

Date of Meeting: 27th January 2025 – 16:00 – virtual meeting

1) Attendees and apologies

	<p>Circulation:</p>	<p>Trevor Carbin –(Chair) Wiltshire Councillor Tim Trimble – Wiltshire Councillor Johnny Kidney – Wiltshire Councillor Dean Baker, 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 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				
		2024-25 allocation = £20,764 Current budget available = £1184.00 <u>Allocations made at meeting:</u> Remaining 2024-25 budget: £1184.00		
4) Top Priority Schemes				
	Item	Update	Actions and Recommendations	Who
4.1	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>24/07/23 Data provided to Winsley PC. Town Council contribution confirmed. However, please see attached note regarding potential contraflow cycling conflict.</p> <p>The group discussed the potential conflict for contraflow cycling and noted the concerns raised. KR to determine if an short section of marked lane can be provided on bend.</p> <p>Group agreed to proceed with TRO adverts.</p> <p>09/10/23 Plans progressing and TRO to be advertised in due course</p>	<p>27/01/25 Objections to the proposals have been received. A cabinet report has been drafted, awaiting cabinet member decision.</p>	To note

		<p>22/04/24 Awaiting TRO advertisement of proposals.</p> <p>22/07/24 TRO advert to be early August. Dates to be confirmed as soon as possible.</p> <p>21/10/24 TRO advert currently underway, with comment period ending 28th Oct.</p>		
5) Substantive Schemes				
	Item	Update	Actions and Recommendations	Who
5.1	B3109 Lower South Wraxall Junction Visibility Improvements.	<p>22/04/24 Substantive bid successful. Land deal to progress and implementation programmed for February 2025.</p> <p>22/07/24 Design work to progress for Feb 2025 works. Land deal to be progressed.</p> <p>21/10/24 Land negotiations being progressed and development of works pack underway.</p>	<p>27/01/25 Legal process for land purchase ongoing. Site meeting held with contractor to discuss scope of works. To be programmed once land purchase completion date is known. Aiming for Spring 2025.</p>	To note
6) Other Schemes				
	Item	Update	Actions and Recommendations	Who
6.1	A365 Atworth	<p>15/01/24 Atworth PC are reviewing the proposal as part of a longer term strategy for improvements in the village. Various issues have prevented completion of review by Parish Council. PT to report back with PC comments when</p>	<p>27/01/25 Substantive bid submitted and awaiting outcome.</p> <p>Topo survey has been ordered.</p>	To note

		<p>possible.</p> <p>22/04/24 Response to proposal provided by APC. Site meeting to be held 10th May to discuss and determine next steps.</p> <p>22/07/24 Site meeting held and additional options/information provided to parish council (enclosed with note tracker).</p> <p>Atworth PC have considered and meeting arranged for 16th August.</p> <p>21/10/24 It was agreed to put forward a substantive bid for footway widening and roundabout changes with LHFIFG allocating £3500 to this, to be matched by Atworth PC.</p> <p>Note following meeting: Atworth PC have agreed contributions.</p> <p>Substantive bid to be submitted.</p>		
6.2	2-22-24 Frome Rd/Chapel Lane Wingfield	<p>15/01/24 A paper prepared by residents was provided to KR ahead of the meeting and circulated to all post meeting. KR to provide feedback to parish council on the points raised.</p> <p>The potential for a speed limit review on the B3109 was discussed. This can include all of the B3109 in the community area for the £2900 fee. Parish Councils to liaise and consider funding for this.</p>	27/01/25	<p>Outline design for footway widening and associated carriageway realignment issued with note tracker. The works would require piping of the adjacent ditch, carriageway realignment and surfacing to provide a 1.5m wide footway. This would include removal of the dropped kerb adjacent to the gate. Works at the gate threshold may be</p>

