vulnerable to the pollution and careless driving outside the car park and Minster school.

Please, Please, Please can we tackle this issue BEFORE a child gets hurt. I see every day cars taking priority over the pavement where young children are crossing. Minster school is a primary school and us residents believe that these young children who are good enough to walk and not drive, should not be subjected to pollution and the dangers of cars. Please also bear in mind that small children are in direct line of the height of exhaust fumes, especially those in pushchairs.

I heard recently that in West Sussex, a primary school child was hit by a car and airlifted to hospital. PLEASE can we prevent this from happening at the very tight turning at the car park next to Minster School.

So us residents are enquiring as to whether we can have a no drive through policy for school drop off and pick up (this has been done in many schools in London for the same reason - to protect small children). Please can we consider asking all parents who need to drive to park at the civic centre car park (or other less dangerously small roads) and allow all those young children to walk down Emwell Street without all that pollution and allow them to run, skip, walk, cycle or scoot safely down Emwell street without the risk of being hit by a car.

Please - can we consider the safety of those young children over the needs of the few parents who storm down a small road in their fast cars.

In addition to the safety of these children, I could also point out that many times I have had to help vans or trucks reverse onto Sambourne road because of parking on Emwell Street. This should be just for residents but people use it to park to go shopping, leaving little space for larger vehicles. A couple of weeks ago, I personally had to help 10 cars in a line REVERSE onto Sambourne road, as a truck could not get through. I stood at the zebra crossing to stop traffic coming down Sambourne and directed all those cars and trucks to reverse. This has happened more than once. What would all those cars do if local residents are not about to help them reverse. I attached a video of the food truck not able to get through. This happens ALL THE TIME with refuse trucks. What if this was emergency services? People often use Emwell street as a place to dump stolen or broken down cars, leaving very little space for us residents to park. Can we possibly discuss having resident parking permits? The BMW in this video was a car dumped because it was broken down and blocked passing traffic this narrow street for over 2 weeks. It also took up a very valuable parking space for

us residents. Many of us do not have a car space. And those that do, often get blocked by cars parking for the school.

Please can you help with this. I have been bounced about between different parts of Wiltshire Council so I am hoping now I have come to you we can collectively do something.

Thank you in advance for you time

I just want to reiterate, one of the issues with the school run is not only the chaos and dangerous driving at the entrance to the car park next to the Weymouth Arms, but also the double parking on Emwell street, where most drivers leave their engine running. This produces the extra pollution at school run times.

I know schemes have been successful in London (and other smaller communities) to stop the road the school is on being used by cars during the school run. Just as a little thought - here is just one example :

<https://hackney.gov.uk/school-streets>

I know it may not seem useful to compare London to Warminster but the school sizes may be comparable and therefore the number of children affected (not forgetting the younger siblings of those being walked as well), so this could take the figure of children here be affected to around 300 TWICE a day, EVERY day. And taking into consideration that Emwell Street is extremely narrow, so any fumes given off are trapped in this small space for young children to inhale.

Anyway I hope this helps and please do let me know what else I may need to know or do to see how far us residents can support this change, as I am not only speaking on behalf of myself here. I have spoken with many residents and we all feel the same about this.

Town Development Committee on 25th April 2022

10.2

Excessive speed/dangerous driving, Fore Street and Brook Street

By Councillor John Syme

This report is based upon public complaints and my own personal observations relating to the speed of traffic and the manner of driving on Fore Street and Brook Street, Warminster.

Fore Street commences at its junction with Deverill Road near Foreminster Court and the old post office and progresses in a westerly direction until it becomes Brook Street. Brook Street continues until it joins the Broadway Roundabout at its junction with South Street. Both Fore Street and Brook Street are unclassified highways but serve as the main route for vehicles travelling from the south-west of Warminster towards the A36 roundabout near Bore Hill and the other residential areas in the Wylve Road area of the town. The maximum permitted speed for Fore Street and Brook Street is 30 mph.

