

LOCAL HIGHWAY AND FOOTWAY GROUP ACTION / NOTES LOG

	Item	Update	Actions and recommendations	Who
	Date of meeting: 24th January 2023			
1.	Attendees and apologies			
		Matthew Dean (Chair - Wiltshire Councillor) Suzanne Wickham (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) Richard Culverhouse (Heywood Parish Council) John Mason (Heywood Parish Council) Sarah Harris (Westbury Town Council officer) Kirsty Rose (Wiltshire Council) Denise Nott (Wiltshire Council)		
	Apologies	Chris Johns (Edington Parish Council)		
2.	Notes of last meeting			
		The notes of the last meeting were agreed at the area board on 24 th November 2022		
3.	Financial Position			
		The available budget at the start of the meeting is £2182.78		
		The contribution level for Parish/Town Councils is set at 30%.		

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		<p>Allocations made at meeting:</p> <p>Holy Trinity Church, Dilton Marsh – H Bar Marking - £150 (£100 LHFIG / £50 DMPC).</p> <p>Remaining budget: £2082.78</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>(notes shortened. See August 22 notes for full details)</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>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 LHFIG / £1050 WTC.</p> <p>Survey data received in July. KR to undertake analysis and provide to group.</p> <p>It was agreed that the substantive bid is to proceed as planned. WTC are to discuss contribution to bid at HP&D.</p> <p>Substantive bid deadline mid Nov. KR to prepare bid and have signed off by Chair/Strategic Engagement Manager.</p> <p>KR outlined the data from the origin and destination survey. The survey recorded 1482 vehicles during the 12 hr survey. Of those, 330 were</p>	<p>The substantive bid was not submitted due to concerns by WTC.</p> <p>KR gave a presentation to HP&D outlining the options for this scheme.</p> <p>WTC have confirmed they now wish to proceed with a bid in the next round.</p> <p>KR to provide O&D survey briefing paper by end of Feb.</p>	<p>To note</p> <p>KR</p>

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		<p>matched as entering and exiting the area in journey times consistent with through movement. This also includes bus movements.</p> <p>A briefing note summarising the data is to be provided.</p>		
b)	<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>(notes shortened. See August 22 notes for full details)</p> <p>Proposal for parking restrictions on Queens Road and Oldfield Park circulated with tracker for consideration. 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> <p>TRO documents drafted for advertisement however Selwood have requested additional restrictions via WTC.</p> <p>KR suggested that given lack of available space for parked cars to move to, a H bar marking to keep the driveway clear (based on concern raised) would be most appropriate in first instance. GK agreed with this. MS agreed but was concerned that parking opposite may continue to be a problem.</p> <p>It was agreed to proceed with H bar marking alongside waiting restrictions when implemented. No additional funding needed</p> <p>Awaiting TRO consultation.</p>	<p>TRO consultation to take place from 10th February until 13th March.</p> <p>Concerns around standing water and drainage were discussed. Drainage concerns should be reported via the MyWilts App in the first instance.</p>	To note

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c)	18-20-18 Bratton Road Westbury – narrow section	<p>(notes shortened. See August 22 notes for full details)</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>CATG contribution agreed - £4000. WTC contribution to be advised</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 and town and parish contributions. It does not need to be solely made up from the LHFIG funding.</p>	Substantive bid submitted and awaiting outcome.	KR

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		<p>Based on the increase from LHFIG, WTC agreed to increase their contribution from £4,000 to £5,500</p> <p>Substantive bid to proceed.</p>		
d)	18-21-10 Hawkeridge Road, Westbury Request for ANPR at Bus Gate	<p>(notes shortened. See August 22 notes for full details)</p> <p>Outline plan circulated with note tracker. Cost estimate prepared and likely cost is £20,000. 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. 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> <p>WTC agreed to funding the work at a cost of £20,000 from CIL. This has been approved by WTC.</p> <p>It was discussed, and agreed, that no contribution is required from Heywood & Hawkeridge PC as this is within WTC area.</p> <p>There are potential issues with electricity supply to ANPR cameras. This is being investigated. There is no option for solar provision.</p> <p>Town Council to consider origin/destination survey from item 4a when received and determine if they wish to proceed.</p>	<p>Providing an electrical supply to the ANPR camera may cost in the region of £30,000 and would require authorisation from Network Rail. Atkins Street Lighting are gathering further detail on this. There may also be issues with achieving the correct depth of cover for the supply across the bridge deck.</p>	KR
5.	Other Priority schemes			

