

COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

	Item	Update	Actions and recommendations	Who
	Date of meeting: 25th September 2020			
1.	Attendees and apologies			
		Carole King (chair), Gordon King, Russell Hawker, Suzanne Wickham, Pat Whyte, Jeff Ligo, Sarah Harris, Kirsty Rose		
	Apologies	Freddy Forsyth, Francis Morland, Chris Johns, John Millard		
2.	Notes of last meeting			
3.	Financial Position			
		The available CATG budget at the start of the meeting is £4263.		
4.	Top 5 Priority Schemes			

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a)	<p>Issues 6667 6939 6562 B3098 Bratton Road</p>	<p>1. <u>The length of the 50mph speed limit between Edington and Bratton</u></p> <p>KR explained that change to 30mph was not recommended on the basis that it would likely to lead to reduced compliance with the speed limit in the populated sections of the villages due to the lack of terminal signs between the villages. A 40mph speed limit could be introduced to replace the 50mph limit. The cost of implementing this, including the legal advert, is estimated at £2918.</p> <p>2. <u>Parking on the B3098 near Salisbury Hollow – causes issues with visibility, is there scope to make improvements</u></p> <p>KR explained that options have been prepared and sent to the parish council, along with options to deal with parking issues on Tinhead Road. These are to be discussed at the next Parish Council meeting.</p> <p>3. <u>Westbury Road, Bratton – is there scope to move the 30mph terminal point further out of the village?</u></p> <p>The cost of relocating the terminal point is substantial as the existing coloured surfacing would need to be removed. It was agreed that KR would draw up a plan showing the potential location for a relocated terminal point and a cost estimate to be provided to the parish council to be included in any future negotiations with developers of the adjacent land.</p>	<p>CATG agreed to fund 50% of the cost for the speed limit change, using funds previously allocated to the speed limit review, subject to 25% funding from both Bratton and Edington PC's. CATG allocation £1459, PC contribution request £729.50 (x2).</p> <p>Await parish council feedback.</p> <p>KR to provide plan and estimate</p>	<p>EPC/BPC</p> <p>EPC</p> <p>KR</p>
b)	<p>18-19-8 Frogmore Road (From Rosefield Way to Slag Lane).</p>	<p>KR has undertaken site measurements and will be preparing options ahead fo the next CATG meeting.</p>	<p>KR to provide options to CATG.</p>	<p>KR</p>

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		<p>Frogmore Road will have surfacing works undertaken on the 12th October 2020.</p> <p>The vegetation around the Slag Lane junction has been cut back.</p> <p>A CATG contribution of £1818.50 currently sits with this scheme.</p>		
c)	<p>18-19-9 Hawkeridge Road, Hawkeridge Westbury</p> <p>Footway request</p>	<p>KR explained that a site visit and measurements had been undertaken to review feasibility of providing a footway. While the verge is sufficiently wide at some points, at others there is less than 1m of usable space due to the drainage ditch and culvert. At this narrow point, the carriageway is also narrow and such large vehicles are very close to the kerb. There is no scope to widen at this point to give a greater distance between pedestrians and passing vehicles. Providing a footway at this location would be encouraging pedestrians to use it and indicating that it is safe to do so when in fact it is likely to increase the potential for conflict between pedestrians and vehicles.</p> <p>In addition to this, the adjacent buildings are in poor repair structurally and any vibration caused by construction would likely be detrimental. There is evidence of fallen roof tiles in the verge and loose brickwork.</p> <p>The group discussed this and while understanding the reasons why a footway would be desirable along this route, felt that the safety and deliverability concerns make this unfeasible.</p>	Area board to note update and item to be removed from list.	KR
d)	<p>18-19-11 Edington – various roads (excl. B3098)</p> <p>20mph request</p>	<p>Report circulated to CATG members in April setting out recommendations for the implementation of 20mph speed limit on various roads in the village at an estimated cost of £13,000.</p>	Substantive bid to be made in next round.	KR

