

**Date of Meeting: 17<sup>th</sup> April 2023 – 16:00 – virtual meeting**

**1) Attendees and apologies**

	<p>Circulation:</p>	<p>Tim Trimble (Chair)                  Sarah Gibson – Wiltshire Councillor                  Johnny Kidney – Wiltshire Councillor                  Trevor Carbin – Wiltshire Councillor                  Andy Cadwallader, Kirsty Rose – Highways                  Liam Cripps – Strategic Engagement Manager</p> <p>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                  Bianca San Martin – 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</p>		
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<b>2) Notes of last meeting</b>			
		Previously circulated	
<b>3) Financial Position</b>			
		<p>2023-24 allocation = £20,764                  Current budget available = £22, 858</p> <p><u>Allocations made at meeting:</u></p> <p>Wine Street, Bradford on Avon - £7300 (£3650 LHFIFG/£3650 TC)                  Trowbridge Road, Bradford on Avon - £1200 (£600 LHFIFG/£600 TC)                  Holt Road, Bradford on Avon - £1250 (£625 LHFIFG/£625 TC)                  B3109 Bradford Leigh Double Bends - £2300 (£1150 LHFIFG/£1150 PC)                  Silver Street, BoA - £600 (£300 LHFIFG/£300 TC)                  Widbrook, BoA - £600 (£300 LHFIFG / £300 TC)                  St Margarets St Rbt BoA £700 (£350 LHFIFG / £350 TC)                  Ashley Lane, Winsley - £1000 (£500 LHFIFG/£500 TC)</p> <p>Note: Parish/Town Councils contributions subject to confirmation.</p> <p><b>Remaining budget: £15,383</b></p>	

4) Top Priority Schemes				
	Item	Update	Actions and Recommendations	Who
4.1	Whitehill, Bradford on Avon	Works have been ordered. Implementation deadline of 30 <sup>th</sup> January 2023 for signing. Waiting restriction road markings to follow when weather allows.	These works are now complete and this item can be removed from the note tracker.	To note
4.2	Wine Street, Bradford on Avon	<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>Proposal plan provided with note tracker. Contraflow cycle provision is feasible, alongside introduction of waiting restrictions and changes to 3.5t restriction. Cost estimate, including TRO, £7300.</p> <p>Concerns were raised on behalf of Winsley Parish Council regarding the potential for increased use of Turleigh as a result of these changes. KR is to provide traffic data information.</p> <p>AC raised concern regarding road safety of cycles travelling in opposing direction to vehicles. KR to arrange safety check of the proposed design.</p> <p>Funding agreed subject to above and approval at area board and town council contribution.</p>	<p>KR</p> <p>KR</p> <p>To note</p>

		<p>The group allocated £3200 subject to TC contribution (£1600 LHFIFG / £1600 TC)</p> <p>Item to be taken off hold. Proposal to be revisited to determine if contraflow cycle lane may be provided on Wine Street.</p> <p>KR to review traffic data once received to check if vehicle volumes and speeds meet criteria for contraflow cycling without dedicated lane as per LTN 1/20.</p>		
4.3	Junction of Monkton Farleigh and A363	<p>PC have confirmed support and contribution for signing. Would also like to see 'SLOW' marking provided.</p> <p>LHFIFG agreed additional funding for SLOW markings - £150 LHFIFG, £150 from PC (tbc). KR to raise order with Ringway.</p> <p>KR to send PC location plan for sign install and review any additional measures can be included on approach from Bath.</p> <p>The signing works have been ordered with the contractor and awaiting implementation.</p> <p>Road markings will not be ordered until Spring as this is weather-dependent.</p>	<p>Signing work is complete. Road markings are on order and will be complete during May/June.</p> <p>The parish council are concerned that the sign is not large enough and do not feel it highlights the junction.</p> <p>The sign is the correct size for speed limit and type for this junction arrangement. KR to determine if any changes are needed and report back.</p>	<p>To note</p> <p>KR</p>
4.4	2-22-5 Trowbridge Road, BoA	<p>A variety of measures to reduce speed along the road.</p> <ol style="list-style-type: none"> <li>1. Introduce a 20 mph speed limit</li> <li>2. Introduce permanent speed signs to show what speed you are doing (these could be solar powered)</li> <li>3. Change the road layout so there is a give way at the top of St</li> </ol>	<p>Proposal to provide 4no reboundable pole cones in the footway between no's 97 and 107 Trowbridge Road to prevent vehicles mounting kerb. Cost estimate</p>	BoA TC