		<p>22/04/24 Wingfield Parish Council are requesting:</p> <ul style="list-style-type: none"> • A 50% contribution towards the costs (£2500) of a topographical survey to determine if it is possible to undertake any engineering of the B3109 that would enable the widening of the narrow stretch of pavement close to the junction with Chapel Lane. <p>This funding was agreed.</p> <ul style="list-style-type: none"> • A 50% contribution towards the costs (£2900) of an independent speed limit assessment of the B3109; liaison with South Wraxall Parish Council and Bradford on Avon Town Council would continue as to whether they were interested in participating in & contributing towards the survey. <p>50% contribution from LHFIF agreed. 50% funding from Wingfield PC agreed. Discussions to take place to determine if South Wraxall would be willing to contribute 25% (reducing WPC contribution to 25%).</p> <ul style="list-style-type: none"> • A 50% contribution towards the costs (between £300-£520) of deer warning signs. A resident had said they were willing to contribute to the signs, with the Parish Council covering the costs of fixtures and installation. <p>To be brought back to next meeting. WPC to provide location details to KR.</p> <p>22/07/24 The topographical survey has been ordered. Once received,</p>	<p>needed to ensure surface water drains toward the road.</p> <p>Estimated cost of construction is £75,000.</p> <p>The road marking and signing changes requested are estimated at:</p> <p>New school warning signs - £800 New SLOW markings and change to give-way markings - £1000</p> <p>Speed limit assessment report has been circulated for comment.</p> <p>It was agreed that design work for the footway improvement will continue with a likely substantive bid to be made in the next round. Consideration to be given during design to incorporating works to resolve existing drainage issues.</p>	
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		<p>design work can begin.</p> <p>The speed limit assessment has been ordered and expected to be complete by September.</p> <p>An estimate for the deer warning signs has been provided to Wingfield PC of £700. The parish council confirmed that they wish to proceed. No LHFIFG funding required. KR to raise order with Milestone</p> <p>21/10/24 Topo survey has been received and so design work will now take place. This will include the request for removal of dropped kerbs and additional signing.</p> <p>Plans to be circulated when available and ahead of next LHFIFG meeting.</p> <p>Speed Limit Assessment report being finalised by Atkins and will be circulated as soon as available.</p>		
6.3	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>15/01/24</p>	<p>27/01/25 BoA TC are waiting for Police response regarding CSW operation and are working to deploy the SID.</p>	To note

		<p>Repeater signs have been rearranged to be more effective. Network Rail have arranged additional 20mph carriageway roundels to be installed upon completion of all works.</p> <p>BoA TC to request traffic survey through traffic survey request process.</p> <p>22/04/24 Awaiting results of traffic survey.</p> <p>22/07/24 Traffic survey enclosed with tracker. This showed average speeds of 22.3mph and 85th percentile speeds of 26.2mph.</p> <p>KR to arrange site meeting.</p> <p>Town Council to consider deployment of Speed Indicator Device at this location.</p> <p>21/10/24 KR to arrange site meeting with Tim Trimble.</p> <p>BoA TC are seeking permission from Wiltshire Police to operate CSW in this area.</p>		
6.4	2-24-02 Lower Stoke, Limpley Stoke	<p>The Parish Council would like to improve pedestrian, cycle and vehicle safety by making clearer instructions to drivers on Lower Stoke. Lower Stoke at this point is designated as a single carriageway with passing places as per the installed blue signs. On entering the village travelling south there is a layby which is used to give way to northbound traffic. However, once past this layby, if northbound</p>	<p>21/10/24 KR explained that due to the current disruption relating to the A36 closure, it would be preferable to revisit this once the closure has been lifted.</p>	KR

		<p>vehicles do not give way where there is a wider section (adjacent to the gates to the old station car park), vehicles frequently mount the kerb or enter a 'stand off'. This can and does endanger pedestrians. There have been reports of near misses from van mirrors.</p> <p>We believe that give way road markings at the point where the road is wide enough for 2 vehicles would make a contribution to overcoming this issue.</p> <p>22/04/24 It was agreed that KR would look at options and report back.</p> <p>22/07/24 A give-way marking cannot be provided as drivers being required to give way do not have forward visibility along the whole narrow section and as such this is likely to increase conflict between vehicles as the opposing flow will expect to have priority but may not have been seen by those heading northbound.</p> <p>The single-track approach with passing place is a common arrangement however if concerns persist regarding pedestrian safety, there may be areas of the footway where additional reboundable posts may be considered however this would not be possible at the narrowest points of the footway as this would reduce the footway width to an unacceptable level.</p>		
6.5	2-22-19 Southville Road/Culver Road/Lodden Way, Bradford on Avon	17/04/23 KR to investigate pedestrian changes at junction and report back to next meeting.	27/01/25 Footway alignment changes and provision of an island to narrow the junction were discussed. Likely cost of	To note