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a)	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> <p>It was agreed that an ‘unsuitable for HGV’ sign would be provided. The estimated total cost is £400 with £280 LHFIFG contribution and £120 WTC contribution (tbc).</p>	Order with contractor. Awaiting installation.	To note
b)	18-21-3 Alfred Street, Westbury	<p>(notes shortened. See August 22 notes for full details)</p> <p>Traffic survey results circulated with note tracker. 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> <p>It was agreed to proceed with TRO advert. Funding was agreed at £2500 (£1750 LHFIFG / £750 WTC) subject to confirmation of contribution from WTC.</p>	TRO advert period commences 20 th January 2023, ending 13 th February 2023.	To note

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		<p>KR to also prepare proposal plan and cost estimate for implementation to be discussed as next meeting.</p> <p>TRO documents with TRO team for processing. KR to inform of advert dates when known.</p> <p>The anticipated cost of implementation is £4000.</p>		
c)	18-21-11 Coach Road Westbury	<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>	Funding contributions agreed. To proceed to implementation.	KR

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		<p>Signing review underway.</p> <p>The View have committed to reminding customers that access is from A350. CEM also issued information on social media.</p> <p>KR to check if Heywood PC have any concerns as this is within their area. KR also to flag flytipping concerns with enforcement team.</p> <p>Signing has been reviewed and all found to be in order with regard to the access restriction. It was agreed that an additional sign opposite the driveway to the White Horse Country Park would be beneficial, directing all vehicles exiting to turn right to the A350 junction. Funding was agreed at £400 (£280 LHFIFG / £120 Heywood PC (tbc)).</p> <p>Flytipping concerns have been highlighted to the enforcement team. They have no recent reports and it is not an area of concern.</p> <p>Residents are advised to report any flytipping via the MyWilts app.</p>		
d)	18-21-12 Wellhead Drive, Westbury	<p>(notes shortened. See August 22 notes for full details) Dangerous junction – Wellhead Drive/A350 Speeding traffic – Wellhead Drive</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 Drive of 20mph.</p>	<p>Objection received to order (request for a 10mph speed limit instead of 30). Cabinet member report being prepared for Cabinet Member decision. KR to find out if objectors may wish to rescind</p>	To note

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		<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. 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. 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 LHFIG / £900 WTC (tbc)</p> <p>WTC have confirmed financial contribution. TRO to be advertised. KR to advise of advert dates once known.</p> <p>KR & DN to discuss vegetation trimming and update next meeting.</p> <p>TRO currently on advert for speed limit change. Consultation ends on the 24th October.</p>	<p>objections in the first instance.</p>	
e)	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. Residents have requested a lowering of the speed limit from 60 mph to 40 mph for safety reasons.</p>	<p>Order to be issued to contractor. These signs will be installed in 23/24 financial year due to contractor changes.</p>	KR

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		<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>The group discussed the issues faced by walkers and horse riders along this route due to the lack of footway and vehicle speeds. KR to prepare a proposal and estimate for improvements to signing and/or other measures to mitigate this.</p> <p>KR to progress ahead of next meeting. SW confirmed that danger to horse riders is the main concern currently</p> <p>KR presented a proposal to install 2no horse warning signs. Cost estimate £800.</p> <p>Also proposed improvement to byway signing for DMAR45 to highlight byway access. Cost estimate £400.</p> <p>LHFIG supported both proposals and allocated funding subject to approval and contribution from DMPC. £1200 (£840 LHFIG, £360 DMPC (tbc)).</p>		
f)	18-21-14 Charlton Hill, Edington	<p>(notes shortened. See August 22 notes for full details)</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>	The order for the sign was issued to the contractor in December as agreed. We are	To note

