

LOCAL HIGHWAY AND FOOTWAY GROUP ACTION / NOTES LOG

| | Item | Update | Actions and recommendations | Who |
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| | Date of meeting: 29th April 2022 | | | |
| 1. | Attendees and apologies | | | |
| | | Suzanne Wickham (Chair – 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) Valerie Jarvis (Dilton Marsh Parish Council) Sarah Harris (Westbury Town Council officer) Kirsty Rose (Wiltshire Council) | | |
| | Apologies | Matthew Dean (Wiltshire Councillor) Pat Whyte –(Wiltshire Council) Chris Johns (Edington Parish Council) | | |
| 2. | Notes of last meeting | | | |
| | | The notes of the last meeting were agreed at the area board on 17 th February 2022 | | |
| 3. | Financial Position | | | |
| | | The available CATG budget at the start of the meeting is £18,412.78 | | |

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| | | <p>The contribution level for Parish/Town Councils is set at 30%.</p> <p>Allocations made at meeting:</p> <ul style="list-style-type: none"> • Frogmore Road / Slag Lane - £3000 contribution to Substantive Bid. • O&D Survey - £2450 LHFIFG / £1050 WTC (tbc) - £3500 total • Oldfield Road / Queens Road Parking Restrictions - - £1400 LHFIFG / £600 WTC (tbc) – total £2000. • Newtown - Allocation £210 LHFIFG / £90 WTC – total £300. • Bratton Road subs. Bid - £1500 • Wellhead Drove - Allocation £3000 - £2100 LHFIFG / £900 WTC (tbc) • Charlton Hill – Edington – Allocation £140 LHFIFG / £60 PC – total £200 <p>Remaining budget: £7612.78</p> | | |
| 4. | Top 5 Priority Schemes | | | |
| a) | <p>18-19-8, 18-20-26 Frogmore Road (From Rosefield Way to Slag Lane).</p> <p>18-21-7 Slag Lane, Westbury</p> <p>Request for Traffic Calming</p> | <p>Westbury Town Council confirmed preferred option is ‘high level intervention’ and agreed a contribution of £1073.75 to the topo survey. KR has placed an order for the survey to be undertaken. The total cost of the survey is £4295 with CATG allocation of £3221.25 and £1073.75 from WTC.</p> <p>Likely cost of providing the full length footway is approx. £100k. There are items to resolve including land negotiations and drainage. KR suggested delivering in two phases. Phase 1 being the section from Rosefield Way to the rail bridge costing in the region of £50-60k.</p> | <p>Quote for O&D survey is £3500.</p> <p>Due to proposed changes to LHFIFG and substantive bids, contributions to bids should be a minimum of one-third the annual allocation. Therefore, this scheme requires an additional £3000 allocation for substantive bid.</p> | To note |

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| | | <p>CATG agreed to submit a substantive bid relating to Phase 1 with a £4000 contribution.</p> <p>KR to provide plan and cost to Town Council before August 16th to allow council to consider its contribution.</p> <p>KR to prepare submission form and liaise with CK.</p> <p>Substantive bid submitted.</p> <p>CK asked if it is possible to remove this route as the alternative for vehicles which cannot travel under the Station Road bridge. KR will discuss with Bridges team.</p> <p>MS stated that Westbury Town Council have some concerns regarding the scheme and whether it addresses the concerns raised by residents. This is as a result of complaints from residents regarding the proposal.</p> <p>MS to report back following the town council HP&D meeting on 15th November as to whether town council support is withdrawn.</p> <p>KR explained that the scheme would not proceed without the support of the town council.</p> <p>The substantive bid for this scheme was unsuccessful by a narrow scoring margin.</p> <p>WTC have asked that the scheme be reviewed to ensure the option put forward is most appropriate.</p> | <p>It was agreed to allocate an additional £3000 to the substantive bid.</p> <p>It was agreed that the O&D survey should proceed, subject to a contribution from Westbury Town Council. Allocation £2450 LHFIFG / £1050 WTC.</p> | <p>AB/WTC</p> |
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| | | <p>KR to get quote for an origin-destination survey to determine levels of through traffic on Slag Lane and Frogmore Road.</p> <p>KR explained surveys in 2015, 2017 and 2019 recorded average speeds of 24/25mph and 85thile around 29/30mph indicating that this location meets the criteria for a sign only 20mph speed limit and does not indicate a speeding issue with general traffic.</p> <p>A further traffic survey is to be undertaken.</p> | | |
| b) | <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> <p>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</p> <p>Substantive bid to be made in next round. Closing date this year is 17th September</p> <p>CATG allocation of £1000.EPC £1000</p> <p>Substantive bid for 22/23 funding was successful.</p> <p>KR to progress legal advert.</p> | <p>Advertisement complete and no objections received. Works order for implementation being prepared.</p> <p>To be moved to other priority schemes until complete.</p> | To note |

