

LOCAL HIGHWAY AND FOOTWAY GROUP ACTION / NOTES LOG

	Item	Update	Actions and recommendations	Who
	Date of meeting: 20th April 2023			
1.	Attendees and apologies			
		Matthew Dean (Chair - Wiltshire Councillor) Suzanne Wickham (Wiltshire Councillor) Carole King (Wiltshire Councillor) Gordon King (Wiltshire Councillor) Michael Sutton (Westbury Town Council) Keith Rayward (Bratton Parish Council) John Pollard (Edington Parish Council) Richard Culverhouse (Heywood Parish Council) John Masson (Heywood Parish Council) Julie Dyer (Westbury Town Council officer) Kirsty Rose (Wiltshire Council) Denise Nott (Wiltshire Council)		
	Apologies	Sarah Harris (Westbury Town Council officer)		
2.	Notes of last meeting			
		The notes of the last meeting were agreed at the area board on 24 th March 2023		
3.	Financial Position			
		2023-24 allocation £20,908.00 The available budget at the start of the meeting is £22,990		

LOCAL HIGHWAY AND FOOTWAY GROUP ACTION / NOTES LOG

	Item	Update	Actions and recommendations	Who
		<p>The contribution level for Parish/Town Councils is set at 30%.</p> <p>Allocations made at meeting:</p> <p>Oldfield Park/Queens Road, Westbury - £2500 (£1750 LHFIG / £750 WTC) Alfred Street Westbury 20mph - £4000 (£2800 LHFIG / £1200 WTC) The City. Edington - £1400 (£980 LHFIG / £420 PC) Court Lane, Bratton - £300 (£210 LHFIG / £90 PC) Castle Road Bratton - £400 (£280 LHFIG / £120 PC) Edward Street Westbury - £1150 (£805 LHFIG / £345 TC)</p> <p>Remaining budget: £16,165</p>		
4.	New Issues / Requests			
a)	<p>18-23-1 Frogmore Road, Westbury (jct with Fore Street)</p>	<p>For many years we have had problems parking anywhere near our houses but it's just getting so bad! We would all pay for permits if you could change it to permit only? The hairdressers at Fore st all park outside our houses along with their customers and also people who live down Maristow street and surrounding areas. I want to buy an electric car but as it stands I'd never be able to charge it at home.</p> <p>At a meeting held on Monday 16th January 2023, Westbury Town Council Highways, Planning and Development Committee considered the above issue and has the following response to make:</p> <p>The committee agreed that a residents parking scheme would not be considered unless the majority of resident were in support.</p>	<p>CK reported that parking is generally an issue in Fore Street. It was also noted that the hairdressers no longer park in this area due to vandalism of their vehicles.</p> <p>19 households were approached in relation to residents parking and only 1 household was not in favour.</p>	

LOCAL HIGHWAY AND FOOTWAY GROUP ACTION / NOTES LOG

	Item	Update	Actions and recommendations	Who
		However, they also agreed that there were problems in this area, with parking, traffic accessing A350, HGV's and the narrowing of the road. Therefore, the committee agreed to ask Wiltshire Council Local Highways Footway Improvement Group (LHFIG) for a Highways Engineer to review the area.	It was agreed that the layout of the junction and potential for parking changes/residents parking would be reviewed.	KR
b)	18-23-2 Court Lane, Edington	Vehicles travelling east along Court Lane carry straight on into Baynton Way ignoring any traffic coming south on Court Lane and vice versa, apparently there have been a number of near misses as the locals say that the road carries round the bend and down Court Lane whereas people using the stables and possibly the Slades Farm Guest House assume that the priority is for straight ahead into and out of Baynton Way. This has been raised at CATG previously but the situation has got worse with the increase in traffic in the area. Would like to see white lines to show who has priority/right of way.	It was reported that this area is well used by non-residents to access the camping and stables. There is no existing junction signing. It was agreed that this area will be reviewed.	KR
c)	18-23-3 Slag Lane, Westbury	Slag Lane road sign has been missing for 5 years plus, it is believed a bus knocked it over when it was taking a left turn. At a meeting held on Monday 20 th March 2023, Westbury Town Council Highways, Planning and Development Committee considered the above issue and has the following response to make: The March HP&D committee voted that the issue should be forwarded to LHFIG for further consideration.	This is to be taken forward through local highways as a maintenance replacement. This can be removed from the tracker.	To note
d)	18-23-4 Bratton Road Westbury – between The Lodge and Cemetery	The lodge on Bratton Road has for many years had cars parked on the inbound carriageway on Bratton Road Westbury. This has created a traffic calming obstacle and is not necessarily a problem, however, there has been in the last year an increase of vehicles being parked opposite	KR and GK to undertake site visit to review request and extent of proposed restrictions.	KR/GK