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		<p>The estimated cost is £200.</p> <p>It was agreed to allocate funding £140 LHFFIG / £60 PC – total £200</p> <p>To be taken forward by Denise Nott (Area Highways). DN updated the group that the current workload for her and the technician for Westbury is high, but this will be progressed when resources allow.</p> <p>Denise Nott confirmed this is being progressed alongside other commitments and it is anticipated that this will be complete in December.</p>	<p>awaiting delivery of the sign from the manufacturer, and it will be installed once received. Timescales for completion will depend upon the manufacturer, however it is intended that this will be installed by end of March.</p>	
g)	18-21-15 Alfred Street, Westbury (Lorries)	<p>(notes shortened. See August 22 notes for full details)</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> <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 LHFFIG / £90 WTC – total £300</p> <p>Signing review underway. Provision of bollard being taken forward by Denise Nott. KR to provide update for resident.</p>	<p>Bollards have been installed.</p> <p>Wider signing review being undertaken. Recommendations and costings to be circulated when complete.</p>	To note

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		<p>Information relating to signing and proposal for wider review at a number of locations is provided with the note tracker. The estimated cost of signing changes is in the region of £5k - £7k but this will be determined by the review.</p> <p>The LHFIG agreed that the review should go ahead.</p> <p>Bollard installation at the top of Alfred Street is progressing, with an amended proposal to introduce 3no flexible bollards. An amended cost of £700 is associated with this. The group agreed to fund the additional costs, with contribution from WTC. Additional funding required is £400 (£280 LHFIG / £120 WTC).</p>		
h)	<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>Installation underway. Awaiting install of village gate and road markings associated with the change of speed limit. Road markings will not be laid until weather has improved.</p>	To note

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		<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> <p>Order has been raised with contractor. Awaiting installation. The deadline given is end of Jan 2023.</p>		
i)	18-20-09 Dursley Road and Hawkeridge junctions with B3097	<p>(notes shortened. See August 22 notes for full details)</p> <p>Atkins speed limit assessment report circulated with note tracker. No changes recommended. The group expressed disappointment at the outcome.</p> <p>Residents remain concerned regarding the junction and near-miss incidents continue. A resident has prepared information on the matter which is included with this note tracker.</p> <p>KR explained that the signal equipment will be replaced when funding is available, which will allow more changes to be made, but there is no timescale for this. In the short term, KR will contact the signals team to ask if any further changes can be made now and to highlight the ongoing issues. The need for markings to be refreshed will also be raised with Area Highways.</p> <p>Item is to be moved to other priority schemes.</p> <p>Centre line and stop lines have been refreshed and vegetation cut back where needed. Intergreen times have been changed to ensure more time for side road traffic to exit.</p>	Atkins to progress CCTV camera installation. The timescale for completion will depend on availability of the signal contractor, Telent.	Atkins

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		<p><u>Options from Traffic Signals</u></p> <p>Atkins traffic signals have put together options, with costs, for improvements ranging from changes to pole positions to full refurbishment. This ranges from £6k to £60k+ but many of the options do not offer best value if the junction is to be refurbished in the future.</p> <p>A lower cost option to consider in the interim would be to use the speed assessment loops to generate demands to bring the signals out of all red earlier – at present if the signals is resting on all red I believe it will only come out of that when a driver hits the X loop at 39m. At 40mph they cover this in about 2 seconds. What drivers SHOULD be doing is tapering their speed until they see green come up. What they may be doing, is assuming that green will come up, as perhaps it does normally, so not tapering their speed – but of course when its red due to an emerging vehicle - it doesn't. Basically, we would be catering for poor driving and impatience if we did this – not normal practice – but it is do-able and could make it safer. Cost about £3k</p> <p>The CCTV camera option is favoured by LHFIG and to be discussed by parish council. The group allocated £3,000 (£2000 LHFIG, £1000 PC) subject to PC contribution confirmation.</p> <p>Heywood Parish Council confirmed their support and contribution for the CCTV camera installation.</p> <p>KR to check the signing requirements for the CCTV camera and report back.</p>		