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| d) | 18-20-8 Bratton – 20mph Speed Limit Assessment | <p>BPC would like to pursue implementation of a 20mph speed limit on Lower Road and Court Lane. Estimated cost is £4500 with 50% contribution offered by BPC. CATG agreed to progress. Funding £4500 (£2250 CATG, £2250 BPC).</p> <p>TRO documentation to be passed to TRO team for legal advert</p> | <p>Advertisement complete and no objections received. Works order for implementation being prepared.</p> <p>To be moved to other priority schemes until complete.</p> | To note |
| e) | <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>On 23rd November 2020 a meeting was held remotely between Selwood Housing, Wiltshire Council and Westbury Town Council.</p> <p>One of the actions for WTC HP&D committee to consider, was an Experimental Traffic Order for the area. The experimental traffic order could be time limited to target the worse times of the day and may be more acceptable to residents. An experimental traffic order would allow an opportunity to gauge the success and impact of school parking. This would be supported with targeted enforcement.</p> <p>WTC HP&D committee voted in support of the Experimental Traffic Order –</p> <p>2. That the matter is of sufficient seriousness to be of immediate consideration by CATG.</p> <p>For CATG information, WTC HP&D committee asked that the Town Clerk writes to the schools in Oldfield Park about the issues with parking and ask the schools to remind parents they can park in Railway Close car park.</p> <p>KR has also asked the WC Road Safety team to contact both schools and undertake a visit to review the existing</p> | <p>Proposal for parking restrictions on Queens Road and Oldfield Park circulated with tracker for consideration.</p> <p>Estimated costs are £2000 for TRO advert and £2500 for implementation.</p> <p>KR has also contacted to Traffic Signals re: options for preventing vehicles mounting the footway near crossing. Awaiting response.</p> <p>The group supported the proposed parking restrictions and agreed to allocate funding for the TRO advertisement. Allocation - £1400 LHFIFG / £600 WTC (tbc) – total £2000.</p> | AB/WTC |

