

Date of Meeting: 23rd January 2023 – 16:00 – virtual meeting

1) Attendees and apologies

	Circulation:	<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 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</p>		
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2) Notes of last meeting				
		Previously circulated		
3) Financial Position				
		<p>Current amount available including contributions £54,199 Current spend & commitments £51,030 Current remaining budget £3169</p> <p><u>Allocations made at meeting:</u></p> <p>Leigh Road, Bradford Leigh - £1550 (£775 LHFIG / £775 PC) Barton Close/Courtside Terrace, Bradford on Avon - £600 (£300 LHFIG / £300 TC)</p> <p>Remaining budget: £2094</p>		
4) Top Priority Schemes				
	Item	Update	Actions and Recommendations	Who
4.1	Whitehill, Bradford on Avon	<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>Works have been ordered. Implementation deadline of 30th January 2023 for signing. Waiting restriction road markings to follow when weather allows.</p>	To note

		Cabinet member decision to proceed as per officer recommendation. To be progressed to implementation when resource available.		
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>The group allocated £3200 subject to TC contribution (£1600 LHFIF / £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>	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.	KR

4.3	Junction of Monkton Farleigh and A363	<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 PC have confirmed support and contribution for signing. Would also like to see 'SLOW' marking provided.</p> <p>LHFIG agreed additional funding for SLOW markings - £150 LHFIG, £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>	To note
4.4	2-22-5 Trowbridge Road,	A variety of measures to reduce speed along the road.	Auto speedwatch unit now in operation.	

	<p>BoA</p>	<p>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> <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 LHFIG asked for a further of review of pedestrian and road safety on this route.</p>	<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 overrunning at narrowest points.</p>	
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		It is likely to be a location for the town councils auto speedwatch machine to be deployed.		
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>	KR to provide updated plan and offer to landowners. Estimate to be prepared for visibility improvements to allow for future bid.	KR

5) Substantive Schemes

	Item	Update	Actions and Recommendations	Who
5.1	Berryfield Road, Bradford on Avon	<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> <p>Sladesbrook – awaiting electrical information before order can be issued.</p> <p>Berryfield Road – substantive bid to be taken forward.</p>	<p>Awaiting substantive bid outcome for Berryfield Road.</p> <p>Sladesbrook – implementation likely to be April/May 2023.</p>	To note
5.2	Westwood Parish Council Speed management – New Inn area	The PC would like to take forward Option 1 – additional footway at the junction. This is eligible for a substantive bid to be made.	Awaiting substantive bid outcome	To note

		<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> <p>It was agreed to support a substantive bid for this project with £3500 allocated from LHFIG and £3500 agreed from Westwood Parish Council.</p>		
5.3	The Midlands, Holt	<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. Works programmed for construction in <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>	

6) Other Schemes

	Item	Update	Actions and Recommendations	Who
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</p>	<p>Order raised with contractor and works due to be complete by 27th January 2023</p>	To note

		be raised.		
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 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>	KR
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>	To note
6.4	Bradford Road, Atworth – 20mph Speed Limit	<p>Survey data received. Assessment report to be prepared 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 LHFIFG agreed to fund this and allocated £4900.</p>	<p>The TRO consultation will be open until the 20th February 2023 for interested parties to comment.</p>	To note

		KR to progress to TRO advert and 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.	To note
6.6	Purlopit, Atworth	<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. Awaiting installation. Order to be raised when resources allow.</p>	These works are now complete. This item can be removed from the note tracker.	To note
6.7	Ashley Road, Bradford on Avon	<p>Traffic data has been collected and shows average vehicle speeds of 21mph and 85th %ile speeds of 26mph.</p> <p>KR and TT to discuss traffic surveys for BoA and possible next steps. LHFIF to consider funding 20mph speed limit assessment at £2500 (50% contribution from TC would be required).</p> <p>The LHFIF agreed to allocate £1250 subject to match funding confirmation from BoA TC.</p>	Awaiting survey results.	To note

6.8	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 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>To note</p> <p>KR</p>
6.9	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 LHFIG 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>	<p>Local Highways</p>
6.10	B3109, BoA – from crossroads to Sladesbrook	<p><u>Traffic survey results</u> B3109 40mph – average speed 28.7mph 85th percentile 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>Road markings to be ordered for Spring implementation.</p>	<p>To note</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>		
6.11	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 awaiting installation.</p> <p>KR to contact highway mapping and report back.</p>	<p>To note</p> <p>KR</p>
6.12	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>	Awaiting installation	To note
6.13	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) 2) A clear and visible sign requesting ' please drive slowly'.</p> <p>KR to arrange site meeting with Bella Walker.</p>	<p>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>	BW
6.14	2-22-15 Double Bends on the B3109 between Bradford Leigh and South	<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</p>	A further review has taken place and confirmed that signing is appropriate at present, however noted that the	KR