I have carried out traffic counts in both directions at various times during weekdays and at weekends. See below for results:

Average vehicle movements in an easterly direction on weekdays between 1000 hours and 1100 hours was calculated by a method of counting vehicles for 10 minutes and multiplying that figure by 6 to obtain the average number of vehicles per hour.

Average total was 276 per hour.

Between 1530 hours and 1630 hours (includes school movements) the total was higher. Average total was 328 per hour.

Average vehicle movements in a westerly direction varied slightly.

Between the same times as above the average vehicular movement was 291 (am) and 334 (pm) respectively.

Weekends included both Saturday and Sunday vehicle counts which as expected did not include school movements, but did I suspect include journeys to the town shops and family outings.

Saturday movements were as follows: Easterly morning movements: 255 per hour.

Westerly morning movements: 344 per hour.

Easterly afternoon movements: 278 per hour.

Westerly afternoon movements: 348 per hour.

Sunday movements were less: Morning: 138 (am) and 252 (am) respectively.
Afternoon: 166 (pm) and 277 (pm) respectively.

These figures show how busy these roads are and recognizing there are sections of these roads that are used by householders to park their vehicles instead of using off-road parking and their garages, there is a fairly high probability of road traffic collisions. Having made enquiries in the area there have been several non-injury collisions, which do not have to be reported to the Police if personal details are exchanged between drivers.

Fore Street/Brook Street measures 3/10th mile (525 yards) in length and is bordered on the south side of the road by predominantly residential properties and three roads namely Bread Street, Chapel Street and King Street. The northern side is bordered at its eastern end by Foreminster Court (15 properties with no off-road parking) and then by partially fenced in recreational land, a large children's play area, a public footpath which connects to Alcock Crest housing estate, and finally a large unfenced and unmanaged field (wetland).

The recreational land, children's play area and footpath are all well used.

In my opinion the speed of traffic along this road is on average well above the 30-mph speed limit. I cannot give an accurate speed but having been a Police Traffic Patrol Officer I estimate the average speed of vehicles to be in the range of 45-mph up to in many cases over 60-mph. Excessive speed can be classed as dangerous driving especially in built up areas such this one.

I respectfully ask members of the Town Development Committee to support the following:

- a. Improved signage.
- b. A request for a metro check.
- c. A request to the Police to carry out observations and speed checks