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| | | <p>arrangements around school drop off and pick up. The schools will also be encouraged to take up the walking, cycling and scooter training initiatives offered by WC.</p> <p>KR has reviewed available parking at Railway Close around school drop off times and there are limited available spaces. Group may need to consider alternative action.</p> <p>STP advisor will contact both schools to discuss Taking Action on School Journeys fund. School can access funding for improvements to encourage more walking and cycling.</p> <p>KR reported that STP advisor had contacted schools, but they have not taken up the offer.</p> <p>GK asked KR to update Cllr Dean regarding this issue. GK will raise travel plan with Junior school headteacher.</p> <p>Parking enforcement will take place. KR to also liaise with PCSO.</p> <p>KR also to review options for waiting restrictions on Queens Road and Oldfield Park</p> <p>The schools will not be preparing travel plans at this time.</p> <p>KR to prepare a proposal for an ETRO for waiting restrictions on Queens Rd etc for the group to consider.</p> <p>To be moved to top 5 priorities.</p> | | |
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| f) | 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 the town council felt that priority to those approaching from the town centre should be given further consideration.</p> <p>GK provided an update that residents are concerned about frequent road rage incidents and confrontation</p> <p>KR presented option for priority working with footway widening. It would be necessary to remove some on-street parking. Overall cost with footway widening would be £25,000. Signing and road markings only would be £9,000. KR recommends footway widening option to improve pedestrian environment and remove any doubt about road width.</p> <p>GK supported this approach, as does MS and other councillors. GK suggested substantive bid be made in 22/23 to fund this scheme.</p> <p>Substantive bid in 22/23. KR to progress design for bid purposes.</p> <p>Scheme to be moved to top 5.</p> | <p>Due to proposed changes to LHFIG and substantive bids, contributions to bids should be a minimum of one-third the annual allocation. Therefore, this scheme requires an additional £3000 allocation for substantive bid.</p> <p>LHFIG agreed an additional £1500 toward the substantive bid. The town council are to consider their contribution and report back.</p> <p>Following the meeting, KR sought clarification regarding the 1/3rd contribution to substantive bids and it was confirmed that this can be made up of funding from both the LHFIG <i>and</i> town and parish contributions. It does not need to be solely made up from the LHFIG funding.</p> | AB/ WTC |
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| | | CATG contribution agreed - £4000. WTC contribution to be advised | | |
| g) | 18-21-10 Hawkeridge Road, Westbury Request for ANPR at Bus Gate | <p>Westbury Town Council Highways Planning and Development (HP&D) Committee to refer to Community Action Transport Group (CATG) a proposal for an ANPR control at the existing 'bus only' gate.</p> <p>These works to be included in the substantive Slag Lane/Frogmore Rd scheme.</p> <p>Please see supporting documents with the full details.</p> <p>At a meeting held on Monday 18th October 2021, Westbury Town Council Highways, Planning and Development Committee supported the above issue/request being referred to the Community Area Transport Group (CATG) to investigate a proposal and advise on costs for an ANPR control at the existing 'bus only' gate. These works to be included in the substantive Slag Lane/Frogmore Road scheme.</p> <p>The group supported this request and agreed that further work to prepare a detail design and robust cost estimate should be undertaken.</p> <p>MS suggested that the Town Council may be willing to make a substantive contribution to cost, or cover in entirety.</p> <p>To be moved to top 5 priority.</p> | <p>Outline plan circulated with note tracker. Cost estimate prepared and likely cost is £20,000.</p> <p>Discussions re electrical supply ongoing – this will inform further detail design work.</p> <p>Some changes to signing and the current layout are needed and included in estimate.</p> <p>The town council are seeking to fund this in entirety. A detail design and updated costing following confirmation of electrical supply details will be provided.</p> | To note / KR |

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| 5. | Other Priority schemes | | |
| a) | 18-20-13 & 14 Newtown, Westbury – Traffic Calming request | <p>It was agreed to wait for the traffic survey results before determining the next course of action.</p> <p>Survey requested to take place at top and bottom of Newtown.</p> <p>KR to liaise with traffic surveys re: locations. Await outcome of traffic survey.</p> <p>KR to review options.</p> <p>Survey results attached with tracker. Survey to be repeated in Summer 2022.</p> <p>Speeds do not indicate a need for enforcement however KR to review options for managing vehicle movements.</p> | <p>Carriageway roundel stating '30' could be provided alongside terminal signs at top of Newtown. This would cost £300 as part of the ad-hoc lining programme.</p> <p>The existing parking constrains vehicle speeds within the residential area.</p> <p>The surveys show the route is well used, particularly at weekends, however as the route to the White Horse this is to be expected.</p> <p>Consideration could be given to 'pedestrian in road' warning signs on the section towards Long River Road if there are concerns regarding pedestrian safety in this location.</p> <p>The group agreed funding for a carriageway roundel as above. Allocation £210 LHFIFG / £90 WTC – total £300.</p> |