LOCAL HIGHWAY AND FOOTWAY GROUP ACTION / NOTES LOG

	Item	Update	Actions and recommendations	Who
		<p>on the grass verge. This damages the verge, prevents grass cutting and obstructs the Vehicle activated sign (VAS). Maintenance of the VAS is also hampered as vehicles are often parked so close to the VAS lighting column it is not safe to access it. Vehicles parked in this area have been regularly reported to Wiltshire council, but no action has been taken to enforce. Residents have also complained. It has also been noted that the parked vehicles often extend so far down towards the cemetery entrance that vehicles find it difficult to manoeuvre between them and the pedestrian reservation which is a kerbed crossing point with bollards in the centre of the road.</p> <p>Most of the parked vehicle are from The Lodge property and not visitors to the cemetery.</p> <p>It is suggested that waiting restrictions (double yellow lines) are installed on the outbound carriageway from the junction of Bitham Park and Bratton Road for a distance of approximately 73 meters towards the town. Also, waiting restrictions to be installed on the inbound carriageway from the Cemetery entrance for a distance of approximately 35 meters.</p> <p>Please see attached map.</p> <p>Any vehicles parked on the verge can then be ticketed and on the other side of the road it will prevent parked vehicles from stretching down the road to the central pedestrian reservation making it difficult for incoming vehicles to manoeuvre round them.</p> <p>The March HP&D committee voted that the issue should be forwarded to LHFIG for further consideration and Option 3 – that</p>	<p>Proposal to be shared ahead of next meeting.</p> <p>Restrictions to be advertised as part of batch of restriction requests in Westbury.</p>	

LOCAL HIGHWAY AND FOOTWAY GROUP ACTION / NOTES LOG

	Item	Update	Actions and recommendations	Who
		the matter is of sufficient seriousness to be considered a town council priority worthy of a contribution to the cost.		
e)	18-23-5 Warminster Road/Wellhead Lane, Westbury	<p>Please can i suggest that white posts are put on the green to stop people parking on it and ripping up the mud. The green as you come off Warminster Road heading onto Wellhead Lane. Like you have done on Leigh Park by the fish and chip shop. I then would also like to suggest it becomes a wildflower and no mow location. This would also save you money. Plus a tree in the middle which i would be happy to buy. It would then sort of replace the huge trees they have cut down opposite at the old Cedar Hotel and the tree that come down in the storms last year just past the green. Plus, this may make a tiny improvement to the horrendous incinerator that is coming.</p> <p>The March HP&D committee voted that the issue should be forwarded to LHFIG and that posts should be considered, however the request for wildflowers is not a matter for this council or LHFIG. They voted Option 2 – that the matter (posts only) is of sufficient seriousness to be of immediate consideration by the Local Highway and Footway Improvement Group.</p>	This is to be taken forward through Local Highways as a maintenance issue and can be removed from the tracker.	To note
5.	Top 5 Priority Schemes			
a)	18-19-8, 18-20-26 Frogmore Road (From Rosefield Way to Slag Lane). 18-21-7 Slag Lane, Westbury	<p>The substantive bid was not submitted due to concerns by WTC.</p> <p>KR gave a presentation to HP&D outlining the options for this scheme.</p> <p>WTC have confirmed they now wish to proceed with a bid in the next round.</p>	Substantive bid to be submitted in 23/24 round.	To note

