

## HIGHWAYS, FOOTPATHS AND LIGHTING COMMITTEE

Committee members: Shirley Beazer (Chair), Hugh Baker, Richard Wickham, Keith Masdin and Jean Vesey.

### BATHFORD HILL/HIGH STREET

*Priority Point 1 (British Legion):* Despite our requests for its removal/relocation, B&NES Highways Dept are adamant it will remain “for the present”.

*Vehicle Activated Signs (VAS):* Two solar-powered signs – one to be positioned in Bathford Hill and the other at the High Street approach to Dovers Park entrance and set up to flash two different messages to those exceeding the current speed limit. One message will be the warning "Schoolchildren" triangle and "School" legend underneath during the periods of dropping off / picking up of both the Primary School and Pepperpot. The time this message flashes will coincide with the time the school wig-wag signs also flash. Outside of school traffic hours the sign will flash a circular "30" mph speed limit roundel. As this will only be operating outside of the school peak hours there will be no clash with the signs that are already in place advising traffic to travel at 20mph when the wig wag lights flash.

Discussions are also currently underway to provide a *School Patrol Officer (Lollipop Lady/Person)* at the junction of Bathford Hill/Ashley Road/Dovers Park.

---

### DROPPED KERBS

Plans are awaited for additional dropped kerbs to enable access from Dovers Park to the Ashley Road area, the Community Centre, Primary School and Garstons. They already exist in Lower Bathford Hill, Church Street/Bathford Hill junction and the bottom of Dovers Lane leading to Dovers Park.

---

### GRIT BINS

The recent bad weather and subsequent chaos woefully highlighted once again the inadequate number and location of grit bins in the Parish. Gritting is only carried out on the bus route. As a first measure, we have therefore identified additional locations which currently under consideration by B&NES.

---

### BATHAMPTON LEVEL CROSSING

Network Rail have confirmed that the possible closure of Bathampton Level Crossing relates to a local planning submission for change of access but indicator lights will be retained if changed to pedestrian access only.

---

### OSTLINGS LANE AND PROSPECT PLACE

Both share the problems of steep gradient, excessive surface water, blocked drains (now wrongly located after resurfacing and subsequent gradient alteration) and debris collection. All this combined with icy conditions and snow does not bode well for pedestrians and motorists alike. B&NES are currently investigating.

---

### POTHoles

Too numerous to be acceptable - and immediate repair critical for the cyclist and motorcyclist. Heavy rainfall immediately disguises their depth and oncoming traffic decreases any chance of avoidance. Repairs are constantly requested and eventually carried out .

---

### A363

Regrettably I have to report a third fatality.(*Saturday, 30 January 2010*). B&NES Highways Department were immediately contacted requesting urgent and remedial safety measures be taken on the whole length of this notoriously dangerous stretch of highway – a constant source of innumerable near-misses and accidents.

Their subsequent recommendations were:

- “(i) Structural survey on the A363 southbound approach and exit lane to and from the junction. Evidence of cracking.*
- (ii) Centre double white lines and edge line markings through the junction and the bend to be relaid as well as refreshing the SLOW road markings.*
- (iii) Provision of anti-skid surfacing on the south and northbound approaches to the junction and through the bend.*
- (iv) Installation of a line of hazard marker posts around the outside of the southbound bend to highlight the edge of the road.*
- (v) Improvement of the junction warning signs on the southbound approach to the junction and bend.*

*If the road is not found to be structurally sound, building up of the southbound exit from the bend to increase the positive camber after the bend and resurfacing the badly fretted sections before and after the bend, will be promoted. Capital funding would be required for its progression which could not be secured in the short term.”*

Whilst we totally agree and welcome all the above additional safety measures, the Parish Council also strongly recommended:

- a. Alternative exit/entrance to Warleigh Lane via the "track" leading from Warleigh Lane to the A363 which is currently under private ownership.
- b. Traffic lights at the junction which would be activated by oncoming traffic only from Warleigh Lane and the end of Pump Lane.
- c. SPECs cameras positioned well before and after this junction. (To cover the area from the A363/Bathford Hill junction to the County boundary). This alone could outweigh the need for several of the other costs). It would also need the speed limit to be consistent – not 50 mph and then 40 mph as at present.
- d. Rumble strips at the approach to the junction.
- e. Double white lines - the whole length (ie no gaps as at present) of the A363 ie from the junction of the A363 with Bathford Hill upwards to the Wiltshire boundary. The knowledge of possible overtaking once again increases unacceptably the safety of other highway users and has already resulted in a fatality.

Note: A Feasibility Study on all A and B roads is currently being carried out

*Flooding* (an added hazard) can always be reported via Council Connect 394041. Time is of the essence when floodwater is halfway across the highway.

---

#### DOVERS PARK DROP-OFF BUS STOP

The general need for the provision of a drop-off bus stop at the Dovers Park Loop was established from general feedback and (at the end of April 2009) by a majority vote via questionnaires distributed to all residents of the Dovers Park Loop, Upper Dovers Park and top rank of Mountain Wood. The closure of our Post Office means additional bus journeys and would therefore be particularly beneficial for the elderly, those with children, the disabled and those carrying shopping. Discussions on its eventual provision and location are still ongoing.

The Faresaver Bus (which only operates an hourly service) will drop off passengers in the loop on request only. The possible extension of their route to Mountain Wood is also under discussion.

---

#### WARLEIGH LANE

Investigations are under way for:

- a. Improved HGV signs at either end of Warleigh Lane. These will incorporate the lorry symbol, as used on roads in mainland Europe, which would be familiar to any foreign drivers.

- b. Information concerning the restrictive width of Warleigh Lane (and incidentally Prospect Place) to be sent to TeleAtlas and NavTeq, the two main suppliers of SatNav information to freight and other companies in Europe, so that the lane is taken off their systems.
- c. Whether “siding out” of parts of the lane could be undertaken to provide additional room for vehicles to pass at narrow sections.

---

VERGE CUTTING/WEED SPRAYING

Verge cutting once again has been totally unreliable . Weed control has also been minimal with yet again the promise of improved maintenance. Once again we have requested our needs are carried out annually.

---

CHURCH DRUNG

Inexplicably the street lamp opposite the Church Drung at the top of Pump Lane was relocated. This was not requested by the Parish Council. We raised our concern at this and any future replacement of the old “cast” type but apparently these will only be replaced as much as possible from already low stocks.

---

ILLEGAL PARKING

Illegal parking on all double yellow lines - especially at the Playing Field, Primary School and Pepperpot are provided in an attempt to hopefully prevent an inevitable fatal accident. But as with many other safety measures – we need your total co-operation . One accident is always one too many.

*Thank you.*

*Shirley Beazer*  
*Chair - Highways, Footpaths & Lighting Committee*

---