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| | | | Letter to be sent by area board / councillors to PCC regarding enforcement. | |
| b) | 18-20-20 Newtown, Westbury – request for 'unsuitable for HGV' sign | <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> | On hold pending further survey | To note |
| c) | 18-20-21 & 22 The Mead, Westbury | <p>Pedestrian crossing assessment circulated. Recommendation to provide tactile paving and bollards to enhance existing dropper kerb crossing point at approx. cost of £2000.</p> <p>Westbury Town Council object to the recommendation and share the following feedback to CATG, for their meeting on 11th June 2021:</p> <p><i>The report suggests that having a light controlled crossing would cause difficulty to drivers, as they might not see the</i></p> | Works complete. Item to be removed from tracker. | To note |

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| | | <p><i>lights in time at the speed they are travelling at, however an uncontrolled crossing, where pedestrians cross at their own risk and presume drivers can see them and stop in time, would be seen to be acceptable?</i></p> <p><i>How would drivers see pedestrians any better compared to seeing lights – either way a certain amount of stopping distance is required.</i></p> <p><i>If the concern is that drivers would not be able to stop in time, should consideration be given to reducing the traffic speed?</i></p> <p><i>Bollards and a tactile surface would be better than nothing. If this is the only option available, Westbury Town Council would request that warning signs are in place, in both directions, to inform drivers that a pedestrian crossing point is coming up.</i></p> <p>KR explained that the report did not raise issues regarding visibility to and from a formal controlled crossing, but the location does not meet the criteria set out in WC policy for the provision of a formal crossing.</p> <p>CATG agreed to progress upgrades to informal crossing point subject to funding contribution from WTC. This will include warning signs as requested.</p> <p>Funding £2000 (£1500 CATG, £500 WTC)</p> <p>It has become apparent during the design process that to install the tactile paving on the side leading to the Mead Lakes, pedestrian access into the Lake via the RoW cannot be maintained. It is therefore necessary to promote a Temporary Traffic Regulation Order to close the RoW during the works. To</p> | | |
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| | | <p>do this, along with pedestrian management and signing that go along with this, adds a considerable cost to the scheme. The current estimate brings the total scheme cost to £4700.</p> <p>An alternative option has been prepared (see Detailed Design Option 2) omitting the tactile paving but retaining the bollard installation. This removes the element of the construction work that requires the footpath closure and is therefore deliverable within the allocated budget. With the warning signs, the total scheme cost of this option is £1600.</p> <p>The group agreed to proceed with option 2.</p> | | |
| d) | 18-20-29 Clivey Dilton Marsh | <p>Problem The Dilton Marsh sign is missing from the Clivey entrance to the village and the Parish Council has received request from residents for this to be reinstated, together with a traditional village 'gate' to mark the entrance to the village.</p> <p>Request The PC would like a Dilton Marsh sign and gate to be installed</p> <p>A signing plan and cost estimate is to be prepared.</p> <p>The group agreed to proceed with the installation of a village gate and village nameplate as proposed. The total cost is £1440. The CATG contribution is £1008 and PC contribution is £432</p> | Works complete. Item to be removed from tracker. | To note |
| e) | 18-21-2 Bitham Mill, Westbury | <p>Request: Bar marking to prevent cars parking alongside marked parking bay.</p> <p><u>Westbury Town Council – Highways, Planning and Development Committee Meeting – Monday 15th February 2021</u></p> | Awaiting lining completion. | To note |