LOCAL HIGHWAY AND FOOTWAY GROUP ACTION / NOTES LOG

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b)	<p>18-20-4 Parking Oldfield Park Westbury (nr 103) – Request for additional parking</p> <p>18-20-5 Oldfield Park, Westbury - Parking (nr 71)</p> <p>18-20-28 Westbury Infant School</p>	<p>TRO consultation to take place from 10th February until 13th March.</p> <p>Concerns around standing water and drainage were discussed. Drainage concerns should be reported via the MyWilts App in the first instance.</p>	<p>Objections to TRO advert received therefore cabinet member report required. This is being prepared. Officer recommendation to proceed as advertised.</p> <p>Funding for implementation agreed (subject to cabinet member decision) at cost of £2500 (£1750 LHFIFG / £750 WTC). Town council contribution to be agreed.</p>	<p>To note</p> <p>WTC</p>
c)	18-20-18 Bratton Road Westbury – narrow section	Substantive bid submitted and awaiting outcome.	Substantive bid successful. Waiting restriction to be advertised. Works pack to be prepared and aiming for construction late 2023.	To note
d)	18-21-10 Hawkeridge Road, Westbury Request for ANPR at Bus Gate	<p>There are potential issues with electricity supply to ANPR cameras. This is being investigated. There is no option for solar provision.</p> <p>Town Council to consider origin/destination survey from item 4a when received and determine if they wish to proceed.</p>	A note has been provided with the tracker outlining the issues and costs associated with this for the Town Council to consider.	To note

LOCAL HIGHWAY AND FOOTWAY GROUP ACTION / NOTES LOG

	Item	Update	Actions and recommendations	Who
		<p>Providing an electrical supply to the ANPR camera may cost in the region of £30,000 and would require authorisation from Network Rail. Atkins Street Lighting are gathering further detail on this. There may also be issues with achieving the correct depth of cover for the supply across the bridge deck.</p>	<p>It was agreed that this would be removed from the LHFIG programme.</p> <p>Westbury Town Council are to consider if they wish to proceed with this scheme in light of the associated costs and Community Governance Review.</p>	<p>WTC</p>
6.	Other Priority schemes			
a)	<p>18-20-20 Newtown, Westbury – request for ‘unsuitable for HGV’ sign</p>	<p>The traffic survey to be undertaken on Newtown has been asked to include vehicle types to identify the extent of this issue. The group agreed to await the outcome of the traffic survey.</p> <p>Await outcome of traffic survey.</p> <p>Survey results attached with tracker. Survey to be repeated in Summer 2022.</p> <p>Survey showed 9 return large vehicle movements per day on average. This is not excessive and accounts for required access.</p> <p>To be reviewed following further survey. On hold until Summer 2022</p>	<p>Signing installation complete. Item to be removed from tracker.</p>	<p>To note</p>

LOCAL HIGHWAY AND FOOTWAY GROUP ACTION / NOTES LOG

	Item	Update	Actions and recommendations	Who
		<p>It was agreed that an 'unsuitable for HGV' sign would be provided. The estimated total cost is £400 with £280 LHFFIG contribution and £120 WTC contribution (tbc).</p> <p>Order with contractor. Awaiting installation.</p>		
b)	18-21-3 Alfred Street, Westbury	<p>(notes shortened. See August 22 notes for full details)</p> <p>Traffic survey results circulated with note tracker. Consideration may be given to introduction of 20mph speed limit (sign only) to include streets leading off Alfred Street.</p> <p>The group agreed that a 20mph speed limit should be given consideration. A signing proposal and cost estimate is to be prepared.</p> <p>It was agreed to proceed with TRO advert. Funding was agreed at £2500 (£1750 LHFFIG / £750 WTC) subject to confirmation of contribution from WTC.</p> <p>KR to also prepare proposal plan and cost estimate for implementation to be discussed as next meeting.</p> <p>TRO documents with TRO team for processing. KR to inform of advert dates when known.</p> <p>The anticipated cost of implementation is £4000.</p> <p>TRO advert period commences 20th January 2023, ending 13th February 2023.</p>	<p>Objections to TRO advert received therefore cabinet member report required. This is being prepared. Officer recommendation to proceed as advertised.</p> <p>Funding was agreed for implementation (subject to cabinet member decision) at cost of £4000.(£2800 LHFFIG / £1200 WTC). Westbury Town Council to confirm contribution.</p>	<p>To note</p> <p>WTC</p>

