

BRADFORD ON AVON LOCAL HIGHWAY AND FOOTWAY IMPROVEMENT GROUP

	Item	Update	Actions and recommendations	Who
	Date of meeting: 25th July 2022 Virtual meeting			
1.	Attendees and apologies			
	Circulation:	Tim Trimble (Chair) Sarah Gibson – Wiltshire Councillor Johnny Kidney – Wiltshire Councillor Trevor Carbin – Wiltshire Councillor Andy Cadwallader, Kirsty Rose – Highways Ros Griffiths - Community Engagement Manager Atworth Parish Clerk Bradford on Avon Town Clerk Holt Parish Clerk Limpley Stoke Parish Clerk Monkton Farleigh Parish Clerk South Wraxall Parish Clerk Staverton Parish Clerk Westwood Parish Clerk Winsley Parish Council Anthony Smith – Wingfield PC George Mumford – Westwood PC Liz Watts – Monkton Farleigh PC Pauline Adams – Monkton Farleigh PC Jeremy Wire – Streets Ahead Ian Barnes – Limpley Stoke PC John Barnes – Winsley PC Bella Walker – South Wraxall PC Andrew Nicolson – Cycling UK		

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2.	Notes of last meeting		
		Previously circulated	
3.	Financial Position		
		<p>Current amount available including contributions £43,374 Current spend & commitments £29,380 Current remaining budget £13,994</p> <p><u>Allocations made at meeting:</u></p> <p>There were no funding allocations made at this meeting.</p> <p>Remaining budget: £13,994</p>	

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4.	Top 5 Priority Schemes			
a)	<p>South Wraxall PC Bella Walker</p>	<p>Visibility has been checked at the B3109/UC junction. . For 50 mph roads the desired minimum distance is 160m but an absolute minimum of 120m is acceptable.</p> <p>Looking to the North (towards Corsham) 120m was achievable.</p> <p>Looking to the South (towards Bradford Leigh) a distance of 45m only could be achieved due to a bend in the road, a rising bank on the verge and a mature hedgerow.</p> <p>There were no signs of any collision debris in the area, or damage to the verges and no skid marks were apparent on the main carriageway. There has been 2 reported personal injury collisions in the 6years up to April 2020.</p> <p>Document B3109-001 has been circulated to demonstrate the land requirement to achieve full visibility. Regrading of the land may also be necessary.</p> <p>KR to write to SWPC and liaise with Bella Walker. JK to be copied in to correspondence</p> <p>Letter sent to SWPC. Legal have been asked to write to landowner. KR to chase KR to chase legal services letter.</p> <p>BW reported a recent collision involving a car and cyclist at the junction.</p>	<p>Letter re land negotiations has been issued and response received indicating negotiations may commence re: land purchase.</p> <p>KR to progress, along with legal colleagues, and prepare cost estimate for works including costs associated with land as negotiations progress.</p>	KR