10.3 Manor Gardens



Parking in Portway

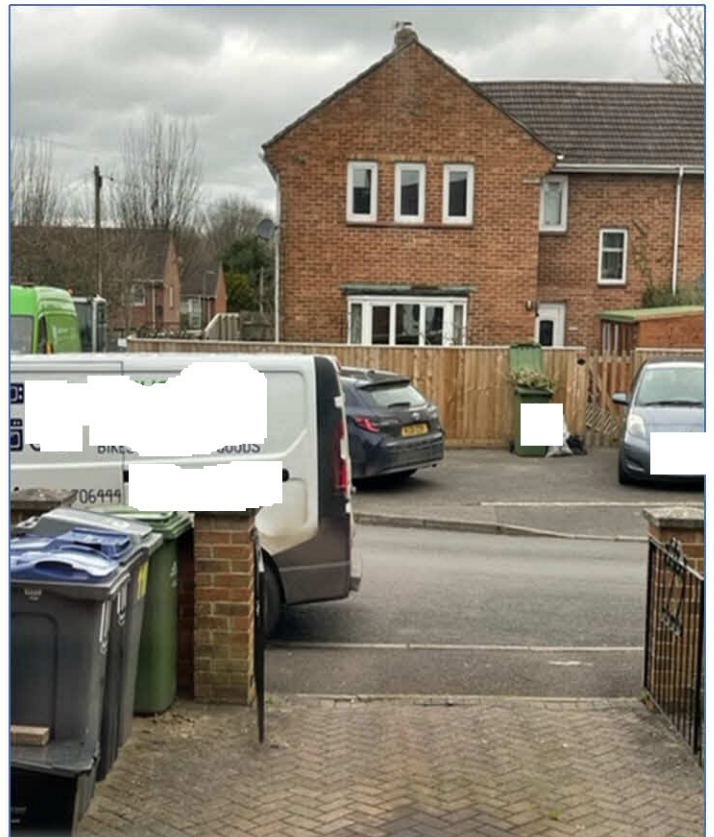
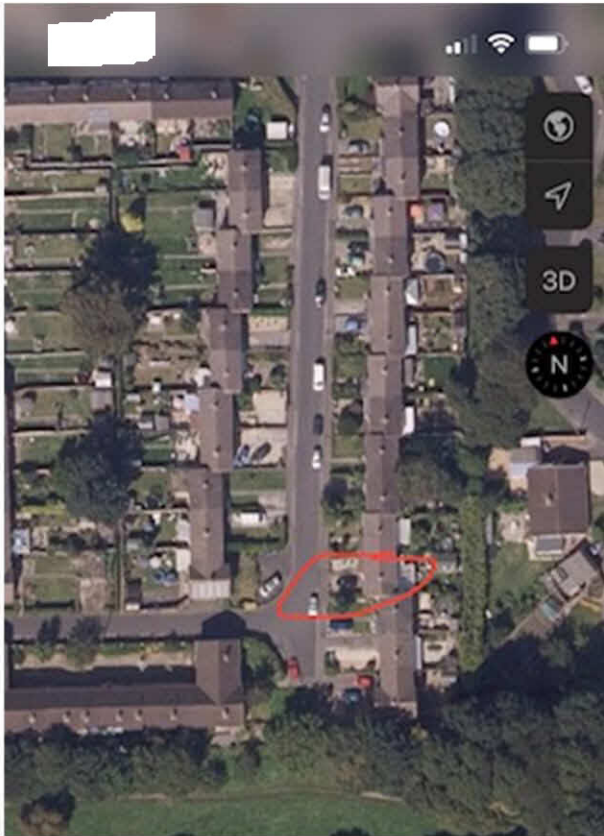
9th March 2002

Dear Warminster Town Council,

There are frequent and repeated incidents where the best use of car parking space is not being achieved because some cars are parked in such a way as to waste space. As a solution to this problem, could white lined boxes be created so as to achieve a better use of the spaces available?

Alternatively, or perhaps in addition, could a small metal sign, headed "Warminster Town Council" with your logo, be positioned on a light or telephone pole near to these places, worded "Please park considerately." I note that a similarly sized metal sign is positioned near the Hot Wok and Imber Court to prevent pigeon droppings. Would the Council please approve these white line boxes for Portway parking plus small signs to emphasize this requirement?

10.6 Alcock Crest – Parking across a private driveway



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WILTSHIRE PRACTICE NOTE

TEMPORARY SPEED INDICATOR DEVICE SITE ELIGIBILITY AND DEPLOYMENT CRITERIA

1.0 Introduction

- 1.1 Speed Indicator Devices are a means of raising awareness of vehicle speeds and educating driver behaviour. They are useful in supporting other methods of direct speed control such as Police enforcement and Community Speedwatch (CSW) programmes. They can provide a means of highlighting speed issues where direct measures cannot be used, such as where speeding occurs at night or at locations with difficult access.
- 1.2 SIDs should only be used at the sites meeting the eligibility criteria.
- 1.3 SIDs should be deployed on a temporary basis and are normally in place at a site for between 2 and 8 weeks.. To maintain their effectiveness they should not be redeployed until a minimum time of 4 weeks has elapsed. SIDs should only be deployed on roads subject to 20, 30 and 40 mph speed limits. Enforcement activities on roads with higher speed limits remains solely within the remit of the Police.

2.0 Eligibility Criteria

- 2.1 The Council can undertake traffic counts at each requested site in order to measure vehicle speeds and allow assessment against the criteria. The counters will be in situ for a week at each site and will record vehicle speeds and volumes at all times during that week. If the request indicates that speeding is a problem at certain times of the year this will be taken into account. This enables determination of any trends relating to speed at certain times of the day or night. No site will be considered for SID deployment until a traffic count is undertaken.
- 2.2 The eligibility criteria for the use of SIDs is set out in the table below. The threshold levels have been set to accord with the National Police Chiefs Council (NPCC) speed enforcement guidelines.

