



Devizes Town Council

www.devizes-tc.gov.uk

PLANNING COMMITTEE

You are summonsed to attend a meeting of the Planning Committee at the following, place and date.

Date: Tuesday 13th September 2022

Time: 7pm

Place: Assembly Room, The Town Hall, St John's Street, Devizes

Enquiries: Tel: 01380 723333

Chairman: Deputy Mayor, Councillor Stevens

Mayor: Councillor Corbett

Councillors:	Bridewell	Britten	Brown
	Burton	East	Gay
	Geddes	Giraud-Saunders	Greenwood
	Hopkins	Hoult	Hunter
	Nash	Oliver	Ormerod
	Pennington	Rose	Wallis
	Wooldridge		

AGENDA

1. MINUTES

To approve as a correct record and authorise the Chairman to sign the minutes of the meeting held on 30th August 2022 and which have been circulated alongside the agenda.

2. APOLOGIES FOR ABSENCE

3. DISCLOSURE(S) OF INTEREST

To receive any disclosure(s) of interest by a Councillor or an officer in matters to be considered at this meeting, in accordance with provisions of Sections 94 or 117 of the Local Government Act 1972 or the National Code of Local Government Conduct.

4. PUBLIC PARTICIPATION

At the Chairman's discretion, members of the public attending the meeting will be allowed to ask questions, make a statement or address the Council upon a matter of concern to that person which is relevant to the Council. A time limit of 5 minutes per person will be permitted, but this may be extended at the Chairman's discretion and a maximum period of 20 minutes has been allocated by the Council for this item of business.

5. REPORT FOR DECISION – PLANNING APPLICATIONS FOR CONSIDERATION

Details of Planning Applications for Consideration are attached ([doc 5/1](#)).

Members wishing to make enquiries about any of the applications listed or inspect plans before the meeting are advised to do so on line at Wiltshire Council.

6. REPORT FOR INFORMATION – WILTSHIRE COUNCIL'S NOTICE OF PLANS GRANTED OR REFUSED

Attached ([doc 6/1](#)) a list of plans granted, refused or withdrawn.

7. REPORT FOR DECISION – TEMPORARY SPEED INDICATOR DEVICES

Recommendation

That the committee considers if it will wish to pursue the deployment of temporary Speed Indicator Devices during the financial year 2023/24.

Purpose of the Report

For the committee to consider if within financial year 2023/24 it will be seeking to deploy Speed Indicator Devices within perceived speeding hot spots in the town.

Background

At a previous meeting of this committee there was a short discussion on the benefits and pitfalls of deploying Speed Indicator Devices, and officers were tasked with identifying the criteria which permits their use.

Wiltshire Council's Highways department have now forwarded that information which is attached at ([doc 7/1](#)).

The committee has a number of options it needs to consider.

Options Considered

- If practicable, would the committee wish to seek to deploy Temporary Speed Indicator Devices during the financial year 2023/24;
- What are the preferred locations for the deployment of Temporary Speed Indicator Devices;
- Does the Town Council wish to request that Wiltshire Council carries out metro counts in the current financial year to better understand possibilities and options;
- That officers make provision in the 2023/24 budget for the purchase of a Speed Indicator Device.

Implications and Risks

Financial and Resource Implications

There will be a financial or resource implication for the Council associated with this decision but this will be set out in the 2023/24 budget

Legal Implications and Legislative Powers

The Council will be considering this matter under its General Power of Competence

Environmental Implications

Officers are unaware of any environmental implication for the Council associated with this decision.

Risk Assessment

Officers are unaware of any risk implication for the Council associated with this decision.

Crime and Disorder

Officers are not aware of any issues the Council should consider under Section 17 of the Crime and Disorder Act 1998.

8. QUESTION TIME

A short time is allowed at the discretion of the Chairman for councillors to ask questions on matters which are not on the current agenda but which are related to matters which have been previously discussed on an agenda relevant to the committee.