	<p>Wraxall</p>	<p>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>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>	
<p>6.15</p>	<p>2-22-16 Silver Street, Bradford on Avon</p>	<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</p>	<p>KR to investigate and report back at next meeting</p>	<p>KR</p>

		<p>to be given external road user factors:</p> <ol style="list-style-type: none"> 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 someone. Convex mirror on the Whitehill junction side of silver street so pedestrians can see incoming traffic around the bend. 2. An advised/enforced speed limit of 20 mph for this road section 3. Kerb to be widened or raised to prevent HGVs/buses mounting kerb when misreading the bend. <p>KR to investigate and report back to group.</p>		
6.16	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</p>	Matched funding has been confirmed and the signing has been ordered. Awaiting installation.	To note

		Holt PC (to be confirmed)		
6.17	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> <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>	KR to investigate and report back to next meeting	KR
6.18	2-22-21 Trowbridge Road / Widbrook, BoA	<ol style="list-style-type: none"> 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. 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. <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>	KR to investigate. These items may also be considered in the LCWIP development.	KR
6.19	2-22-24 Trowbridge Road,	Request to improve access and signage for cyclists	KR to investigate. These items may	KR

	K & A Canal Bridge	<p>around the Kennet and Avon canal bridge.</p> <p>BoA TC - Support request in principle and ask LHFIG to review possible improvements.</p> <p>It was agreed that this would be investigated.</p>	also be considered in the LCWIP development.	
6.20	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.</p>	KR to investigate. These items may also be considered in the LCWIP development.	KR
6.21	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>	KR to find out land owner info and provide to town council for initial discussions	KR

		<p>KR to find out land owner info and provide to town council for initial discussions</p>		
6.22	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 to be ordered for Spring implementation.	KR
6.23	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</p>	<p>On hold pending completion of works on St Margaret's Street bridge.</p> <p>Move to 'on hold' section.</p>	To note

		the road reopens.		
6.24	Ashley Lane, Great Ashley	Request for consideration of a width limit on Ashley Lane to deter use by large vehicles. KR to investigate feasibility and report back to PC/LHFIG.	KR to investigate feasibility and report back to PC/LHFIG.	KR
7) Waiting Restrictions				
	Item	Update	Actions and Recommendations	Who
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 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 &/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>The group discussed the waiting restrictions and are happy</p>	TRO advert being progressed by Jamie Mundy.	

		to proceed with TRO advert, subject to additional changes on Winsley Hill (to be confirmed with PC).		
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 LHFIFG (already allocated).</p>	TRO advert being progressed by Jamie Mundy.	
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/LHFIFG 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>	List approved with additional locations added. To be progressed to advert alongside Berryfield Road restrictions (subject to outcome of substantive bid).	
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	
8) On Hold				
	Item	Update	Actions and Recommendations	Who
8.1	2-22-3 Pippets Buildings, Market Street	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.	This is now to be considered as part of wider measures following town traffic consultation.	

		<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>		
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>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</p>	On hold	To note

		<p>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/ Cllr McClelland regarding the overall traffic in BoA.</p>		
9) New Requests				
	Item	Update	Actions and Recommendations	Who
9.1	2-22-27 St Margaret's St and mini-roundabout, BoA	<p>Request to install bollards to prevent vehicles over-running footway at corner of Frome Road / Station Approach. This is supported by the town council.</p> <p>Note: other measures requested on the same form are not supported by the town council.</p>	Proposal and cost estimate to be provided.	KR
9.2	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>	KR to review and report back to group	KR
9.3	2-22-29 Barton Close and Courtside Terrace, BoA	Request for street nameplates, supported by BoA Town Council.	Funding agreed for 2no street nameplates at £600. £300 from LHFIF subject to match funding from TC.	BoA TC

9.4	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 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>	It was agreed that this could be investigated further	KR
9.5	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.	

10) Any Other Business

11) Date of Next Meeting: to be confirmed.				

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 3rd party contributions are confirmed, Bradford on Avon Area Board will have a remaining Highways funding balance of **£2094**

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