

MINUTES

Meeting: Westbury Area Board
Place: The Laverton, Bratton Rd, Westbury BA13 3EN
Date: 30 November 2023
Start Time: 6.30 pm
Finish Time: 9.00 pm

Please direct any enquiries on these minutes to: Ben Fielding - Senior Democratic Services Officer (Tel): 01225 718656 or (e-mail) benjamin.fielding@wiltshire.gov.uk

Papers available on the Council's website at www.wiltshire.gov.uk

In Attendance:

Wiltshire Councillors

Cllr Matthew Dean, Westbury West
Cllr Gordon King (Chairman), Westbury East
Cllr Suzanne Wickham, Ethandune
Cllr Carole King, Westbury North

Wiltshire Councillors in Attendance:

Cllr Caroline Thomas, Cabinet Member for Transport, Street Scene, and Flooding

Wiltshire Council Officers

Graeme Morrison, Strategic Engagement Partnerships Manager
Dominic Argar, Assistant Multimedia Officer
Ben Fielding, Senior Democratic Services Officer
Sam Howell, Director Highways and Transport
Allan Creedy, Head of Sustainable Transport

Town and Parish Councils

Heywood Parish Council
Bratton Parish Council
Edington Parish Council
Westbury Town Council

Guest Speaker

John Derryman, Head of Strategy, Performance and Oversight, OPCC

Total in attendance: 54

<u>Minute No..</u>	<u>Summary of Issues Discussed and Decision</u>
1.	<p><u>Informal Networking</u></p> <p>Those in attendance had the opportunity to partake in an informal networking session with the Cabinet Member, Director and Highways Officers.</p>
2.	<p><u>Welcome and Overview</u></p> <p>The Chairman welcomed those in attendance and provided an overview of the meeting. The Chairman also provided Councillors and Officers in attendance an opportunity to introduce themselves.</p> <p>It was outlined that there would be presentations covering the following matters:</p> <ul style="list-style-type: none"> • Strategic Business Plan Priorities • Maintenance • Local Transport Plan • Congestion • Public Transport • Air Quality
3.	<p><u>Highways and Transport Presentations</u></p> <p>The Area Board received a presentation from Sam Howell (Director Highways and Transport), Allan Creedy (Head of Sustainable Transport) and Cllr Caroline Thomas (Cabinet Member for Transport, Street Scene, and Flooding). The presentation covered, but was not limited to, the following matters:</p> <p>Introduction:</p> <ul style="list-style-type: none"> • An overview of the Wiltshire transport context was provided, including how the highway network represented the Council's largest and most valuable public asset with a replacement value of over £5billion including over 2,8000 miles of road. • The relation of Highways and Transport to the Wiltshire Council Business Plan was outlined. • Statistics were provided regarding asset management, including statistics of how many parts of the asset needed to be maintained. <p>Investment in the Network:</p> <ul style="list-style-type: none"> • An overview of the funding available to Highways maintenance was outlined, including that there was a Highways Maintenance fund of £21million, which was topped up by additional funds, such as an additional £3.6million pothole fund. • Other additional sources of funding top ups were covered, including additional investment from Wiltshire Council and further Government funding to span a two-year period.

- It was noted that as a local authority, Wiltshire was robust and had a preventative eye with the importance of prioritising issues outlined.

The Local Transport Plan:

- The importance of having a Local Transport Plan was outlined, with it setting a framework for maintaining and improving transport in Wiltshire.
- The importance of the Local Transport Plan aligning with the Local Plan Review to help deliver Wiltshire Council's Business Plan priorities was stated, with key themes identified including decarbonisation, freight, and active travel.

Public Transport Review:

- An overview was provided regarding the public transport review, which would aim to shape the future bus policy as well as priorities for support.
- The consultation timeframe, which ended on 10 November 2023, was outlined as well as that there had been over 1,000 responses.
- The aim was for a new policy and network to be implemented from April 2024.

Highways Maintenance:

- It was outlined that the Council has three different approaches to maintenance:
 - Reactive Maintenance - Responding to issues as they arise, such as repairing potholes or replacing damaged signs.
 - Planned Maintenance - Scheduling regular maintenance tasks to prevent issues from arising in the first place or getting worse.
 - Asset Maintenance - Taking a long-term view of highways maintenance and involves evaluating the condition of roads and infrastructure and prioritizing maintenance tasks based on factors like condition, safety, cost, and rate of deterioration.
- An overview of benchmarking for Highways was provided following a 2022 South West Road condition scanner survey, with Wiltshire in a good position compared to other local authorities. Furthermore, it was noted that this data was used to prioritise investment.
- An explanation of why so many potholes have occurred was provided as well as detail regarding interim and permanent repairs.
- It was noted that officers have a defect dashboard which enables them to monitor data relating to reported and completed defects by area.
- Work regarding flood prevention was outlined.

Local Highway & Footway Improvement Group (LHFIG):

- The role of LHFIGs was outlined as well as areas which they could fund.
- It was stated that currently the Westbury LHFIG has 19 live projects, a current budget of £34,958 and spending commitments of £32,470.

Parish Stewards:

- The role of Parish Stewards was outlined, with it noted that there is 18

Parish Stewards, one for each area, who work with representatives in their parishes to ensure all work requests are clear and are logged for review before they start the work.

Verge and litter clearance:

- It was outlined that grounds maintenance and street cleansing in the Westbury town and surrounding area was the responsibility of Wiltshire Council and had received an extra investment of £0.3m this year.
- Enforcement resources were being increased to tackle the issues of fly tipping and rural littering.
- The following Wiltshire Council campaigns were outlined 'We're Targeting Fly-Tippers' and 'Don't Mess with Wiltshire'.

The Area Board received a presentation from John Derryman (Head of Strategy, Performance and Oversight, OPCC). The presentation covered, but was not limited to, the following matters:

Investment:

- The PCC has invested in 3 new Community Speed Enforcement Officers to support the work of Community Speed Watch Teams, made up of 1,000 volunteers who capture details of speeding to report to the police.
- Additionally, 3 Road Safety Officers had been recruited with each having been assigned areas to work with residents around road safety,
- Investments had also been made in technology including cameras and vehicles.

Partnership:

- The role of Wiltshire and Swindon Road Safety Partnership working was outlined.
- It was stated that the PCC had recently recruited a new Road Safety Partnership Manager, who would work with partner organisations to conduct work.

Enforcement:

- Bespoke enforcement data for Bratton and Edington was provided, which outlined how speed awareness courses and fines were issued.
- In general, there had been an increase of tickets produced in 2023, with the number above 8,000 for Wiltshire and Swindon.