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j)	18-22-1 B3098 Edington – Pedestrian Safety Improvements	<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> <p>Traffic surveys received and provided with note tracker. KR to prepare proposal ahead of next meeting.</p> <p>KR to arrange site meeting with John Pollard and Suzanne Wickham and prepare proposals during December.</p>	<p>Site meeting held to discuss potential options for improvements. KR to provide plans and costings.</p>	KR

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k)	<p>18-22-2 Haynes Road/Station Rd/The Ham, Westbury</p> <p>18-22-3 Amazon Way/Station Road junction, 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><u>Amazon Way</u></p> <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"> • Shrubbery 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>Westbury Town Council would like a comprehensive review of the traffic regulations and management of Station Road from the junction with</p>	<p>KR to review and site meeting to be arranged.</p>	<p>KR</p>

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		<p>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. KR to report back to LHFIFG.</p> <p>The focus is pedestrian safety. CK also highlighted original complaints being raised regarding lorries on Station Road and damage to property due to vibrations.</p>		
l)	<p>18-22-5 Springfield Road, Westbury</p>	<p>Westbury Town Council have received further contact from residents on Springfield Road raising concerns about car parking in front of their homes. This was shared with the Police and they provided the response below. Over the years Westbury Town Council have received many concerns from residents about ongoing traffic and parking issues in the area.</p> <p>Westbury Town Council request that a one-way system be introduced.</p> <p>KR to circulate previous Taking Action on School Journeys report. MD & KR to meet with head teacher.</p> <p>Meeting held with Matravers. Road markings for waiting restrictions to be refreshed. This is the responsibility of Parking Services. KR to request enforcement once lining has been remarked.</p> <p>The pedestrian road markings and parking bays are to be refreshed by Area Highways. This will be in Spring 2023.</p>	<p>Review of options ongoing. Awaiting road marking refresh – likely to take place in Spring 23.</p> <p>KR to provide wording for update to residents on non-viability of one-way system on Springfield Road.</p>	KR

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		School concerned about pedestrian safety. KR to review options including discussions re: land from industrial estate.		
m)	18-22-6 6 Tinhead Road, Edington	<p>The bottom of the steps outside this property are constantly being hit by vehicles and the property owner has had to have repairs undertaken on more than one occasion. The problem arises due to the narrowness of the road and vehicles parking opposite the property.</p> <p>A kerb placed in front of the property protecting the steps and wall, this would also require some bollards being placed in the grass on the other side of the road to stop vehicles parking on the grass as the road width will be reduced.</p> <p>The property owner has been in contact with the PC who have had a conversation with the Area Highways Engineer Denise Nott, who suggested a plastic bollard but this was thought to be insufficient in stopping vans and the like hitting the property.</p> <p>Kerbing and bollards on the grass opposite would seem to be the best way forward. The only other alternative would be an extension to the double yellow lines soon to be painted in the Tinhead Road area.</p> <p>KR to visit site with SW and JP. Parking opposite property causes vehicles to be closer to steps, causing issue.</p> <p>Group asked that any solution be proportional to the issue.</p>	<p>Site visit held. Proposal to extend H bar marking opposite and alongside property as well as provide rubber kerbs as protection. KR to provide plan and costings for kerbing – awaiting information from supplier.</p> <p>Road marking works to be undertaken alongside 20mph road markings if possible.</p>	KR
n)	18-22-7 Road North of Ivy Mill Farm, Edington	I believe I have become a somewhat familiar sign on the local roads 'walking' my assistance dog from my wheelchair. Additionally we have several horses and ponies herd that are ridden, including by four children, including a thirteen year old who cycles from the village twice	Given the location, drivers should be aware of the likelihood of	To note