		<p>24/07/23 KR to review and report back at next meeting.</p> <p>09/10/23 Road markings have recently been refreshed and it is reported that this has seen some improvement in driver use of the junction.</p> <p>21/10/24 This item is to be re-enacted and KR to review. Site meeting to be set up.</p>	<p>around £25,000 - £30,000.</p> <p>It was agreed that a site meeting be had to discuss improvements, including some smaller changes elsewhere to accommodate pedestrian routing which may negate the need to cross at this junction.</p>	
6.6	2-24-05 Kingston Road, Bradford on Avon	<p>Concerns that pedestrians find it difficult to cross at the informal crossing near the archway due to vehicle speeds and occasional contravention of one-way system. Request that crossing is made more obvious through coloured surfacing, marked carriageway or speed humps.</p> <p>22/07/24 KR to review.</p> <p>21/10/24 KR to report back at next meeting.</p>	<p>27/01/25 Update to be provided in advance of next meeting.</p>	KR
6.7	2-24-06 B3109 South Wraxall	<p>There are multiple road traffic accidents on the B3109 between Bradford on Avon and Corsham where the road has double bends to cross a tributary of the River Avon - the "fishpond bends".</p> <p>Recent road improvements have failed to eliminate the issue and accidents continue to occur in both directions.</p> <p>Southbound the second part of the double bend is a left</p>	<p>27/01/25 The tree in question is privately owned and not within the highway.</p> <p>Collision reduction officer does not feel removal would be beneficial when considering recorded collisions and causation factors.</p>	To note

		<p>turn with limited visibility due to a large tree immediately adjacent to the inner curve of the bend. Removal of that tree would open up this bend and improve visibility of oncoming traffic.</p> <p>22/07/24 The key element for review is the removal of the tree which limits visibility. KR to review and report back.</p> <p>21/10/24 KR to report back ahead of next meeting regarding tree ownership and feasibility.</p>	<p>No recorded injury collisions have taken place since signing and road marking changes.</p> <p>Carriageway retexturing has taken place in late 2024 and is expected to have further benefit to reduce collisions.</p> <p>Advice is to monitor this for a further 12months. It was agreed to go forward on this basis.</p>	
6.8	2-24-07 South Wraxall Village – request for 20mph speed limit	<p>A traffic survey in 2023 confirmed the high volume of traffic using the roads in South Wraxall. These are rural roads without street lighting or footpaths.</p> <p>In South Wraxall village over 800 vehicles per day with 12% over 35 mph pass through the village sharing the road with pedestrians visiting the pub, village hall, church, bus stop and walkers on the Macmillan Way. The road narrows and visibility is poor.</p> <p>South Wraxall village is subject to a 30mph speed limit. This should be reduced to 20 mph and traffic calming measures installed where the road narrows and the visibility is poor.</p>	<p>27/01/25 Traffic surveys have been undertaken. Analysis, report and recommendations currently being prepared.</p>	KR

		<p>22/07/24 LHFIG contribution agreed for 20mph speed limit assessment. Awaiting agreement of contribution from parish council.</p> <p>21/10/24 Parish Council have agreed funding contribution. Speed limit assessment to proceed.</p>		
6.9	2-24-08 Bradford Leigh – Speed Limit	<p>A traffic survey in 2023 confirmed the high volume of traffic using the roads in South Wraxall. These are rural roads without street lighting or footpaths.</p> <p>In Bradford Leigh, almost 6000 vehicles per day use the B3109. Over 12% are HGVs. Residents and visitors share this carriageway with passing traffic as there is no verge or footpath.</p> <p>Bradford Leigh is subject to a 50 mph speed limit. The existing Bradford on Avon 40 mph zone should be extended to include Bradford Leigh.</p>	<p>27/01/25 This is included in the B3109 speed limit assessment being undertaken by Atkins.</p> <p>The PC do not agree with the recommendations and will be seeking an appeal.</p>	To note
6.10	Silver Street, Bradford on Avon	<p>Concerns raised regarding damage to building due to vehicle strikes at The Vintners.</p> <p>We're in favour of Option C from the traffic consultation. Option A had a terrible impact on us during Covid with severe noise pollution from vehicles flying down the hill unrestricted at all hours of the day. At present there is very little traffic from 7pm – 6am.</p> <p>If option C isn't implemented or takes years to implement, then we need a narrowing in the road as a minimum to</p>	<p>27/01/25 It was agreed that this item would be put on hold. An agreement with the building owner to remove or replace the bollard cannot be reached.</p>	To note