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b)	<p>Limpley Stoke PC 2-22-10 Woods Hill, Limpley Stoke Permanent closures measures Ian Barnes</p>	<p>Cabinet member decision made (and published) to make closure permanent. This is now effective. Permanent physical measures are required. Ian Turner is preparing proposal and estimate for Parish Council approval.</p> <p>The Parish Council has budgeted for these measures.</p>	<p>It has been agreed with PC that the permanent closure will be maintained with bollards. The current ballpark estimate being £2000. Ian Turner to confirm design and cost to PC before ordering.</p>	IT
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<p>c)</p>	<p>Whitehill, Bradford on Avon</p> <p>Also 2-21-7</p>	<p>Request for advertisement of permanent order for no entry following removal of temporary order as part of the social distancing project.</p> <p>TRO advert lead time is likely to be in excess of 10 weeks. Scheme cost, including TRO cost, to be in region of £1500.</p> <p>KR to prepare TRO documents and pass to TRO team. Funding to be discussed by TC and considered at next CATG meeting.</p> <p>Outline proposal provided to group. Total scheme costs in the region of £3800. TRO costs are £1500 of that total.</p> <p>CATG agreed to allocate £750 to this with £750 from BoA TC.</p> <p>To progress to advert</p> <p>To be advertised 11th Feb to 7th March. All interested parties can comment during that period</p> <p>The formal advertisement is complete and objections have been received. This will now be subject to a cabinet member decision report to determine whether or not this proposal will be implemented.</p> <p>The group agreed to allocate funding for the implementation costs, subject to match funding from the town council. £1,150 LHFIFG / £1,150 TC tbc.</p>	<p>The cabinet member report has been drafted and currently being processed. Current recommendation from officer is to proceed with No Entry and short section of waiting restriction opposite 25a/25b, omitting the waiting restrictions proposed at the top of Whitehill.</p> <p>Awaiting cabinet member review and decision.</p>	<p>To note</p>
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d)	<p>Westwood Parish Council Speed management – New Inn area George Mumford</p>	<p>Site meeting held previously with KR, JK and Westwood Parish Council . KR provided outline proposal to Parish Council. Request to be considered by CATG</p> <p>CATG agreed to support. KR to prepare plans.</p> <p>KR to complete plans and issue to parish council for consideration.</p> <p>Item to be moved to top priority schemes.</p> <p>KR has provided options for PC to consider (attached).</p> <p>Estimated costs are: Option 1 - £22,000 Option 2 - £41,000 Road Marking and Gateway - £6,000</p> <p>This is to be considered by parish council and brought back to next meeting</p>	<p>The PC would like to take forward Option 1 – additional footway at the junction. This is eligible for a substantive bid to be made.</p> <p>A funding contribution to the bid of £7,000 is needed and is to be made up of contributions from LHFIG and the PC.</p> <p>LHFIG contribution to be confirmed at October meeting. Westwood PC confirmed following this meeting their contribution of £3500 toward the substantive bid.</p>	
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e)	Bradford on Avon Berryfield Road Streets Ahead	<p>(notes shortened)</p> <p>KR presented plans (enclosed). Estimated costs are £34,000 with an additional £7,500 for Sladesbrook.</p> <p>KR to circulate plans to Louise Walford and discussion to take place regarding consultation with residents and school.</p> <p>CATG agreed funding of £1800 for a topo survey of Berryfield Road to allow detailed design work to progress. KR to order.</p> <p>KR & TT met with school representatives. Positive feedback, particularly re Sladesbrook changes. Would like to see (and can facilitate) consultation with parents and pupils re Berryfield Road changes.</p> <p>Awaiting topo survey to progress design works</p> <p>It was agreed to progress Sladesbrook element separately. CATG agreed allocation of £3750 subject to matched contribution from town council.</p> <p>Topo survey not yet received. Traffic data being collected at start of term.</p> <p>Sladesbrook funding contribution from BoA TC confirmed.</p> <p>Works order to be issued for Sladesbrook element.</p> <p>It was also agreed to set aside a contribution for the substantive bid for works to Berryfield Road of £7000.</p>	<p>Works pack for Sladesbrook being prepared.</p> <p>Topo survey for Berryfield Road has been received and the design will now be progressed ahead of a substantive bid being made.</p>	
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5.	Substantive schemes			
a)	Station approach – Bradford on Avon	<p>Revised proposals agreed by Town Council. Estimate stands at £61,356 Substantive bid application form submitted. Local contribution of £2,500 from B on A TC, £2,500 from CATG</p> <p>Substantive bid successful. Detail design complete. Scheme is included in 2020/21 works programme but timeline currently unknown.</p> <p>This scheme had been planned for June 2021. It has now been postponed as all works in the Bradford on Avon area have had roadspace bookings revoked during the closure of Cleveland Bridge in Bath. The scheme is to be reprogrammed.</p> <p>Site meeting to take place on 10th Feb to discuss concerns raised by AN.</p> <p>Scheme programmed for construction to commence 25th April 2022.</p>	<p>Works are now complete. Item to be removed from tracker.</p> <p>JW highlighted that some drivers are overrunning the footway.</p> <p>KR is to raise this, along with other issues raised outside of this meeting regarding tactile paving, with the safety auditors for their consideration during the audit.</p> <p>SG asked KR to look at the coloured surfacing as she is concerned about aggregate loss. KR to check and report back.</p>	KR
6.	Waiting Restrictions			

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a)	Winsley – Winsley Hill Canal Bridge and Bradford Road North	<p>Waiting restrictions proposal circulated. The changes to budget arrangements see waiting restrictions fall within LHFIG remit, therefore group to consider support for funding proposals, including TRO advert.</p> <p>Group discussed changes to funding arrangements. WC councillors to make representations to cabinet member and senior officers regarding funding for these restrictions as it is felt that these should be funded centrally as this was originally agreed prior to delays to delivery.</p> <p>The advert cost, which can include Atworth, is £2000 with an additional £1000 per location for implementation.</p> <p>It was agreed to allocate £1500 from LHFIG but to for representations to be made to reduce the funding required.</p>	<p>It has been agreed that the TRO advert cost for the West Wilts villages TRO will be covered centrally.</p> <p>Funding for implementation will need to be from LHFIG &/or PC. £1500 is allocated to date from LHFIG. Winsley PC have declined to contribute based on the age of this request.</p> <p>It is anticipated that the £1500 will cover implementation of both Winsley requests and Mead Park, Atworth should the group wish to proceed on this basis.</p> <p>An updated proposal for Winsley Hill has been provided to PC for their consideration.</p> <p>The group discussed the waiting restrictions and are happy to proceed with TRO advert, subject to additional changes on Winsley Hill (to be confirmed with PC).</p>	
b)	Atworth – Mead Park	<p>As above. TC and PT expressed concerns that the PC should not be expected to contribute as this lining is needed as a result of a scheme implemented through CATG.</p> <p>See notes above re funding. PC have declined contribution based on age and background to request.</p>	<p>Agreed to proceed to TRO (funded centrally) and implementation to be covered by LHFIG (already allocated).</p>	