	Speed Indication Device (SID)
20 mph limit	85 th ile speed 24.1 mph and over
30 mph limit	85 th ile speed 35.1 mph and over
40 mph limit	85 th ile speed 46.1 mph and over

The 85th percentile speed is that not exceeded by 85% of the vehicles using the route.

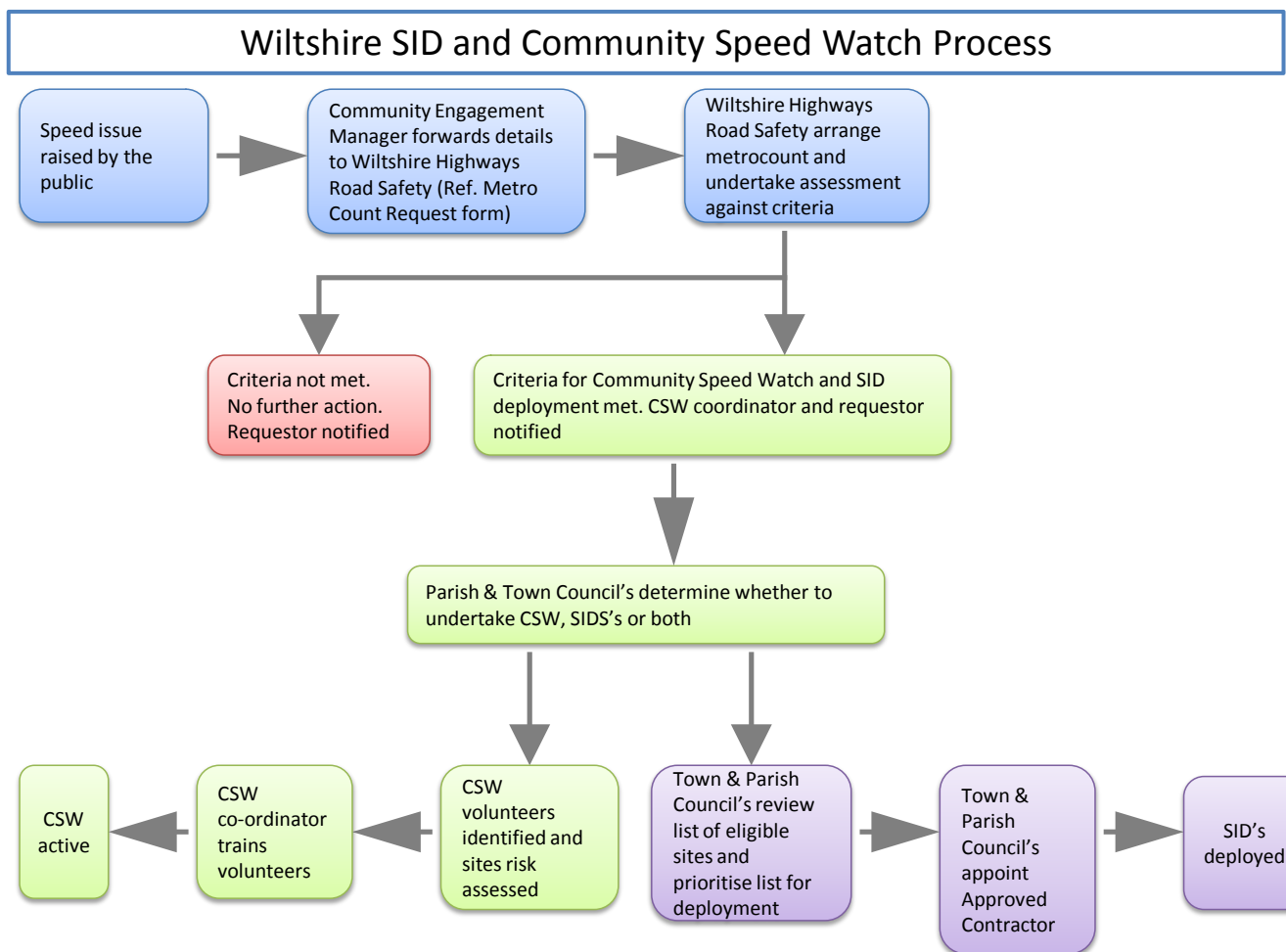
Note: The threshold levels for SID's are the same as those used for Community Speedwatch.