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| | | <p>The committee voted –</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>*The committee agreed a £75 contribution towards an H-Bar. CATG agreed to progress. Funding £150 (£75 CATG, £75 WTC)</p> <p>Passed to ad-hoc lining. Await completion.</p> <p>KR to check if lining complete</p> | | |
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| f) | 18-21-3 Alfred Street, Westbury | <p>Request: I am a resident of BA133DY area for the past 3 years and have noticed more motorists speeding down our road. It's the straight stretch in front of the Horse and Groom pub. All the houses on this road, their gates open onto the road not a pavement and is a double yellow line area, so no cars are parked.</p> <p>We really need speed restrictions in place, speed bumps or islands. Something to make us safer leaving our property and the people leaving the pub.</p> <p><u>Westbury Town Council – Extraordinary Highways, Planning and Development Committee Meeting – Monday 22nd March 2021</u></p> <p>The committee voted –</p> <p>2. That the matter is of sufficient seriousness to be of immediate consideration by CATG.</p> <p>The committee ask CATG to consider traffic calming in this area, appropriate signage to discourage non-residential vehicles and HGVs</p> <p>Traffic survey requested. Await completion</p> | <p>Traffic survey results circulated with note tracker.</p> <p>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> | To note |
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| g) | 18-21-5 Dog Kennel Lane, Westbury | <p>Request: Issue with Dog Kennel Lane not being recognised by post office systems resulting in issues with deliveries. Request for assistance to resolve with Post Office and additional signing.</p> <p>At a meeting held on Monday 24th May 2021, Westbury Town Council Highways, Planning and Development Committee considered the lack of signage at Dog Kennel Lane issue and has the following response to make:</p> <p>The committee voted –</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>* The committee agreed a 25% contribution towards additional signage.</p> <p>CATG agreed that an additional street nameplate may be appropriate with an approximate cost of £200 however would request a 50% contribution from WTC due to the very localised nature of the request.</p> <p>WTC confirmed 50% contribution.</p> <p>CATG agreed £200 funding (£100 CATG/£100 WTC). To be ordered Order to be raised for works by mid-Dec with implementation in New Year.</p> | Works complete. Item to be removed from tracker | |
| h) | Bratton – Lower Road/B3098/Stradbrook Crossroads | <p>Concerns regarding safety at crossroads. Request for improved signing. Documentation from Keith Rayward attached.</p> <p>CATG requested this be investigated to determine what improvements can be made.</p> | Works pack and order being prepared alongside 20mph speed limit implementation. | |

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| | | <p>KR to provide plan and cost estimate to Parish Council and to CATG by next meeting. CATG agreed to proceed with proposed signing and road marking improvements (attached).</p> <p>Total £1050 - £735 CATG and £315 BPC confirmed.</p> | | |
| i) | 18-21-6 Leigh Road, Westbury Extension of Footway | <p>Request: I have to bring this to your attention. Matravers School leading into Leigh Road I really think the path should be extended past the railings as I seen about dozen school kids walking along there towards Springfield road and the traffic was busy and it's an accident waiting to happen. The footway should be extended.</p> <p>At a meeting held on Monday 20th September 2021, Westbury Town Council Highways, Planning and Development Committee considered the above issue and has the following response to make:</p> <p>The committee voted –</p> <p style="padding-left: 40px;">2. That the matter is of sufficient seriousness to be of immediate consideration by CATG.</p> <p>KR to review options including:</p> <ul style="list-style-type: none"> • Discussion with Matravers re use of pedestrian gate and potential for fence to be moved back. • Relocation of utility post <p>Enhancement of dropped kerb crossings to encourage pedestrians to cross</p> | <p>Relocation of utility post would require extensive diversions due to the number and location of connections relating to overhead cables. This is likely to cost in excess of £10,000, if deemed possible by the utility company as a standalone change.</p> <p>Due to the narrow footway width at the existing dropped kerbs, there is no scope to provide bollards to highlight the crossing point.</p> <p>Matravers to be contacted to encourage opening of pedestrian gate at this location to allow school children to access, taking away the need to walk further along Leigh Road.</p> | KR |