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		<p>daily and driven as well as the occasional regrettable but rather inevitable incident of escaped livestock or poultry.</p> <p>The nature of traffic on this road had changed considerably from when we moved here 12 years ago and where we had few worries apart from speeding drivers late at night previously, our fears were confirmed this week when on the same day I had a near miss with a car , our barn cat was killed by a car.</p> <p>As we are regrettably not close to any byways for my disabled adapted carriage that arrives in a month or two I will be almost exclusively carriage driving on the road as we do not have a vehicle large enough to box both ponies AND a carriage away from local roads. We also have children riding out.</p> <p>I wonder if there might be any merit adding a warning sign of riders or disabled 'pedestrian' to help warn the drivers who aren't local that they might be surprised by a slow wheel chair user and dog on roads with no pavements, or children on ponies?</p> <p>i understand the signage might be of limited use - my neighbours have told me despite the cows crossing warning sign they frequently take some 'blue language' from drivers who dislike or are surprised to have to wait for the dairy cows crossing.</p> <p>This is still a rural area which people expect to be able to skip through at s jaunty pace and I think that's fair, its still however a rural area where there are rural hazards like disabled rustics.</p> <p>My feeling is a sign might at least give drivers fair warning.</p>	<p>horses, pedestrians, cyclists etc on the road.</p> <p>Horse warning signs may be considered however their effectiveness may be limited.</p> <p>The warning sign for use to highlight elderly, frail or disabled users is only permitted for use where high numbers of such users are likely to cross and is not therefore permitted at this location.</p> <p>It was agreed that no further action would be taken.</p>	

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		<p>I don't know how much such signs cost and if for something with a high likely hood of being ignored it's worth asking for community resource to be considered.</p> <p>Mostly I am treated very much better in the wheelchair than ever I was on a horse- but of course - that doesn't lessen my concern for the children and adults riding out from my home, not myself on the times I do suffer near misses .</p> <p>KR to undertake site visit and report back to group.</p>		
7.	New Requests / Issues			
a)	18-22-9 Court Lane, Bratton	<p>BPC would like to know what can be done to make the junctions of Bury Lane and Cassways Orchard with Court Lane safe for drivers and pedestrians leaving these roads onto Court Lane.</p> <p>Currently, cars parked on Court Lane make it very difficult to see approaching traffic or to negotiate safely once on Court Lane, frightening the drivers involved. Open to expert advice from Highways as to the most cost effective solution to make drivers and pedestrians (particularly those with push-chairs) feel safe when leaving Cassways Orchard and Bury Lane onto Court Lane.</p>	KR to investigate and report back with options.	KR
b)	18-22-10 A350 at Millbrook, Westbury	Two years ago, the speed limit at the new roundabout on the A350 was reduced from the national speed limit to 40mph. Whilst this was certainly an improvement, I believe that the speed limit needs to be further reduced from 40mph to 30mph for the following reasons:	KR to review and report back to next meeting. Liaison with highways development control is	KR

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		<ul style="list-style-type: none"> • the design of the roundabout is such that it is not possible to negotiate the roundabout safely at any speed in excess of 30mph. • the roundabout by reason of its position on the highway, its design and layout are so poorly configured that it takes even the most cautious motorist by complete surprise so that many manoeuvre through it with difficult and at varying speeds, compounded also by the inadequacy of the advanced warning signs. • the current 40mph limit gives motorists a false sense of the safe speed necessary resulting in numerous near misses and overshoots at the roundabout. • there are dropped kerbs and pedestrian refuges at the roundabout but the speed at which vehicles approach the roundabout renders these dangerously unsafe. • visibility to traffic leaving the Mill Brook estate is compromised by the speeds that the vehicles travel at. • the signage from the south is always partly obscured by the hedgerows and vehicle accelerate dangerously as they head north towards the roundabout. • the footpath alongside the A350 heading into Westbury is narrow and frequently overgrown, endangering the safety of pedestrians, particularly those with prams or wheelchairs. • to the north the bend where the A350 intersects with Coach Road has seen recent fatalities and the visibility is poor. • the rail bridge / underpass north of the roundabout is low and narrow, and HGVs move into the middle of the road to ensure clearance, just as vehicles are accelerating out of the 40mph section northwards into a section of national speed limit. 	<p>required as a large portion of the area in question is not adopted and still within the control of the developer.</p>	