		<p>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)</p> <p>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> <p><u>Traffic survey results</u>  Trowbridge Road – average speed 26mph  85th%ile speed 31mph  7 day average daily traffic – 7319  5 day average daily traffic – 7725</p> <p>There was a recent night-time 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> <p>The LHFIFG asked for a further of review of pedestrian and road safety on this route.</p> <p>It is likely to be a location for the town councils auto speedwatch machine to be deployed.</p> <p><b>Auto speedwatch unit now in operation.</b></p>	<p>£1200.</p> <p>Funding agreed subject to town council contribution.</p>	
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		<p>Data from traffic survey shows average speeds around 24mph during day, with incidence of speeding over 30mph occurring between 11pm and 6am. KR suggests passing this to the Police for targeted enforcement.</p> <p>Discussion was had around potential cycle facilities on this route to complete link to Trowbridge. This would require parking changes.</p> <p>Potential for bollard / pole cone installation to prevent footway</p>		
4.5	B3109 Lower South Wraxall Junction Visibility Improvements.	<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> <p>KR updated the group that an amended plan and offer had been issued by email on 14th November. Discussions with landowner to continue.</p> <p>KR to provide updated plan and offer to landowners. Estimate to be prepared for visibility improvements to allow for future bid.</p>	<p>Estimated cost of alterations to improve visibility is £72,000 including land purchase and legal costs.</p> <p>Discussions with land owner ongoing, however group and parish council to consider if substantive bid is supported.</p> <p>Parish council to report back following discussion and item to be considered for funding at next LHFIFG meeting.</p>	SWPC
<b>5) Substantive Schemes</b>				
	<b>Item</b>	<b>Update</b>	<b>Actions and Recommendations</b>	<b>Who</b>
5.1	Berryfield Road, Bradford	Awaiting substantive bid outcome for Berryfield Road.	Substantive bid has been successful	To note

	on Avon	Sladesbrook – implementation likely to be April/May 2023.	<p>and construction is intended to take place in school summer holidays 2023.</p> <p>Sladesbrook advisory 20 is ordered with the contractor. Implementation dates to be confirmed and will depend on electrical item lead-in times.</p> <p>KR to provide info to TT to allow letter drop to be arranged.</p>	KR
5.2	Westwood Parish Council Speed management – New Inn area	<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 LHFIFG and the PC.</p> <p>LHFIFG contribution to be confirmed at October meeting. Westwood PC confirmed following this meeting their contribution of £3500 toward the substantive bid.</p> <p>It was agreed to support a substantive bid for this project with £3500 allocated from LHFIFG and £3500 agreed from Westwood Parish Council.</p>	Substantive bid successful. Design work to progress to allow construction during 2023/24 financial year.	To note
5.3	The Midlands, Holt	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. Works programmed for construction in	Works to commence on 22nd May 2023 with road closure in place. Plan provided with note tracker for info.	To note

		<p><u>January 2023</u>. KR to send information to parish council via the PC Chair.</p> <p>TRO advert expected to commence end Nov. Construction period is now expected to be April/May 2023 due to programming and contract changes.</p> <p>TRO advert process has been completed. Objections were received therefore Cabinet Member decision is required. Construction works programmed for May 2023.</p>		
<b>6) Other Schemes</b>				
	<b>Item</b>	<b>Update</b>	<b>Actions and Recommendations</b>	<b>Who</b>
6.1	2-22-10 Woods Hill, Limpley Stoke	<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> <p>Awaiting confirmation of costs from Ringway. Once received and agreed with the Parish Council, an order will be raised.</p> <p>Order raised with contractor and works due to be complete by 27<sup>th</sup> January 2023</p>	Works complete. This item can now be removed from the tracker.	To note
6.2	Speed Limit Review, Monkton Farleigh	<p>Meeting held to discuss Atkins data and report. KR to undertake review of data and review recommendations. Review of section between A363 and 30mph terminal to include consideration of other options to improve actual</p>	Journey time data for section 1 and 2 has been redone. A review of original data found length measurements of each section to be incorrect. Driven	