LOCAL HIGHWAY AND FOOTWAY GROUP ACTION / NOTES LOG

	Item	Update	Actions and recommendations	Who
c)	18-21-11 Coach Road Westbury	<p>Signing has been reviewed and all found to be in order with regard to the access restriction. It was agreed that an additional sign opposite the driveway to the White Horse Country Park would be beneficial, directing all vehicles exiting to turn right to the A350 junction. Funding was agreed at £400 (£280 LHFIG / £120 Heywood PC (tbc)).</p> <p>Flytipping concerns have been highlighted to the enforcement team. They have no recent reports and it is not an area of concern.</p> <p>Residents are advised to report any flytipping via the MyWilts app.</p> <p>Funding contributions agreed. To proceed to implementation.</p>	The agreed signing is to be installed by new contractor, Milestone. Timescales for install to be confirmed.	To note
d)	18-21-12 Wellhead Drove, Westbury	Objection received to order (request for a 10mph speed limit instead of 30). Cabinet member report being prepared for Cabinet Member decision. KR to find out if objectors may wish to rescind objections in the first instance.	Cabinet report in process and due to be published imminently. Officer recommendation is to proceed as advertised.	To note
e)	18-21-13 Clivey, Dilton Marsh	<p>KR presented a proposal to install 2no horse warning signs. Cost estimate £800.</p> <p>Also proposed improvement to byway signing for DMAR45 to highlight byway access. Cost estimate £400.</p> <p>LHFIG supported both proposals and allocated funding subject to approval and contribution from DMPC. £1200 (£840 LHFIG, £360 DMPC (tbc)). Order to be issued to contractor.</p> <p>These signs will be installed in 23/24 financial year due to contractor changes.</p>	Signs ordered and awaiting installation. Anticipated completion by end of June.	To note

LOCAL HIGHWAY AND FOOTWAY GROUP ACTION / NOTES LOG

	Item	Update	Actions and recommendations	Who
f)	18-21-14 Charlton Hill, Edington	The order for the sign was issued to the contractor in December as agreed. We are awaiting delivery of the sign from the manufacturer, and it will be installed once received. Timescales for completion will depend upon the manufacturer, however it is intended that this will be installed by end of March.	Sign now installed. Item to be removed from tracker.	To note
g)	18-21-15 Alfred Street, Westbury (Lorries)	<p>Information relating to signing and proposal for wider review at a number of locations is provided with the note tracker. The estimated cost of signing changes is in the region of £5k - £7k but this will be determined by the review.</p> <p>The LHFFIG agreed that the review should go ahead.</p> <p>Bollard installation at the top of Alfred Street is progressing, with an amended proposal to introduce 3no flexible bollards. An amended cost of £700 is associated with this. The group agreed to fund the additional costs, with contribution from WTC. Additional funding required is £400 (£280 LHFFIG / £120 WTC).</p> <p>Bollards have been installed. Wider signing review being undertaken. Recommendations and costings to be circulated when complete.</p>	<p>Wider signing review underway. Update to be provided once complete.</p> <p>KR is to circulate signing review once complete, ahead of next meeting.</p> <p>DN reported an issue with the installed pole cones having been struck a number of times requiring repair.</p>	KR
h)	18-19-11 Edington – various roads (excl. B3098) 20mph request	Installation underway. Awaiting install of village gate and road markings associated with the change of speed limit. Road markings will not be laid until weather has improved.	Installation complete. Item to be removed from note tracker	To note

LOCAL HIGHWAY AND FOOTWAY GROUP ACTION / NOTES LOG

	Item	Update	Actions and recommendations	Who
i)	18-20-09 Dursley Road and Hawkeridge junctions with B3097	Heywood Parish Council confirmed their support and contribution for the CCTV camera installation. KR to check the signing requirements for the CCTV camera and report back.	An order has been raised with Telent, the signal contractor, by Atkins. Estimated completion by end July. Signing is to be provided advising of the presence of CCTV at this location.	Atkins
j)	18-22-1 B3098 Edington – Pedestrian Safety Improvements	KR to arrange site meeting with John Pollard and Suzanne Wickham and prepare proposals during December. Site meeting held to discuss potential options for improvements. KR to provide plans and costings.	The City – Proposal for improved pedestrian and road narrows signing. Cost estimate £1400. Funding was agreed for this with PC contribution. (£980 LHFIFG / £420 PC) KR to progress implementation Sandy Lane area – potential options prepared and discussions with parish council ongoing.	KR
k)	18-22-2 Haynes Road/Station Rd/The Ham, Westbury 18-22-3 Amazon Way/Station Road junction, Westbury	Due to recent and ongoing developments, traffic travelling along Station Road from the junction with Haynes Road to The Ham has now increased to a level where existing arrangements are no longer appropriate.	Briefing note provided with note tracker outlining scope for improvements.	