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	Item	Update	Actions and recommendations	Who
		<ul style="list-style-type: none"> • entering the Mill Brook estate from the 40mph limit has a knock on effect on speeds within the estate (see separate request). <p>Would like to see:</p> <ol style="list-style-type: none"> 1. Reduce the speed through the roundabout at the entrance to Mill Brook from 40MPH to 30mph from the start of the section on the A350, where the 40mph limit currently begins, in advance of the roundabout, and continue the 30mph until just before the rail bridge / underpass where it would increase to 40mph 2. Continue the 40mph zone from the above point to just north of the junction with Park Lane and Heywood House before reverting to national speed limit 3. Replace the advance warning signs with ones with an improved design that represents the true shape of the roundabout, providing motorists with better advanced information. 4. Speed limits within Mill Brook estate to be reduced to 20mph (see separate Highways Improvement Request <p>WTC :The committee discussed the concerns and supported the request to reduce from 40mph to 30mph. Westbury Town Council has previously raised concerns about the speed of traffic on this stretch of road.</p> <p>The October HP&D committee voted:</p> <ol style="list-style-type: none"> 3. That the matter is of sufficient seriousness to be considered a town council priority worthy of a contribution to the cost. 		

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	Item	Update	Actions and recommendations	Who
c)	18-22-11 Bitham Park, Westbury	Request for signal controlled crossing on Bitham Park to assist with children crossing to and from school. Supported by Town Council.	Bitham Brook Primary School have submitted a Taking Action on School Journeys application and this request will be reviewed as part of that application. Item to be removed from note tracker.	To note
d)	18-22-12 Oldfield Road, Westbury	<p>I'm contacting regarding the pavement 'crossing point' on Oldfield Road which leads over the road and onto the access across the railway.</p> <p>With the housing estate now on the opposite side of the railway this crossing point is likely being used more than it had been previously. For any families with young children heading both to and from school this is the most direct way to reach the infant/junior schools and Matravers.</p> <p>After crossing over the railway people need to then navigate the busy and fast road to reach the footpath opposite.</p> <p>This week we witnessed a dog being hit at this point by a van heading out of the Oldfield Road estate. Whilst not the driver's fault as the dog was loose it's easy to see how an accident can occur at this point.</p> <p>For safety I feel that this needs some consideration as this is becoming a regular and potentially busier crossing point used by school children living on the development.</p>	To be investigated.	KR

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	Item	Update	Actions and recommendations	Who
		<p>I feel this is about making the crossing visible to drivers. Before the crossing point coming from Oldfield Road there a 20 mile per hour zone with traffic calming but it stops short of the crossing point.</p> <p>Maybe this signage could be extended and attention to the crossing point made clear with additional signs or markings. It may also be worth considering a crossing island.</p> <p>WTC: The committee discussed the concerns and supported the request to extend the 20mph and install new signs indicating pedestrians /children crossing ahead.</p> <p>The October HP&D committee voted: 3. That the matter is of sufficient seriousness to be considered a town council priority worthy of a contribution to the cost.</p>		
e)	<p>18-22-13 Gibbs Close, Westbury</p>	<p>The new entrance to Gibbs Close is causing safety concerns for residents, after many near misses reported by the residents</p> <ol style="list-style-type: none"> 1. people parking just inside the entrance at the widest part of the road, restricting visibility. 2. people parking in Alfred Street right beside the entrance, restricting visibility in both directions and because the road is narrow, if people are parked on the other side of the road, exiting up the hill becomes a three point manoeuvre. <ol style="list-style-type: none"> 1. there should be double yellows on the upper edge of the access road to stop blocking. 2. there should be a car's length of double yellows on either side of the entrance from Alfred Street, thus ensuring space to manoeuvre and clearer visibility for drivers coming in and out. 	<p>Plan and estimate for waiting restrictions to be prepared for further consideration</p>	<p>KR</p>