		<p>and perceived safety for vulnerable road users.</p> <p>KR has provided alternative recommendations to the parish council (attached with note tracker). The PC are to discuss and provide formal comment.</p> <p>Meeting held to discuss outcome of review. PC accept changes except for the recommendation for no change to the speed limit on the section between the A363 and the village.</p> <p>It was agreed that the journey time surveys would be repeated and KR would review further.</p>	<p>speed surveys have been carried out and calculated based on correct lengths. This shows a small reduction in mean speed values.</p> <p>Further information and recommendations have been provided to the parish council for consideration.</p> <p>Parish council to provide formal response.</p>	MFPC
6.3	B3108 Winsley – Road Safety Concerns	<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 has provided briefing paper outlining proposed changes to parish council and Cllr Kidney (attached with note tracker). This does not include a recommendation to reduce the speed limit, but provision of refuge islands to provide safer crossing facilities.</p> <p>PC to consider and provide formal comment.</p> <p>The PC have written to express their disappointment at the recommendations of the briefing paper and request that the speed limit is lowered to 40mph. This is to be considered by Head of Service and Cabinet Member.</p>	KR to follow up with HoS	KR
6.4	Bradford Road, Atworth –	Survey data received. Assessment report to be prepared	No objections received to TRO. This will	KR

	20mph Speed Limit	<p>and circulated at end of August for PC consideration.</p> <p>Assessment report issued to PC and included with note tracker. Criteria is met with recommendation for 20mph speed limit to be introduced. Cost estimate of £9,800 with PC having agreed to contribute £4,900.</p> <p>The LHFIG agreed to fund this and allocated £4900.</p> <p>KR to progress to TRO advert and implementation</p> <p>The TRO consultation will be open until the 20<sup>th</sup> February 2023 for interested parties to comment.</p>	now progress to implementation.	
6.5	A365 Atworth – Mini-Roundabout	<p>PC have requested a traffic survey through contractor as a community benefit. Planning permission has been granted.</p> <p>Atworth PC have requested traffic survey via WC traffic survey team due to issues with developer survey. Awaiting survey completion</p>	Awaiting survey. This is expected during May.	To note
6.6	Ashley Road, Bradford on Avon	<p>Traffic data has been collected and shows average vehicle speeds of 21mph and 85<sup>th</sup> %ile speeds of 26mph.</p> <p>KR and TT to discuss traffic surveys for BoA and possible next steps. LHFIG to consider funding 20mph speed limit assessment at £2500 (50% contribution from TC would be required).</p> <p>The LHFIG agreed to allocate £1250 subject to match funding confirmation from BoA TC.</p>	Survey data received. KR to prepare assessment report for circulation.	KR
6.7	Holt Rd, Bradford on Avon	<p>There are no improvements to be made to the pedestrian route through the estate, or leading to it, however</p>	Data shows 85 <sup>th</sup> percentile speeds of 37mph +. Data attached with note	

		<p>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 to request survey as previous request has not been actioned.</p> <p>Site meeting to be arranged with TT to discuss pedestrian signing and speed limit.</p> <p>Awaiting survey results for speed and traffic volume.</p> <p>Pedestrian signing locations have been identified. KR to prepare outline design and estimate.</p>	<p>tracker.</p> <p>There is not a suitable location at which the 30mph terminal signs could be resited therefore recommend improvements to signing at current location. This would also bring into line with other entrances into town. Estimate cost £500. Funding for this was not agreed subject to review of signing locations. KR to review feasibility of sign installation behind cemetery wall.</p> <p>Pedestrian signing at locations shown denoting 'Town Centre' or 'Cemetery' (depending on direction) are estimated to cost approx.. £1250. Funding for this was agreed subject to town council contribution</p>	<p>KR</p> <p>BoA TC</p>
6.8	Church St and Bridge St, Bradford on Avon	<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 LHFIFG 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>Awaiting installation. Order to be raised when resources allow.</p>	Local Highways
6.9	B3109, BoA – from	<u>Traffic survey results</u>	Road markings ordered for Spring	To note

