

## COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

	Item	Update	Actions and recommendations	Who
	<b>Date of meeting: 4<sup>th</sup> September 2020</b>			
<b>1.</b>	<b>Attendees and apologies</b>			
		Cllr Carole King (chair), Cllr Gordon King, Cllr Russell Hawker, Cllr Suzanne Wickham, Cllr Nick Pyne, Cllr John Pollard, Pat Whyte, Kirsty Rose, Sarah Harris		
	<b>Apologies</b>	Cllr Jeff Ligo, Cllr Freddy Forsyth, Cllr Francis Morland		
<b>2.</b>	<b>Notes of last meeting</b>			
<b>3.</b>	<b>Financial Position</b>			
		The available CATG budget for 2020/21 is £9663.50		



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b)	18-19-6 Monastery Road Edington	KR has prepared a works package for Ringway in order for them to install the 'Unsuitable for HGV' signs. This will be issued along with the works order as soon as ordering for the new financial year is open. The costs of the scheme are £1900 as previously agreed.	Works are complete and can be removed from this list.	
c)	18-19-8 Frogmore Road (From Rosefield Way to Slag Lane).	Frogmore Road is on the list for major maintenance at some point in the next 5 years. Ahead of this, it is also on the list for patching works to potholes during the 2020/21 financial year.  Westbury Town Council confirmed that while it supports the investigation of improvements, a contribution toward the survey cost will not currently be forthcoming. KR will therefore undertake site measurements etc in order to progress the design without a topographical survey.  A CATG contribution of £1818.50 currently sits with this scheme.	KR to undertake site visit and provide options to CATG.	KR
d)	18-19-9 Hawkeridge Road, Hawkeridge Westbury  Footway request	KR to undertake site visit and measurements etc to determine feasibility of either providing a footway or improving the verge.	KR to undertake site visit and provide feasibility update.	KR
e)	18-19-11 Edington – various roads (excl. B3098)  20mph request	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.  The group agreed to submit a bid for funding via the Substantive CATG bid process. CATG have allocated £1000 toward this. EPC are to confirm contribution – CATG requested this be £500 - £1000.	Substantive bid to be made in next round.  CATG allocation of £1000.  EPC to confirm contribution	KR   EPC
5.	<b>Other Priority schemes</b>			

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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 <a href="#">6557</a> 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)	18-19-3 Black Horse Lane, Westbury Leigh	CATG agreed to fund dropped kerb and road markings at a cost of £3100 subject to confirmation of a contribution by Westbury Town Council. The town council have confirmed that while the scheme is supported, a contribution will not be forthcoming.  CATG further discussed this scheme and it was agreed that no further action is to be taken.	No further action to be taken. Item to be removed from list.	AB
d)	18-19-5 Tower Hill, Dilton Marsh	Awaiting further investigation in relation to cyclist behaviour when exiting Tower Hill.	KR to investigate further.	KR
e)	Issue <a href="#">7163</a> Dilton Marsh	Dilton Marsh Primary School have provided an updated travel plan and applied for the provision of advisory 20mph signing through Taking Action on School Journeys. This will be installed in Autumn 2020.  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.	
f)	18-19-7 16 Westbury Leigh	H bar marking is complete.	To note update and remove from list	AB

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g)	18-19-10 18 Redland Lane, Westbury  H Bar marking request	H bar marking is complete.	To note update and remove from list	AB
h)	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.	To remain on the list of 'other priorities' for CATG. Priority list to be reviewed at the next CATG meeting.	
<b>6.</b>	<b>Traffic Surveys</b>			
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	
<b>7.</b>	<b>New Requests / Issues</b>			
a)	18-20-3 Leighton Green, Westbury - H Bar marking request	Issue related to parking of vehicles close to access, obstructing access and part carriageway. Double yellow lines have been discounted. Town Council HP&D support provision of H bar marking.	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.	

