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<tbody>
<tr>
<td>1</td>
<td>Bradford on Avon</td>
<td>Trowbridge Road</td>
<td>Traffic calming (between Junction Road and Poulton) Kerb Alterations and Cycleway</td>
<td>Prioritised by Community Area Transport Group</td>
<td>Initial assessment complete</td>
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<td>Site visit held on 22 March 2011 to consider pedestrian safety on northern footway. Bollards considered inappropriate. Possible solution would be to create a margin strip, say 300mm wide, at the front edge of the footway to encourage pedestrians to stay away from the kerb</td>
<td>Further discussion to be held (Malcolm Hewson/ Rosemary Brown/ Gwen Allison/ Dave Thomas)</td>
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<td>A ‘street print’ pigmented asphalt has been costed at £ 12,000. Dave Thomas doubtful as to the cost-benefit of this solution. A cheaper solution would be a Traffic Regulation Order to ban on-street parking and replace with double-yellow lines, although this would be highly contentious with local residents.</td>
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<td>2</td>
<td>Bradford on Avon</td>
<td>Bath Road/ Mount Pleasant</td>
<td>Traffic Management</td>
<td>De-prioritised by Community Area Transport Group</td>
<td>Dave Thomas to seek highway and footpath surfacing upgrades along Bath Road and Mount Pleasant</td>
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<td></td>
<td>Site visit held on 22 March 2011 to consider narrow footways and a generally unpleasant area for pedestrians. Low cost solutions include waymarking the existing walking route through the community centre car park and church yard using colour surfacing and finger posts. Higher cost options include setting back</td>
<td>Rosemary Brown to facilitate a meeting with the committee of the Mount Pleasant</td>
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the wall to the Lambert Rooms; resurfacing the carriageway and footways, new kerbs; and to narrow the carriageway slightly where this can be achieved.

Monitor programme of major highways works for opportunity to achieve improvements.

<table>
<thead>
<tr>
<th></th>
<th>Bradford on Avon</th>
<th>Newtown</th>
<th>Traffic Calming</th>
<th>Prioritised by Community Area Transport Group</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Bradford on Avon</td>
<td>Newtown</td>
<td>Traffic Calming</td>
<td>Site visit held on 22 March 2011 to consider concerns re pedestrian safety due to narrow footways or no footways. Plastic bollards may be suitable. Amendments to the alignment of the existing double yellow lines may help but measures need to be low key in keeping with the environment. Priority traffic flows not possible due to lack of intervisibility.</td>
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<tr>
<td></td>
<td>Bradford on Avon</td>
<td>Bath Road</td>
<td>Pedestrian Crossing near top of Winsley Road</td>
<td>Consider as part of Historic Core Zone gateway</td>
</tr>
<tr>
<td>5</td>
<td>Bradford on Avon</td>
<td>Newtown</td>
<td>Abuse of free car parking restrictions causing nuisance in evenings and at weekends</td>
<td>Parking Operations Manager aware of the issue</td>
</tr>
<tr>
<td>6</td>
<td>Bradford on Avon</td>
<td>Ashley Road</td>
<td>Traffic management</td>
<td>Site visit held on 22 March to consider concerns that opposing vehicles are mounting the footways to get by each other due to parked cars. Solution could be single yellow lines and short lengths of waiting restrictions to create passing bays. Feasibility Study to be published soon.</td>
</tr>
</tbody>
</table>

community centre, which includes Vicky Landell–Mills, Jocelyn Feilding and Jim Lynch

Local member to consult (Malcolm Hewson)

Agree plastic bollard design; hold site visit at 17/18 Newtown

Local member to consult (Rosemary Brown)