	crossroads to Sladesbrook	<p>B3109 40mph – average speed 28.7mph 85<sup>th</sup>ile 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> <p>The speed limit terminals cannot be moved further out past the nursery as there is insufficient space for the associated signing.</p> <p>Recommendation for SLOW marking in road, to include transverse markings, Estimated cost £450.</p> <p>LHFIG agreed to allocate £225 subject to £225 match funding from BoA TC.</p>	implementation.	
6.10	Millbourn Close footpath, Winsley	<p>Order to be issued for signing installation. Awaiting installation.</p> <p>KR to investigate highway mapping to find out if changes can be made to show that this is no longer a road or through route.</p>	<p>Signing complete. Can be removed from note tracker.</p> <p>Parish Council reports this has already been effective in deterring vehicle use.</p>	To note
6.11	B3109 Wingfield nr to Cedar Tree Lodge	<p>Proposal circulated with note tracker. Recommendation for warning signs. Cost estimate of £750.</p> <p>This is to be considered by the PC however the LHFIG support the request and allocated £375 subject to matched contribution of £375 from PC.</p>	Works complete. This can now be removed from the tracker.	To note
6.12	2-22-14 Leigh Road, Bradford Leigh	<p><b>Issue :</b> 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><b>Request :</b> 1) Clearly mark pedestrian walkway and with</p>	A works pack and order have been issued. Awaiting installation.	To note

		<p>pedestrian symbols to clarify safe pedestrian route (near Old Plough pub)                  2) A clear and visible sign requesting ‘ please drive slowly’.</p> <p>KR to arrange site meeting with Bella Walker.                  A site meeting has been held, following which KR prepared a plan for road marking and signing changes. It was agreed that LHFIG would contribute £775 to this project subject to match funding from the PC.</p> <p>PC funding to be confirmed.</p>		
6.13	2-22-15 Double Bends on the B3109 between Bradford Leigh and South Wraxall	<p><b>Request:</b> 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>The bends are currently well signed in advance, with road markings in place. There have been 4 personal injury collisions recorded in the past 3 years, 2 of which involved impaired drivers.</p> <p>KR agreed to ask Mark Stansby for a further review of signing and road markings.</p> <p>A further review has taken place and confirmed that</p>	<p>Proposal for additional chevron board, SLOW road markings on approach and verge markers to highlight carriageway alignment near layby. Cost estimate £2300.</p> <p>KR to provide plan to parish council. LHFIG funding approved subject to parish council approval and contribution.</p>	<p>KR SWPC</p>

		<p>signing is appropriate at present, however noted that the chevron boards are set at a height to be visible above parked vehicles, which may not always be appropriate.</p> <p>Discussion was had around removal of the layby to better align the chevron boards with the bend.</p> <p>KR to arrange site meeting with Andy Cadwallader and Martin Rose to discuss options.</p>		
6.14	2-22-16 Silver Street, Bradford on Avon	<p>We live opposite the whitehill / silver street junction, on a blindside bend (for traffic entering bradford from holt). In recent months we've had various very near misses with long/wide buses and HGVs that have misread the bend so that the rear of the vehicle when swinging around has narrowly missed our heads as pedestrians. We are alarmed by the speed and carelessness of through-traffic (recently anticipated to be as high as 50% of all traffic through BOA) in navigating the bend.</p> <p>Crossing the road is difficult even for mobile/agile young persons with good hearing; for more vulnerable individuals we've hosted it can be prohibitively difficult.</p> <p>Various solutions in order of how realistic I assess them to be given external road user factors:                      1. Warning signs further up Silver Street (towards Holt) that there is a tight bend approaching, advocating max speed of 20. Alternative signs flagging residential area with young/old people crossing road, or a sign that monitors road user speed and flashes their speed to improve speed limit obedience. Particular targeting of HGVs and buses (e.g. the D1) to remind that saving a few seconds by taking the bend at speed risks killing</p>	<p>Significant changes to kerb line, speed limit etc may be better suited for consideration as part of the wider review of the town. In the meantime, a SLOW road marking may be provided to help reduce approach speeds. Cost estimate approx.. £600.</p> <p>Funding for the SLOW marking was agreed subject to town council contribution.</p>	BoA TC