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b)	18-20-06 H Bar Marking, Queens Road, Westbury	<p>The lack of H-bar lines in front of dropped curbs in pathways which allow pedestrians, electric mobility vehicles and wheelchair users to cross roads or get into cars easily. The recent footpath and dropped curbs in Queens Road have made it easier to take my husband, who is in a wheelchair, to a pick-up point for a car or ambulance, but cars still park so as to block the way from the dropped curb to the highway. The footpath leading from the main footpath in front of our homes to the road opposite (where a line of cars can park off road) is always blocked by parked cars in the evening and weekends making it difficult to get into a waiting car or ambulance or to use a disabled buggy to get from one side of the ete to the other in order to go to the shop.</p> <p>I would like H bar white lines put down to encourage and remind people not to park as to block access to the dropped curbs.</p> <p><u>Westbury Town Council</u></p> <ul style="list-style-type: none"> <li>• Between 06.04.2020 - 15.04.2020 - HP&amp;D Members reviewed this issue and replied via a shared document – the outcome is below</li> <li>• The Chair of HP&amp;D Cllr Cunningham approved the outcome on 20.04.2020, via email</li> </ul> <p>2 - The matter is of sufficient seriousness to be of immediate consideration by CATG</p>	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.	
c)	18-20-07 H Bar Marking Request – 125 Oldfield Park, Westbury	A few years ago we successfully applied to have a drop kerb installed to allow us to enter an area where we can park our two vehicles at the front of our property. We have gates at the front which when needed they bifold open so as not to obstruct	CATG approved £75 funding for provision of bar marking as part of the Ad-Hoc road markings package	

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		<p>the road we have for some time now been experiencing people parking across the front blocking us from either entering or exiting our property. My wife is a blue badge holder. We would like to apply for a white line with an H bar which we hope will help to resolve the problem we are willing to pay towards the cost etc</p> <p><u>20.01.2020 – Westbury Town Council, Highways, Planning and Development Committee Meeting</u></p> <p>Oldfield Park – H-Bar – The committee agreed that the matter is of sufficient seriousness to be considered a town council priority worthy of a contribution to the cost. The committee agreed to contribute £75.00.</p>		
d)	18-20-17 Hillside Park, Westbury – Parking concerns	<p>Two residents bring home large vans which were once parked across the access to numbers 7 through 11 Hillside Park. Following complaints, they have taken to parking these vehicles on the pavement. Blocking use of the pavement and preventing a clear view to motorists leaving from the access point referred to above. Residents entering or leaving the cul-de-sac are prevented from seeing oncoming traffic. There are frequent near misses and many take evasive action. Hillside Park is a 40-house cul-de-sac development around a minimum width highway flanked by walls. There is a minimum of off-street parking and parking these vans over night and at weekend is inappropriate. Both residents have cars. There is no where to park these vans safely. This is a pedestrian and highway safety issue</p> <p>These vans are a dangerous obstruction that prevent two cars passing each other at a vital pitch point on sharp bend. I would</p>	KR to investigate and report back to CATG.	KR