LOCAL HIGHWAY AND FOOTWAY GROUP ACTION / NOTES LOG

	Item	Update	Actions and recommendations	Who
		<p>Residents have contacted the council stating that the sighting issues at some of the new roundabouts are creating problems. The position of the existing zebra crossings and the means for pedestrians, especially school children to access the station safely need reviewing.</p> <p><u>Amazon Way</u> On approaching the roundabout from Amazon Way (Spinnaker Estate) and joining Station Rd visibility to the right is very limited due to the roundabout junction laying too far back and shrubbery, therefore unable to see clearly approaching traffic from under the railway Bridge, also vehicles from Station Rd cannot see traffic waiting on Amazon Way. Traffic from under the bridge approaches roundabout at such a speed that there have been numerous near misses. A fatal accident is waiting to happen.</p> <ul style="list-style-type: none"> • Shrubbery removed or moved back out of line of sight. • Junction markings on Amazon Way moved forward. • More signage to slow down traffic approaching from under bridge on Station Rd or even speed humps.20mph zone. • Sign at moment opposite Mantell Close inadequate and too close to roundabout. • This problem is worse at peak times ie 8-9am and 3.30-6pm <p>Westbury Town Council would like a comprehensive review of the traffic regulations and management of Station Road from the junction with Haynes Road to the junction with The Ham. This is to place particular emphasis on the junctions arising from new developments.</p> <p>It was agreed that the requested review will be undertaken. KR to report back to LHFIFG.</p>	<p>It was agreed to move forward with a detailed review of the Eden Vale Rd/Station Rd/Meadow Lane junction and crossings and the crossing outside the Methodist Church.</p> <p>Proposal and cost estimate to be prepared.</p>	<p>KR</p>

LOCAL HIGHWAY AND FOOTWAY GROUP ACTION / NOTES LOG

	Item	Update	Actions and recommendations	Who
		<p>The focus is pedestrian safety. CK also highlighted original complaints being raised regarding lorries on Station Road and damage to property due to vibrations.</p> <p>KR to review and site meeting to be arranged.</p>		
l)	18-22-5 Springfield Road, Westbury	<p>Meeting held with Matravers. Road markings for waiting restrictions to be refreshed. This is the responsibility of Parking Services. KR to request enforcement once lining has been remarked.</p> <p>The pedestrian road markings and parking bays are to be refreshed by Area Highways. This will be in May/June 2023.</p> <p>School concerned about pedestrian safety. KR to review options including discussions re: land from industrial estate.</p> <p>Review of options ongoing. Awaiting road marking refresh – likely to take place in May/June 23.</p> <p>KR to provide wording for update to residents on non-viability of one-way system on Springfield Road.</p>	<p>KR has made contact with HPH, industrial estate owners, to open discussions regarding land dedication to provide footway on Springfield Road.</p> <p>A site meeting with HPH has been organised.</p>	KR
m)	18-22-6 6 Tinhead Road, Edington	<p>KR to visit site with SW and JP. Parking opposite property causes vehicles to be closer to steps, causing issue.</p> <p>Group asked that any solution be proportional to the issue.</p> <p>Site visit held. Proposal to extend H bar marking opposite and alongside property as well as provide rubber kerbs as protection. KR to provide plan and costings for kerbing – awaiting information from supplier.</p>	<p>Road markings now in place. Situation to be monitored by PC.</p>	To note

LOCAL HIGHWAY AND FOOTWAY GROUP ACTION / NOTES LOG

	Item	Update	Actions and recommendations	Who
		Road marking works to be undertaken alongside 20mph road markings if possible.		
n)	18-22-9 Court Lane, Bratton	<p>BPC would like to know what can be done to make the junctions of Bury Lane and Cassways Orchard with Court Lane safe for drivers and pedestrians leaving these roads onto Court Lane.</p> <p>Currently, cars parked on Court Lane make it very difficult to see approaching traffic or to negotiate safely once on Court Lane, frightening the drivers involved. Open to expert advice from Highways as to the most cost effective solution to make drivers and pedestrians (particularly those with push-chairs) feel safe when leaving Cassways Orchard and Bury Lane onto Court Lane.</p> <p>KR to investigate and report back with options.</p>	<p>H bar marking suggested for Bury Lane and Cassways Orchard.</p> <p>Funding for this was agreed at £300 (£210 LHFIG / £90 PC).</p> <p>To progress for implementation</p>	KR
o)	18-22-10 A350 at Millbrook, Westbury	<p>Two years ago, the speed limit at the new roundabout on the A350 was reduced from the national speed limit to 40mph. Whilst this was certainly an improvement, I believe that the speed limit needs to be further reduced from 40mph to 30mph for the following reasons:</p> <ul style="list-style-type: none"> the design of the roundabout is such that it is not possible to negotiate the roundabout safely at any speed in excess of 30mph. the roundabout by reason of its position on the highway, its design and layout are so poorly configured that it takes even the most cautious motorist by complete surprise so that many manoeuvre through it with difficult and at varying speeds, 	<p>Please see note provided for full response. A reduction in speed limit is not recommended however future consideration may be given to 20mph within estate upon completion of adoption.</p> <p>It was agreed that the note provided would be taken to Westbury Town</p>	To note