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c)	Bradford on Avon Town – Outstanding Waiting Restriction Requests	A list of outstanding requests for waiting restrictions has been circulated with the note tracker. TC/LHFIG to determine if requests are still valid and to determine if investigation/TRO advert should proceed.	TC to confirm relevance of outstanding requests and highlight any other additions.	
7.	Other Ongoing Issues			

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a)	Holt	<p>Improvements and widened footway at junction of B3107 and east exit to The Midlands. DT has given feedback to PC on initial design and cost estimate prepared by consultant. PC want WC to take forward design to detail stage with a view to making a substantive bid.</p> <p>Land ownership plan provided to PC. The resident at 180 is content with the proposal to remove some of the scrub and cut in to the bank outside of their property (within the adopted highway).</p> <p>KR has reviewed options and met with parish council reps on site. A proposal has been prepared for footway widening without a retaining wall. A topographical survey is required to progress design further. A quote of £1650 has been returned. Holt PC propose 50/50 funding with CATG. This was agreed.</p> <p>Topo survey received. Substantive bid submitted – documents provided with tracker for information.</p> <p>Await outcome of substantive bid.</p> <p>The substantive bid has been successful for funding in the 2022/23 financial year.</p> <p>Design works is to be progressed to form works package for construction.</p>	<p>Design works underway. A TRO will be required for parking restrictions and proposed 20mph speed limit. Parish Council will be informed of dates for this when available.</p> <p>Works programmed for construction in <u>January 2023</u></p> <p>KR to send information to parish council via the PC Chair.</p>	KR
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b)	<p>Monkton Farleigh PC Liz Watts/Pauline Adams</p>	<p>Speed limits in the village. LW presented case for lower speed limits in village. DT advised of adopted process of using Atkins for a speed limit assessment. Cost is £2500. Funding agreed in principle 50/50 PC & CATG</p> <p>Additional information supplied to PC. Awaiting decision from PC as to whether to go ahead</p> <p>PC confirmed decision to proceed with assessment but will be put on hold until meeting with Atkins/KR can take place.</p> <p>Site meeting held with Atkins and PC in April.</p> <p>Assessment to be progressed by Atkins.</p> <p>KR investigated speed limit orders in the village as discrepancy between in-car systems and signing. The orders are all correct however it would appear there is no obligation on the sat nav companies to ensure information is correct.</p> <p>Liz and Pauline highlighted the walking routes in the village and the difficulty of arranging a safe circular route for a recent event due to the speed of the village roads.</p> <p>Atkins report has been issued and is included with this tracker for circulation.</p> <p>The Parish Council supports recommendations for section 4 but is disappointed in the other recommendations made and the overall content of the assessment. Cllr Kidney concurs.</p> <p>KR to arrange meeting with PC and JK to discuss assessment further.</p>	<p>Meeting held to discuss Atkins data and report. KR to undertake review of data and review recommendations.</p> <p>Review of section between A363 and 30mph terminal to include consideration of other options to improve actual and perceived safety for vulnerable road users.</p>	KR
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<p>c) Winsley Issues Johnny Kidney</p>	<p>JK set out current community actions. Priority is Dane Rise & Tying Road junctions and identification of low cost measures. KR to continue to offer advise prior to bringing forward to CATG.</p> <p>KR and JK met on site to discuss issues. KR recommends data collection in the first instance to determine pedestrian numbers, vehicle speeds, volumes and possibly turning movement. A quote is being sought for this. KR will also undertake visibility assessments at the junction leading on to the B3108 and review signing on the route.</p> <p>JB expressed concerns over the Hartley Farm application and the lack of requirement for the farm to contribute to improving pedestrian access/safety. The PC is very much in support of the farm shop but it should be recognized that they are the attractor of much pedestrian and vehicle activity.</p> <p>KR to raise Hartley Farm application with highways DC again with additional feedback from PC. Progress visibility survey and sign review. Secure quotes for surveys.</p> <p>KR and JK met with cabinet member at B3108. Additional surveys (turning movements and journey time/speeds) have been undertaken. The data has been received and awaiting analysis to determine action regarding extension of the speed limit and any changes to the junctions.</p> <p>JB reported that Hartley Farm are to surface the footpath through their property which will make a more suitable off road route for pedestrians in all weathers.</p>	<p>KR explained that data analysis has been undertaken and recommendations are being prepared. This is to be compiled into a briefing paper for circulation once agreed with the Cabinet Member.</p>	<p>KR</p>
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d)	Winsley to BoA Tranche 1 cycle scheme	<p>Previous notes removed – see April tracker.</p> <p>Site meeting has taken place Cllrs Trimble, Kidney, Gibson and ADN to discuss proposed scheme and consider options put forward by ADN.</p> <p>Scheme now programmed for construction in Summer 2022. Information has been provided to the parish and town council outlining the preliminary design and scheme extents.</p> <p>The work will be undertaken in 3 phases with the 3rd phase requiring a 6 week closure of the B3108. Mitigation measures to deal with the impact upon this are to be put in place, including additional signing on adjacent routes, replacement passenger transport services and liaison with local businesses is underway regarding access needs.</p> <p>Further information is available on the Wiltshire Council website under Highways / New Active Travel Schemes.</p>	Works now underway and running to programme.	To note
e)	Wingfield PC Anthony Smith	<p>Renewal of footway at former Council Houses on B3109. Previous cost estimate £8466. Revised cost estimate £8873. 50% contribution agreed from centrally held funds</p> <p>It was agreed to defer this to next financial year at the request of the PC.</p> <p>KR to check funding status with Diane Ware.</p> <p>Item to be moved to other schemes list. Diane Ware confirmed fundng can carry over to 22/23. Scheme to be put on hold</p>	<p>Revised estimate of £8,869.35 with 50% funding available from Major Maintenance. PC to confirm 50% contribution.</p> <p>Parish Council to consider their contribution at next meeting.</p>	PC