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| j) | <p>18-21-8 Slag Lane, Westbury Request for pedestrian barriers</p> | <p>Members of HP&D will be aware of the ongoing traffic and safety concerns relating to Slag Lane, as well as the proposed bid for a major scheme for Frogmore Lane which, if successful, will bring certain benefits to Slag Lane (e.g. 20mph signs). This scheme may or may not be approved for action by the unitary authority.</p> <p>What the scheme does not address is what I consider to be a safety issue which could be actioned now at modest cost.</p> <p>Problem There are three paths leading out of the Lakeside View estate directly onto Slag Lane. Children in the vicinity ride bicycles and scooters, run around etc down the paths leading onto the road, not always with appropriate due care and attention. Currently, while each path has a single post at the point of exit this does not act as a suitable barrier to stop anyone going down the slope and into the roadway with its regular speeding cars taking a shortcut between Rosefield Way and Station Road.</p> <p>Proposal I would ask the committee to put forward a proposal to CATG for the erection of a suitable safety barrier at each of the path exit points. These could be sited on the road side of the pavement along Slag Lane. The sort of barrier I have in mind are those which are found outside the entrance to many schools. There is a similar barrier on the main road at a footpath exit opposite the Tesco Express.</p> <p>At a meeting held on Monday 20th September 2021, Westbury Town Council Highways, Planning and Development</p> | <p>Collision Reduction and Road Safety Audit Officer has reviewed this request and visited Slag Lane.</p> <p>The provision of guardrail as requested is not deemed necessary on safety grounds with the current bollard arrangements being sufficient.</p> <p>The current provision aligns with DfT guidance to ensure accessibility for all and the local transport note relating to the use of pedestrian guardrailing.</p> <p>No further action recommended.</p> | To note |
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| | | <p>Committee considered the above issue and has the following response to make:</p> <p>The committee voted –</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>KR explained that the latest govt. guidance is to remove pedestrians barriers and limit new installs as they make routes inaccessible for wheelchair users etc. However, each location can be reviewed by the Road Safety Auditor who will determine if a safety risk is present that would benefit from the installation of barriers.</p> <p>KR to arrange this.</p> | | |
| k) | 18-21-9 Petticoat Lane, Dilton Marsh Street name plate | <p>The PC resolved to request that a replacement street name sign is installed at Petticoat Lane. A location plan for the preferred site of the sign is provided.</p> <p>The PC would like Wiltshire Council to approve the installation of a replacement street sign.</p> <p>CATG allocated funding subject to feasibility. Total £200 – CATG £140, PC £60</p> <p>Order raised. Await completion.</p> | Works complete. Item to be removed from tracker. | |

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| <p>I)</p> | <p>18-21-11 Coach Road Westbury</p> | <p>Coach Road is access to Coach Road Farmhouse and the Farm only. (Except for Access). It is used as a rat run and drivers speed excessively down the single-track lane. Our cat has been killed and God forbid this happens to our children. We like this to stop. We also have children racing motorbikes down the lane.</p> <p>More signage and clearly indicating 'No Access' Speed bumps Barrier Anything to stop people driving through here!!</p> <p>Town Council At a meeting held on Monday 15th November 2021, Westbury Town Council Highways, Planning and Development Committee considered the above issue and has the following response to make:</p> <p>The committee voted –</p> <p>2. That the matter is of sufficient seriousness to be of immediate consideration by CATG.</p> <p>Westbury Town Council have asked the police to do some spot checks and enforcement in the area.</p> <p>Signing to be reviewed, including low bridge signing.</p> <p>Concerns raised about frequent fly tipping. KR to liase with enforcement team to establish extent of issue.</p> | <p>Signing review underway.</p> | <p>KR</p> |
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| m) | 18-21-12 Wellhead Drove, Westbury | <p>Dangerous junction – Wellhead Drove/A350 Speeding traffic – Wellhead Drove</p> <p>Provide more adequate warning signs for drivers on the A350 that there is danger of merging traffic ahead to slow them down more. Enforce a residential speed limit on Wellhead Drove of 20mph.</p> <p>Town Council At a meeting held on Monday 15th November 2021, Westbury Town Council Highways, Planning and Development Committee considered the above issue and has the following response to make:</p> <p>The committee voted –</p> <p>2. That the matter is of sufficient seriousness to be of immediate consideration by CATG. With a request that that the 30mph speed limit be moved further back and Wellhead Drove become a 20mph limit.</p> <p>Traffic survey to be requested for Wellhead Drove to determine the existing speed of vehicles.</p> <p>Wellhead Drove is currently subject to national speed limit. KR to determine if the 30mph speed limit can be extended to cover Wellhead Drove and review signing etc on approach to crossroads.</p> | <p>Propose extension of 30mph speed limit to include Wellhead Drove, with required signing.</p> <p>This would require a TRO. Overall implementation costs (with signing) of £3000.</p> <p>Recommend significant vegetation trimming alongside A350 to improve visibility and light conditions through crossroads. Trimming should include high level branches overhanging carriageway.</p> <p>Much of this is within private ownership therefore contact by Area Highways required. It was agreed to ask for a letter to be sent out.</p> <p>The group agreed to fund the TRO advert and implementation costs. Allocation £3000 - £2100 LHFIFG / £900 WTC (tbc)</p> | KR |
| n) | 18-21-13 Clivey, Dilton Marsh | <p>The PC is requesting consideration be given to options for managing speed along the B3099 at the Clivey crossroads and up into the village. Vehicles speed along this stretch of road which is used frequently by horse riders, cyclists, and walkers.</p> | <p>The group discussed the issues faced by walkers and horse riders along this route due to the lack of footway and vehicle speeds.</p> | KR |