		<p>someone. Convex mirror on the Whitehill junction side of silver street so pedestrians can see incoming traffic around the bend.</p> <p>2. An advised/enforced speed limit of 20 mph for this road section</p> <p>3. Kerb to be widened or raised to prevent HGVs/buses mounting kerb when misreading the bend.</p> <p>KR to investigate and report back to group.</p>		
6.17	2-22-17 Holt Primary School, Holt	<p>Many visitors to Holt Primary School have difficulty locating the school in The Gravel.</p> <p>We would like a road sign pointing to the school from the main road through Holt, B3107. As I travel around the County I see many such road signs pointing to village schools.</p> <p>This request for a road sign pointing to the village school from the B3107 to The Gravel is fully supported by Holt Parish Council.</p> <p>It was agreed to allocate funding of £400 to provide the requested signing. This would be £200 LHFIFG and £200 Holt PC (to be confirmed)</p> <p>Matched funding has been confirmed and the signing has been ordered. Awaiting installation.</p>	Signing installation complete. To be removed from note tracker.	To note
6.18	2-22-19 Southville Road/Culver Road/Lodden Way, Bradford on Avon	<p>There is a large expanse of road at the junction where these 3 roads meet. Drivers are confused about priorities, resulting in near misses. Pedestrians find crossing the area hazardous.</p>	KR to investigate and report back to next meeting.	KR



		<p>Request for a mini-roundabout.</p> <p>BoA TC - Support requirement to slow and better direct traffic, but this may be better achieved with a raised island with dropped kerbs, which would be better for pedestrians too.</p> <p>It was agreed that this would be investigated.</p>		
6.19	2-22-21 Trowbridge Road / Widbrook, BoA	<ol style="list-style-type: none"> <li>1. Give-way markings are on shared use path at access to the Boathouse. The junction mouth has a large splay. Request for give way lines to be removed, warning signs provided and junction mouth reduced.</li> <li>2. Narrow section of shared use path near Widbrook bridge. Forward visibility is also reduced. Request for shared use path to be widened to LTN 1/20 standards.</li> </ol> <p>BoA TC - Support better signage. Splay is mostly privately owned and needed for long loads entering the marina. Do not support widening the cycle track with current usage levels as it would be very expensive, not a good use of public funds.</p> <p>It was agreed that this would be investigated.</p>	<p>Propose additional sign be provided highlighting shared use path and advising cyclists to take caution on the approach to Widbrook bridge. Approximate cost £600.</p> <p>Vegetation trimming would also be beneficial.</p> <p>The give-way markings on the junction should not be removed as they serve to highlight the access.</p> <p>Funding agreed subject to town council contribution</p>	BoA TC
6.20	2-22-24 Trowbridge Road, K & A Canal Bridge	<p>Request to improve access and signage for cyclists around the Kennet and Avon canal bridge.</p> <p>BoA TC - Support request in principle and ask LHFIG to review possible improvements.</p>	<p>No change to current give-way markings recommended.</p> <p>No further action for LHFIG, but route as a whole to be highlighted for</p>	To note.



		It was agreed that this would be investigated.	improvement through LCWIP.	
6.21	2-22-22 Poulton Lane, Bradford on Avon	<p>Concern about suitable access and surface for cycling and walking. Request to remove bollards, improve and widen surface, install dropped kerbs and install wayfinding signs.</p> <p>BoA TC - Support this request, but note this is a right of way, not a cycle path. It is also privately owned, which might complicate matters</p> <p>KR explained that there was likely a substantial cost associated with providing surface improvements. The route does not currently permit cycling and would require a change in legal status.</p> <p>The group asked that this be investigated for feasibility of improvements. KR to investigate. These items may also be considered in the LCWIP development.</p>	This route is a ROW but is not part of the highway network or owned by Wiltshire Council. KR to discuss with RoW team.	KR
6.22	2-22-23 Greenland View, Bradford on Avon	<p>Request for improved access from Greenland View to Upper path of 'The Strips' for walking and cycling.</p> <p>BoA TC - Support request to improve the access down to The Strips opposite no.21. Also request improvement to path from Bridge Street up to The Strips</p> <p>To note: the land opposite no 21 is not adopted highway or WC owned land. The path from Bridge Street is a RoW, not adopted highway.</p> <p>KR to find out land owner info and provide to town council</p>	Area in question appears to be owned by Selwood Housing. Details provided to town council for initial discussions.	To note