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		<p>like CATG to see this as a serious Highway and Pedestrian Safety issue and implement a permanent “on street weighting restriction” from No 6 to a point around the Right/Left bend. This is urgent and sufficiently serious to warrant not waiting for the annual parking review which has been anything but annual in previous rounds. In the meantime, if a white line can be put in place (pending the implementation of the weighting restriction) this would greatly help.</p> <p><u>Westbury Town Council</u></p> <p>The committee discussed and agreed to support the request for a H-Bar and yellow line. The committee agreed to contribute £75 towards the H-Bar. No contribution towards the yellow line.</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>Thr group discussed this issue and felt that H bar markings would not resolve the issue of parking on the footway as vehicles. KR also advised that H bar markings should not be used alongside full height kerbs as they are intended for access/drop kerb protection.</p> <p>The group decided that the provision of bollards to prevent parking on the footway should be investigated. KR to look into this and report back to CATG. Estimated cost to be provided to WTC prior to CATG meeting.</p>		
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e)	18-20-4 Parking Oldfield Park Westbury (nr 103)	<p>Parking on Oldfield Park is getting increasingly harder as more families own more cars. People are having to park on grass verges and the lorries delivering to one-stop struggle to get to the shop without driving on the grass verges. This causes the verges to become muddy, slippery and dangerous and my wife has already slipped whilst trying to scrape ice from her windscreen. In addition to the above, the amount of mud being dragged onto the roads also makes driving dangerous as the roads are slippery.</p> <p>Provide additional parking in 1 area, this will create 10 parking spaces and alleviate all the issues in Oldfield Park (the Groves are a separate issue). The area I recommend to tarmac to allow parking is between Pavley Close and 102 Oldfield Park and will cost circa £3k.</p> <p><u>Westbury Town Council, Highways, Planning and Development 16.03.2020</u></p> <p>The committee discussed this issue and Westbury Town Council recognises the issue and supports the concept subject to determination of land ownership, sources of funding and not a total loss of all green space. The Highways form will be forwarded to CATG.</p> <p>KR explained that the land in question is not adopted highway nor in Wiltshire Council ownership. It is most likely that it is in the ownership of Selwood Housing Association. In addition, Wiltshire Council policy states that its funding cannot be used to provide additional residential parking and this applies to the discretionary CATG budget.</p> <p>KR suggested that the town council may wish to take the lead in pursuing the provision of additional parking.</p>	KR to circulate previous parking study relating to Oldfield Park estate.	KR
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		<p>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.</p>		
f)	18-20-5 Oldfield Park, Westbury - Parking (nr 71)	<p>The parking area outside 71 Oldfield Park is insufficient for the people who live in the square. During the early morning and evening there are not enough spaces for all the residents on the square.</p> <p>Also, between the hours of 0730-0845 and 1430-1530 due to the two nearby schools all the parking spaces and surrounding roads are filled with parents picking up their children.</p> <p>There is adequate space on part of the green area on the square that the parking could be expanded to allow for another 15-25 spaces whilst retaining green space.</p> <p><u>Westbury Town Council, Highways, Planning and Development</u> <u>16.03.2020</u></p> <p>The committee discussed this issue and Westbury Town Council recognises the issue and supports the concept subject to determination of land ownership, sources of funding and not a total loss of all green space. The Highways form will be forwarded to CATG.</p> <p>This was discussed as part of the item e – see comments</p>	As item e above	
g)	18-20-24 115 Fell Road, Westbury	<p><u>Car parking</u></p> <p>The residents are both elderly and are both disabled and live at 115 Fell Road which is almost immediately in front of the road exit from Morgan Walk. Their new neighbours at no 113 have five cars which are parked on Fell Road. This causes difficulties</p>	The request for disabled parking bays has been sent on to Wiltshire Council occupational health who will contact the requesters directly.	

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		<p>for Mr and Mrs Taylor to back their car out of their garage, as Fell Road is narrow in this area, and with a car parked immediately opposite their drive it leaves no room to back out and round in one movement.</p> <p>As both the residents and their neighbour opposite at No 80 are registered disabled, there are daily visits from carers (4 x daily opposite), district nurses and food deliveries and having difficulty in parking, even on the respective drives, due to the cars parked in the immediate area. Due to the nature of their disabilities it is not unusual for an ambulance to be needed and all emergency vehicles have had to park in the middle of the road blocking the way. Due to these parking problems there have been incidences when both Police and Fire Brigade have had to be called to gain access to No 80.</p> <p>Cars are parked half on the road and half on the pavement on and around the corner. When cars are parked half on and half off the road this makes walking with a Walking Aid most difficult for Mrs Taylor and any other resident with walking aids, prams etc.</p> <p><u>Speeding Traffic</u> There are no stop signs or road markings at the junction of Morgan Walk and Fell Road. Cars are now speeding down Morgan Walk, not stopping at the Fell Road junction, and 'screeching' around the corner. Oncoming traffic, who have right of way, must stop to avoid a collision. Due to the parking problems, pedestrians may have to walk on this narrow road into speeding cars. An incident will occur at some point, and due to the parking emergency vehicles will have difficulties attending the incident.</p>		
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		<ul style="list-style-type: none"> <li>To have 'Disabled' parking bays marked on the road outside of No's 115 and 80 Fell Road.</li> <li>A Stop sign and associated road markings at the junction of Morgan Walk and Fell Road.</li> <li>Double Yellow lines around the corners of Morgan Walk and Fell Road.</li> <li>Double yellow lines along this narrow section of Fell Road.</li> <li>Enforcement of the 20mph speed limit in the Fell Road area.</li> </ul> <p><u>Westbury Town Council – Highways, Planning and Development Committee –17th August 2020</u></p> <p>Fell Road – Traffic Issues</p> <p>The committee discussed and support the request for disabled parking spaces outside two properties in Fell Road.</p> <p>2. That the matter is of sufficient seriousness to be of immediate consideration by CATG</p>		
h)	18-20-8 Bratton – 20mph Speed Limit Assessment	<p>Speeding traffic on a number of narrow and bending village roads. This is creating a hazard for traffic, pedestrians and residents. The necessary presence of roadside parking and an increase in the volume and size of delivery vehicles is exacerbating the issue.</p> <p>The PC would like to explore the potential of establishing 20 mph speed limits on village roads including Lower Road, Stradbrook, Lower Westbury Road, The Butts and Court Lane (locations highlighted on the attached plan).</p>	<p>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).</p> <p>Bratton Parish Council to confirm contribution</p>	BPC