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f)	Wine Street, Bradford on Avon	<p>(note shortened) Improve ped safety by:</p> <ul style="list-style-type: none"> • Make Wine Street 'Access Only' for residents and relevant services. • Make Wine Street a 20 mile per hour speed limit (although most residents feel a 15 mile per hour speed limit would be more appropriate) and potentially introduce other mechanisms to slow the traffic, either by giving priority to pedestrians over vehicles or introducing speed bumps or other traffic calming measures, in keeping with other areas in the town. • Revert to enforcing a 'no right turn' at the end of Newtown in combination with cameras to assure compliance and a 'No Access to the Town Centre' sign placed at the top of Wine Street. <p>CATG would like to investigate options. KR to review</p> <p>SG highlighted that previous changes to parking were not favoured by residents and changes may not be popular with all.</p> <p>ADN asked that a fair approach be taken with consideration to all. Also highlighted locations in Newtown that are narrow and could have priority working introduced to allow for footway improvements.</p>	<p><u>To be put on hold</u></p> <p>A prohibition of motor vehicles, except for access, would be appropriate to replace the current 3T weight restriction.</p> <p>The cost of advertising this is £2000 for progressing the associated TRO.</p> <p>Implementation costs will be in the region of £1200.</p> <p>A change in speed limit, along with introduction of calming measures, is not considered to be appropriate. Vehicle speeds are constrained by width and parking. A reduced speed limit is unlikely to reduce speeds further. Traffic calming would not be feasible given the gradient, width, accesses and parking on Wine Street.</p> <p>The provision of a 'No Right Turn' on Newtown may be considered as part of the wider review of the town and in light of this review should not be considered as a standalone item.</p> <p>AC asked for the inclusion of waiting restrictions on the bend as there are issues with the gully tanker etc being able to access.</p> <p>KR also to review if an exemption to the one-way for cyclists may be included.</p> <p>The group allocated £3200 subject to TC contribution (£1600 LHFIF / £1600 TC)</p>	KR
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g)	Bradford Road, Atworth	<p>The entrance to the village on the Bradford Road is signed as a 30-mph zone and there is a painted road sign to Slow Down. The road bends sharply to the right and almost immediately is alongside Churchfields Primary School. Even if the traffic slows down to 30 mph at this point, it is still going too fast to ensure the safety of any pedestrian/children using the pavement or crossing the road.</p> <p>We are requesting a 20-mph limit at the entrance to the village on the approach to the school entrance and down the Bradford Road, to ensure the safety of children and parents walking to and from the school.</p> <p>CATG agreed to support at 20mph speed limit assessment in this location and to provide 50% of the funding, to be matched by the parish council. This is a total of £2500 therefore £1250 each.</p> <p>Parish Council contribution confirmed. Await outcome of assessment.</p>	Survey data received. Assessment report to be prepared and circulated at end of August for PC consideration.	KR
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h)	A365 Atworth – Mini-Roundabout	<p>We have an ongoing and increasing problem with speeding traffic along the A365 which dissects the village. There has been a marked increase in the volume of traffic over the past two years, including a higher percentage of HGV vehicles, to the point where we have serious concerns about pedestrian safety, noise and air pollution.</p> <p>At the moment, traffic approaching the mini roundabout on the A365 from the east actually speeds up on the approach, as there is clear view ahead and obvious priority for main road traffic. We would like Highways to consider extending the shape of the roundabout to the left (not moving it) to create a greater chicane to slow traffic down.</p> <p>Group agreed to investigate feasibility of changes to layout. KR to review.</p> <p>There may be funding available via the planning application relating to a large solar farm. KR to speak with development control.</p>	PC have requested a traffic survey through contractor as a community benefit. Planning permission has been granted.	KR
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i)	Purlpit, Atworth	<p>Almost two years ago, the Atworth Parish Council submitted a requested to Melksham CATG for a dropped kerb crossing at the Bath Road junction and Purlpit . Detail design work was completed and a cost of £7500 was quoted, to include work to relocate a sign, which the Highway Department said was necessary to enable the dropped kerb to be installed . A drawing showing the proposed solution is attached for information. This project was still outstanding in May 2021, at which time Atworth moved from Melksham Without to the Bradford on Avon area. Initially, Melksham CATG kept this on their books but have now decided to close the case, unresolved, and recommend we submit a new request to the B-on-A CATG. It was agreed that KR will revisit this scheme to review proposal and estimate.</p> <p>KR confirmed that funding was not allocated from Melksham CATG previously.</p>	<p>The estimate for the proposed works is accurate however a reduced proposal may be considered. This would include dropped kerbs only, omitting the proposed footway widening with amended dropped kerb positioning.</p> <p>The estimated cost of implementation, including traffic management, is £2500.</p> <p>The group agreed to allocate £1250 to be matched by APC. APC contribution has been confirmed.</p> <p>Dropped kerbs being taken forward by Area Highways for construction.</p>	KR