		for initial discussions		
6.23	2-22-25 Junction of Norden with Kingston Rd, BoA	<p>This junction is almost blind due to tall buildings being situated very close to Kingston Road. Due to the one way system a lot of traffic use Norden, both shoppers and van drivers. At present there are no white lines or a give way sign to indicate that Kingston Road traffic has the right of way, as a result many vehicles barely slow down and enter Kingston Road unaware that a vehicle could be driving down Kingston Road towards them. It will only be a matter of time before a collision takes place.</p> <p>I would like as a minimum for the same white lines and a painted give way sign to be applied to the junction. The Council has put this scheme in place about 50 yards further down Kingston Road where there is a junction with Mill Lane. By comparison Mill Lane sees very little traffic.</p> <p>It was agreed that it would be beneficial to provide road markings on the road hump to highlight its presence. The group agreed to allocate £450 for this with £225 from LHFIFG and £225 TC contribution (to be confirmed).</p>	Road markings ordered for Spring implementation.	To note
6.24	Ashley Lane, Great Ashley	<p>Request for consideration of a width limit on Ashley Lane to deter use by large vehicles.</p> <p>KR to investigate feasibility and report back to PC/LHFIFG.</p>	<p>Proposal to erect advisory signing warning of unsuitability for wide vehicles at each end of Ashley Lane. Cost estimate £1000.</p> <p>Funding agreed subject to parish council contribution.</p>	WPC
	2-22-27 St Margaret's St and mini-roundabout, BoA	Request to install bollards to prevent vehicles over-running footway at corner of Frome Road / Station Approach. This is supported by the town council.	Propose 1no bollard to be installed on corner to prevent over-running. Cost estimate approx. £700.	

		Note: other measures requested on the same form are not supported by the town council.	Funding agreed subject to town council contribution	BoA TC
2-22-28 St Margaret's Car Park / McKeever Bridge	<p>Request for marked walkway for pedestrians through the car park with signing to tell drivers of pedestrian priority and directional signing for pedestrians. <i>Note: the town council are already leading on the markings when the car park is resurfaced by Parking Services.</i></p> <p>Request to reduce width of junction entrance into car park to reduce crossing width for pedestrians and for signing and markings to encourage drivers to give way to pedestrians</p> <p>Request for remodelling of the ramps for McKeever bridge to achieve a gradient compliant with accessibility requirements.</p>	<p>The markings are now in place providing a clear pedestrian route through car park. AN raised concern that these markings do not sufficiently meet pedestrian route requirements.</p> <p>KR to determine if LHFIFG funding can be used in off highway car parks</p> <p>KR liaising with structures team regarding bridge.</p>	<p>KR</p> <p>KR</p>	
2-22-29 Barton Close and Courtside Terrace, BoA	<p>Request for street nameplates, supported by BoA Town Council.</p> <p>Funding agreed for 2no street nameplates at £600. £300 from LHFIFG subject to match funding from TC.</p>	<p>Funding has been agreed by BoA TC. Works pack to be issued.</p>	To note	
2-22-30 Middle Stoke, Limpley Stoke	<p>Vehicles leaving the 40mph A36 and entering 20mph Middle Stoke are very frequently not moderating their speed as they pass the first set of houses on Middle Stoke. Residents have taken to creating their own speed reduction action by leaving wheelie bins outside their houses. The Parish Council would like to see a permanent solution using some form of road narrowing. Village residents have been consulted and with very few exceptions are in favour. The</p>	<p>It was agreed that this could be investigated further. An engineer has been allocated.</p>	To note	

		<p>PC has addressed the concerns raised and any doubts seem to have been addressed successfully.</p> <p>The Parish Council is in favour of these measures and has accepted responsibility for financing of the work. The PC requests advice and guidance from Wiltshire Highways.</p>		
	2-22-31 Church Lane, Limpley Stoke	<p>Church Lane (Middle Stoke to A36) has a 30mph limit. Limpley Stoke Parish Council believes that this should be reduced to 20mph. In the last 5 years an additional six properties have been built along this stretch, with planning permission submitted for a seventh at Chilliswood, whose entrance is some 20 metres from the A36. Freshford School is used by a number of pupils whose parents walk them along the virtual pavement along this lane. Data shows an increase in traffic over the last few years. These factors together will increase the potential for accidents hence this request.</p> <p>The Parish Council is in favour of these measures and has accepted responsibility for financing of the work. The PC requests advice and guidance from Wiltshire Highways.</p>	It was agreed that this could be investigated further. An engineer has been allocated.	To note

**7) Waiting Restrictions**

	<b>Item</b>	<b>Update</b>	<b>Actions and Recommendations</b>	<b>Who</b>
7.1	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</p>	Currently on advert until 8 <sup>th</sup> May.	To note