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		<p>The PC therefore requests a 20 mph speed limit assessment is undertaken.</p> <p>The Parish Council has resolved to submit this request and is aware that match funding will be required if the request is approved</p>		
i)	18-20-09 Dursley Road and Hawkeridge junctions with B3097	<p>Very regular incidents of near misses (and some collisions) where traffic on the B3097 fail to obey the red light. This is evidenced by residents keeping a log of incidents they see or are involved with, and by CCTV which is fitted to a house alongside the traffic lights.</p> <p>HGVs and other traffic progressing through the traffic lights at a speed which is too fast to stop safely. The road is narrow and when two HGVs meet one sometimes has to mount the pavement (CCTV available where a blow out of a tyre occurs).</p> <p>General speed of traffic, currently 50mph limit which is too fast for the approaching bend and width of the road.</p> <p>The Dursley road junction which is governed by a Give Way system is also of great concern to local residents. The speed of the traffic makes turning left or right onto the B3097 a perceived risk.</p> <ul style="list-style-type: none"> <li>• A full investigation as to the amount and type of traffic using this B classified road.</li> <li>• A traffic survey to determine the true speeding issues, but more importantly to determine the safe speed for this stretch of road taking into account both the Dursley Road junction with limited visibility and also the traffic light issues at the Hawkeridge traffic lights.</li> </ul>	<p>CATG allocation of £2500 for speed limit assessment. KR to order.</p> <p>KR to report back findings from traffic signals and safety auditor.</p>	KR

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		<ul style="list-style-type: none"> <li>A full investigation as to the traffic lights, position, sequence and the fact that a lot of traffic knows that all lights show red at times and they gamble that nothing is turning out of the junction and knowingly drive through red lights.</li> </ul> <p>The Parish Council supports Councillor Wickham's concerns regarding both junctions, in particular, the traffic lights at the entrance to Hawkeridge which have been an issue for the residents for a number of years. The phasing of the lights needs to be reconsidered, especially the phase being used purely to stop traffic speeding on the B3097.</p> <p>Cllr Wickham reiterated the concerns of the residents and the group agreed that safety along the B3097 is a concern.</p> <p>KR explained that Atkins traffic signals team have been tasked with reviewing the current operation of the signals and are to report back.</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>		
j)	18-20-10 Frogmore Lane/Slag Lane/Hawkeridge Road – Pedestrian Safety Concerns	<ol style="list-style-type: none"> <li>1) Raising SAFETY CONCERNS IMPACTING PEDESTRIANS USING Frogmore Ln, &amp; Hawkridge Rd</li> <li>2) Also speeding, traffic volume &amp; heavy vehicles - concerns in Frogmore Ln, Slag Ln &amp; Hawkridge Rd Slag Ln impacting residents wellbeing and pedestrian safety.</li> <li>3) Suspected drug dealing in Slag Ln also in the Park car park in Hawkridge Rd</li> </ol>	Links with priority scheme. Feasibility options being prepared. Vegetation cutting back to be arranged.	KR PW