Speed Indication Devices:

- Wiltshire Police was the first police force in the UK to accept data from SIDs.
- Data provided from Dilton Marsh and Edington was presented, with the impact of enforcement in these areas demonstrated with the average maximum speed declining from 45mph to 37 mph.
- It was noted that every Monday, the police, and Speed Enforcement Team have a meeting to scrutinise the latest SID data and a range of

	<p>other sources of intelligence, then objectively choose locations and times for enforcement activity.</p>
<p>4.</p>	<p><u>Q&A Session</u></p> <p>A question-and-answer session took place coordinated by the Area Board Chairman.</p> <p>Question – Cllr Matt Dean: Westbury suffers from poor air quality and there have been ongoing issues for 30 years with debates about bypasses. Now that investment from Wiltshire Council in the north of the county should be finishing following the completion of developments, it is thought that it is now time to start thinking about a bypass in Westbury following the Department of Transport route study from Southampton to Bristol.</p> <p>Answer: Regarding the M4 to South Coast Study, Wiltshire along with neighbouring authorities wanted to press the Secretary of State to have a study to explain and address the poor connectivity between the M4 and south coast. The study has been successfully mandated with only two of such studies in the whole of the country. The study has been undertaken through the last year by National Highways, who have agreed that there are issues with this route. Currently the study has been submitted to the transport minister responsible for roads, and the Council wants to make sure that every stage of the process proceeds and moves to the next stage. The next stage would be for something real to be proposed, with consideration of bypasses for Melksham and Westbury to make improvements to the A350 corridor. It is hoped that there will be an announcement from the Department of Transport early next year regarding the next funding period of 2025 and Wiltshire is working alongside neighbouring authorities to make sure that voice isn't lost, and the minister is encouraged.</p> <p>Question – Cllr Matt Dean: There is an ongoing problem with congestion in Westbury because of the Cleveland Bridge closure and no traffic zone in bath, which has had a negative impact on the town. It seems after making vital public interventions, Westbury is no closer to improving hotspots of congestion.</p> <p>Answer: Linking back to the M4 to South Coast study, if this work was to prevail, this would mean that those in Bath would be able to do things more easily to protect the city and not at the expense of Wiltshire. Work is being conducted at an officer and political level to do all that can be done regarding the clean air zone and the bridge weight restriction with hard work conducted to try and change things which produce detriment to communities in Wiltshire.</p> <p>Question - Cllr Matt Dean: A lot of residents of the Oldfield Park former Council estate have exercised the right to buy their properties and there is a lot of land in that area under the ownership of Selwood Housing, which used to be Highways land. The estate currently has more cars than it was designed for and is in</p>

desperate need of more parking spaces. How might more carparking spaces be created?

Answer: It is unusual for the Highways Authority to invest in parking for private parking and normally, attempts are made to put things in place to manage the existing situation. It was noted that this issue would be taken away with a written response to be provided.

Question – Cllr Matt Dean: With the development of Mane Way, it was promised that a bridge would be made over the railway line. Developer contributions have now been paid, therefore what are the plans for securing a bridge in Mane Way to alleviate traffic problems in Oldfield Park?

Answer: The commitment has been made to complete a bridge over the railway line, primarily using developer funding. The next stage is to have discussions with Network Rail to finalise the design of the bridge and gain their best advice on requirements for trains. The situation is in a good position and residents will be kept updated.

Question – Resident: Can assurance be sought whether the West End's roads and pavements will be maintained to the highest possible level to help mitigate the impacts of heavy traffic increasing over time.

Answer: The M4 to South Coast study is the best chance of resolving issues regarding the A350. In the meantime, the asset will be maintained by using the approaches outlined in the earlier presentation, with prioritisation of work taking place accordingly. With there being more lorries on the road, scanner surveys will pick up defects therefore meaning that this part of road will likely get more attention due to the effects of HGVs. Additionally, conversations are taking place with BANEs about the impact of increased transport the Local Transport Plan Review will prioritise such areas of the freight management strategy.

Question – Resident: As a result of climate change, a number of locations in Westbury are seeing regular flooding due to heavy downfalls and debris being pushed into gullies. The drainage system seems to not be fit for purpose, what prevention work is being done?

Answer: Carbon commitments and climate change are at the heart of the Wiltshire Council Business Plan. Though flooding is presenting a challenge, and the system is a historic asset, more funding has been allocated so that more work can be scheduled when challenges occur. There are good landowners in Wiltshire as well as poor ones, therefore conversations take place to avoid unnecessary silting. An extra £10million has been allocated towards highways maintenance over the next two years and it is hoped that this will be repeated. It is recognised from an asset maintenance perspective that due to climate change

we are having significant and heavier rainfall.

Question – Resident: Having lived opposite the army base on Warminster Road for 14 months there has been a high increase in cars and lorries and the roads are unsafe with cars coming round quickly when pedestrians cross. It isn't understood why there isn't a camera or traffic light here to slow traffic.

Answer: Currently Wiltshire Council is not using speed cameras for fining purposes and if it was to, money would not be made due to the cost of running and maintenance. It was suggested that the resident speaks to the Town Council about potentially getting a SID, which would deter and slow drivers down with data also being able to be fed into the police for enforcement if the area was a hot spot.

Question – Resident: As a resident living on the West End, various defects in the road have been reported however replies have always been received saying that they are not bad enough for repair. These defects can cause houses to shake at 4am and over the past three years this has got worse with residents struggling to sleep and various houses on this road being put up for sale. If a defect isn't bad enough to repair, then when is it?

Answer: A defect doesn't need to be a safety defect of a P5 category perspective to make houses rattle, therefore it might not be a safety defect but rather one of noise and vibration. Officers apologised and stated that the forward work plan would be reviewed to see when work was scheduled as well as when the latest inspection was undertaken. If the last inspection had been long ago, another would be rescheduled.

Question – Resident: Regarding the Mane Way bridge, it was previously suggested that the roads within the housing development were too small compared to original plans. Are the roads wide enough to facilitate the bridge?

Answer: Yes, the roads are wide enough.

Question – Resident: Living in Westbury Leigh, there is a problem with pollution and congestion in the town centre on an internal and external level, with families also making short journeys. There is a reluctance to promote cycling to loved ones and families as it is believed that the roads aren't safe with too many parked cars. What can be done to make active travel viable and alleviate problems?

Answer: Currently the Council is working on a Wiltshire Wide Local Cycling and Walking Infrastructure Plan (LCWIP) and that additionally, plans specific to Salisbury, Trowbridge, Chippenham and Devizes were planned with areas such

as Westbury next on the list. LCWIPs are important as they take a holistic approach to market towns and connectivity with surrounding villages. The importance of LCWIPs was further stressed as they are important for securing funding for such things as cycle lanes due to the Department of Transport criteria of bidding requiring a plan. Local ownership is important when developing an LCWIP, therefore it would be great for local people to be involved in the process.