School Travel Plan Co-ordinator to advise once feasibility report is published (Ruth Durrant)
<table>
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<tr>
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<tbody>
<tr>
<td>Bradford on Avon</td>
<td>Moulton Drive</td>
<td>Speed limit signs to remind motorists of 30 mph limit</td>
<td>Refer to Community Speedwatch</td>
<td>Metro Count carried out, site eligible for Community Speed Watch, no volunteer action taken</td>
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<tr>
<td>Bradford on Avon</td>
<td>Bailey's Barn</td>
<td>Missing link in cycle network</td>
<td>Not a priority for Sustrans. Included in Fitzmaurice Primary School Travel Plan</td>
<td>School Travel Plan identifies issues with land ownership, planning permission and funding for the project</td>
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<tr>
<td>Bradford on Avon</td>
<td>Winsley Road to St Laurence School</td>
<td>20 mph flashing warning lights at school times</td>
<td>Link to School Travel Plan</td>
<td>Apply to Road Safety Unit</td>
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<tr>
<td>Bradford on Avon</td>
<td>Woolley</td>
<td>Traffic Calming</td>
<td>‘Friends of Woolley’ seeking to slow traffic and widen footpaths.</td>
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<tr>
<td>Bradford on Avon</td>
<td>Frome Road near Barge Inn</td>
<td>New road markings and signage needed to improve road layout/ safety</td>
<td>Reported to highways officers</td>
<td>Refreshment of traffic calming white lining to be carried out in October</td>
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<tr>
<td>Bradford on Avon</td>
<td>Historic Core Zone</td>
<td>Traffic Calming</td>
<td>Tendering for the detailed design of the Church Street/ Market Street junction; de-cluttering of street furniture; changes to parking and loading; design of gateways to HCZ</td>
<td>Contract now let, awaiting detailed design (Laura Gosling)</td>
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<tr>
<td>Bradford on Avon</td>
<td>Town Bridge</td>
<td>Abuse of the 17.5 tonne weight limit, particularly by foreign lorry drivers</td>
<td>Lorry Watch scheme, backed by Wiltshire Trading Standards and supported by Area Board, Town Council, Wiltshire Police and Wiltshire Highways</td>
<td>Lorry Watch BOA to be launched October 2011</td>
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<tr>
<td>Bradford on Avon</td>
<td>Town Centre</td>
<td>Programmed traffic lights on the outskirts of town to control traffic flow through the town centre</td>
<td>Consider as part of Historic Core Zone implementation</td>
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<tr>
<td>Bradford on Avon</td>
<td>Coppice Hill</td>
<td>Illegal Parking by users of holiday cottage</td>
<td>Long-running issue requiring enforcement of parking restrictions. Installation of bollard may assist.</td>
<td>Bollard requires independent funding, planning permission and conservation area consent</td>
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<tr>
<td>Bradford on Avon</td>
<td>Greenland Mills</td>
<td>A petition has been received calling for reductions in the height of the traffic calming humps which are damaging the underside of cars</td>
<td>Officers unable to help as traffic calming constructed by the developer complies with the highways standards of the day and there is no duty on the Council to upgrade.</td>
<td>Independent funding for works required</td>
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<tr>
<td>Bradford on Avon</td>
<td>Woolley Green</td>
<td>Intrusion of HGVs; lack of safe crossing point</td>
<td>Dangerous double bend</td>
<td>Local councillor to provide detail of issue (Rosemary Brown)</td>
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<tr>
<td>Holt</td>
<td>Near the School</td>
<td>Pedestrian Crossing</td>
<td>Prioritised by Community Area Transport Group</td>
<td>Successful application to Substantive Highway Scheme for funding</td>
<td>Informal consultation (Autumn); formal advert of TRO (Winter); scheme design (Spring)</td>
<td>Cost £ 23,000 of which: WC £ 11K AB £ 5K HPC £ 500 FOHS £500 Fundraising £ 6K</td>
<td>Construction 2012/13</td>
</tr>
<tr>
<td>Holt</td>
<td>Alongside the Recreation Ground</td>
<td>Footway improvements</td>
<td>Parish Council currently looking at possibility of funding a new footpath on the recreation ground</td>
<td>Fundraising ongoing</td>
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<td>20 Holt</td>
<td>Old Glove Factory</td>
<td>Lack of signage to new Trust shop</td>
<td>National Trust negotiating a solution with Holt Parish Council</td>
<td>Awaiting further action</td>
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</tbody>