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		The group agreed to submit a bid for funding via the Substantive CATG bid process. CATG have allocated £1000 toward this. Edington Parish Council have confirmed £1000 contribution	CATG allocation of £1000.EPC £1000	
e)				
5.	Other Priority schemes			
a)	Bus layover, B3097 Hawkeridge Road and Link Road	As a result of timetable changes, there are half the number of buses using the B3097 stops for driver changeover. It was agreed that CATG would continue to monitor this issue with feedback from the parish council.	Area board to note.	AB
b)	Issue 6557 A3098 Hisomley Crossroads, Speeding	Awaiting update from parish council regarding one-way use of The Hollow.	Dilton Marsh Parish Council to consider/consult upon one-way for The Hollow and feedback to CATG.	DMPC
c)	18-19-5 Tower Hill, Dilton Marsh	Awaiting further investigation in relation to cyclist behaviour when exiting Tower Hill.	KR to investigate further.	KR
d)	Issue 7163 Dilton Marsh	The advisory 20mph limit outside of the primary school has now been installed. The provision of a 20mph speed limit on various roads in the village is being consulted upon by the parish council.	Await outcome of wider consultation by Dilton Marsh Parish Council.	
e)	18-20-1 A350 Heywood - Request to reduce speed limit	KR proposed preparing a signing improvement scheme for the Clanger Lane and Heywood village junctions to be presented to CATG for their consideration. This is not currently one of the top 5 priority schemes.	It was agreed that this would move to the top 5 priority schemes . KR to progress	KR

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f)	18-20-3 Leighton Green, Westbury - H Bar marking request	CATG approved £75 funding for provision of bar marking as part of the Ad-Hoc road markings package, subject to confirmation of £75 match funding from Westbury Town Council. WTC approved £75 match funding.	KR to progress via ad-hoc marking programme	
g)	18-20-06 H Bar Marking, Queens Road, Westbury	CATG approved £150 funding for provision of bar marking as part of the Ad-Hoc road markings package, subject to confirmation of £150 match funding from Westbury Town Council. WTC approved £150 match funding	KR to progress via ad-hoc marking programme	
h)	18-20-07 H Bar Marking Request – 125 Oldfield Park, Westbury	CATG approved £75 funding for provision of bar marking as part of the Ad-Hoc road markings package WTC approved £75 match funding	KR to progress via ad-hoc marking programme	
i)	18-20-17 Hillside Park, Westbury – Parking concerns	KR to investigate provision of bollards as a parking deterrent.	KR to investigate and report back to CATG.	KR
j)	18-20-4 Parking Oldfield Park Westbury (nr 103) – Request for additional parking	Sarah Harris informed the group that Westbury Town Council would be approaching Selwood to open discussions on this. The previous study was circulated prior to the meeting. Cllr C King noted that the appendices seemed to refer to the same plan. KR to contact sustainable transport and request an updated version.	WTC to contact Selwood Housing KR to seek updated appendices.	WTC KR

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		The group discussed the issue and agreed that parking on the estate is a concern and should be addressed. Cllr Hawker asked that the outcome of the study undertaken in 2009/10 be sought out and circulated to the group for further consideration.		
k)	18-20-5 Oldfield Park, Westbury - Parking (nr 71)	This was discussed as part of the item e – see comments	As item e above	
l)	18-20-8 Bratton – 20mph Speed Limit Assessment	CATG agreed to fund 50% of the cost for the assessment with the remaining 50% being sought from Bratton Parish Council. The total cost being £2000 (£1000 CATG, £1000 BPC). BPC confirmed the contribution. KR to proceed with assessment.	Assessment to proceed	KR
m)	18-20-09 Dursley Road and Hawkeridge junctions with B3097	<p>Atkins traffic signals team have been tasked with reviewing the current operation of the signals. They have suggested changes to the current intergreen timings. This will take place as part of the annual maintenance programme. Further changes could be undertaken but would require replacement of the signals. Due to the costs involved, KR suggested it would be appropriate that this wait until the signals are replaced as part of the maintenance programme in the coming years.</p> <p>A road safety auditor has been asked to review the whole route and identify any issues from a safety audit perspective.</p> <p>The CATG agreed to fund a speed limit assessment at a cost of £2500.</p>	<p>CATG allocation of £2500 for speed limit assessment. KR to order.</p> <p>KR to report back findings from the safety auditor.</p> <p>To move to top 5 priority schemes.</p>	KR
n)	18-20-11, 18-20-12, 18-20-23 - A350 Warminster Road, Westbury – speeding	It was agreed to await the outcome of the traffic survey to determine the extent of the issue.	Await traffic survey results	

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o)	18-20-15, 18-20-19 -Bratton Road, Westbury – speeding	It was agreed to await the outcome of the traffic survey.	Await survey results.	
p)	18-20-18 Bratton Road Westbury – narrow section	<p>KR explained that the scheme had been installed without priority in order to encourage more co-operative, courteous approach between drivers. In most instances this appears to be working. Priority being given to those exiting the town centre toward Bratton would require parking on Bratton Road to be removed in order to allow space for queuing and passing vehicles. Priority being given to those travelling toward the town centre may lead to queuing back toward the Laverton with drivers approaching around a bend without forward visibility of a queue.</p> <p>The group discussed the issue and felt that priority to those approaching from the town centre should be given further consideration.</p>	KR to review feasibility and report back to CATG.	KR
q)	18-20-13 & 14 Newtown, Westbury – Traffic Calming request	It was agreed to wait for the traffic survey results before determining the next course of action.	Await traffic survey results	
r)	18-20-20 Newtown, Westbury – request for ‘unsuitable for HGV’ sign	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.	Await outcome of traffic survey.	