		<p>move vehicles further out into the road. Similar to what has been done 150m further down the road where there's another bollard. Historically there was a pavement on our side of the road.</p> <p>This has been an ongoing issue that we've raised with Wiltshire Council on countless occasions. Eventually a bollard was installed by us (and paid for by us) in November 2023 as the only 'advice' by highways. We raised concerns several times prior to installation that this wouldn't be sufficient, and possibly cause more damage due to potential impact of collisions to a fixed bollard causing more severe structural damage. Removing the bollard again would instead return to constant scratches of our façade.</p> <p>22/07/24 Discussions were had regarding the current issues with vehicles striking the installed bollard. KR explained that it's recommended that the bollard be removed. Hatched road markings may be provided to steer vehicles away from the building line and highlight its presence. The likely cost of this is in the region of £1500.</p> <p>The group determined that due to potential changes in the area and any changes not being of a more wide benefit, funding should not be provided at this time. The resident is encouraged to remove the bollard installed to the front of the property.</p>		
6.11	2-24-09 Hawcroft, Holt	At the entrance to Hawcroft is a grass verge on a bend. In wet weather, and particularly throughout the winter months, the verge becomes cut up by large vehicles, spreading mud	27/01/25 An update to be provided ahead of next meeting.	To note

		<p>across the road (see attached image). Each winter the verge edge has become progressively more eroded. Over-running by vehicles is unavoidable, being caused by the combination of difficulty negotiating the curve in the road and on-street parking (required for 2 Hawcroft which has no off-street provision). Improved access could be achieved, without loss of vital on-street parking, by the addition of a small curb overrun.</p> <p>Installation on the inside of this bend of a paved curb overrun - such as those found at the mini-roundabout on the west entrance to the village (https://goo.gl/maps/8xmUufonBB1jieBq7) - would widen the carriageway sufficiently to prevent verge erosion. Bollards have been discussed with the Parish Council as an alternative, but would not be suitable given the need to accommodate access for larger delivery, municipal and emergency vehicles.</p> <p>The Parish Council agree this is an issue at the entrance to Hawcroft and think the proposed solution is a sensible one that the Parish Council supports and recommends.</p>		
6.12	2-24-10 Staverton, Junction of Marina Drive and Cygnet Way.	<p>Inconsiderate parking on Marina Drive directly opposite the Cygnet Way junction causing major issues for drivers, especially when exiting out of Cygnet Way. Request is for yellow lines.</p> <p>Complaints have been received by several residents as larger vehicles have not been able to exit Cygnet Way very easily and it has been difficult to access with oncoming traffic from either way of Marina Drive (Staverton Parish Council).</p>	21/10/24 KR to review.	