2.3 A flow chart illustrating the process is included at **Appendix A**

3.0 **SID Deployment**

- 3.1 SIDs should be deployed on a temporary basis and should be insitu for between 2 and 8 weeks. Research by the Transport Research Laboratory has indicated that the effect of the SID on speed reduction is greatest within the first two weeks of deployment, with sites having SIDs in situ for longer recording little or no further speed reductions after two weeks ('Effectiveness of Speed Indicator Devices on reducing vehicle speeds in London', TRL, 2008). Deployment periods between 2 and 8 weeks are at the discretion of the relevant Town or Parish Council based on individual site circumstances but it is recommended that this is evidence led.
- 3.2 Town & Parish Council's either singularly or in collaboration are responsible for the sourcing and purchase of suitable SID units.
- 3.3 The Town and Parish Council's will be responsible for putting together, monitoring and reviewing a programme for SID deployment.
- 3.4. Deployment of the SIDs must be undertaken by an approved Contactor. The approved Contractor must have Operators Streetworks accreditation (for more details see <https://www.gov.uk/government/publications/street-works-qualifications-in-england>) and Public Liability Insurance of at least £5,000,000. Responsibility for checking and approval of suitable contractors rests with Town & Parish Councils and is therefore self-policing.
- 3.5 It will be for the Town & Parish Council's to decide on how many contractors are engaged and how any payment mechanism should work. Deployment by members of the public or other groups is not permitted due to safety and liability considerations.
- 3.6 Town and Parish Councils are encouraged to review, amend or add to the deployment programme not less than every six months to take into account new sites or to allow sites which may not have been deemed a priority during the initial programme to be incorporated.
- 3.7 Other factors relating to SID deployment are set out at **Appendix B**

APPENDIX A



Appendix B

Temporary Speed Indicator Devices (SID) Deployment Guidelines

1. These guidelines apply to all SIDs used on the Wiltshire Highway network regardless of the funding source, ownership and device location
2. Sites should meet the eligibility criteria as set out in the Wiltshire practice note.
3. The SID should be in-situ for between 2 and 8 weeks at any eligible site.
4. The SID should not return to monitor an eligible site within 4 weeks of the previous visit.
5. The exact location of the SID within the eligible site can be varied within the site limits at each visit
6. Wiltshire Council reserves the right to remove any device where either the duration of 8 weeks is exceeded, the location is considered a road safety hazard, or if the SID is not being deployed in accordance with the stated guidelines.
7. Any additional infrastructure required to enable SID deployment must be funded by the Area Board / Community Area Transport Group or the relevant Town / Parish Council and approved by Highways officers prior to installation
8. Trigger Speeds of the device should be set to match the Police threshold levels for prosecution and as such should not be altered. In a 20mph limit the trigger speed is 24mph, in a 30mph it is 35mph and in a 40mph it is 46mph.
9. SID's must be mounted at a minimum height of 2.0 metres above ground level (to avoid damage / vandalism) in verge areas and 2.4 metres in footway and cycle-ways. . Devices must have a minimum edge clearance to the running carriageway of 450mm and cannot be fixed to telegraph poles or concrete street lighting columns. No ladders, step ladders or other climbing aids should be placed in direct contact with or leant against the lighting column or post as the additional weight may result in sudden failure. It will be for the Town & Parish Council's to ensure that approved contractors are aware of these requirements. Any damage to Highway furniture will be recharged.
10. Additional posts can be provided to facilitate SID deployment. However they must not be permanently left in place when the SID is not deployed. Posts must be fixed via a socketed ground anchor to allow for post removal. An example fixing can be found at <http://www.nal.ltd.uk/products/retention-socket-systems/retention-socket-non-illuminated-base/>.
11. Where SIDs are erected on existing street lighting columns, advance notification must be given to Wiltshire Council by sending an email to streetlighting@wiltshire.gov.uk providing the dates of deployment, the road name, and the column identification number.
12. SID's require a straight road on the approach, free of obstruction, to allow the radar to accurately assess vehicle speed. Dips in the road will affect the operation of the SIDs, as can bus shelters reflecting the sun. Careful consideration is required to direct devices away from property windows and avoid problems associated with light pollution. SID's must not be positioned close to or at speed limit terminal points.