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<p>I)</p>	<p>Holt Rd, Bradford on Avon</p>	<p>Request 1: There is a high degree of speeding on the Holt Road from the 30mph limit to the roundabout at New Road. The footway is very narrow and walking along it requires pedestrians to take evasive action as vehicles mount the footway.</p> <p>Signing should be more prominent and the 30mph speed limit extended. Traffic calming measures should also be considered.</p> <p>Request 2: The B3107 as you go out of Bradford towards Holt after the roundabout junction with New Road is far too narrow for cars/vans to pass. The wall on the right hand side should have been moved about 2 to 3 feet away when permission was given for the new estate to be built. The situation was first noticed when a pavement was put in on the left hand side. This pavement is too wide. Mr Moulton brought into Wiltshire Offices about 30 wing mirrors broken off vehicles but as usual Wiltshire was NOT interested. Closing the road to do essential repairs was the perfect opportunity to move the RHS wall back.</p> <p>The Right hand side wall moved back into the scrubland by 2-3 feet. This would make the road safer for all and in particular as there are currently no warnings about the narrowness then visitors to the area are put off coming again particularly if they have had a mishap and lost a mirror or a dent from the wall.</p> <p>AC informed the group that as part of the development, an alternative pedestrian route has been provided to encourage use rather than along Holt Rd.</p> <p>KR to identify any improvements required to highlight this route or improve access to encourage greater use by pedestrians instead of continued use of Holt Road.</p>	<p>There are no improvements to be made to the pedestrian route through the estate, or leading to it, however additional pedestrian signing may be beneficial.</p> <p>Proposal to be prepared showing locations and sign legend to be agreed with town council.</p>	<p>KR</p>
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m)	<p>Junction of road from Monkton Farleigh Village and A363</p>	<p>Lack of awareness of drivers travelling along A363 towards Bradford-on-Avon of this junction, compounded by speed. Lack of visibility for vehicles turning from Monkton Farleigh lane into fast moving traffic.</p> <p>Reduction of the speed limit on A363 from Parish Boundary before Dry Arch through to existing derestriction zone past Farleigh Wick to 40 mph Visibility is poor when exiting the junction and crossing the road is difficult.</p> <p>KR to review junction to determine if improvements can be made. Visit with PC reps when meeting to discuss the speed limit assessment.</p>	<p>A review of collision data shows that collisions are occurring at the junction involving vehicles waiting to turn right into Monkton Farleigh. These collisions are rear-end shunts and this site is not within the collision cluster list.</p> <p>Visibility when exiting is limited by the road geometry.</p> <p>Direction signing opposite highlights the junction however additional junction warning signing could be provided on the approach from Bradford on Avon. This is in place on the approach from Bathford.</p> <p>The estimated cost of providing the warning sign is £680.</p> <p>The group agreed to fund and allocated £340 to be matched by Monkton Farleigh Parish Council. PC funding to be confirmed following discussion at next meeting.</p> <p>KR to consider if SLOW road markings can be included (additional £300 cost).</p> <p>AC to arrange for tractor to go out to cut visibility splays.</p>	KR/PC
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n)	Winsley Rd, Bradford on Avon (nr Wine Street junction toward Budbury Tynning bus stop)	<p>Footpath, single file, one side only. Used by St Laurence pupils who then cross busy road to use Wine Street. Vision poor and traffic generally too fast. Difficult for parents with pushchairs and young children. Not pleasant for anyone in fact. Buses and heavy vehicles come very close.</p> <p>Would like to see some sort of warning sign to slow vehicles down. Maybe 20mph limit or large SLOW markings on road in both directions.</p> <p>A traffic survey has been requested to gather speed data.</p> <p>KR to review along with Wine Street but also provide estimate for road markings at next CATG. The cost of providing 'SLOW' road markings alongside existing warning signs is £300.</p> <p>CATG agreed to allocated £150 subject to matched funding from the TC.</p>	<p>Markings have been ordered as part of ad-hoc lining ticket.</p>	<p>To note</p>
o)	Church St/Bridge St, Bradford on Avon	<p>Dropped kerbs needed to aid mobility at 2 locations;-</p> <p>1) Outside Wellington Hall on north side of Church Street opposite Dutch Barton dental practice (there is a dropped kerb in the pavement on Dentist side). This will improve access to The Hub, and town centre via the Shambles from the McKeever bridge direction.</p> <p>2) On Bridge Street outside Ravello restaurant to improve access to the bus stop and Town Bridge on the upstream (East) side. The pavement at the junction of Bridge Street and St Margaret St. has been flattened by traffic, but it is at the very widest, and hence most hazardous, possible crossing point.</p> <p>KR to prepare proposal and cost estimate following site meeting with TT.</p>	<p>Dropped kerbs can be provided at both locations (1 side only). These would be formed by reusing the existing kerbs and relaying the existing footway slabs. The estimated cost, including traffic management) is £2000 per location therefore £4000 in total.</p> <p>The group agreed to fund this with £2000 LHFIF contribution subject to £2000 funding from BoA town council.</p> <p>The town council contribution has been confirmed and construction to be taken forward by Area Highways.</p>	<p>AC</p>