<p>6.13</p>	<p>2-24-13 A363 adjacent to Cumberwell golf club</p>	<p>When cycling on the cycle lanes around Winsley/Conkwell and the bridleway/cycle path that runs through and adjacent to Cumberwell Park golf club and connects these villages to South Wraxall and is an important route to and from Melksham crossing the A363 is dangerous due to the 60mph+ traffic speed and is slow as there are no crossing points. I was waiting for over 10 minutes to cross a few weeks ago and this is getting worse especially with the A36 closure.</p> <p>Reduction in the speed limit before/after this crossing point and installation of a cycle crossing.</p> <p>The lane that leads from Little Ashley to the A363 opposite Cumberwell Park Golf Course is used by pedestrians, cyclists and horseriders. To continue onwards to walking, cycling & bridleway routes towards South Wraxall, walkers, cyclists and horseriders have to cross the A363, which has a 60mph speed limit at this point. The road is busy, and carries a significant number of large vehicles, making it more difficult and dangerous for those crossing.</p> <p>Winsley Parish Council asks that the 40mph speed limit out of Bradford on Avon is extended to after the junction of the lane from Little Ashley/Cumberwell Park Golf course on the A363.</p> <p>Given the popular walking, cycling and horseriding routes either side of the A363 at this point, the Parish Council requests that the Local Cycling & Walking Infrastructure Plan includes ways of improving the connection between these routes.</p> <p>21/10/24</p>	<p>27/01/25 Request passed on to Transport Policy and Strategy team for consideration when developing LCWIP.</p> <p>LW highlighted to the group 2no locations at Farleigh Wick where additional signing and consideration of crossing movements should also be considered when reviewing this route and the associated signing.</p>	
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		KR to highlight for inclusion within LCWIP. Signing to be reviewed alongside other requests and KR to report back.		
7) Waiting Restrictions				
	Item	Update	Actions and Recommendations	Who
7.1	Bradford on Avon Town – Outstanding Waiting Restriction Requests	<p>22/04/24 Objections have been received to the formal consultation and so a cabinet member decision is required.</p> <p>KR to prepare report and implementation cost estimates ahead of July LHFIFG meeting.</p> <p>22/07/24 Cabinet report drafted. Officer recommendation is to proceed as advertised with all proposals, with the exception of the following:</p> <ol style="list-style-type: none"> 1. Abandon the proposal for Bridge Yard subject to further discussion with traders. 2. Proposal for Culver Road to reduce length of restrictions to cover a distance of 14m from junction with Trowbridge Road. <p>21/10/24 Cabinet decision made to proceed as per previous notes. Implementation to be complete by 15th November. Implementation costs of £2210. LHFIFG contribution agreed. BoA TC contribution to be confirmed.</p>	<p>27/01/25 KR explained that road marking works have been delayed and implementation is not complete. KR is following up with the contractor on this.</p>	To note
7.2	Lower Woolley St / Silver St, Bradford on Avon	Request for residents parking. To be reviewed and proposal advertised alongside other outstanding waiting restrictions.	<p>27/01/25 An admin error in the legal advert has delayed implementation and further advertisement is required. This will be</p>	To note

			undertaken asap and the residents parking introduced.	
8) Under/Awaiting Construction				
	Item	Update	Actions and Recommendations	Who
8.1	Ashley Road, Bradford on Avon - 20mph speed limit	<p>22/04/24 This was subject to formal advert between 8th March and 8th April.</p> <p>22/07/24 Objections received to formal advert. Cabinet member report has been prepared with the recommendation to proceed as advertised. Awaiting cabinet member decision.</p> <p>21/10/24 Cabinet member decision made to proceed as advertised. Works ordered with implementation date of 2nd December.</p>	<p>27/01/25 Implementation underway.</p>	
8.2	Holt Rd, Bradford on Avon	<p>22/04/24 Consultation complete and cabinet member report required in relation to speed limit proposal.</p> <p>22/07/24 Objections received to formal advert. Cabinet member report has been prepared with the recommendation to proceed as advertised. Awaiting cabinet member decision.</p> <p>21/10/24 Cabinet member decision made to proceed as advertised. Works order to be raised.</p>	<p>27/01/25 Order raised, awaiting implementation.</p>	
8.3	2-23-5 Bridge Yard – layby opposite Co-Op	Request for lockable bollards to prevent parking taking place in layby on waiting restrictions which blocks private	<p>27/01/25 Awaiting implementation</p>	

		<p>car park access.</p> <p>24/07/23 Plan and cost estimate to be provided. This will not include lockable bollard provision due to objections from other users of the car park.</p> <p>09/10/23 Proposed change of 2hr parking to loading bay included with waiting restrictions batch.</p> <p>Proposal and estimate included with note tracker.</p> <p>Funding agreed for road markings £600 (£300 LHFIFG/£300 TC). To proceed to implementation.</p> <p>22/04/24 Awaiting installation.</p> <p>21/10/24 KR to chase lining works from Milestone.</p>		
8.4	2-23-13 Bridge St/St Margaret's St, Bradford on Avon	<p>09/10/23 1) No Give way markings on exist to Library carpark onto Bridge st coupled with poor visibility creates the sense that those leaving the carpark have right of way. 2) Issue over cars leaving Bridge St to join the main traffic especially when turning right.</p> <p>Request for road markings. Supported by Town Council.</p> <p>Plan and estimate required.</p>	27/01/25 Order raised, awaiting implementation.	