Question – Resident: A lot of issues have a long-term solution, however has the Council considered short term solutions such as lorry bans like in London and approaching organisations who use the highways to potentially ask if they would like to contribute to maintenance?

Answer: This is a great idea but not one that is familiar to being used before, therefore it would be taken away for thought. Regarding potentially banning vehicles, this could potentially lead to the displacement of traffic, like what has happened in Bath. Wiltshire Council does have conversations with local freight operations, such as those operating at the distribution centre in Solstice Park, Amesbury and local quarries.

Question – Resident: Where does the money collected by speeding tickets go?

Answer: A proportion of this to Wiltshire Police to partly cover the cost of the enforcement officers trying to catch those who are speeding.

Question – Resident: What support is there to help parking in rural villages? In recent times fire engines haven't been able to get through narrow roads.

Answer: The LHFIG can implement additional parking restrictions, after that it then becomes an enforcement issue which is dealt with in partnership with the Police. Officers are aware of particular locations.

Question – Resident: What percentage of the Wiltshire Council budget has been spent on the A303 Stonehenge tunnel?

Answer: This was not a Wiltshire Council project but rather a Highways England one, however Wiltshire Council would financially benefit from work relating to this with an element of Council resources going towards the project. The project would require one of the largest archaeological digs that the country had seen for years, which should be taken advantage of. Currently the project is under a judicial review, which would take place at the start of December, with the outcome awaited.

Question – Resident: With a bypass unlikely to happen, what is the plan B for Westbury?

	<p>Answer: The bypass is the intended solution, however over the coming years, reactive and preventative work will take place to support and manage the assets in Westbury as well as the traffic flowing through. The Council will keep maintaining the A350 to the highest standard possible with the resources available. The best chance to secure long term funding for a bypass is the M4 to South Coast study. Reference was made to the Local Transport Plan, which would aim to balance the objectives of all road users as well as the council moving towards a safer systems approach for road safety.</p> <p>Question – Resident: The future will bring the use of electric vehicles, which are heavier than those currently on the road. What will be done to combat this on a road which currently can't cope?</p> <p>Answer: Though the electric cars will improve air quality, this might lead to the roads requiring more maintenance. The Council would deal with this and look to Government if cars were to get heavier.</p> <p>Question – Resident: Homes are currently being damaged a lot more due to roads, is the Council responsible for paying to damage caused by roads to properties?</p> <p>Answer: Officers are unaware of property owners coming to the Council and placing a claim towards structural damage on properties. If a claim was to be made, then this would entirely depend on what was put before the Council.</p> <p>Question – Resident: The pothole outside of my house doesn't fit within the Council criteria but still wakes me up when lorries run over it and causes vibrations. Has the Council considered vibration monitors and does vibration analysis exist?</p> <p>Answer: This will be taken away by officers who will then be able to provide current data available. Recently there is a member of staff who is completing a Master's degree on vibration in roads and the ability to monitor and measure it. This could potentially generate information.</p>
5.	<p><u>Session Summary and Next Steps</u></p> <p>The Chairman of the Area Board summarised session as well as next steps with key actions to be provided in due course.</p>
6.	<p><u>Minutes</u></p> <p>The minutes of the meeting held on 3 October 2023 were presented for consideration. An amendment was raised regarding minute item 8, in which it was clarified that the question raised relating to capacity for dealing with an increase in shoplifting was to do with a recent policy change where police</p>

	<p>officers would have to attend each case.</p> <p>After which, it was;</p> <p><u>Resolved:</u></p> <p>To approve and sign as a true and correct record of the minutes of the meeting held on 3 October 2023 following the completion of the suggested amendment.</p>
7.	<p><u>Declarations of Interest</u></p> <p>There were no declarations of disclosable interests.</p>
8.	<p><u>Area Board Funding</u></p> <p>The Chairman informed the Area Board of the opening balances for grant funding.</p> <p>The Area Board considered the following applications for funding:</p> <p><u>Community Area Grants:</u></p> <p>Leigh Park Community Centre - £2,000 towards replacement tables.</p> <p><u>Decision:</u></p> <p>Leigh Park Community Centre was awarded £ towards replacement tables subject to the Community Centre being able to demonstrate the rest of the match funding for completing project.</p> <p>Moved – Cllr Matt Dean Seconded – Cllr Carole King</p> <p><u>Reason</u> – <i>The application met the Community Area Grants Criteria 2023/24.</i></p> <p>Westbury and District Cricket Club - £5,000 towards mower for Leighton Sports ground.</p> <p><u>Decision:</u></p> <p>Westbury and District Cricket Club was awarded £5,000 towards mower for Leighton Sports ground subject to the Cricket Club being able to demonstrate the rest of the match funding for completing project.</p> <p>Moved – Cllr Matt Dean</p>

	<p>Seconded – Cllr Gordon King</p> <p><u>Reason</u> – The application met the Community Area Grants Criteria 2023/24.</p> <p><u>Youth Grants:</u></p> <p>Leigh Park Community Centre - £5,000 towards Skills for personal development and employment 2023.</p> <p><u>Decision:</u> Leigh Park Community Centre had contacted the SEPM earlier in the day in to ask to defer the application to a future meeting.</p> <p>The Equivalent Project CIC - £1,500 towards self-harm support programme.</p> <p><u>Decision:</u> The Equivalent Project CIC was awarded an amended amount of £1,388.89 towards self-harm support programme.</p> <p>Moved – Cllr Matt Dean Seconded – Cllr Carole King</p> <p><u>Reason</u> – The application met the Community Area Grants Criteria 2023/24.</p>
9.	<p><u>Local Highways and Footpath Improvement Group (LHFIG)</u></p> <p>The Chairman introduced the minutes and recommendations from the LHFIG meeting held on 19 October 2023.</p> <p>After which, it was;</p> <p><u>Resolved:</u></p> <p>The minutes of the Local Highways and Footway Improvement Group meeting held on 19 October 2023 were agreed as a correct record with it noted that no spending recommendations had been made.</p>
10.	<p><u>Urgent items</u></p> <p>There were no urgent items.</p>
11.	<p><u>Future Meeting Dates, Forward Plan, Evaluation and Close</u></p> <p>The date of the next meeting was 15 February 2023.</p>

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Highways Matters Westbury

30 November 2023

Agenda and Housekeeping

1. Welcome and Introduction – Chair
2. Highway Matters Presentation
3. Update from Office of Police and Crime Commissioner
4. Q&A
5. Close

Wiltshire context

Modern transport has transformed our society and economy. It has enabled us to take advantage of a wide range of dispersed opportunities and to keep in contact with family and friends. Advances in road haulage and distribution methods have stimulated economic growth by helping to provide us with unparalleled consumer choices, a 24-hour society and just-in-time deliveries.