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		<p>Protect locals young family elderly walking through Frogmore Hawkridge - Ham access road to access the park the town or feed the ducks – also commuters walking to and from the station faced by speeding vehicles.</p> <p>30 mph is too much for blind bend with no pedestrian walkways or tractors, buses (out of service? Juggernauts, cement mixers, Wessex water, or Network rail Van's trucks and local building site contractors post office delivery vehicles all moving on through at speed 30 mph plus 70 plus down slag lane accessing via slag lane. Then in addition you have the boy racers breaking records down the slag and accessing hawkridge to cut through. Plus more recently reports of drug dealing up at the top park and in slag lane.</p> <p>The frogmore lane traffic capacity - tonnage access and speeding vehicles never mind the parking issues in slag lane over spill into frogmore or parking at the T junction provides yet more safety hazards.</p> <p>(would like to see) No ENTRY Frogmore Ln DRIVING FROM TOWN TOWARDS Slag Lane TO ENSURE PEDESTRIAN &amp; CYCLIST SAFETY</p> <p>One way through Frogmore from Slag Ln towards town with pedestrian safe walkways</p> <p>No access to prevent Limit on heavy good vehicles through Frogmore Ln Hawkridge Slag lane other than Buses Network Rail &amp; Wessex water.</p>		
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		<p>Network Rail workers advised to access offices from Station Rd and Slag Ln not via Frogmore Ln or Hawkridge Rd.</p> <p>No entry sign at access to Hawkridge Rd - ONLY Buses allowed to gain access in both directions to slag lane no other traffic TO PROTECT Pedestrians &amp; cyclists safety . <u>Westbury Town Council</u></p> <p>The committee discussed and agreed that these further comments should be submitted to CATG to support the investigation work they are planning to do in this area. Works have not progressed because of Covid-19 and Wiltshire Council staff being required to work in other business areas during this time.</p> <p>2. That the matter is of sufficient seriousness to be of immediate consideration by CATG.</p> <p>The group discussed the concerns raised and agreed that this links with the study being undertaken as part of the priority scheme underway for this location.</p> <p>KR explained that the rail bridge on Frogmore Road is the diversion route for overheight vehicles that are unable to travel under the lower bridge at Station Road, therefore restrictions on HGV use for Frogmore Road can not be considered.</p> <p>A bus gate restricting through access on Hawkeridge Road to buses and cycles is already in place. Enforcement responsibility sits with Wiltshire Police.</p>		
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		PW is to arrange for vegetation trimming at the junction of Slag Lane/Frogmore Road in order to improve visibility.		
k)	18-20-11 A350 Warminster Road, Westbury - speeding	<p>Traffic entering/exiting Westbury on the A350 on the Warminster Road regularly exceeds the 30mph speed limit. This is particularly evident on the downhill slope from the Chalfont/Cedars Hotel in towards town. In addition vehicles travelling the other way are also at fault. I have photographic evidence of a 20m+ skid mark which by its trajectory suggested damage to housing on the road side was only narrowly avoided.</p> <p>(would like) To assess the severity of the issue a Traffic Survey system should be installed. If the case is made, then traffic calming measures should be installed. Either active photographic speed cameras or speed screens indicating speeds to drivers.</p> <p><u>Westbury Town Council – Highways, Planning and Development Committee – 15th June 2020</u></p> <p>The committee reviewed the two issues that had been received and listened to the concerns from one of the residents, who attended the public forum of this committee meeting. The committee agreed that speeding is a concern coming into Westbury from Warminster and they agreed to the following next steps:</p> <ul style="list-style-type: none"> <li>o Forward each issue to CATG – suggesting a 20mph speed limit through Westbury</li> <li>o Request a Metro Count</li> <li>o Contact the Police and ask them to do some spot checks in the area</li> </ul>	Await results of traffic survey	

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		<p>o Look into costs and consider purchasing speed limit stickers for dustbins</p> <p>Items k, l and m were discussed together by the group. It was agreed to await the outcome of the traffic survey to determine the extent of the issue.</p> <p>KR explained a 20mph speed restriction can not be considered for the A350 as its forms part of the strategic network.</p>		
l)	18-20-12 A350 Warminster Road, Speeding and Noise Pollution	<p>Over the last few months lots of vehicles have been coming down Warminster Road with a lot of speed. So much so it has caused my house to rattle and objects to fall off the wall. I spoke to Highways who very kindly had the depressions in the road filled which made a difference to the heavy vehicles hurtling down the road. However instead of rattling my house, now it has what can only be described as a sort of boom wave goes through the house.</p> <p>My neighbour 94 Warminster Road, has the exact same issues and may write to you separately. I appreciate with less traffic on the roads due to COVID and the diversion from the A36, directing heavy vehicles through Westbury and on to Warminster Road, this can cause extra traffic. However last night the lorries and fast cars woke me 4 times. It is not the first time I have been woken several times in the night due to objects coming off the walls, rattles or the boom going through my property. There are cracks appearing on my walls, they are getting longer and wider.</p> <p>When I purchased the property 3 years ago I knew there would be some noise pollution and for the first 2 and half years the</p>	Await results of traffic survey	