		<p>15/01/24 Plan showing possible road markings included with note tracker. Estimated cost of implementation is £1500.</p> <p>Funding was agreed subject to confirmation of 50% contribution from BoA TC. (Contribution confirmed post-meeting).</p> <p>22/04/24 Works pack and order issued.</p> <p>21/10/24 Awaiting installation.</p>		
8.5	2-24-03 Horse Warning Signs, Staverton	<p>We keep our horses at Micheal Blake Racing Stables and we often ride along the road towards the train bridge and down School Lane. The traffic is very busy with large lorries and despite being a 30 limit, drivers rarely keep to that speed.</p> <p>Horses from the racing yard cross the road to use the facilities over the road daily and there are no road signs to warn drivers of horses, coming from Holt or from Trowbridge.</p> <p>We have come across some quite dangerous situations on our horses, or crossing the road with them. In fact tonight whilst crossing a speeding car had to brake very hard to stop in time, it doesn't help we are on a bend either.</p> <p>We would like warning horses road signs placed along this road and signs to remind drivers of the 30 limit.</p>	27/01/25 Works complete.	To note

		<p>22/04/24 It was agreed that KR would look at possible sign locations and costs and report back.</p> <p>22/07/24 The plan showing the proposed signing location is enclosed with the note tracker. The estimated cost for providing these signs is £550.</p> <p>LHFIG funding agreed at £275. KR to raise order</p> <p>21/10/24 Works ordered, awaiting installation.</p>		
8.9	Wingfield Deer Warning Signs	<p>21/10/24 Works ordered. Awaiting installation.</p>	<p>27/01/25 Order raised, awaiting implementation.</p>	To note
8.10	Holt Gaston – white bar marking	<p>Resident request for a white line to discourage parking opposite the entrance to Gaston Farm. Parked vehicles are making it difficult for large agricultural vehicles to enter and emerge from the farm entrance.</p> <p>Insert white bar marking immediately opposite the farm entrance, allowing enough space for large agricultural vehicles to turn.</p> <p>21/10/24 Funding agreed for this and Station Road bar markings. £600 total - £300 LHFIG/£300 PC. PC to confirm contribution.</p>	<p>27/01/25 Works complete</p>	
8.11	Holt Station Road – white bar marking	<p>Parked cars causing difficulties for vehicles accessing Chestnut Corner.</p>	<p>27/01/25 Order raised, awaiting</p>	

		<p>White line bar opposite the junction with Chestnut Corner on Station Road.</p> <p>21/10/24 As above</p>	<p>implementation.</p>	
8.12	Speed Limit Review, Monkton Farleigh	<p>15/01/24 Awaiting TRO advert. KR to provide dates when known.</p> <p>There are no alternative sources of funding for implementation other than LHFIG/PC.</p> <p>The estimated implementation cost is £8500. Funding was agreed subject to 50% contribution from Monkton Farleigh Parish Council.</p> <p>22/04/24 TRO consultation now complete. Objection received therefore cabinet member report and decision required. KR to progress.</p> <p>The estimated implementation cost is £8500. Funding was agreed subject to 50% contribution from Monkton Farleigh Parish Council.</p> <p>Contribution from MFPC confirmed by LW. Pedestrian in road signs to be included along with signing works.</p> <p>22/07/24 Cabinet member report drafted and officer recommendation is to proceed as advertised. Once signed off, implementation can take place. Works pack being prepared.</p>	<p>27/01/25 Order raised, awaiting implementation.</p>	