At the same time, however, our reliance on the private car and the lorry has led to busier and more congested roads. This, in turn, has resulted in fewer people keeping healthy through walking and cycling, increased concerns with regard to noise and other community aspects, accessibility issues for people who rely on public transport, and significant environmental impacts such as air pollution and climate change.

So, while transport can be viewed as simply a 'means to an end' (i.e. it just gets us from A to B), in reality it's a key element of a modern society with impacts on the economy, climate change, people's health, social exclusion, street scenes and the countryside.

Wiltshire Context

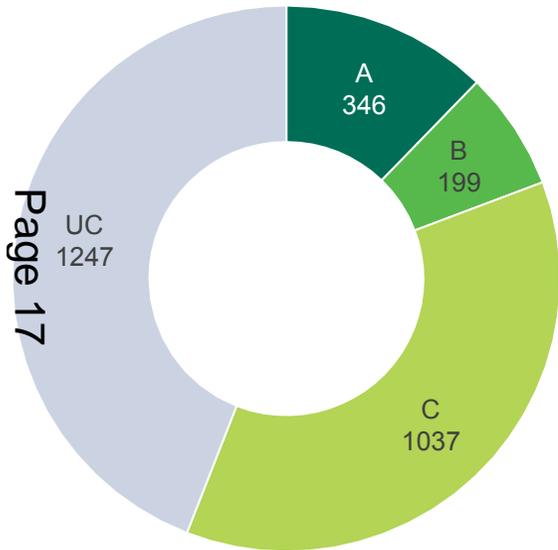
- The highway network – roads, bridges and related infrastructure – represents the Council's largest and most valuable public asset with a replacement value of over £5 billion.
- Over 2,800 miles of roads, and extensive public rights of way network;
- Extensive public transport network, which we have sustained despite financial challenges and changing travel patterns

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Asset Management - some numbers

Over 2800 miles of road by class



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50,000 street lights and 6000 sign lights



65 signal controlled junctions



145 signal controlled pedestrian crossings



293 Belisha beacons



981 highway bridges



85000 road gullies

Investment in our network

Highways Maintenance Fund - £21m

Additional £3.6m pothole fund

Integrated Transport Funding - £2.1m

Bus Service Improvement Plan - £4.2m

Local Electric Vehicle Infrastructure - £4.7m

Additional Investment by Wiltshire Council - 2022

- £150,000 pa over three years to tackle fly-tipping
- £200,000 per year for next three years for white-lining
- £333,000 per year to help prevent flooding, directed to gully cleaning

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2023

- £500,000 for signing strategy
- £510,000 for flyposting removal and enforcement, litter picking rural highways, cleaning multi-story car parks and communications

2023/24/25 - additional £10m for preventative maintenance

2023/24/25 - additional £5.228m from cancellation of HS2



Local Transport Plan

- The Local Transport Plan sets the framework for maintaining and improving transport in Wiltshire;
- It needs to align to our Local Plan Review and will help deliver Wiltshire Council's Business Plan priorities for transport across the County;
- We will be undertaking consultation on 'issues and options' towards the end of the year. Key themes will include:
 - Road Safety;
 - Public Transport;
 - Car Parking Strategy;
 - Freight;
 - Active Travel
 - Decarbonisation.



Public Transport Review - consultation

- Aim is to help shape future bus policy and priorities for support
- Will help ensure we are providing value for money whilst delivering on Business Plan priorities and objectives of the National Bus Strategy
- Bus market has changed since COVID 19 - lower patronage levels
- Driver shortage and inflationary pressures
- Stakeholder consultation June 2023 - 163 responses
- Wider public consultation until November 10th
- Over 1000 responses to date
- Aim for a new policy and network for implementation from April 2024
- <https://wiltshirebusreview.commonplace.is/>

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Local Issues

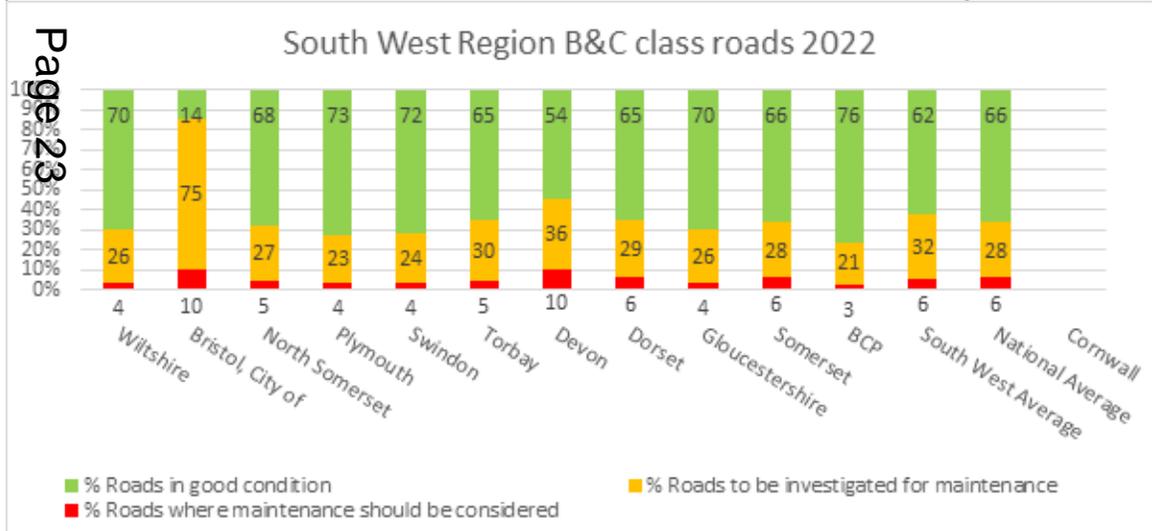
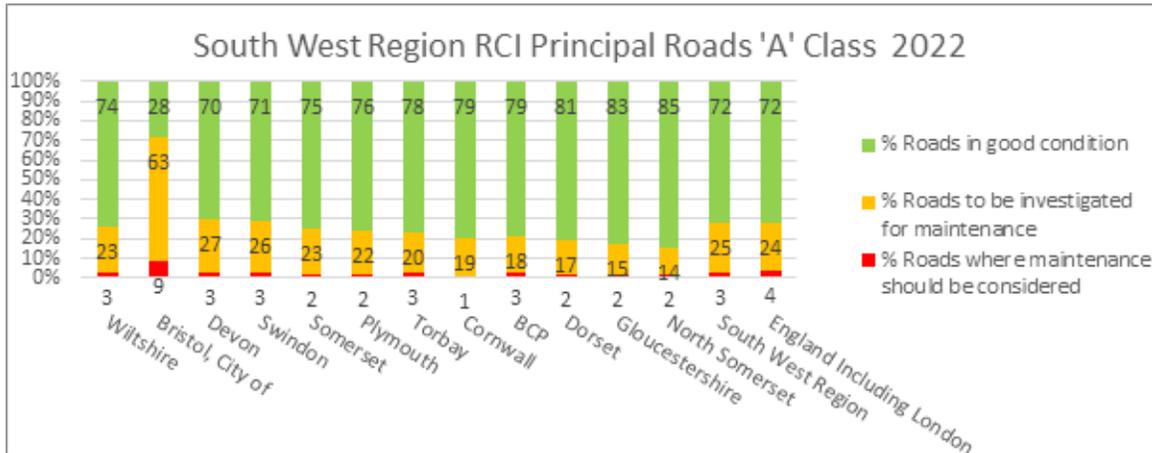
- Highway Maintenance
 - Current traffic conditions:
 - HGVs on A350
 - Road safety – all users
- Parish Steward Scheme
- Flooding

