

Highways Working Group February 15th 2024



In Attendance ; Cllr Alison Irwin & Cllr Jenny Jones

Items for discussion;

- *Dilton Marsh Parish Council (DMPC) to collect photo evidence showing extent of evening on street parking opposite The Weavers on the bend to help build an evidence basis for whether the introduction of waiting restrictions is worth pursuing.*

Photographic evidence is being gathered and will be available for forwarding along with any Highways Improvement Requests made.

The working party has discussed waiting restrictions at length and feel that other methods of traffic control would be better.

- *DMPC to investigate whether there is a desire/demand for the informal crossing point near The Weavers to be refurbished or relocated closer to The Weavers entrance.*

The working party were undecided on this point and would therefore refer it to the March 24 DMPC for further debate.

- *DMPC to consider whether further restrictions are needed at the junction with Shepards Mead. Currently there are work vans sited in close proximity to the junction, but this might improve once the adjacent construction work is complete. DMPC to monitor the ongoing situation here.*

Monitoring to continue whilst building work is ongoing.

- *DMPC to arrange for SID to operate near The Weavers to get an understanding of speeds in this part of the village.*

The working party feel that we should move forward quickly with obtaining a second speed indicator device and should commission the works to go forward for the placement of sockets and poles as agreed previously.

- *Await traffic survey results for existing submission near Alan Powell Lane and DMPC to request another survey at the Fairfield college end of the village.*

On going.

- *DMPC to collect photo evidence near Fairfield College traffic calming build out and memorial hall to help build an evidence basis for whether waiting restrictions are required here or amendments to the build out arrangement currently in situ.*

The working party discussed the removal of the chicane at length and feel that its removal will improve the traffic flow in the area and the placement of a speed bump will maintain the level of speed control needed. We discussed yellow lines here and decided that the removal of the chicane should come first with the speed bump and then reassess.