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	Item	Update	Actions and recommendations	Who
		<p>WTC: At a meeting held on Monday 17th October 2022, Westbury Town Council Highways, Planning and Development Committee discussed the concerns and agreed to ask the LHFIG to recommend a suitable solution to the safety concerns that residents have.</p>		
f)	18-22-14 Bratton – various roads	<p>Bratton Parish Council would like to request the completion of implementation of the 20mph speed limit as set out in the previous assessment report. Part of the 20mph limit, to the north of the B3098, has been recently installed.</p> <p>Bratton Parish Council have agreed at our November Council meeting to make available our Parish share of the funds required to complete the works described in the paper</p>	KR to update costs due to changes of contract/inflation and report back to group.	KR
g)	18-22-15 Castle Road, Bratton	<p>Residents living on Castle Road have raised concerns about the speed of traffic coming down the hill and passing their residences. There is a significant amount of traffic due to people accessing the White Horse monument, including cyclists.</p> <p>We note that in the document 'HIGHWAYS & TRANSPORT TRAFFIC & NETWORK MANAGEMENT report 'BRATTON VILLAGE - 20mph Speed Restriction Assessment' the option to reduce the speed to 20MPH was discounted (section 5 - Analysis).</p> <p>Bratton Parish Council have discussed this issue at our November Parish Council Meeting and agreed there were options that should be feasible, such as adding speed-bumps or extending the length of the speed limit: but we lack the expertise to determine the best approach. We therefore determined that we should request Westbury-LHFIG to provide the Parish with expert advice and costs for options to ameliorate.</p>	KR to review options. Group discussed road markings such as those recently agreed for Newtown.	KR

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	Item	Update	Actions and recommendations	Who
h)	18-22-16 Holy Trinity Church, Dilton Marsh	<p>As traffic using the village has increased and people are using the area outside the church to park on a regular basis – particularly relating to the school, it has become increasingly difficult for people on church business to be able to stop outside the church to unload equipment, drop off congregation or for funeral/wedding cars to pull in.</p> <p>We would like an H-bar, with associated explanatory notice, to be marked out by the dropped kerb on the High Street outside the main entrance to the church grounds. I measured the space needed to be a little over 3 metres.</p> <p>The Parish Council has resolved to support this initiative.</p>	<p>It was agreed to fund the H bar marking at a cost of £150 subject to confirmation of contribution from Dilton Marsh PC.</p>	DMPC
i)	18-22-17 Market Place, Westbury	<p>When it rains heavily the surface run-off water overwhelms and misses the existing storm drainage system causing a large volume of water to run from the Market Place, Maristow Street and Churchyard onto our drive which cannot drain fast enough so floods our house.</p> <p>Drainage for whole Market Place to be reviewed and upgraded as necessary to cope with increasing volumes of rainwater. In particular a channel drain to resolve dropped kerb issue and channel drain to resolve Churchyard issue (water not entering existing storm gullies)</p> <p>At a meeting held on Monday 21st November 2022, Westbury Town Council Highways, Planning and Development Committee considered the above issue and has the following response to make:</p> <p>Cllr G King updated the committee that he had visited the site and drains were blocked by the Churchyard and near the building site at what was The Lopes. Also, the water that runs down Maristow Street,</p>	<p>DN advised that cleaning of the gullies is underway, however the private culvert under the properties is blocked and requires works. The owner is aware that this is their responsibility and it is for them to deal with this. DN has had contact with the owner around this issue.</p> <p>It was also raised that gullies on Edward St, Market Place and Maristow Street are</p>	