Highways Maintenance

Highways maintenance typically refers to the upkeep and repair of public roads, pavements, and other related infrastructure. This can include tasks such as filling potholes, resurfacing roads, repairing bridges, road signs and markings, traffic signals and street lights.

- 1. Reactive maintenance:** This approach involves responding to issues as they arise, such as repairing potholes or replacing damaged signs. Reactive repairs are primarily driven from our scheduled inspections but also public reports such as via the MyWilts app. When assessing defects, we apply intervention levels as laid out in our Highways Inspection Manual – in other words, we prioritise the response based on specific safety criteria.
- 2. Planned maintenance:** This approach involves scheduling regular maintenance tasks to prevent issues from arising in the first place or getting worse. For example, regular road resurfacing or bridge inspections to identify and address issues before they become more serious.
- 3. Asset management:** This approach involves taking a long-term view of highways maintenance, and involves evaluating the condition of roads and infrastructure and prioritizing maintenance tasks based on factors like condition, safety, cost, and rate of deterioration.

Highways Maintenance - Benchmarking



2022 South West Road condition scanner survey benchmarking

Scanner surveys provide a consistent method for measuring road surface conditions. The data is used to help inform maintenance decisions. The Scanner survey collects surface and geometric data using vehicle mounted lasers and cameras. Forty three parameters are collected and the results reported to the Department for Transport on an annual basis.

Potholes Why so many?



Summer 2022 Dry & Hot

Road Surface Temperatures in Excess of **55 degrees C**



Autumn 2022 Wet

November – 145% of normal rainfall



Winter Dec Onwards – long periods Sub Zero

Road Surface Temperatures fell below **-9 Degrees C**



Interim Repair

- Undertaken to keep road safe
- Can provide a durable repair
- Enables more extensive repairs to be programmed efficiently

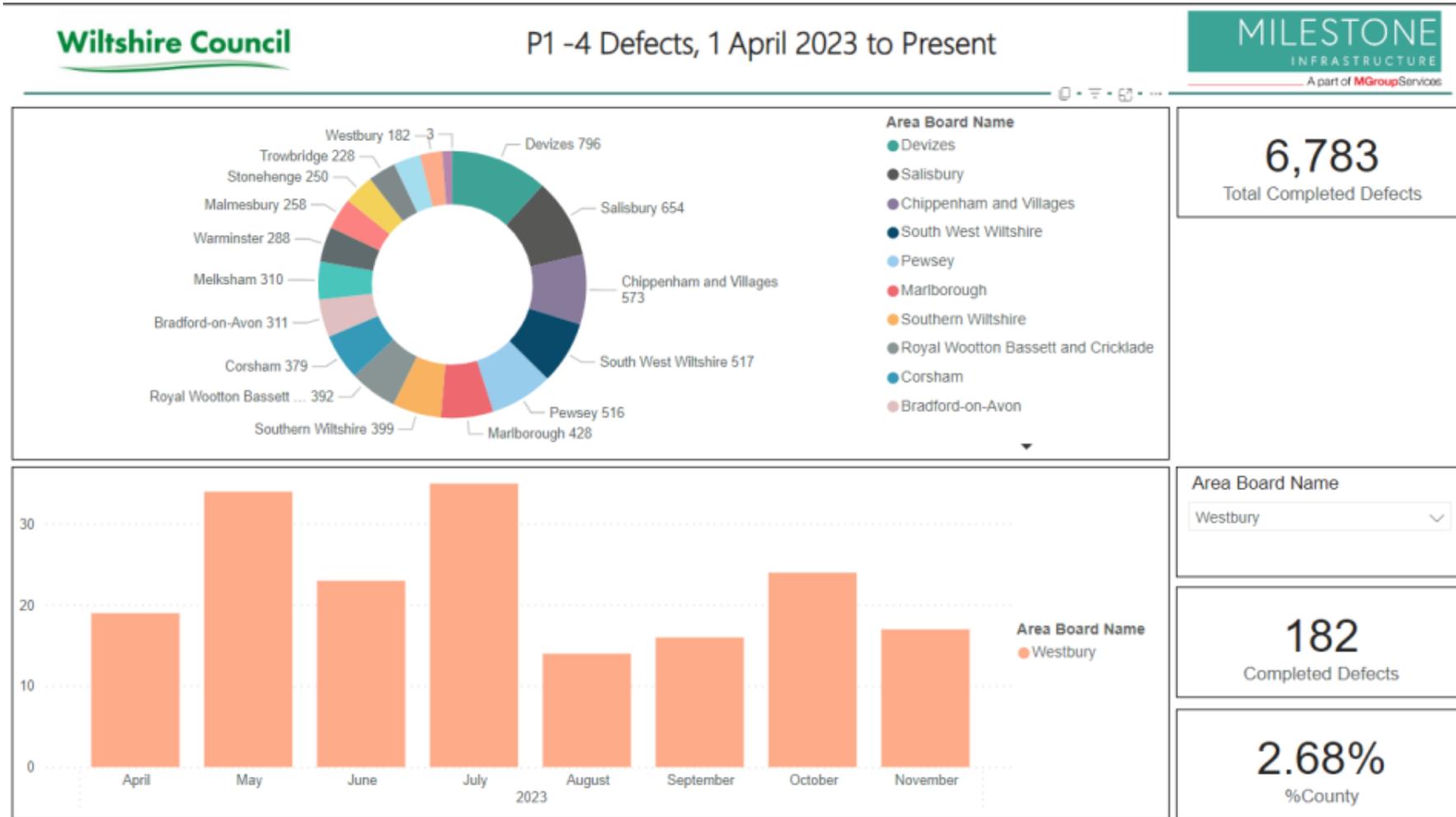


Permanent Repair

- Failed Area Cut out using a mini planer
- Reinstated using “hot” material hand laid



Innovation – Defect dashboard



Flood Prevention

- A & B Roads Gullies Emptied Annually
- Along with around 5500 gullies classed as High Risk
- Remaining Gullies emptied on a 3 year cycle
- Grips cut annually



Tractor Mounted Grip
Cutting Head



Gully Tanker/Vactor

Local Highway & Footway Improvement Group (LHFIG)

- 18 Groups across the County aligned to the Area Boards.
- LHFIGs exist to enable local communities to raise local highway issues, prioritise them, and provide a mechanism for these issues to be addressed.
- The Groups have an annual funding allocation to allow delivery of solutions.
- Representation at the Group is through Parish & Town Councils.
- Lots of detail on the Wiltshire.gov website on the Highways pages.