At least 24 hours' notice must be given to officers of the intended question. All other matters should be raised on an agenda and the request should be submitted through the Town Clerk

TOWN CLERK



PLANNING COMMITTEE
13th September 2022

Doc5/1

Devizes Town Council
PLANNING COMMITTEE

Committee Members :

DOC5/1

DOC5/1 . **PL/2022/05124** Plot Ref :- Type :- LISTED
Applicant Name :- Mr T & Mrs J Merriman Date Received :- 27/08/2022
Parish :- North Date Returned :-
Location :- 1 Trafalgar Place Agent
Bath Road
Devizes
Proposals :- Proposed installation of 2x conservation rooflights
Observations :-

DOC5/1 . **PL/2022/05920** Plot Ref :- Type :- FULL
Applicant Name :- Mr Lewis Hillier Date Received :- 19/08/2022
Parish :- East Date Returned :-
Location :- 43 Eastleigh Road Agent
Devizes
Proposals :- Division of existing house and garage and conversion of garage
utility area to create a 3-bed dwelling
Observations :-

DOC5/1 . **PL/2022/06265** Plot Ref :- Type :- LISTED
Applicant Name :- ISG Retail for Lloyds Banking Date Received :- 24/08/2022
Parish :- North Date Returned :-
Location :- 38 The Market Place Agent
Devizes
Proposals :- Replacement of the external ATM with a like for like newer
machine. A new 393mm deep pit to be created in the ATM service
area. New balustrade and gate access to be installed around pit
Observations :-

DOC5/1 . **PL/2022/06543** Plot Ref :- Type :- HOUSEHOL
Applicant Name :- Miss Croucher Date Received :- 05/09/2022
Parish :- Date Returned :-
Location :- 25 Chivers Road Agent
Devizes
Proposals :- New single storey extension to the rear of the property, new
rooflights to existing building and loft conversion
Observations :-

[Link to Plan PL/2022/05124](#)

[Link to Plan PL/2022/05920](#)

[Link to Plan PL/2022/06265](#)

[Link to Plan PL/2022/06543](#)

[Return to main agenda](#)

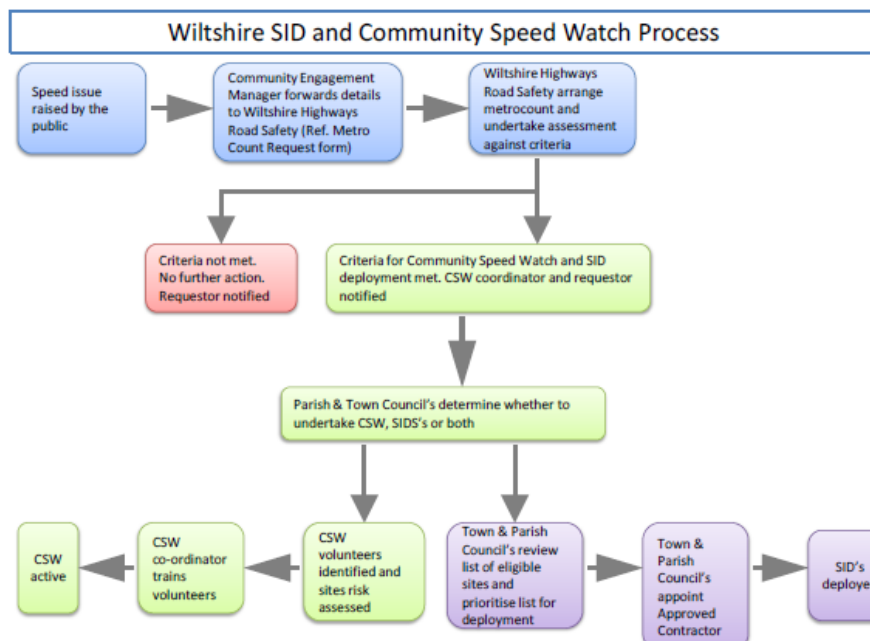
Doc6/1

PLANNING APPLICATIONS WHICH WILTSHIRE COUNCIL HAVE EITHER GRANTED OR REFUSED PLANNING PERMISSION

Reference	Details	Applicant	Devizes Town Council Response	Granted or Refused
PL/2022/04889	Small extension to hospital to form staircase to attic & alterations and raising of section of the roof to form ancillary accommodation for use by the staff at the veterinary hospital – at the Vets Hospital, 7 Estcourt Street	Estcourt Veterinary Practice	No objection, 19/07/2022	Granted, 25/08/2022
PL/2022/04546	Proposed non-illuminated shop fascias with charity logo – at 36A The Market Place	Miss Jo Hindle	No objection, 02/08/2022	Granted, 17/08/2022
PL/2022/04833	Proposed non-illuminated shop fascias with charity logo – at 36A The Market Place	Miss Jo Hindle	No objection, 02/08/2022	Granted, 17/08/2022

- 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 Contractor. 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.