LOCAL HIGHWAY AND FOOTWAY GROUP ACTION / NOTES LOG

	Item	Update	Actions and recommendations	Who
		<p>compounded also by the inadequacy of the advanced warning signs.</p> <ul style="list-style-type: none"> • the current 40mph limit gives motorists a false sense of the safe speed necessary resulting in numerous near misses and overshoots at the roundabout. • there are dropped kerbs and pedestrian refuges at the roundabout but the speed at which vehicles approach the roundabout renders these dangerously unsafe. • visibility to traffic leaving the Mill Brook estate is compromised by the speeds that the vehicles travel at. • the signage from the south is always partly obscured by the hedgerows and vehicle accelerate dangerously as they head north towards the roundabout. • the footpath alongside the A350 heading into Westbury is narrow and frequently overgrown, endangering the safety of pedestrians, particularly those with prams or wheelchairs. • to the north the bend where the A350 intersects with Coach Road has seen recent fatalities and the visibility is poor. • the rail bridge / underpass north of the roundabout is low and narrow, and HGVs move into the middle of the road to ensure clearance, just as vehicles are accelerating out of the 40mph section northwards into a section of national speed limit. • entering the Mill Brook estate from the 40mph limit has a knock on effect on speeds within the estate (see separate request). <p>Would like to see:</p> <ol style="list-style-type: none"> 1. Reduce the speed through the roundabout at the entrance to Mill Brook from 40MPH to 30mph from the start of the section on the A350, where the 40mph limit currently begins, in advance of the 	<p>Council however it was also agreed that there would be no further action for LHFIG.</p>	

LOCAL HIGHWAY AND FOOTWAY GROUP ACTION / NOTES LOG

	Item	Update	Actions and recommendations	Who
		<p>roundabout, and continue the 30mph until just before the rail bridge / underpass where it would increase to 40mph</p> <ol style="list-style-type: none"> 2. Continue the 40mph zone from the above point to just north of the junction with Park Lane and Heywood House before reverting to national speed limit 3. Replace the advance warning signs with ones with an improved design that represents the true shape of the roundabout, providing motorists with better advanced information. 4. Speed limits within Mill Brook estate to be reduced to 20mph (see separate Highways Improvement Request) <p>WTC :The committee discussed the concerns and supported the request to reduce from 40mph to 30mph. Westbury Town Council has previously raised concerns about the speed of traffic on this stretch of road.</p> <p>The October HP&D committee voted:</p> <ol style="list-style-type: none"> 3. That the matter is of sufficient seriousness to be considered a town council priority worthy of a contribution to the cost. <p>KR to review and report back to next meeting. Liaison with highways development control is required as a large portion of the area in question is not adopted and still within the control of the developer.</p>		
p)	18-22-12 Oldfield Road, Westbury	<p>I'm contacting regarding the pavement 'crossing point' on Oldfield Road which leads over the road and onto the access across the railway.</p> <p>With the housing estate now on the opposite side of the railway this crossing point is likely being used more than it had been previously. For</p>	<p>Briefing note attached with proposal.</p> <p>It was agreed to defer a decision regarding</p>	<p>To note / KR</p>