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Westbury LHFIG

- Current budget £34,958. Commitments £32,470
- 19 live projects

Local Highway & Footway Improvement Group (LHFIG)

LHFIGs can fund the following:

Pedestrian improvements: including dropped kerbs, new footways, substantive improvements to existing footways, pedestrian crossings (including assessments).

Cycle improvements: new cycle paths, cycle parking / storage.

Bus infrastructure: new and replacement Shelters (subject to agreement on future maintenance liability), bus border kerbs, bus stop road markings.

Traffic signing: new and replacement signs (including signposts), street name plates, village gateways.

New road markings: new and replacement of existing markings.

Speed limits: assessment and implementation.

Waiting restrictions: assessments and implementation.

Footpath improvements: styles, gates, surface improvements to rights of ways (council maintainable only).

Drainage: minor improvements, new gullies.

Street lighting: new installations.

Traffic management measures: including Sockets and posts for SID (Speed Indication Device) equipment.

Parish Steward Scheme

- Our team of Parish Stewards are specially trained to complete small-scale discretionary local highways priority works to town and parishes.
- There are 18 Parish Stewards, one for each community area, who work with representatives in their parishes to ensure all work requests are clear and are logged for review before they start the work. We also have a support gang that works with the Parish Stewards on larger-scale projects, based on demand.
- Tasks include proactive and reactive works. For example, verge siding out, vegetation clearance, pothole repair, drain and gully clearance.

Verge and litter clearance – extra funds

- Grounds maintenance and street cleansing in the Westbury town and surrounding area is the responsibility of Wiltshire Council and has received an extra investment of £0.3m this year.
- Enforcement resources are being increased to tackle the issues of fly posting, fly tipping and rural littering.

Loan cleaning equipment is provided by the council's street cleaning contractor, idverde, to town and parish councils to support community events.

- Idverde are also available to support community groups with street scene improvement works.
- **'We're Targeting Fly-Tippers'** and **'Don't Mess with Wiltshire'**

Thank you for listening.

There will time for questions from the floor;

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All questions received, in advance and this evening, will be responded to;

Answers will be made available on our website.



MAKING WILTSHIRE SAFER

"If it matters to you, it matters to me."

**John Derryman, Head of Strategy, Performance and Oversight, OPCC
30th November.**

Road Safety

- 1) Investment – CSW / CSEO / RSO / Vehicles / Technology
- 2) Partnership – Road Safety Partnership Manager
- 3) Enforcement – SID data / enforcement / trends

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CSEO Activity Dashboard

Outcomes are dependent on previous convictions and history

66.00
No. Speed awareness co...

5.00
No. Fine & Points

0.00
No. Court

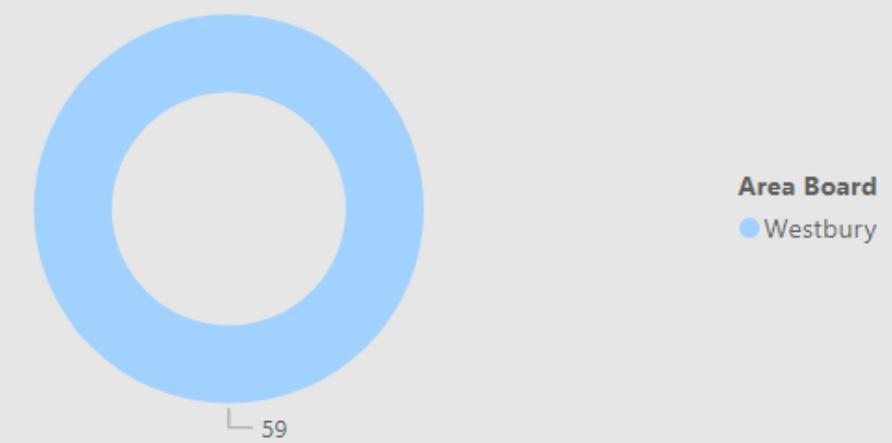
28
No. of Locations



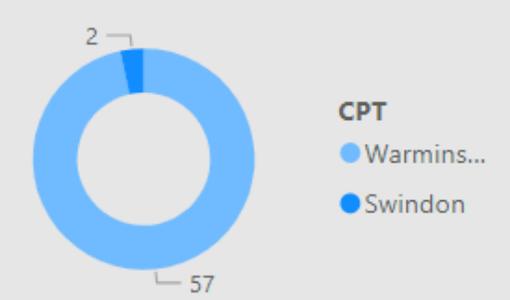
Location	Year	Month	Speed awareness course	Fine & Points	Court	CPT	Area Board
Bratton - Melbourne Street	2023	July	8.00	0.00	0.00	Warminster	Westbury
Bratton - Trowbridge Road	2023	August	8.00	1.00	0.00	Warminster	Westbury
Edington - 14 Westbury Road	2023	July	8.00	1.00	0.00	Warminster	Westbury
Edington - Longlands Close	2023	January	8.00	1.00	0.00	Warminster	Westbury
Dilton Marsh	2021	December	7.00	0.00	0.00	Warminster	Westbury
Edington - Telephone Exchange West	2023	October	5.00	0.00	0.00	Warminster	Westbury
Bratton - Melbourne Street	2023	January	4.00	0.00	0.00	Warminster	Westbury
Edington - 14 Westbury Road	2023	June	3.00	1.00	0.00	Warminster	Westbury
Bratton	2023	January	2.00	0.00	0.00	Warminster	Westbury
Bratton - Trowbridge Road	2023	October	2.00	0.00	0.00	Warminster	Westbury
Chapmanslade - Cleyhill Gardens	2023	October	2.00	0.00	0.00	Warminster	Westbury
Chapmanslade - Layby	2023	November	2.00	0.00	0.00	Warminster	Westbury
Dilton Marsh	2022	November	2.00	0.00	0.00	Warminster	Westbury
Liddington - Pavement in front of field gate opposite Kobee Cottage. B4192	2023	September	2.00	0.00	0.00	Swindon	Westbury