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p)	B3109, BoA – from crossroads to Sladesbrook	<p>The current Holt Road closure is exacerbating the existing problem of this narrow road with narrow pavements. 40mph speed limit is too fast. Vehicles are forced to pass pedestrians very close and very fast. They often mount the pavement to avoid collision with other vehicles. The road verge has become overgrown with saplings, making the road narrower than necessary. The pavement is often overgrown with brambles forcing pedestrians closer to the road than necessary.</p> <p>There is no safe place to cross the road to access Christ Church School.</p> <p>(would like to see)Vegetation on road and pavement to be cut back as part of a regular maintenace package.</p> <p>Reduced speed limit and/or traffic calming measures.</p> <p>Wider pavement particularly the stretch up to Leigh Cottage nursery.</p> <p>A pedestrian crossing to access Christ Church School.</p> <p>A traffic survey has been requested to gather speed and volume data.</p>	<p><u>Traffic survey results</u> B3109 40mph – average speed 28.7mph 85thile speed 33.5mph 7 day average daily traffic – 7798</p> <p>KR and TT to discuss BoA traffic survey results and possible next steps.</p>	KR/TT
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q)	Millbourn Close footpath, Winsley	<p>Footpath linking Millbourn Close to the “Old Village” in Winsley. This path has become a vehicle route directed by SatNavs.</p> <p>Vehicles endeavouring to use the path (which can be several times a day), if they reach the end by the Church they are confronted with 3 stone bollards. This means they must reverse all the way back to Millbourn Close. This, on a path regularly used by pedestrians, is extremely hazardous.</p> <p>(Would like to see) Installation of signage designating it as a shared cycle / footway CATG supported the proposal and allocated £400 for signing. This is to be matched by Parish Council to total £800.</p>	Order to be issued for signing installation.	KR
r)	Turleigh	<p>Despite signing warning that the route is unsuitable for HGV's, these vehicles and large coaches continue to use Turleigh to travel between BoA and Winsley (or elsewhere). This has resulted in damage to property, including damage to the walls and guttering of Turleigh House. The gas supply pipe into the property is also particularly vulnerable to being struck by larger vehicles. In addition, residents are regularly required to move parked vehicles to allow large vehicles to pass through as they are unable to turn around without additional damage.</p> <p>(would like to see)</p> <ul style="list-style-type: none"> • Improved signing to reinforce the unsuitability for HGV's • Signing and any other protective measures (bollards, utility guard) to prevent further damage to Turleigh House <p>Mandatory weight limit to reduce HGV to access only. KR to provide note for parish council to outline the issue. Next meeting 2nd November KR to provide proposals to parish council/CATG</p>	<p>Proposal prepared to update signing on Cottles Lane, introduce 3no new 'Unsuitable for HGV' signs along with reboundable city pole cones near Turleigh House to prevent building strikes.</p> <p>The estimated cost is £2200 however it is proposed to take this forward as part of the mitigation measures relating to the summer closure of the B3108.</p> <p>Works will be complete before 25th July.</p>	KR