</table>
| 21 Limpley Stoke | B3108 (Lower Stoke) | Provision of raised footway | • A key walk to school route from B3108/ Winsley Hill to Freshford. Plus popular pedestrian and biking ‘traffic’ to/from the Mill, the hotels etc to the canal, estimated 500 people would benefit  
• Roughly 10,000 vehicles per week use this road (tracked Autumn 2010).  
• WCC have stated a painted pavement cannot be implemented in this section of road owing to road width and lack of pedestrian ‘escape’ points due to high walls.  
• A raised footway is required to provide pedestrian safety and linkage to raised pavement in Limpley Stoke, linking to new painted pavement to Freshford.  
• To allow space for a pavement, a traffic flow chicane will be required. | Funding required for feasibility study | | | |
<p>| 22 Limpley Stoke | Upper Crowe Lane, Upper Church Lane | Traffic calming (30mph) | 30mph to be implemented alongside 20mph pilot April 2011. Pilot coordinated by WCC Department for Neighbourhood &amp; Planning. | Review of pilot phase | | | |
| 24 Limpley Stoke | Midford Lane | Traffic calming | • A key walk to school route for families from Midford Lane to Freshford linking across A36 with painted pavement on | | | |</p>
<table>
<thead>
<tr>
<th>Location</th>
<th>Road Description</th>
<th>Speed Reduction Details</th>
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</table>
| Midford Lane | Church Lane. Plus popular cycling route linking both sides of the village.        | • Speed reduction required on Midford Lane to reduce traffic intimidation – frequently used as a cut through to Bath.  
• At least 100 households.  
• Location 1, Midford Lane: A speed survey was carried out between 07/05/2010 and 14/05/2010. A total of 3952 vehicles were checked. The 85th percentile was 32.0 mph (the 85th percentile is the speed at which 85% of the traffic is travelling or below). The average speed of the vehicles checked was 26.7mph.  
• Location 2, Midford Lane: A speed survey was carried out between 07/05/2010 and 14/05/2010. A total of 2995 vehicles were checked. The 85th percentile was 32.7 mph. The average speed of the vehicles checked was 27.3mph.  
• Funding required for speed reduction implementation – signage etc. |
| Limpley Stoke | Woods Hill. A key walk to school route to Freshford school, both down to Lower Stoke or up via footpaths to Middle Stoke. Also key route to local village pub, hotels, garage and Mill (offices).  
• Used as a cut-through from BoA via Lower Stoke to A36 (to avoid Viaduct route) and by return. Estimated 4,000 cars per week.  
• Exit onto A36 is dangerous; blind, sharp and steep.  
• The road itself is also narrow, with several sharp blind bends. Frequent reports of intimidation from residents on Woods Hill due to rush hour traffic.  
• Funding required for feasibility study. Consultation with local residents in progress. |
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<tr>
<td>26</td>
<td>Limpley Stoke</td>
<td>A36 issues</td>
<td></td>
<td>Being addressed through Valley Parish Alliance</td>
<td>Monitor</td>
<td></td>
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<tr>
<td>27</td>
<td>Monkton Farleigh</td>
<td>A363 junction</td>
<td>Junction improvements</td>
<td>No action taken</td>
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<tr>
<td>28</td>
<td>Monkton Farleigh</td>
<td>Near school</td>
<td>Congestion caused by agricultural vehicles and parked cars of parents on school run, putting children at risk</td>
<td>Suggest zig-zag ‘keep clear’ sign outside the school. Fund through road safety budget.</td>
<td>Officers to investigate further (Judith Billingham/ Ruth Durrant)</td>
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<td>29</td>
<td>Monkton Farleigh</td>
<td>To and from the A363 and Kingsdown</td>
<td>Rat-running traffic</td>
<td>Difficult to control; discussions ongoing with parish council re. signage and representations to satnav providers to control HGV traffic</td>
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<tr>
<td>30</td>
<td>South Wraxall</td>
<td>Main road to Box</td>
<td>Recent fatality</td>
<td>Awaiting Coroner’s report recommendations for action</td>
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<tr>
<td>31</td>
<td>Staverton</td>
<td>B3105 New Terrace</td>
<td>Traffic Calming through signage or road markings</td>
<td>Regular speed checks by Police</td>
<td>Dave Thomas to investigate</td>
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<td>32</td>
<td>Staverton</td>
<td>Hammond Way</td>
<td>Pedestrian Crossing</td>
<td>Link to School Travel Plan process</td>
<td>School Travel Plan Co-ordinator to advise (Ruth Durrant)</td>
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<tr>
