

COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

	Item	Update	Actions and recommendations	Who
	<b>Date of meeting: 22<sup>nd</sup> November 2019</b>			
<b>1.</b>	<b>Attendees and apologies</b>			
	<b>Apologies</b>	Cllr S. Wickham, Cllr G. King, Cllr C. King, Cllr R. Hawker, Cllr K. Youngs, Cllr. F. Morland, Cllr C. Johns, Cllr F. Forsyth, Cllr J Pollard, Cllr N. Pyne, Sarah Harris, Kirsty Rose, Pat Whyte		
<b>2.</b>	<b>Notes of last meeting</b>			
		The minutes of the previous meeting will be agreed at the Westbury Area Board meeting on the 5 <sup>th</sup> Dec 2019. The financial decisions taken at the last meeting were ratified by the area board at its meeting on the 10 <sup>th</sup> Oct 2019.		
<b>3.</b>	<b>Financial Position</b>			
		The available CATG budget for 2019/20 is £4287.00		
<b>4.</b>	<b>Top 5 Priority Schemes</b>			

## COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

a)	Issue <a href="#">6192</a> Westbury to Bratton (links to 6161)	<p>This scheme has now been ordered via Ringway. Works are likely to be undertaken in January/Feb (weather permitting). The works to provide dropped kerbs will be undertaken as a separate package to the road markings and bollard installation.</p> <p>The cost of the works orders is greater than the estimate with the works total now at £4360. This is an increase of £860 pounds resulting in a CATG contribution of £3270 (was £2625) and WTC contribution of £1090 (was £875).</p>	Await completion	
b)	Issues <a href="#">6667</a> <a href="#">6939</a> <a href="#">6562</a> B3098 Bratton Road	<p><u>White Horse Viewing Area Speed Limit Change</u></p> <p>Speed Limit TRO was advertised from 28<sup>th</sup> June to 22<sup>nd</sup> July. No objections received therefore moving forward to implementation. Works pack to be issued in due course.</p> <p><u>B3098 Speed Limit Review</u> Awaiting response from Devizes CATG with regard to sharing costs.</p> <p>Cllr G King explained that he had spoken with Cllr Gamble who is now chair of Devizes CATG about the speed limit review. This is to be discussed at the next Devizes CATG meeting</p>	<p>Works pack to be issued</p> <p>Awaiting response. GK to write to Cllr Gamble.</p>	<p>KR</p> <p>GK</p>
c)	Bus layover, B3097 Hawkeridge Road and Link Road	<p>Cllr King has written to Andrew Murrison MP regarding this issue but is yet to receive a response. There is unlikely to be a response now in the run up to the election due to purdah rules.</p> <p>KR stated that First bus have been reminded of the agreed arrangements and have circulated to drivers.</p> <p>Cllr Youngs stated that Heywood PC are in direct contact with First bus and Wiltshire Police regarding their concerns.</p>	Area board to note update	

## COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

		<p>A discussion took place around recent bus timetable changes, which sees a reduction to the number of buses between Westbury and Warminster. This may reduce or change the bus driver changes/layover arrangements. It was also raised that careful consideration should be given to bus provision within Westbury due to the timetable changes of the D1 service.</p> <p>Whilst it was agreed that this is an important issue that requires resolving, it was noted that the resolution of the current situation is beyond the scope of the CATG and as such this project should be moved out of the top 5 priority schemes into 'Other Priority' schemes.</p>		
d)	White lining issues – Edington	<p>These works include the installation of white edge markings and 6no speed limit carriageway roundels. KR has negotiated the inclusion of these works within the county wide ad-hoc lining works, resulting in a cost reduction.</p> <p>It is estimated that these works, now to be charged at set hourly rate, will cost approx.. £1000 to complete. This results in a change to the CATG contribution to £750 (was £2091) and Edington Parish Council contribution to £250 (was £697)</p>	Await completion	
e)	Issue <a href="#">7163</a> Dilton Marsh	<p>The assessment report has been issued Dilton Marsh Parish Council and the Wiltshire Council members for Westbury Community Area. The parish council wish to consult further with parishioners regarding the possible 20mph speed limit introduction on the side roads through the village but wish to progress with implementation of the advisory, part time 20mph limit on the B3099 approaches to Dilton Marsh Primary School.</p> <p>The provision of an advisory, part time 20mph limit will be progressed via the Taking Action on School Journeys</p>	Await outcome of wider consultation by Dilton Marsh Parish Council.	

COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

		<p>Challenge, subject to an updated travel plan being prepared by Dilton Marsh Primary School.</p> <p>It was agreed that this project would move to the 'Other priority' list until the conclusion of the parish council's consultation.</p>		
<b>5.</b>	<b>Other Priority schemes</b>			
a)	<p>Issue <a href="#">6206 &amp; 7181</a> Slag Lane and Frogmore Lane, Westbury – Speed Calming</p> <p>Issue 6703 &amp; 7120 CATG speeding – Frogmore Lane, Westbury</p>	<p>A metrocount was undertaken near Turntable Place from 14<sup>th</sup> to 20<sup>th</sup> September 2019. This recorded a total of 7452 vehicles, with 85<sup>th</sup>ile speeds being 34mph and mean speeds being 25.3mph. The location is not eligible for CSW.</p> <p>NP agreed that there should be no further action on Slag Lane.</p> <p>CK felt that residents would be disappointed in this outcome.</p> <p>It was suggested that short sections of on-street parking would slow traffic. KR explained that there are areas where parking can take place in the evenings and weekends but there is little uptake.</p>	<p>It was agreed no further action to be taken. Area board to note the update.</p>	
b)	Springfield Road, Westbury	<p>The works on the school grounds are now complete, therefore the metrocount can be requested.</p>	Request metrocount	KR
c)	Issue <a href="#">6557</a> A3098 Hisomley Crossroads, Speeding	<p>A metrocount was undertaken from the 2<sup>nd</sup> to 16<sup>th</sup> October 2019. A total of 21806 vehicles were recorded, with 85<sup>th</sup>ile speeds of 47.53mph and mean speeds of 41.7mph. The posted speed limit is 50mph.</p> <p>Two collisions were recorded between Jan 2016 and Jan 2019. These collisions occurred to the west of the crossroads, on the</p>	<p>Additional site visit to be undertaken and report back to CATG</p>	KR

COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

		<p>approach and both were a single vehicle loss of control collision, resulting in slight injury to the driver. One collision was by an intoxicated driver and the other the likely result of defective tyres in wet conditions.</p> <p>PW confirmed that vegetation works had been undertaken and will be undertaken again as part of routine cutting.</p> <p>FM and SW explained that while the data didn't support the concerns, local residents and the parish council continue to be concerned about this junction, particularly the exits from the side roads.</p> <p>NP felt the junction was ok, providing the hedges are kept trimmed back to increase visibility. It was also felt that additional funding and investment on Wiltshires road was required in general.</p> <p>KR explained that the signing is all as it should be at this junction and there is no significant collision history in recent years at this location. However, should the parish council continue to be concerned, a further site visit could be undertaken.</p> <p>GK asked if a speed limit assessment would be worthwhile to seek a reduction to 40mph on the A3098. KR explained that a previous assessment undertaken in 2009 did not recommend a 40mph speed limit and as there have been no significant changes to the character of the road, it is unlikely any further assessment would have a different outcome.</p>		
d)	Issue <a href="#">7017</a> Tinhead Rd, Edington	An increasing number of vehicles speeding by ignoring the 30 mph limit. The problem is particularly bad during the morning	Await outcome of metrocount – this is to be undertaken in the next batch of counts.	

COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

		<p>and evening rush hours. The worst affected area is near Beckett House down junction with Cowleaze Lane.</p> <p>Would like to see appropriate enforcement or investigation into possible passive speed reduction measures. It was previously reported this location was unsuitable for CSW however it is believed, following a meeting with Police, that the location was previously an approved CSW site, therefore there may be scope to reintroduce CSW on Tinhead Road.</p> <p>Cllr Swabey explained that there is a particular issue during the morning peak period and at HMP Erlestoke shift changes.</p> <p>Cllr Johns expressed concerns regarding groups of cyclists also travelling at inappropriate speeds along Tinhead Road. KR suggested that the parish council contact the cycling groups in question requesting that their members be more considerate.</p> <p>A metrocount has been requested by the parish council</p>		
e)	18-19-1 Oldfield Road Westbury	<p>Westbury Town Council have requested a metrocount on Oldfield Road, Westbury within the 20mph zone. This is also to identify types of vehicle using the road as it has been suggested that vehicles over 7.5t are using Oldfield Road frequently.</p> <p>A metrocount was undertaken from the 2<sup>nd</sup> to 16<sup>th</sup> October 2019. The 85<sup>th</sup>ile speeds were recorded at 25.95mph and mean speeds of 22.2mph. The location is eligible for CSW.</p> <p>With regard to HGV figures, during the count period, the number of vehicles with 3 or more axles (likely over 7.5t) were recorded as 454 eastbound and 129 westbound. It must be noted however that the count was undertaken on the section of</p>	SH to report back to Westbury HP&D.	SH

COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

		<p>Oldfield Road over which the 7.5t weight restriction is not in place.</p> <p>NP felt that the current layout of the traffic calming is badly designed and would like to see changes that would be more effective at slowing vehicles along the length.</p> <p>The 7.5t weight restriction was discussed and felt that the signing may be confusing and also the restriction may not be required due to the 18t limit on Mane Way.</p>		
f)	18-19-3 Black Horse Lane, Westbury Leigh	<p>Black Horse Lane runs at the rear of my property and joins Westbury Leigh to Oldenburg Road, Leigh Park. Historically the right of way ran through to Dilton Marsh via the Tannery. It is a popular route for walkers especially dog walkers and children who have always used it as a routeway to the senior school in Westbury. Motor cyclists are using the lane which falls away steeply and curves sharply to the right, as a short cut to Oldenburg Road and the Leigh Park Estate. They are often in conflict with walkers. In addition, at the head of the lane the residents of Coach House, Blackhorse Lane drive their cars across the path of walkers emerging from the lane and this must be a safety concern,</p> <p>I would like the barriers at either end of the lane at Westbury Leigh and Odlenburg Road to be reset or replaced with barriers that prevent access to motor cyclists and for a clearly defined walking route to be put in place across the open space in front of CC and the former pub giving the right of way to pedestrians.</p> <p>NP stated that he felt all of Westbury Leigh should be reviewed in future to explore shared space and changes that show the change of status from being the main route.</p>	CATG agreed this was an issue and asked that KR look at solutions. Solution must allow access for vegetation trimming.	KR

COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

g)	18-19-4 Newtown and Long River Road, Westbury	<p>I would like to draw your attention to the dangerous actions that take place every night at the top of Newtown and Long River Road. The amount of vehicles that travel up to the White Horse at speed is becoming an absolute joke. Last night (26/08/2019) I personally counted 42 cars and 12 motorbikes, all of which were travelling in excess of 60mph. Not to stereotype, but most of which were teenagers looking to hang out in the White Horse car park. My fear is the danger posed to children and animals not to mention the amount of litter thrown out of windows.</p> <p>(I would like) the addition of traffic calming measures on Newtown and the addition of a speed hump when exiting Newtown onto Long River Road. More police presence as I have never seen a patrol car in the 3yrs of living here. Also, there are no speed restriction signs anywhere along Newtown or Long River Road.</p>	Await outcome of metrocount. Police have stated to Westbury Town Council that they cannot undertake enforcement until they have information from the metrocount in order to target resources effectively.	
h)	18-19-5 Tower Hill, Dilton Marsh	<p>The PC has received complaints from residents that cyclists are using the footpath from the end of Tower Hill into Westbury Leigh. This has been raised as a safety issue due to the speed at which cyclists are travelling.</p> <p>The PC would like Wiltshire Council to investigate options to address this. It is aware that a physical barrier could impact on the use of the footpath by wheelchairs and buggies.</p> <p>This issue was discussed and it was asked that KR investigate further. Cllr King was interested to know how often this is an issues – is it regularly or infrequent? Cllr Morland expressed that any measures should not prevent the use of the route by cyclists and should perhaps consider providing an official cycle facility. In response Cllr King agreed in principle with Cllr Morland and then restated his view that it would be inappropriate to progress</p>	KR to investigate further.	KR



## COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

		any scheme, unless it is serious (a Parish priority) on the strength of a single report of an incident that might never recur		
<b>6.</b>	<b>New Requests / Issues</b>			
a)	18-19-6 Monastery Road Edington	<p><i>The innapropriate use by lorries of Monastery Road leading to significant damage to the wall and verge on the bend at the top of the road by the junction leading to The Weir.</i></p> <p><i>As discussed with Kirsty Rose and Pat Whyte the positioning of "Unsuitable for HGV's/Lorries" signs placed at the junction of Monastery Road with Tinhead Road, at the junction of Tinhead Road with the B3098, at the top of Monastery Road at the junction with the B3098 and at the crossroads leading to Bratton, Trowbridge and Steeple Ashton. Secondly signs placed at the junction of Monastery Road and Lower Road and at the junction of Tinhead Road and Monastery Road advising drivers of a narrow road ahead. Thirdly can Wiltshire Council contact the owners of Station Yard and Network Rail advising them of the unsuitability of using the B3098 as a means of accessing the Station Yard complex.</i></p> <p><i>PC Comments - This has been an ongoing problem over a number of years and recently the damage to the roadside wall and the verge has increased significantly. The roadside wall provides protection to the wall of the Monastery Garden which is a listed structure and if action is not taken this structure will be damaged in due course. We have discussed this issue with Kirsty Rose and Pat Whyte and the positioning of signs would hopefully reduce the number of lorries using this road and with the signs placed on the adjoining roads prevent the vehicles using the other local roads as an alternative route. The only suitable route to access the Station Yard development is via the A350 and through Steeple Ashton.</i></p>	To be moved up to top 5 priority. KR to prepare design and cost estimate. CATG agreed provisional allocation of £2068.50	

COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

b)	18-19-7 16 Westbury Leigh	<p><i>I am writing to ask if it would be possible for one of your team to give some consideration to the issue of painting H bar markings to ensure safer visibility in the context of being able to exit safely (in forward gear) from our drive onto the highway? Our drive slope down and way from the highway, thus requiring a degree of acceleration to get up and across the pavement.</i></p> <p><i>Currently there are H bar markings marking the access/no-parking area in front our 'drive' and we have resorted to asking people not to park their cars too close to the stone gate piers and /or move their vehicles to allow us to access into/out of the drive. The situation has recently been made worse by vehicles being parked level with the gate piers.</i></p> <p><i>Currently, the presence of a high-sided camper van has effectively blocked all views to the left and with cars often approaching too fast along Westbury Leigh, it makes it extremely hazardous to exit without someone physically guiding the driver out on to the road. We have had to resort to this as my partner has been left shaken on a number of occasions recently with cars travelling at speed along Westbury Leigh.</i></p> <p><i>As yet no accidents have happened but cars have almost hit the front of her car as she was cautiously exiting on to the lane. Judging from the reactions of those drivers, it is in their view, her 'fault'. Parking so close to the exit has also meant it can be impossible to reverse onto the drive as the angles are too tight between the car/opposite wall/piers.</i></p> <p><i>Accepting that the camper van is taxed etc and there is a right to park it on the road, it does not however help matters especially as it is likely to remain in this location until next spring/summer. It has remained unmoved fro at least 2months.</i></p> <p><i>I would be grateful if the situation could be assessed and a resolution suggested.</i></p>	<p>CATG agreed to support and fund this marking at a cost of £150. It was also agreed that CATG would continue to fund bar marking requests but would review if needed in future.</p> <p>KR to pass through to ad-hoc lining.</p>	KR
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## COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