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s)	B3109 Wingfield	<p>Residents concerned regarding increase in number and frequency of collisions the B3109 just outside of Wingfield near to Cedar Tree Lodge and Pomeroy Lodge. Wiltshire Council identified an issue regarding carriageway skid resistance. Remedial works have since taken place however additional signing to highlight the bend, edge of carriageway markings and a change of speed limit are being requested to further reduce collisions in this location.</p> <p>(Would like to see)</p> <ul style="list-style-type: none"> • Erect 'Sharp Corner' signs from both directions (permanent on posts) • Repair the road edge properly, ideally including a kerb to retain the road surface (long term solution) • Paint lines along the road edge to highlight the road extremity to drivers, particularly in the dark. All of the crashes have happened after dark (cost-effective) • Consider reducing the speed limit on this section of the road (ideally; this is a fast road!) <p>The proposal is supported and it was agreed that a review of feasibility would be undertaken and costings prepared.</p>	<p>Proposal and estimate preparation underway. To be provided in advance of next meeting.</p>	
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BRADFORD ON AVON LOCAL HIGHWAY AND FOOTWAY IMPROVEMENT GROUP

t)	2-22-1 From drive ways of Maplecroft Farm estate and Jerico Cottage on the B3105 to A363	<p>Very dangerous section of road when in a car but terrifying when you are walking along the road to join up with the pavement on the A363 to walk to school/town safely. Pavement needed for a safe community from young to old residents. Opportunity could be taken to improve the road safety where an accident happened only last week.</p> <p>(would like) Pavement installed from driveways to meeting of A363 CATG agreed that feasibility of providing a footway is to be investigated.</p>	<p>Feasibility review undertaken. There is insufficient adopted highway land available within the verge area to provide a footway. To construct a footway between the access to the housing and the A363 junction, there would be a need to acquire land either through land dedication or purchase. It would also necessitate the removal of all of the existing trees/vegetation along that section.</p> <p>Residents have been informed and will pursue permissive path through adjacent land.</p>	
u)	2-22-3 Pippets Buildings, Market Street	<p>Due to the narrow nature of Market Street, vehicles, especially vans, lorries and coaches/buses are mounting the pavement and driving along it just outside a row of three small shops in Market St (Cheese Shop, Orton's and Spa shop – numbers 5, 6, 7 and 8 Market St). Due to the pavement being narrow, and the need to queue outside as one of the shops is very tiny and popular, pedestrians and those living and working in Pippett Buildings are endangered by this.</p> <p>A solid bollard on the corner of the pavement, or even 2 or 3 on the kerbside would prevent vehicles from mounting the pavement. Feasibility to be investigated including a review of utility information.</p> <p>CATG are mindful that the outcome of the wider consultation is still pending and may impact upon Market Street.</p>	<p>This is now to be considered as part of wider measures following town traffic consultation.</p>	

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v)	2-22-4 Market Street, BoA	<p>Due to the incredibly narrow nature of Horse's Neck section of Market Street and the narrowness of the only pavement there, various vehicles - including vans, lorries and coaches/buses - are mounting the pavement and driving along it endangering pedestrians. Regular traffic jams due to large vehicles trying to pass each other in this section. Ambulances and fire engines have been held up here.</p> <p>Some kind of bollard or series of bollards on or next to kerb; or yellow box to regulate the traffic.</p>	This is now to be considered as part of wider measures following town traffic consultation.	
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w)	2-22-5 Trowbridge Road, BoA	<p>The speed of cars along Trowbridge Road is an issue. The speed limit of 30mph is too high given there is a primary school, nursery and two assisted living centres located on the road. Moreover, many cars do not even stick to this speed given it is a long straight road and it is a common occurrence for vehicles to go through the red lights at the crossing by the plough where children cross to go to Fitzmaurice school. On top of this, the road is too narrow in places for two cars to pass (e.g. outside my own house at 101 Trowbridge Road). This encourages cars and vans to mount the pavement and drive along on two wheels or to come so close to the pavement that the wing mirrors hit pedestrians. I have nearly been hit twice coming out of my house on to the pavement with vans driving up on two wheels and only last week one of the mums was hit by a wing mirror walking to school. Cars mounting the pavement has become more frequent since lockdown with the rise of delivery vehicles which also block the road by stopping with hazards.</p> <p>It is an accident waiting to happen.</p> <p>Finally, to become more sustainable as a town, we need to make our roads safe. There is no way I feel safe enough to cycle out of my house on my own let alone with my children and yet I would love to do this.</p> <p>A variety of measures to reduce speed along the road.</p> <ol style="list-style-type: none"> 1. Introduce a 20 mph speed limit 2. Introduce permanent speed signs to show what speed you are doing (these could be solar powered) 3. Change the road layout so there is a give way at the top of St Margaret's Street to slow cars down from accelerating up the hill and onto the Trowbridge Road (i.e. junction road has right of way) 4. Test a one-way system on Trowbridge Road with traffic flowing one way on junction road and Trowbridge Road and re-joining two way traffic at Moulton Drive to loop back down Frome Road to Junction Road. This would also have the benefit (hopefully) of reducing the number of idle cars causing air pollution which is a big risk to human health and especially children. This could be monitored during the trial period. 	<p><u>Traffic survey results</u> Trowbridge Road – average speed 26mph 85thile speed 31mph 7 day average daily traffic – 7319 5 day average daily traffic – 7725</p> <p>There was a recent nighttime collision with a vehicle striking a parked car which then mounted the footway. Residents report a night time speeding issue. Enforcement of this was discussed.</p> <p>KR and TT to discuss outcome of BoA traffic surveys and possible next steps and report back. Group queried whether a 20mph speed limit assessment in this area would be appropriate. KR to review and advise.</p>	KR
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x)	2-22-7 Winsley Road, BoA	<p>Would like a bus shelter on Winsley Road opposite the junction with Huntingdon Street. This stop has no shelter and nowhere to wait in poor weather.</p> <p>CATG agreed to determine feasibility and cost. Maintenance costs would need to be borne by the Town Council.</p>	<p>The provision of a shelter would impact upon visibility to and from pedestrians waiting to use the Zebra crossing and would also likely impact upon the maintenance of the adjacent building wall. It is not felt that providing a shelter here is feasible.</p> <p>The TC have updated the resident.</p>	To note
y)	2-22-11 Atworth – NAL Socket Installations (for SID)	<p>This request is submitted on behalf of, and has been agreed by, Atworth Parish Council and has been verbally approved by the Highway Department (reference Kirsty Rose). The Parish Council has already purchased one Speed Indicator Device and are considering purchasing another. To enable the siting of these devices in the most effective locations along the A365, we wish to have two NAL sockets installed, with poles, at favourable sites along the Bath Road.</p>	<p>Site meeting has been arranged with Martin Rose (Area Highways Manager). To be taken forward by Area Highways</p>	To note
z)	2-22-12 Middle Stoke, Limpley Stoke – Village Gates	<p>Limpley Stoke Parish Council would like to mark the entrances to the village more obviously by the addition of village gates. The aim being to identify clearly that vehicles are entering a residential area where there will be pedestrians. Vehicles at this point are leaving a 60 mph stretch and so additional reminders we feel are essential.</p>	<p>The group agreed this could be progressed. KR to allocate resources to provide proposal and cost estimate.</p>	KR
8.	New items			