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| | | <p>Residents have requested a lowering of the speed limit from 60 mph to 40 mph for safety reasons.</p> <p>The PC would like Wiltshire Council to investigate options to address the speeding issue</p> <p>SW to speak with parish council. May be appropriate to consider measures other than change in speed limit to assist vulnerable road users</p> | <p>KR to prepare a proposal and estimate for improvements to signing and/or other measures to mitigate this.</p> | |
| o) | 18-21-14 Charlton Hill, Edington | <p>Due to the increase in the number of delivery vans some residents of Charlton Hill have had damage to their property caused by vans attempting to reverse onto private property to turn round or just trying to reverse back down the hill.</p> <p>There is also an issue of vans having to reverse onto the Westbury Road which at times is congested with parked cars opposite the junction.</p> <p>Pat Whyte has visited the area and spoken to one of the residents and he suggests that an increase in signage would go some way to reducing the problem. A new set of signs at the entrance to Charlton Hill stating that there is no turning area at the end, also a sign stating that numbers 8 and 9 Charlton Hill can best be accessed from Tinhead Road.</p> <p>We have submitted a parking issue request for double yellow lines opposite this junction earlier this year, if this is successful this will also reduce the hazard for vehicles having to reverse onto the main road.</p> <p>Signing to be reviewed and proposal/estimate prepared</p> | <p>Sign to be provided under street nameplate stating 'No Turning' And 'For nos 8 & 9, use Tinhead Rd'. Example provided with tracker.</p> <p>The estimated cost is £200.</p> <p>It was agreed to allocate funding £140 LHFIFG / £60 PC – total £200</p> | |