		<p>21/10/24 Cabinet member decision to proceed as advertised has been made. Now to progress to implementation.</p>		
8.13	<p>2-24-04 Dane Rise, Winsley – Request for traffic calming</p>	<p>A speed survey undertaken by Wiltshire Council in December 2023 showed that 85th percentile speeds on this 20mph road met the criteria for consideration of intervention.</p> <p>The Parish Council has agreed, at its meeting in March 2024, that it would ask Highways to outline any traffic calming measures that might be considered on this road, along with ways of more clearly indicating the road's 20mph speed limit.</p> <p>The Parish Council would like to identify any possible options for traffic calming / making the speed limit clearer on this road, which is well used by pedestrians including families walking to school. Once any options are known, the Parish Council has proposed consulting with residents about preferred options.</p> <p>22/07/24 KR to review what is feasible. Site meeting to be arranged with John Barnes.</p> <p>21/10/24 See enclosed note. LHFIG and PC contributions agreed. £3800 total (£1900 LHFIG/£1900 PC).</p> <p>To be taken forward to implementation</p>	<p>27/01/25 Awaiting implementation – expected in March.</p>	KR
8.14	<p>2-22-31 Church Lane, Limpley Stoke –</p>	<p>15/01/24 Funding was agreed to move this forward to</p>	<p>27/01/25 Cabinet member decision made and</p>	

	<p>consideration of extending 20mph limit.</p>	<p>implementation. The overall cost is estimated at £5500 with £1000 allocated by LHFIG and £4500 by LSPC</p> <p>22/04/24 TRO documents with TRO team. Awaiting formal consultation.</p> <p>22/07/24 Formal consultation complete however an objection was received therefore cabinet member report is being drafted.</p> <p>21/10/24 Cabinet member report drafted and awaiting outcome of decision.</p>	<p>moving to implementation.</p>	
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9) On Hold

	Item	Update	Actions and Recommendations	Who
9.1	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>	<p>This is now to be considered as part of wider measures following town traffic consultation.</p>	
9.2	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</p>	<p>On hold</p>	<p>To note</p>

		<p>westbound) and Holt Road (nearly ½ mile ast/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> <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>		
9.3	<p>2-23-7 St Margaret’s St/Station Approach. BoA</p>	<p>Request for tactile paving to be provided at crossing points around this roundabout and an additional dropped kerb crossing on St Margaret’s Street.</p> <p>Town Council would like this to be funded as a remedial to previous substantive bid.</p> <p>24/07/23 Plan and cost estimate to be provided.</p> <p>09/10/23 Proposal and estimate circulated with note tracker.</p> <p>TC and LHFIG want to see the tactile paving installed but do not feel it should be funded by them as it could have been included in the substantive bid scheme.</p>	<p>15/01/24 There are no alternative funding sources available. Item to be put on hold.</p>	<p>To note</p>

		The group asked KR to investigate any other funding sources.		
9.4	2-23-10 Staverton – Dropped Kerbs Request	<p>I am in a wheelchair and frequently travel from Horse Rd Trowbridge when the Bus drops me off from town. I travel up Canal Rd, (in wheelchair) pass the boats and over the bridge to Maunders Drive</p> <p>.</p> <p>There is no drop down kerb as u travel over the bridge at Staverton from Canal Rd to my flat (on the opposite side of the road) the nearest dropped down kerb (although this is not a very satisfactory dropped kerb) is by the bus stop. I have to Travel over the bridge at Staverton then turn right and find this drop kerb adding extra travelling as I am going in the opposite direction to my flat by quite a long way. There is always a worry my wheelchair will run out of power as I have been to town so travelling in the opposite direction to my flat adds extra stress.</p> <p>I would like a dropped kerb near the bridge.</p> <p>24/07/23 KR to meet with resident to identify location. Plan and cost estimate to be provided.</p> <p>09/10/23 Proposal and cost estimate circulated with note tracker.</p> <p>The group were keen to progress this to implementation however match funding is not available from Staverton Parish Council. It was requested that KR determine if any developer funding is available.</p>	15/01/24 Item to be put on hold due to lack of funding available from parish council.	To note

9.5	2-22-22 Poulton Lane, Bradford on Avon	<p>17/04/23 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> <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</p> <p>24/07/23 The processes relating to legal changes to the RoW to promote cycling were discussed as well as ownership.</p> <p>Improving the route for pedestrians would not require a legal order change but may require consent from land owners.</p> <p>09/10/23 Issue to be placed on hold and pursued through LCWIP process.</p> <p>KR to check land registry information</p>	<p>15/01/24 Land registry information does not show owner details for the section of lane that is not adopted highway.</p> <p>BoA TC to consider writing to adjacent landowners to seek determination of ownership.</p>	BoA TC