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s)	18-20-21 & 22 The Mead, Westbury	The group agreed to fund a Pedestrian Crossing Assessment to identify the number of pedestrians crossing in this location and if any additional crossing facilities are appropriate. The group allocated £600 for the assessment.	KR to arrange for crossing assessment to be undertaken. CATG allocated £600.	
6.	Traffic Surveys			
a)	18-19-4 Newtown and Long River Road, Westbury	Metrocount undertaken prior to lockdown, however was subject to flooding therefore no data available. Count to be re-done in next batch.	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.	
b)	Warminster Road, Westbury	Survey requested	Await results	
c)	Bratton Road, Westbury	Survey requested	Await results	
7.	New Requests / Issues			
a)	18-20-25 Bremeridge Road, Westbury – Parking Issues	<p>For the past 5 years this has been an issue (ever since I brought the property but sure it has hapened for many years).</p> <p>The biggest issue is that as you can see from the below photos people block fully or partially our private driveway , they are parking fully or half on the pavement and on the bend which causes issues when we reverse out of the driveways. My elderly neighbour has had ambulances called out and this has caused issues that they are unable to get up the drive. But also I have a disabled mother and a 2 year old niece which means they are having to walk in the road which is unacceptable.</p>	<p>KR to investigate bollard provision</p> <p>PW to remark h-bar markings</p>	<p>KR</p> <p>PW</p>

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		<p>If there could be more visible white lines or NO PARKING written and the best outcome would be double yellows on the bend</p> <p><u>Westbury Town Council – Highways, Planning and Development Committee – 21st September 2020</u></p> <p><u>Bremeridge Road – parking issues</u></p> <p>3. That the matter is of sufficient seriousness to be considered a town council priority worthy of a contribution to the cost.</p> <p>Westbury Town Council support the request for the H-bar and agree to contribute. They would support double yellow lines once costs are known. They would also support an alternative of bollards instead of double yellow lines and would appreciate guidance from the Senior Traffic Engineer. Double yellow lines and/or bollards would first require an understanding of the costs.</p> <p>The group discussed this and agreed there was an issue here. KR to investigate provision of bollards. Pat Whyte agreed to remark the H bar markings.</p> <p>Cllr G King explained that the WR1 forms for waiting restriction requests had been passed to the resident.</p>		
b)	18-20-26 Pedestrian Safety – Frogmore Road	<p>Frogmore Road (next to the fishing lake) poses a potential danger to pedestrians. This stretch of road is used heavily by many locals on foot. It is also used as a cut through by lots of vehicles (particularly heavy during rush hour times), I state it as a cut through as the only dwelling on this road is a stable yard. It is a narrow track road with a blind bend and the speed limit</p>	<p>KR to respond to issue raiser. Issue to be combined with priority issue.</p>	KR

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		<p>being 30 mph (it is not even possible to travel at 15 mph on this road safely). My main concern is that there is no pavement or marked walkway meaning that pedestrians are in the road with passing vehicles being extremely close. There are also no street lights, increasing the danger at night. Some cars drive at excess speed along this road endangering others that use it. I have witnessed some very close calls on several occasions and often have cars speeding by myself which can be frightening as they are so close. I sometimes use this road when I go on dog walks with my child who is in a pram but am often put off from using it due to the potential danger it possesses.</p> <p>No entry with access only would be the ideal resolution for this road. Street lights would be very welcomed. A pavement or a marked walkway with signage of 'pedestrians in road' would also suffice. Even a one way system may reduce traffic and increase safety of pedestrians.</p> <p><u>Westbury Town Council – Highways, Planning and Development Committee – 21st September 2020</u></p> <p><u>Frogmore Road/Lane – pedestrian safety concerns</u></p> <p>2. That the matter is of sufficient seriousness to be of immediate consideration by CATG.</p> <p>Westbury Town Council requested this issue was shared with CATG and should be considered by CATG as part of their ongoing work and discussions taking place for this area.</p>		
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		The group noted the comments and agreed these will be taken into account alongside others relating to Frogmore Road. Options for improvement are already being pursued. KR to prepare an email to go to the issue raiser as an update.		
8.	Other items			
9.	Date of Next Meeting: 20th November 2020, 10am – Microsoft Teams.			

Westbury Community Area Transport Group

Highways Officer – Kirsty Rose

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 Westbury 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, Westbury Area Board will have a remaining Highways funding balance of £4263

3. Legal Implications

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

4. HR Implications

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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