LOCAL HIGHWAY AND FOOTWAY GROUP ACTION / NOTES LOG

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| p) | 18-21-15 Alfred Street, Westbury | <p>I am highlighting the problems I am experiencing with the ongoing problem of lorries attempting to turn into Alfred Street from the Warminster Road.</p> <p>Last Monday 29/11/21 around 16.00pm I was upstairs in my house when I heard a very large bang. By the time I came down and opened my front door to find my wall had been hit and the bricks were in the road in Alfred Street, my gate had been completely damaged, and I had to climb over the wall to remove the bricks from the road. The driver had vanished!</p> <p>This is the second time my wall has been damaged in the last six months. I am awaiting my insurance Company's assessment of the damage on Wednesday 8/12/21.</p> <p>I have experienced several more incidents of lorries attempting to turn into Alfred Street from outside my house when I go to speak to them they all say the same thing their sat navs tell them to turn into Alfred Street and they are all attempting to arrive on the A350!</p> <p>The lack of signage in Westbury is appalling, we have lorries not being able to find Morrisons or Arla, and they are juggernauts!!</p> <p>I am asking for help from the council, the HGV sign erected outside my house is ignored by all the lorries. I am constantly having to go and confront lorry drivers from trying to turn left into Alfred Street which is impossible, I am having two to three incidents every day.</p> | <p>Signing review underway.</p> <p>Propose a reboundable bollard be installed next to lighting column to protect wall. Estimated cost £300.</p> <p>It was agreed to fund bollard install ahead of signing review being complete. Allocation £210 LHFIFG / £90 WTC – total £300</p> | KR |
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LOCAL HIGHWAY AND FOOTWAY GROUP ACTION / NOTES LOG

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| | | <p>I need bollards to protect my property on the pavement. I think a simple solution would be to erect a sign saying A350 straight ahead next left after Alfred Street for HGVs.</p> <p>Town Council At a meeting held on Monday 20th December 2021, Westbury Town Council Highways, Planning and Development Committee considered the above issue and has the following response to make:</p> <p>The committee discussed and agreed to ask CATG to consider other options, including additional signage in the area, for example clearer signage to the A350.</p> <p>Signing on A350 Warminster Road to be reviewed to ensure signing is visible and directing vehicles correctly.</p> <p>Proposal and estimate to be prepared, including bollard to protect wall.</p> | | |
| 6. | Traffic Surveys | | | |
| a) | | | | |
| b) | | | | |
| 7. | New Requests / Issues | | | |

LOCAL HIGHWAY AND FOOTWAY GROUP ACTION / NOTES LOG

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| a) | <p>18-22-1 B3098 Edington – Pedestrian Safety Improvements</p> | <p>Excessive speed of traffic on some parts of the B3098 through the village which has very few pavements causing an increased danger to pedestrians and other road users</p> <p>The Chair of the Council has met with the Senior Highways engineer on site to discuss the issue. There are two main areas of concern, firstly the section of road from the 30mph sign at the Bratton end of the road through to the junction with Greater Lane. Regular speed watch sessions undertaken in this location always record a number of vehicles in excess of 36mph travelling in both directions. This section of road is in a cutting with no where for pedestrians to walk except on the carriageway and this stretch is the only means of access between the village and Sandy Lane (the track onto Salisbury Plain). The second section is between the top of Monastery Road and the farm shop, again regular speed watch session always record vehicles in excess of 36mph.</p> | <p>Traffic surveys are being processed (in place at time of meeting).</p> <p>KR to investigate options for improvements and report back</p> | |
| b) | <p>18-22-2 Haynes Road/Station Rd/The Ham, Westbury</p> | <p>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.</p> <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>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.</p> | |

LOCAL HIGHWAY AND FOOTWAY GROUP ACTION / NOTES LOG

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| c) | 18-22-3 Amazon Way/Station Road junction, Westbury | <p>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"> • Shrubby 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>At a meeting held on Monday 21st March 2022, Westbury Town Council Highways, Planning and Development Committee considered the above issue and has the following response to make:</p> <p>The committee voted –</p> <p>That the matter is of sufficient seriousness to be considered a town council priority worthy of a contribution to the cost.</p> | To be combined with item b above. | |

LOCAL HIGHWAY AND FOOTWAY GROUP ACTION / NOTES LOG

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| | | The committee requested this issue is considered with the Highway Improvement Form from Westbury Town Council, submitted on 7th March 2022, for a review of Haynes Road / Station Road / The Ham. | | |
| 8. | Other items | | | |
| a) | Pat Whyte | The group wishes to note how grateful they are for Pat's service and with him the very best for his retirement from Wiltshire Council. | | |
| 9. | Date of Next Meeting: 22nd July 2022 | | | |

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 **£7612.78**

3. Legal Implications

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

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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