		<p>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. It has been agreed that the TRO advert cost for the West Wilts villages TRO will be covered centrally. Funding for implementation will need to be from LHFIG &amp;/or PC. £1500 is allocated to date from LHFIG. Winsley PC have declined to contribute based on the age of this request. 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. An updated proposal for Winsley Hill has been provided to PC for their consideration.</p> <p><b>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).</b></p>		
7.2	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>	Currently on advert until 8 <sup>th</sup> May.	To note

7.3	Bradford on Avon Town – Outstanding Waiting Restriction Requests	<p>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.</p> <p>TC to confirm relevance of outstanding requests and highlight any other additions.</p> <p>List approved with additional locations added. To be progressed to advert alongside Berryfield Road restrictions (subject to outcome of substantive bid).</p>	KR preparing documents for TRO advert.	To note
7.4	Lower Woolley St / Silver St, Bradford on Avon	Request for residents parking. To be reviewed and proposal advertised alongside other outstanding waiting restrictions.	Included with above	To note

**8) On Hold**

	Item	Update	Actions and Recommendations	Who
8.1	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.</p> <p>Feasibility to be investigated including a review of utility information.</p> <p>CATG are mindful that the outcome of the wider consultation is</p>	This is now to be considered as part of wider measures following town traffic consultation.	

		still pending and may impact upon Market Street.		
8.2	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.	
8.3	2-22-13 New Road Bradford on Avon – Formal Crossing and 20mph Speed Limit Request	<p><b>Issue:</b> 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><b>Request:</b> 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> <p>The group supported this request but felt that it should be put on hold until a decision has been made by WC/</p>	On hold	To note

		Cllr McClelland regarding the overall traffic in BoA.		
6.24	2-22-26 23-30 St Margaret's St, BoA	<p>Concerns raised regarding vehicle speeds and lack of compliance with the 20mph speed limit. Report of a number of near misses.</p> <p>Would like to see vegetation cut back to improve visibility of signs, improved signing and traffic control measures (traffic calming) and a town-wide 20mph limit.</p> <p>It was agreed that a traffic survey to determine vehicle speeds and volumes be requested to be carried out once the road reopens.</p>	<p>On hold pending completion of works on St Margaret's Street bridge.</p> <p>Move to 'on hold' section.</p>	To note
<b>9) New Requests</b>				
	<b>Item</b>	<b>Update</b>	<b>Actions and Recommendations</b>	<b>Who</b>
9.1	2-22-23 Bridge St, Bradford on Avon	Request for an additional 20mph repeater sign on road leading into Greenland Mills between railway level crossing and entrance to residential estate. Would also like to see a review of signing to remove unnecessary signing relating to previous use of Greenland Mills.	KR to review and report back to group. May be possible to relocate repeater from St Margaret's Street that is surplus to requirements	KR
9.2	2-22-24 Frome Rd/Chapel Lane Wingfield	The junction of Chapel Lane and Frome Road is very dangerous for both cars and pedestrians. In a car the house on that junction comes right up to the pavement which limits the visibility to the right (looking towards the Poplars pub), this coupled with the road changing from a 40mph to a 60mph just after the junction means its is very dangerous pulling out. As a pedestrian the footpath at this junction narrows meaning if you are walking with children or a pram (4 families live on Chapel Lane with young children) it is very dangerous. 40mph feels very fast for one of the main village school	KR to review and report back to LHFIG / Parish Council	KR



		<p>This issue can be resolved in a number of ways;</p> <p>1) At a minimum increasing the pavement width, this would help with pedestrians and also allow more space to "edge out" in a car.</p> <p>2) Digital speed signs to remind vehicles that this is still a 40mph road, this would also give the extra benefit of cars pulling out at that junction to know if traffic is coming</p> <p>3) Reduce the speed limit. As mentioned 40mph seems very high for a school walking route</p>		
<b>10) Any Other Business</b>				
<b>11) Date of Next Meeting: 24<sup>th</sup> July 2023 – 4pm</b>				

**Bradford on Avon 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 Bradford on Avon Area Board.

2.2. If funding is allocated in line with LHFIG recommendations outlined in this report, and all relevant 3<sup>rd</sup> party contributions are confirmed, Bradford on Avon Area Board will have a remaining Highways funding balance of **£15,383**

**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**