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		<p>noise pollution was unnoticeable but the last 6 months have been unbearable.</p> <p>Hopefully the council can review my request and they are able to check the speed of vehicles coming down the hill.</p> <p>WTC comments as above.</p>		
m)	18-20-23 Warminster Road, Westbury - speeding	<p>As a long term resident of Warminster Road Westbury unfortunately I have a growing concern of speeding traffic I always thought that Warminster Road was a 30mph however it's more like 60mph and is becoming a race track at night and becoming increasingly more dangerous. I must remind you that this is still a residential area I'm not sure what can be done but something needs to be done before someone gets hurt or worse. The issue has gained in the last 2 years especially at night when it becomes a race track the main issue is unclear signage. It's not only the speeding traffic becoming an increasing danger it also affects the properties with new cracks appearing at the front of most of the properties.</p> <p>Maybe better signage and further speed checks whatever can be done needs to be done before we have more incidents with this speeding road.</p> <p><u>Westbury Town Council – Highways, Planning and Development Committee – 17th August 2020</u></p> <p>Warminster Road – Speeding</p> <p>The committee discussed and agreed that they would wait for the metro count results that have already been requested for this stretch of road.</p>	Await results of traffic survey	

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n)	18-20-15 Bratton Road, Westbury - speeding	Resident reports increase in speeding traffic on Bratton Road. A traffic survey has been requested.	Await results of traffic survey	
o)	20-18-19 – Bratton Road, Westbury – speeding and large vehicles	<p>On a daily basis, 7 days a week, we have the problem mainly with cars coming from town. They come round the corner by the parish Council offices, see the road is clear and put their foot down and the same top end of Bratton road. This happens more after 5pm to 8am the next day. We also have issue with lorries, where sometimes they cannot be bothered to slow down and so they mount the pavement, still moving so that cars can get pass. All the houses along the south side of Bratton road are on a slope and all it will take is one child to run down to the pavement, hit by a lorry mounting the pavement. This is an accident waiting to happen.</p> <p>Spot policing of the road or speed bumps to cause traffic to slow down and even stop lorries from using this particular part of the town, excluding council vehicles, buses and large vehicles needing access to homes.</p> <p><u>Westbury Town Council – Highways, Planning and Development Committee –17th August 2020</u></p> <p>Bratton Road – Speeding The committee discussed and agreed that they would wait for the metro count results that have already been requested for this stretch of road.</p>	Await results of traffic survey	
p)	18-20-18 Bratton Road Westbury – narrow section	The white lining and flexible bollards through the narrows on Bratton Road have been excellent. A problem remains with drivers deciding who has priority resulting in two cars squeezing through the narrow section. A female pedestrian was recently struck by a car mirror resulting in bruising of her	KR to review feasibility and report back to CATG.	KR

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		<p>arm. On 21st July 2020 I had to get in a driveway as two cars mounted the pavement to get by a lorry and this morning there were two confrontations as drivers would not give way with a lot of shouting and fist waving.</p> <p>Traffic direction priority signs at either end of the narrow section with priority being given to vehicles coming into town from the direction of Bratton</p> <p><u>Westbury Town Council – Highways, Planning and Development Committee –17th August 2020</u></p> <p>The committee discussed and support priority signage in this area. Due to the location and possible queuing issues, prioritise traffic leaving town.</p> <p>2. That the matter is of sufficient seriousness to be of immediate consideration by CATG</p> <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>		
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q)	18-20-13 & 14 Newtown, Westbury – Traffic Calming request	<p>It will come as no surprise to you that we have always been concerned about the dangerous traffic driving through Newtown to access the White Horse areas. Recently and especially following the Governments relaxation of lockdown, we have experienced traffic at a volume, speed and noise level that can only be described as frightening. Neighbours who have lived here some 40 years plus have never experienced anything like it and in our 13 years here, nor have we although it is not the case to say it has ever been quiet (only during Lockdown – to an extent). It has been a shock to residents who have recently moved here to what they considered would be a peaceful location. The Paragliding groups are increasing in number thereby attracting more and more youths who are hell bent in racing from Bratton Road to the top. There are off roaders, quad bikes and motor bikes that do not consider anything but their fun and I have been run into a curb by a young learner using Newtown as his practice road. Evenings are the very worst. Roger and I experienced a `rally` race to the top last week and it was terrifying. Due to the Lockdown and so many more families out walking, I have heard numerous say how dangerous walking up Long River Road is and some have had frightening experiences. I am totally amazed that there have been no collisions nor injury nor fatalities to drivers or pedestrian. There have been plenty of screeches of breaking though. The White Horse has recently been discovered by more people than ever before because of people wanting to `find somewhere to go` during lockdown and they will continue to come.</p> <p>I am aware in the past that attempts have been made by various residents to get some sort of traffic calming in place but it has always come to nothing. Obviously there is nothing to stop visitors but surely as the 30mph limit is ignored,</p>	Await traffic survey results	
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## COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