LOCAL HIGHWAY AND FOOTWAY GROUP ACTION / NOTES LOG

	Item	Update	Actions and recommendations	Who
		<p>any families with young children heading both to and from school this is the most direct way to reach the infant/junior schools and Matravers.</p> <p>After crossing over the railway people need to then navigate the busy and fast road to reach the footpath opposite.</p> <p>This week we witnessed a dog being hit at this point by a van heading out of the Oldfield Road estate. Whilst not the driver's fault as the dog was loose it's easy to see how an accident can occur at this point.</p> <p>For safety I feel that this needs some consideration as this is becoming a regular and potentially busier crossing point used by school children living on the development.</p> <p>I feel this is about making the crossing visible to drivers. Before the crossing point coming from Oldfield Road there is a 20 mile per hour zone with traffic calming but it stops short of the crossing point.</p> <p>Maybe this signage could be extended and attention to the crossing point made clear with additional signs or markings. It may also be worth considering a crossing island.</p> <p>WTC: The committee discussed the concerns and supported the request to extend the 20mph and install new signs indicating pedestrians /children crossing ahead.</p> <p>The October HP&D committee voted: 3. That the matter is of sufficient seriousness to be considered a town council priority worthy of a contribution to the cost.</p>	<p>funding on this item until the next meeting. KR to determine land ownership.</p>	

LOCAL HIGHWAY AND FOOTWAY GROUP ACTION / NOTES LOG

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q)	18-22-13 Gibbs Close, Westbury	<p>The new entrance to Gibbs Close is causing safety concerns for residents, after many near misses reported by the residents</p> <ol style="list-style-type: none"> 1. people parking just inside the entrance at the widest part of the road, restricting visibility. 2. people parking in Alfred Street right beside the entrance, restricting visibility in both directions and because the road is narrow, if people are parked on the other side of the road, exiting up the hill becomes a three point manoeuvre. <p>1. there should be double yellows on the upper edge of the access road to stop blocking.</p> <p>2. there should be a car's length of double yellows on either side of the entrance from Alfred Street, thus ensuring space to manoeuvre and clearer visibility for drivers coming in and out.</p> <p>WTC: At a meeting held on Monday 17th October 2022, Westbury Town Council Highways, Planning and Development Committee discussed the concerns and agreed to ask the LHFIG to recommend a suitable solution to the safety concerns that residents have.</p>	<p>The new road is not adopted however waiting restrictions may still be provided with landowner approval.</p> <p>Waiting restrictions were requested by Highways DC alongside the planning approval however were not formally included in the planning process. The developer has not been required to take these forward.</p> <p>Restrictions are to be advertised.</p>	<p>To note</p> <p>KR</p>
r)	18-22-14 Bratton – various roads	<p>Bratton Parish Council would like to request the completion of implementation of the 20mph speed limit as set out in the previous assessment report. Part of the 20mph limit, to the north of the B3098, has been recently installed.</p> <p>Bratton Parish Council have agreed at our November Council meeting to make available our Parish share of the funds required to complete the works described in the paper.</p> <p>KR to update costs due to changes of contract/inflation and report back to group.</p>	<p>The cost estimate for implementing the remaining parts of the 20mph speed limit is £8,000. This includes the TRO costs. The extent of the proposed limit on Imber Road has been reviewed and the terminal points may be extended to begin the</p>	<p>To note</p>

LOCAL HIGHWAY AND FOOTWAY GROUP ACTION / NOTES LOG

	Item	Update	Actions and recommendations	Who
			<p>limit close to the property known as 'Thus Far'.</p> <p>LHFIG did not agree to fund this at this stage but will reconsider again before end of financial year.</p>	
s)	18-22-15 Castle Road, Bratton	<p>Residents living on Castle Road have raised concerns about the speed of traffic coming down the hill and passing their residences. There is a significant amount of traffic due to people accessing the White Horse monument, including cyclists.</p> <p>We note that in the document 'HIGHWAYS & TRANSPORT TRAFFIC & NETWORK MANAGEMENT report 'BRATTON VILLAGE - 20mph Speed Restriction Assessment' the option to reduce the speed to 20MPH was discounted (section 5 - Analysis).</p> <p>Bratton Parish Council have discussed this issue at our November Parish Council Meeting and agreed there were options that should be feasible, such as adding speed-bumps or extending the length of the speed limit: but we lack the expertise to determine the best approach. We therefore determined that we should request Westbury-LHFIG to provide the Parish with expert advice and costs for options to ameliorate.</p> <p>KR to review options. Group discussed road markings such as those recently agreed for Newtown.</p>	<p>Site meeting held with Bratton PC. The key concern was around speed of cyclists more so than vehicles. A speed limit roundel on the carriageway and/or SLOW road markings may be provided however they may not have significant impact upon cyclist behaviour on this downhill stretch.</p> <p>It was agreed to fund a SLOW marking at the cost of £400 (£280 LHFIG / £120 PC).</p>	To note