		<p><i>Westbury Town Council Highways, Planning and Development Committee Meeting Held on 21.10.19</i></p> <p><i>This matter is of sufficient seriousness to be of immediate consideration by CATG</i></p>		
c)	<p>18-19-8 Frogmore Road (From Rosefield Way to Slag Lane).</p>	<p><i>Nature of Issue: Dangerous road for pedestrians, No pavement or lighting. Frogmore Road is being used more frequently by pedestrians, Children walking to and from school, dog walkers and people walking to and from the Train Station. Traffic on this lane has increased and it has become a popular cut through to get to the Ham and Industrial Estate areas of Westbury. Visibility for drivers is poor and the bridge represents a blind spot. The overgrown hedges and uneven surfaces (Especially on the edges) don't help.</i></p> <p><i>How long has it been an issue? Always, the route to the Station is better now Slag Lane has been developed and has street lighting, but the Frogmore Road section is still bad.</i></p> <p><i>What would you like done to resolve this issue? The road is approx. 600m, ideally a proper raised pavement with street lighting. with cost in mind, an alternative could be a painted pavement similar to a cycle path, solid white line with a coloured path with pedestrian logo at set intervals. Continued Street lighting from Slag Lane all the way down Frogmore Road, and the hedges properly managed and maintained. (Landscaped) This would potentially make the road a single lane for vehicles which would then require two passing places. I would also suggest some form of traffic calming to slow traffic, perhaps speed bumps.</i></p> <p><i>Have you been in touch with your local Councillor? Yes (Carole King) and the previous Councillor</i></p> <p><i>Westbury Town Council</i></p>	<p>To move to top 5 priority and KR to prepare options and cost estimate for next CATG. CATG agreed provisional allocation of £2068.50.</p>	

## COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

		<p><i>Highways, Planning and Development Committee Meeting Held on 21.10.19</i></p> <p><i>This matter is of sufficient seriousness to be considered a town council priority worthy of a contribution to the cost.</i></p> <p>Westbury Town Council understand that a scheme in this area may be looked at and would be keen to see the plans. If CATG apply for a substantive bid, Westbury Town Council would support.</p> <p>NP would like to see a shared space/sensitive design approach to any proposals for Frogmore Lane. Other members agreed that this was needed and that a full footway construction was not desirable.</p> <p>FM reminded the group that any proposals must retain access for higher vehicles who need to use the route under the bridge as an alternative to Station Road.</p> <p>RH felt that there was no issue in this area but agreed that if anything, a marked on-carriageway pedestrian route may be appropriate.</p>		
<b>7.</b>	<b>Other items</b>			
a)	Court Lane Bratton	<p>FF explained that there have been recent concerns raised and a residents group set up regarding speed of vehicles using Court Lane Bratton. A metrocount request has been submitted and Bratton Parish Council are to submit a highway improvement request form to request a change in speed limit.</p>	<p>Bratton Parish Council to submit Highways Improvement Request form following metrocount results</p>	BPC

## COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

b)	B3097 Hawkeridge – Footway Request	<p>SW explained that a resident of Hawkeridge regularly walks along the B3097 from his property to access the village bus stops. The parish council support the residents request for a footway alongside the B3097.</p> <p>Members of the group had a short discussion on this item and agreed it would be discussed further at the next meeting now that a highway improvement request has been received for formal consideration.</p>	Area board to note.	
c)	Metrocount results	<p>GK asked the group to consider how issues requiring metrocounts/awaiting metrocount results could be dealt with in future, to reduce the number of items on the agenda that are simply awaiting results.</p> <p>This was discussed and it was agreed by the group that an additional section would be added to future note trackers whereby all metrocount requests would be listed.</p>	Area board to note.	
8.	<p><b>Date of Next Meeting: 24<sup>th</sup> January 2020, 10.00am, The Laverton Westbury</b></p>			

**Westbury Community Area Transport Group**

**Highways Officer – Kirsty Rose**

**1. Environmental & Community Implications**

## COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

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 Westbury Area Board.

2.2. If funding is allocated in line with CATG recommendations outlined in this report, and all relevant 3<sup>rd</sup> party contributions are confirmed, Westbury Area Board will have a remaining Highways funding balance of £0

### **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**