Total 66.00 5.00 0.00

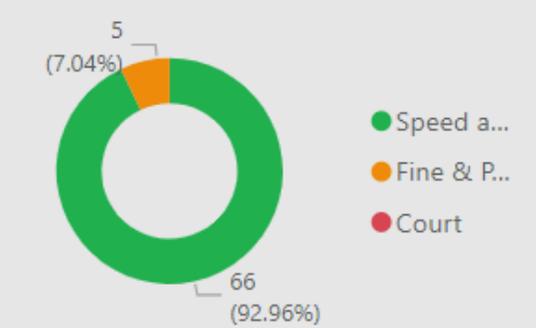
Activity by Area Board



Activity by CPT



Outcomes



Trends and Distributions

Show Relative Speeds

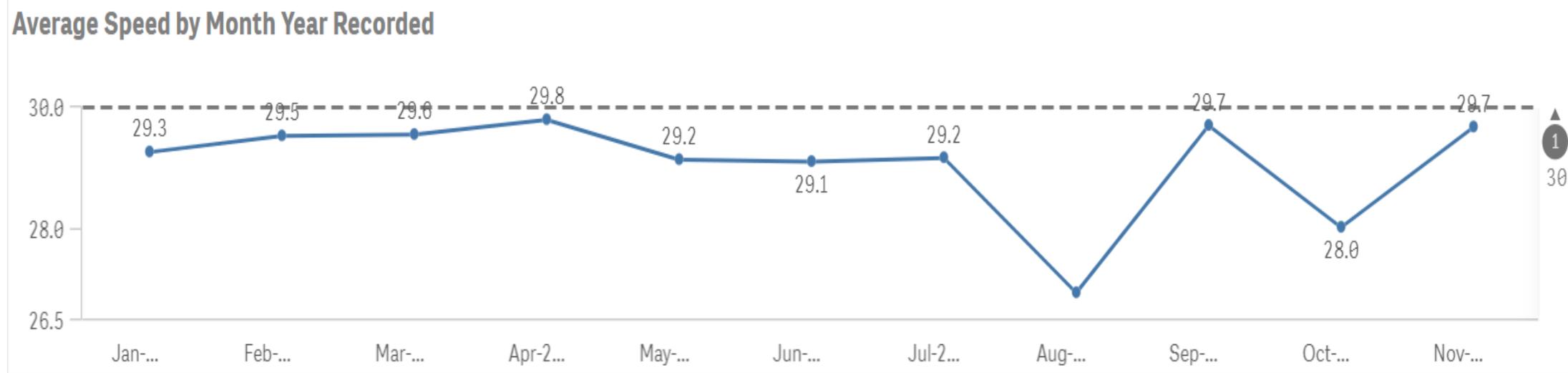
- Average Speed by ...
- Max Speed by ...
- Average Speed by Weekd...
- Max Speed by Wee...
- Average Speed by Month...**
- Max Speed by Month ...

Date and Time Fil...

Time

Hour

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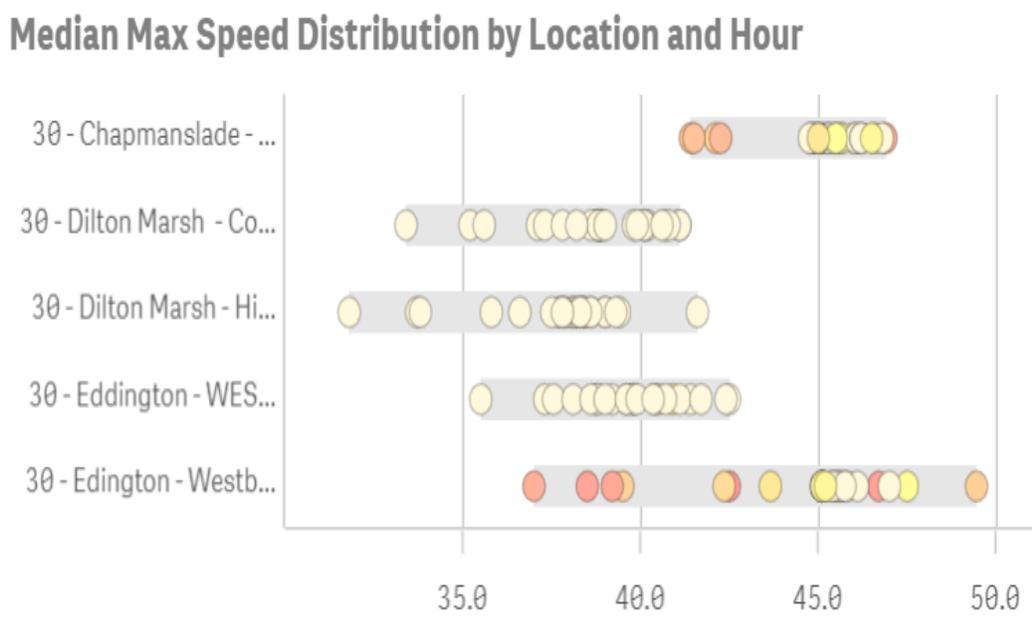
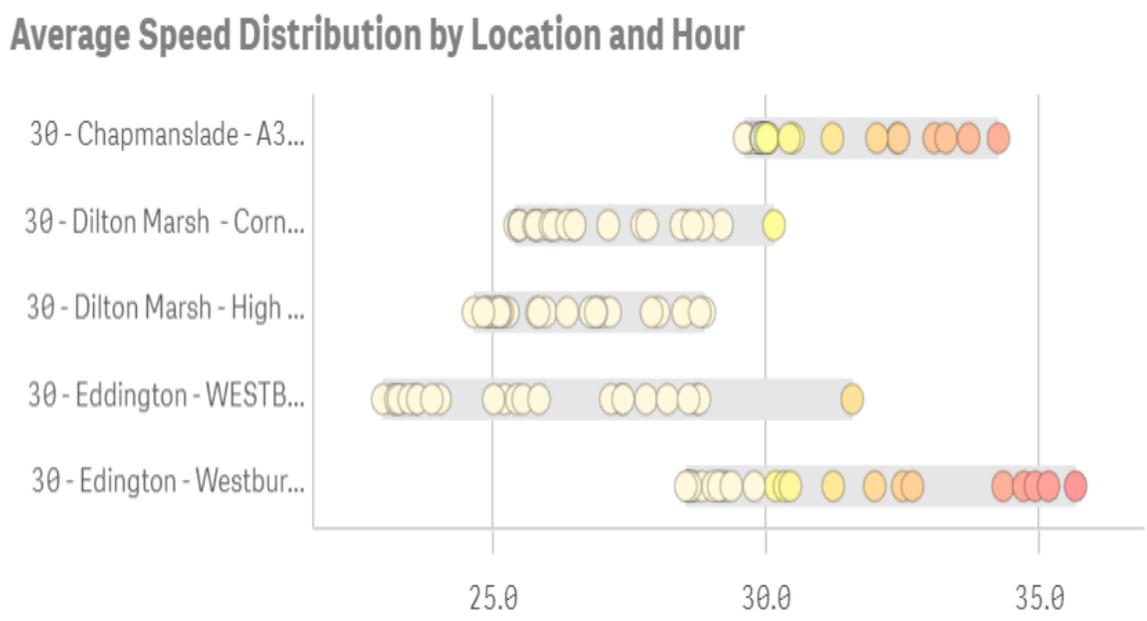


SID Specific Filters

Limit, Town and W...