BRADFORD ON AVON LOCAL HIGHWAY AND FOOTWAY IMPROVEMENT GROUP

a)	2-22-13 New Road Bradford on Avon – Formal Crossing and 20mph Speed Limit Request	<p>Issue: Heavy traffic, limited visibility and high pedestrian footfall has made a formal crossing on New Road essential for pedestrian safety. Regular near-misses are seen by residents, often involving school children (the route is a significant walking route for Christ Church and St Laurence pupils). This is especially the case towards the middle of the route, opposite New Road Express store. The nearest formal crossings are at Mount Pleasant (more than 200m westbound) and Holt Road (nearly ½ mile east/southbound). Although there is a pedestrian island at the Texaco garage on the Woolley Street junction, the refuge is insufficient and cars rarely stop. A collision is only a matter of time.</p> <p>Request: 1. A formal crossing was designed as part of the traffic mitigation measures during the social distancing scheme and its one-way system. A formal crossing at the Highfield / New Road Express area is highly desirable regardless of the outcome of the traffic consultation.</p> <p>2. A 20mph speed limit throughout the town, including Bath Road, Mount Pleasant, Sladesbrook, New Road, Springfield, Holt Road, Silver Street, Market Street, Masons Lane.</p>	The group supported this request but felt that it should be put on hold until a decision has been made by WC/ Cllr McClelland regarding the overall traffic in BoA.	To note
b)	2-22-14 Leigh Road, Bradford Leigh	<p>Issue : Vehicles driving at dangerous speeds in a location where pedestrians and other vulnerable road users share a route including children walking to school.</p> <p>Request : 1) Clearly mark pedestrian walkway and with pedestrian symbols to clarify safe pedestrian route (near Old Plough pub)</p> <p>2) A clear and visible sign requesting ‘ please drive slowly’.</p>	KR to review and report back.	KR

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c)	2-22-15 Double Bends on the B3109 between Bradford Leigh and South Wraxall	<p>Issue: Although these bends have warning signs and are marked with chevrons there are many accidents. I am not aware of any serious injuries or loss of life in these accidents and hence there may be no record of these accidents. However, it is clear that vehicles leave the road on a regular basis in both north and southbound directions. These accidents often leave the chevrons damaged and in need of repair. The accidents happen so often that it is unusual to have a full set of serviceable signs in place. Currently there are damaged signs in both directions</p> <p>Request: Please can you consider providing more warnings to the approaching traffic? I suggest that “Max Speed 20mph” plates and additional double bends warning signs. Rumble strips could also be added on the road with additional “SLOW” warnings</p>	<p>It was clarified that this is the area near Heywood Pool. It was reported that there are frequent collisions. The PC would be concerned about use of rumble strips due to noise. The group suggested improved road markings may be more beneficial than signing as it is felt they have more impact.</p> <p>KR to review and report back.</p>	KR
9.	Any Other Business:			
a)				
10.	Date of Next Meeting: 10th October 16:00			

Bradford on Avon Community Area Transport Group

Highways Officer – Kirsty Rose

BRADFORD ON AVON LOCAL HIGHWAY AND FOOTWAY IMPROVEMENT GROUP

1. Environmental & Community Implications

1.1. Environmental and community implications were considered by the CATG during their deliberations. The funding of projects will contribute to the continuance and/or improvement of environmental, social and community wellbeing in the community area, the extent and specifics of which will be dependent upon the individual project.

2. Financial Implications

2.1. All decisions must fall within the Highways funding allocated to Bradford on Avon Area Board.

2.2. If funding is allocated in line with CATG recommendations outlined in this report, and all relevant 3rd party contributions are confirmed, Bradford on Avon Area Board will have a remaining Highways funding balance of **£13,994**

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