LOCAL HIGHWAY AND FOOTWAY GROUP ACTION / NOTES LOG

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t)	18-22-16 Holy Trinity Church, Dilton Marsh	<p>As traffic using the village has increased and people are using the area outside the church to park on a regular basis – particularly relating to the school, it has become increasingly difficult for people on church business to be able to stop outside the church to unload equipment, drop off congregation or for funeral/wedding cars to pull in.</p> <p>We would like an H-bar, with associated explanatory notice, to be marked out by the dropped kerb on the High Street outside the main entrance to the church grounds. I measured the space needed to be a little over 3 metres.</p> <p>The Parish Council has resolved to support this initiative.</p> <p>It was agreed to fund the H bar marking at a cost of £150 subject to confirmation of contribution from Dilton Marsh PC.</p>	Lining ordered. Likely install in May/June.	To note
u)	18-22-18 Edward Street, Westbury	<p>Staff at Westbury Town Council have been observing regular infringements of the one-way system where drivers are ignoring or not seeing the no entry signs on Edwards Street and entering the Highstreet or cutting through to the other side of Edward Street.</p> <p>While spending time renovating the War memorial recently, 12 vehicles were observed travelling the wrong way from both sides of the restriction in one afternoon. Many were challenged and claimed they did not see the sign's and had no idea it was one way. One person said they had always cut through and lived in Westbury for over twenty years. Westbury Town Clerk also had to intervene with one driver while attending a meeting at the Rotunda.</p>	<p>The current signing meets the required standards however an additional No Entry sign may be provided at the north side of Edward St and No Entry road markings provided on both north and south approaches.</p> <p>Estimated cost £1150.</p>	WTC

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	Item	Update	Actions and recommendations	Who
		<p>This is a serious issue and due to the layout of the road and the number of vehicles involved it is only a matter of time before a head on collision takes place. (Would like)</p> <ul style="list-style-type: none"> • Better / bigger signage clearly indicating no entry with the words NO ENTRY along with pictorial image of the no entry sign as per the highway code. • Clear no entry markings on the road surface at the point of the restriction ether side of the War memorial on Edwards Street. • Ideally one-way physical barriers such as one way flow plates which allow a vehicle to pass one way but pop up to prevent travel the opposite way. <p>WTC: The committee agreed that this should be passed to LHFIG for them to consider a solution, for example collapsible road plates / additional signage / road markings.</p> <p>The November HP&D committee voted: 3. That the matter is of sufficient seriousness to be considered a town council priority worthy of a contribution to the cost.</p> <p>KR to review signing to determine any improvements.</p>	<p>Funding was agreed subject to town council contribution. (£805 LHFIG / £345 TC).</p> <p>MD is to ask PCSO to attend this location.</p> <p>SW suggested an article be prepared for the White Horse News to remind drivers of the one-way system.</p>	MD
v)	18-22-19 Vivash Park, Westbury	<p>There is a lack of signage to direct the public to Vivash Park.</p> <p>The park has been owned by David Wilson Homes for over ten years with no signage in place for the public to know where it is.</p>	It was agreed that preparation of a signing strategy through LHFIG resources is supported, however WTC should	KR

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	Item	Update	Actions and recommendations	Who
		<p>Vivash Park will be owned by Westbury Town Council and to promote this green space and the benefits to the public, Westbury Town Council would like signage in strategic places on the highway to direct the public to Vivash Park.</p> <p>WTC: The committee discussed and agreed that Vivash Park requires signage in and around the town to promote and direct members of the public to this green space.</p> <p>The November HP&D committee voted: 3. That the matter is of sufficient seriousness to be considered a town council priority worthy of a contribution to the cost.</p>	<p>fund implementation in its entirety.</p> <p>KR to await info from the town council following the outcome of the Community Governance Review.</p>	
7.	Other items			
a)				
8.	Date of Next Meeting: 20th July 2023 – 15:00 Pratchett. County Hall / MS Teams			

Westbury LHFIG

Highways Officer – Kirsty Rose

1. Environmental & Community Implications

- 1.1. Environmental and community implications were considered by the LHFIG 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.

LOCAL HIGHWAY AND FOOTWAY GROUP ACTION / NOTES LOG

2. Financial Implications

2.1. All decisions must fall within the Highways funding allocated to Westbury Area Board.

2.2. If funding is allocated in line with LHFIFG recommendations outlined in this report, and all relevant 3rd party contributions are confirmed, Westbury Area Board will have a remaining Highways funding balance of **£16,165**

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