Town

What3Words



Trends and Distributions

Show Relative Speeds

- Average Speed by ...
- Max Speed by ...
- Average Speed by Weekd...
- Max Speed by Wee...
- Average Speed by Month...
- Max Speed by Month ...

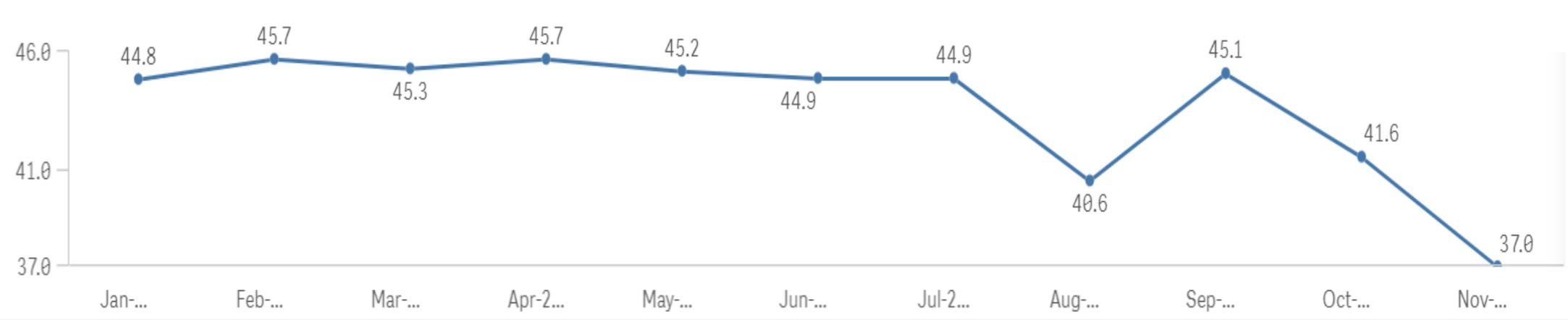
Date and Time Fil...

Time

Hour

...

Median Max Speed by Month Year Recorded



SID Specific Filters

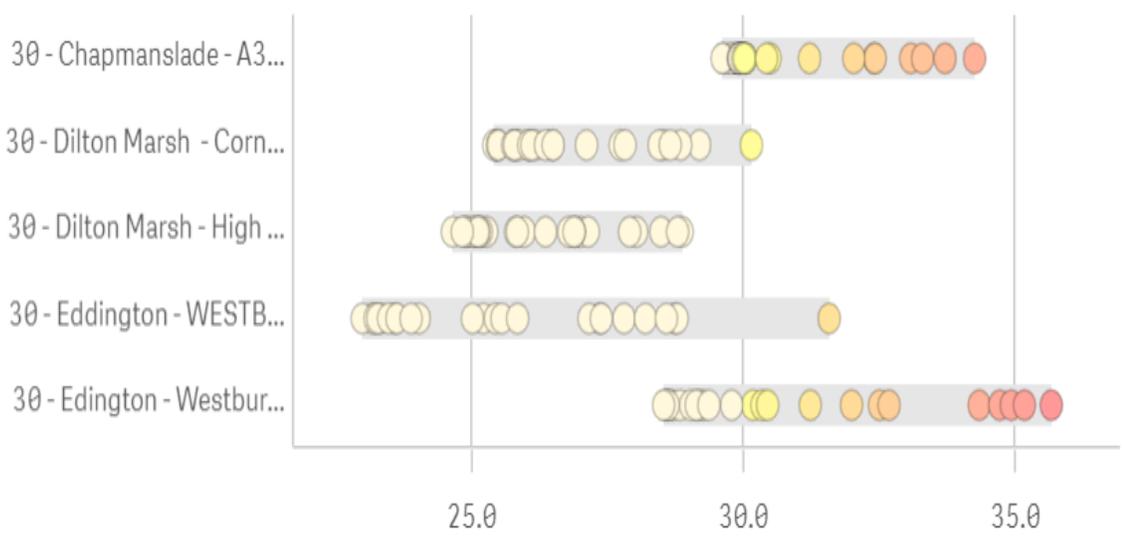
Limit, Town and W...

Town

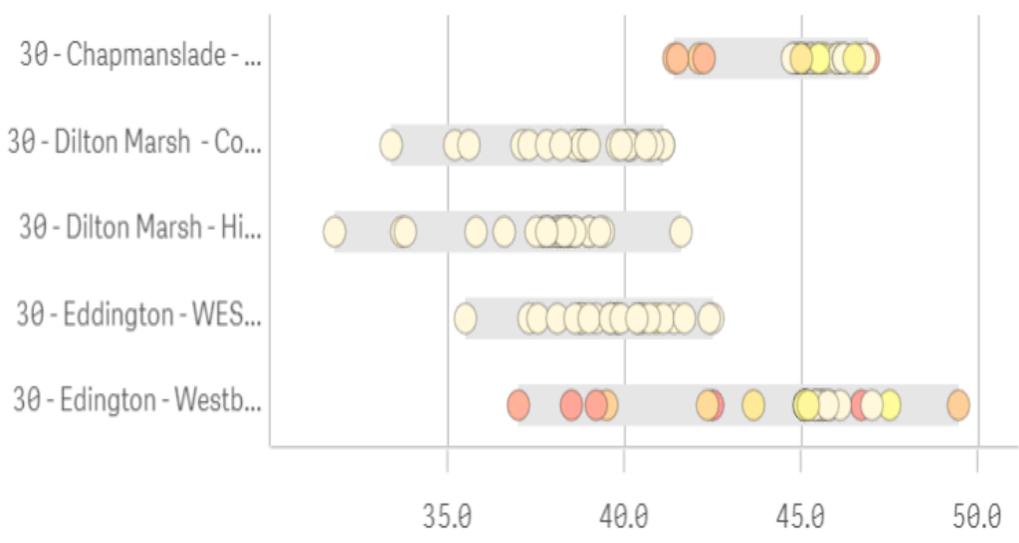
What3Words

...

Average Speed Distribution by Location and Hour



Median Max Speed Distribution by Location and Hour



Q&A