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	Item	Update	Actions and recommendations	Who
		<p>into the Market Place does not go near the drains and instead towards the property that has been flooded.</p> <p>The committee discussed the concerns and agreed the following:</p> <ol style="list-style-type: none"> 1. that the blocked drains should be reported on the MyWilts app (the town council staff will follow this up) 2. the committee support the request for a channel drain/gulley to catch the runoff water and pass this to LHFIFG to follow up <p>The November HP&D committee voted, point 2:</p> <ol style="list-style-type: none"> 2. That the matter is of sufficient seriousness to be of immediate consideration by LHFIFG. 	<p>blocked. To be raised via MyWilts app.</p>	
j)	<p>18-22-18 Edward Street, Westbury</p>	<p>Staff at Westbury Town Council have been observing regular infringements of the one-way system where drivers are ignoring or not seeing the no entry signs on Edwards Street and entering the Highstreet or cutting through to the other side of Edward Street.</p> <p>While spending time renovating the War memorial recently, 12 vehicles were observed travelling the wrong way from both sides of the restriction in one afternoon. Many were challenged and claimed they did not see the sign's and had no idea it was one way. One person said they had always cut through and lived in Westbury for over twenty years. Westbury Town Clerk also had to intervene with one driver while attending a meeting at the Rotunda.</p> <p>This is a serious issue and due to the layout of the road and the number of vehicles involved it is only a matter of time before a head on collision takes place. (Would like)</p>	<p>KR to review signing to determine any improvements.</p>	<p>KR</p>

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	Item	Update	Actions and recommendations	Who
		<ul style="list-style-type: none"> • Better / bigger signage clearly indicating no entry with the words NO ENTRY along with pictorial image of the no entry sign as per the highway code. • Clear no entry markings on the road surface at the point of the restriction ether side of the War memorial on Edwards Street. • Ideally one-way physical barriers such as one way flow plates which allow a vehicle to pass one way but pop up to prevent travel the opposite way. <p>WTC: The committee agreed that this should be passed to LHFIG for them to consider a solution, for example collapsible road plates / additional signage / road markings.</p> <p>The November HP&D committee voted: 3. That the matter is of sufficient seriousness to be considered a town council priority worthy of a contribution to the cost.</p>		
k)	18-22-19 Vivash Park, Westbury	<p>There is a lack of signage to direct the public to Vivash Park.</p> <p>The park has been owned by David Wilson Homes for over ten years with no signage in place for the public to know where it is.</p> <p>Vivash Park will be owned by Westbury Town Council and to promote this green space and the benefits to the public, Westbury Town Council would like signage in strategic places on the highway to direct the public to Vivash Park.</p>	It was agreed that preparation of a signing strategy through LHFIG resources is supported, however WTC should fund implementation in its entirety.	KR

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	Item	Update	Actions and recommendations	Who
		<p>WTC: The committee discussed and agreed that Vivash Park requires signage in and around the town to promote and direct members of the public to this green space.</p> <p>The November HP&D committee voted: 3. That the matter is of sufficient seriousness to be considered a town council priority worthy of a contribution to the cost.</p>		
8.	Other items			
a)				
9.	Date of Next Meeting: TBC			

Westbury LHFIG

Highways Officer – Kirsty Rose

1. Environmental & Community Implications

1.1. Environmental and community implications were considered by the LHFIG 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.

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2.2. If funding is allocated in line with LHFIG recommendations outlined in this report, and all relevant 3rd party contributions are confirmed, Westbury Area Board will have a remaining Highways funding balance of **£2082.78**

3. Legal Implications

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

4. HR Implications

4.1. There are no specific HR implications related to this report.

5. Equality and Inclusion Implications

5.1 The schemes recommended to the Area Board will improve road safety for all users of the highway.

6. Safeguarding implications