SIDs - Frequently Asked Questions

1. *Why can SIDs only be deployed on roads subject to 20, 30 and 40 mph speed limits?*

Enforcement of speed limits on roads subject to limits over 40mph has to be done by Police Officers who are suitable trained using in car or hand held speed enforcement devices. This is national practise agreed by the National Police Chiefs Council (NPCC) not just applicable to Wiltshire.

2. *Why can't SIDs stay at one location for longer than 8 weeks?*

Research by the Transport Research Laboratory has indicated that the effect of the SID on speed reduction is greatest within the first two weeks of deployment, with sites having SIDs in situ for longer recording little or no further speed reductions after two weeks. In addition, case studies from Kingston upon Thames, where the use of SIDs is wide ranging, have shown that SIDs effectiveness reduces over time. Deployment periods between 2 and 8 weeks are at the discretion of the relevant Town or Parish Council based on individual site circumstances but it is recommended that this is evidence led.

3. *Why does a count have to be carried out before SID deployment takes place?*

Counts are undertaken to establish if there is speeding taking place, the extent of the speeding problem and to identify the correct solution. Pedestrians and residents routinely overestimate the speed of vehicles passing by and it is vital that factual data is used. This helps to identify those locations which genuinely have a speeding problem and also means that further comparative counts can be undertaken to establish whether the problem has been addressed.

4. *Can a SID be used to collect traffic data?*

The data capture capability that some SIDs have has not been utilised due to concerns over the reliability of the data. The presence of the SID itself may alter driver behaviour and collecting data from it may give a false impression or different set of results that may not be representative. In addition data is only collected in one direction. To enable comparison between before and after speeds, those sites where SIDs are deployed may be subject to further counts as these provide more reliable data.

5. *What does the 85th percentile mean and why is it chosen? Doesn't this mean that speeding is being tolerated?*

The concept of the 85thile speed has been developed from the considerable body of research and observation carried out to analyse driver behaviour. It is the highest speed at which most drivers can be considered to be driving sensibly and in a manner appropriate for the prevailing conditions. Those drivers exceeding the 85thile value are therefore much less likely to conform to reasonable patterns of behaviour and consequently would pay little regard to safety enforcement measures. The 85thile value can therefore be regarded as a cut off point beyond which safety measures would have no reliable practical or statistical value.

The 85thile speed is defined as that which reasonable people tend to adopt according to the road environment and is calculated by recording the speeds at or below which 85% of all vehicles travel under free flowing conditions past a nominated point. For example if a count records the speeds of 100 vehicles then the top 15 are discounted and the resulting highest speed is then the 85thile value.

6. *Can we have a permanent SID like the ones we see elsewhere in other counties?*

National evidence has shown that the effectiveness of permanently installed vehicle activated signs for speed education purposes reduces with time. The use of temporary SID's is intended to maximise the impact of this type of sign on motorists.

7. Can SID's be used at sites not meeting the criteria?

The Town & Parish Council's may, at their discretion, choose to add sites that have been subject to an automatic traffic count but that do not meet the eligibility criteria to the SID deployment list. . It will be for the Town & Parish Council's to decide if the SID deployment is justifiable in these circumstances. However use of SIDs at sites where there is no speeding problem is not encouraged as this may impact on the availability and frequency of deployment at those sites with a speeding problem and lessen the overall impact that SIDs are intended to have.

8. How often do they need service / recalibration?

Annually

9. What is an Approved Contractor?

An approved contractor is a company, business, group or individual who holds Operator's Streetworks accreditation and has a minimum £5,000,000 of Public Liability Insurance.