		<p>consideration must be for the safety of Newtown residents and pedestrians and considerate drivers. I have no doubt if there was an investigation which approached my neighbouring residents you will get the same concerns.</p> <p>I can only guess that the residents in Castle Road, Bratton have had similar experience.</p> <p>I am writing to see if there is any action that can be taken to curb the volume and speed of the traffic that uses Newtown to access the White Horse. This has become increasingly a problem since the lock-down measures have been eased and people are allowed to visit such locations.</p> <p>As you are probably aware, the road is not very wide and parked cars add to the chicane-like obstacle course within the 30mph speed limited area. Outside this, the road becomes even narrower and there are a number of blind corners, which to my mind would make a 20mph speed limit with speed bumps and traffic cameras a very welcome safety equipment addition. Most drivers seem completely oblivious of the fact that there might be pedestrians and the latest “game” appeared last weekend, which I can only refer to as the Westbury Bratton grand prix. Yes, they were using the road as a race track and the noise from the unsuitably modified exhausts was unbearable.</p> <p>Will it take a death to make anybody do anything about this or can the council do anything before some poor unfortunate bystander falls victim to such lunacy?</p> <p><u>Westbury Town Council – Highways, Planning and Development Committee – 15<sup>th</sup> June 2020</u></p>		
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## COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

		<p>Two residents raised the issue that the traffic using Newtown is becoming dangerous. The committee noted that Cllr G King has already requested a Metro Count. The committee discussed the issues and Cllr Cunningham summarised to confirm that the committee are concerned and encourage actions to reduce traffic on the narrow road. The committee support some action on this road and will wait to hear the outcome from the Metro Count and Wiltshire Council response. Westbury Town Council had previously requested a Metro Count for Newtown, however the equipment became flooded and plans were in place to do a recount.</p> <p>The group discussed this and supported the residents concerns. It was agreed to wait for the traffic survey results before determining the next course of action.</p>		
r)	18-20-20 Newtown, Westbury – request for ‘unsuitable for HGV’ sign	<p>On our way up to the White Horse on a bend just below the Quarry we met a large HGV with trailer. Having no passing bays and a car behind it was impossible to pass. We only managed to allow enough space by backing the car up the bank at a steep angle for it to get through.</p> <p>Consider placing a sign at the Newtown Road to the White Horse that states unsuitable for heavy traffic.</p> <p><u>Westbury Town Council – Highways, Planning and Development Committee –17th August 2020</u></p> <p>The committee discussed and support installing signs – unsuitable for heavy traffic.</p>	Await outcome of traffic survey.	



## COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

		<p>2. That the matter is of sufficient seriousness to be of immediate consideration by CATG.</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>		
s)	18-20-21 & 22 The Mead, Westbury	<p>We cross over the Mead several times a day to get to the nature area. There have been several occasions of speeding vehicles (normally in the evening).</p> <p>On the evening of Wednesday 5th August 2020 there was a black Golf travelling at a real high speed narrowly missing a van which could of caused possible loss of life. The driver of the car slammed on the brakes and entered the new housing estate Gilhespy Way.</p> <p>The Mead is becoming a race track. Every day especially during the early hour's 0600hrs to1000hrs. Again in the evening 1700hrs.throughout the evening into the small hours. This is not every now and again but a daily occurrence. Recently I was very nearly hit by a speeding taxi of all vehicles. The speed was so great I was unable to take down the VRN. The Mead runs past the Orchards Edge estate and the new builds on Gilhespy Way. Both estates have young families with children. This I fear will result in either a serious RTA or a pedestrian being killed on this stretch of highway. The speed limit on the Mead is 30 mph therefore it needs urgent action to prosecute the speeders</p> <p>Police speed checks during the evening on different days. Possible a traffic calming system in place but not speed ramps which damage cars.</p>	KR to arrange for crossing assessment to be undertaken. CATG allocated £600.	

## COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

		<p>Traffic calming, speed lowered to 20 and enforced regular police checks or a fixed speed camera.</p> <p><u>Westbury Town Council – Highways, Planning and Development Committee –17th August 2020</u></p> <p>The committee discussed and would support a pedestrian crossing, by the entrance to the nature reserve. They would consider supporting a contribution once the costs are known.</p> <p>That the matter is of sufficient seriousness to be considered a town council priority worthy of a contribution to the cost</p> <p>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.</p>		
t)	18-20-16 Junction of Warminster Road and Leigh Road, Westbury	<p>I have talked with many locals since February 2020, who are active pedestrians and pavement users where I live. It is common belief that the 'pavement crossing' works undertaken in January 2020 have not aided safety and indeed that the feeling of 'False Security' given by these works actually adds to the threat of injury (As I believe) to the unaware! Please note that: VERY FEW LOCALS USE THESE RAMPS TO CROSS as they know better! It is the new visitor or passer through that are lulled into a false sense of security by the new pavement ramps and crossing position in my opinion (and others!) The preferred option remains to walk round into Leigh road and cross nearer my property (Where traffic visibility is better) or by the Matravers side gates in Leigh Road, although this position is better from one side than the other! I have personally attended two incidents relating to the steep gradient on one side. One incident involved a mobility scooter overturning</p>	<p>This is being dealt with by Highways development control. No further action for CATG.</p>	

## COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

		<p>resulting in head injuries for the individual involved. And the other to rescue a lady who had clinged on to the lamppost to prevent herself from falling into the road. She was walking with a frame and had become unbalanced by the steep incline! I just heard Please help me as I walked by on the other side! She was very shaken by the experience.</p> <p>So, there are several issues at work here that relate to the incline &amp; the sighting for pedestrians at this already tricky junction. Both are linked too and factors that require new thinking to resolve</p> <ol style="list-style-type: none"> <li>1) Acknowledgement that this is not a safe crossing point and requires adaption to improve safety for both pavement and road users.</li> <li>2) The pavement requires raising and possibly widening slightly (on the elevated side of the road) where the incline is greatest. Inclusion of a handrail along the kerb stones at this point that prevents pedestrians crossing on the corner should then be installed to guide them around the corner to a safer place, of their choosing to cross in Leigh Road.</li> <li>3) The opposing pavement ramps would then also need to be removed to balance.</li> <li>4) If a new crossing point with ramps is recommended there are many safer positions available as you turn in to leigh road.</li> <li>5) It should also be considered that 'right turning' vehicles from Warminster Road into Leigh Road has long been problematic in terms of cutting corners with excessive speed. I have personally witnessed dozens of incidents on this corner in the 22 years I have lived here. I always considered that a pedestrian island of some sort would act as a major safety improver at the junction but, considering the above new</li> </ol>		
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## COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

		<p>information and the reoccurring issue with the incline, I believe that such an island would be best placed in the centre of Warminster road, fractionally before the right turn to Leigh road.</p> <p>6) Westbury Town Councillors are aware of this issue and the danger associated with the junction. I first flagged up the problems with the 'Improvement works' in February of this year and I have made myself available for further comment if required to assist in making this junction safer for our community and those who are passing through.</p> <p><u>Westbury Town Council – Highways, Planning and Development Committee – 20th July 2020</u></p> <p>The committee discussed and agreed to forward this issue to CATG and ask the Highways Officers to investigate if any improvements to the pavements, road layout would be possible. Would an island or splay help reduce speed around corners? Could signage be installed warning pedestrians that the slope is steep and not suitable for mobility scooters.</p> <p>2. That the matter is of sufficient seriousness to be of immediate consideration by CATG.</p> <p>The group discussed this issue and Cllrs raised concerns that the gradient on the footway appears to have been altered when the tactile paving was installed.</p> <p>KR explained that the works were undertaken by a developer as part of a S106 agreement relating to the Hospital site development. KR has highlighted the issue with highways development control who are dealing with this. A road safety audit should be (or may already have been) undertaken and</p>		
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## COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

		would highlight any issues for which remedial works are required.  There is no further action for CATG		
<b>8.</b>	<b>Other items</b>			
a)	Social Distancing Schemes	KR circulated the list of social distancing locations/schemes that had been suggested for the Westbury community area. The group discussed the locations and determined that at this time, funding the implementation of these schemes was not a CATG priority. The group will review this should there be an increase in demand or need.	To note	
<b>8.</b>	<b>Date of Next Meeting: 25<sup>th</sup> September 2020 – 10am – Microsoft TEAMS</b>			

### 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 3<sup>rd</sup> 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.

## COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

### **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**