10) New Requests				
	Item	Update	Actions and Recommendations	Who
10.1	2-24-16 Westwood Park, Westwood – Street Light Request	<p>There have been a number of complaints to Westwood Parish Council about the very limited lighting in Westwood Park. Specifically, this relates to the pathway / emergency access road through Westwood Park which connects Bobbin Lane in Lower Westwood with the Upper Westwood road. This pathway is one of the only two pedestrian links between Upper and Lower Westwood which do not involve the use of unlit roads without pavements and also forms the direct pedestrian route between Lower Westwood and Avoncliff Railway Station. There are currently three street lights adjacent to this path, but a substantial part of the southern end of the path is not illuminated by these lights.</p> <p>Installation of an additional street light at What Three Words location "forces.loaning.recorders". This position would be approximately equidistant between the lamp standard at the south end of the path (next to the Bobbin Lane turning circle) and the next lamp located mid way along the path to the North. This additional light would result in roughly equal gaps of 50 yards between the lights covering the path, instead of the current gap of over 100 yards at the south end of the path.</p>	<p>27/01/25 It was agreed to pass this request to Atkins street lighting team to determine feasibility and cost.</p>	KR/Atkins
10.2	2-24-17 Eastern approach to Lower Westwood – Signing request	<p>On the approach to Lower Westwood from the East via the C217, there is a considerable distance between the start of the 20mph limit and the first properties. The only reminder sign for drivers of the speed limit in the first 1/4 mile is a repeater sign close to the New Inn which is largely obscured by an electricity pole. Similarly approaching Lower Westwood from the South via Farleigh Lane, the</p>	<p>27/01/25 It was agreed that a cost estimate for this would be developed and brought back to next meeting.</p>	KR

		<p>single repeater sign outside the entrance to Westwood Manor is now missing after the post to which it was attached was damaged and removed.</p> <p>[1] Re-locate the first repeater sign on the C217 so that it is not obscured by the electricity pole. [2] Install an additional repeater sign mid way between the New Inn and the Lyfield Lane junction (road to Upper Westwood). [3] Replace the missing repeater sign on Farleigh Lane opposite the Westwood Manor entrance</p>		
10.3	2-24-18 Lower Westwood Road – NAL sockets and post	<p>To supplement the traffic calming measures completed earlier this year at the New Inn junction with Farleigh Lane, the Parish Council have decided to allocate funds for the purchase of a battery powered SID. Three locations have been identified along the Lower Westwood Road which appear to meet the criteria specified by Wiltshire Council: [1] C217 junction with The Pastures (bossy.figure.pound) for East bound traffic. [2] C217 junction with Lyfield Lane (system.spots.mirror) East and West bound traffic. [3] New Inn crossroads (larger.linen.joins) West bound traffic. The Parish Council will arrange for the SID to be moved between locations on a regular basis.</p> <p>The supply and installation of three NAL retention sockets at, or adjacent to, the locations identified and a single removable post to accommodate a SID device (9.2kg, 710mm wide x 770mm high x 160mm deep) at a minimum height above ground of 2.4 metres. Two of the proposed SID locations are on highway verges between the road surface and adjoining footpath. The New Inn location is immediately alongside the wall on the newly installed</p>	27/01/25 It was agreed that a cost estimate will be prepared and agreed with PC.	KR

		pavement immediately to the East of the Farleigh Lane junction opposite the New Inn.		
11) Any Other Business				
11.1	St Mgts St/Station Approach – bollard strike	JW reported that the bollard has been hit and no longer in situ.	DB to raise ticket for replacement.	DB
11.2	Issues with MyWilts reporting system	TC raised a concern that the MyWilts system gives error messages and does not allow reports to be completed	DB to report	DB
11.3	Holt developments and highway issues	SS raised concerns about the issues arising due to proposed developments in Holt, particularly the lack of crossing.	KR to speak with Kerry Flower to determine current status and advise accordingly	KR
11.5	Footway condition, Holt	Concerns were raised about overall footway conditions in Holt.	DB asked for a list to be provided for consideration as part of footway maintenance. KR explained that some footway improvements/maintenance can be considered within the LHFIG budget	Holt PC
12) Date of Next Meeting: tbc				

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 **£1184**

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