<td>33</td>
<td>Staverton</td>
<td>Bridge</td>
<td>Concern at possible increase in HGV traffic due to re-routing of HGVs away from A4/A36 in Bath</td>
<td>Concern supported by Area Board and Highways Officers</td>
<td>Programme of action being considered</td>
<td></td>
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<td>34</td>
<td>Westwood</td>
<td>Lower Westwood Road - between the New Inn pub and the junction to</td>
<td>Traffic Calming - virtual pavements</td>
<td>This part of the road is considered particularly hazardous for parents and children going to and from Westwood-with-iford Primary School, and any walkers to the pub or on Wiltshire trails. Lack of safety areas</td>
<td>Site Visit held on 22 June 2011. Detailed design and costing for an on-carriageway footway has been</td>
<td>Cost estimate £ 2,673</td>
<td></td>
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<tr>
<td>Reference</td>
<td>Location</td>
<td>Details</td>
<td>Actions</td>
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<td>35</td>
<td>Upper Westwood and Avoncliff</td>
<td>Carriageway condition is very poor and requires resurfacing to allow footway installation.</td>
<td>undertaken</td>
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<tr>
<td>36</td>
<td>Westwood</td>
<td>Traffic Calming - virtual pavements</td>
<td>Main concern relates to pedestrian vulnerability due to the volume of vehicles, their speed and the overall pedestrian usage levels. Some repairs required to road surface. Alternative of standard footway on existing grass verge needs to be investigated. It may be possible to provide a footpath within the field on the north side of the road.</td>
<td>Undertake pedestrian and vehicle counts and establish costs of options (Dave Thomas)</td>
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<td>37</td>
<td>Westwood</td>
<td>Pedestrian safety</td>
<td>Concern re. vehicles over-running the footway. Vehicles on main road use the junction bellmouth as a passing area and overshoot onto footway.</td>
<td>Detail design of minor amendments to kerbline with installation of bollard</td>
<td>£2,000 works costs plus £3,000 road closure costs</td>
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<td>38</td>
<td>Westwood</td>
<td>20 mph pilot scheme</td>
<td>Implemented April 2011. Request that virtual pavements are installed during pilot phase</td>
<td>Review of 12 month pilot phase at mid term and full term</td>
<td>Autumn 2011/ Spring 2012</td>
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<tr>
<td>39</td>
<td>Westwood</td>
<td>Junction to Lower Westwood Road from Upper Westwood</td>
<td>Two sets of signs facing the wrong way. ‘Except for Access’ sign should be replaced with ‘Access Only’ sign</td>
<td>Reported to highways officers</td>
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<tr>
<td>39</td>
<td>Westwood</td>
<td>Downside Nurseries</td>
<td>Move speed limit signs to the beginning of the built-up area outside the nurseries. Install warning sign with adult and child for added impact</td>
<td>Reported to highways officers</td>
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<tr>
<td>40</td>
<td>Westwood</td>
<td>Upper Westwood</td>
<td>Install 20 mph repeater signs at suitable locations along Upper Westwood Road</td>
<td>Reported to highways officers</td>
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<tr>
<td>41</td>
<td>Westwood</td>
<td>Westwood Nursery School</td>
<td>New signage needed to warn motorists of the nursery school and park</td>
<td>Reported to highways officers</td>
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<td>42</td>
<td>Westwood</td>
<td>Eastern approach to Upper Westwood</td>
<td>Move the speed limit sign forward in line with sign on opposite side of road; new 6'6&quot;/Access only signs needed on Jones Hill in Bradford and the approach to Upper Westwood from Lower Westwood; remove sign 'Width limit 6'6&quot; 1 mile ahead'</td>
<td>Reported to highways officers</td>
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<td>43</td>
<td>Wingfield</td>
<td>Phase 1- Magdalen Lane (A366)</td>
<td>Provision of Footway</td>
<td>Prioritised by Community Area Transport Group</td>
<td>Phase 1 completed</td>
<td>August 2011</td>
<td>Phase 1 costs approx £5,000</td>
<td>July 2011</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Phase 2- Layby to Crossroads</td>
<td>Provision of Footway</td>
<td>Costings for 4 stretches of footways at Magdalen Lane provided totalling £35,000. Parish Council has prioritised Layby to Crossroads as Phase 2.</td>
<td>Bid for Phase 2 funding</td>
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<td>44</td>
<td>Wingfield</td>
<td>Frome Road</td>
<td>Speed Indicator Device</td>
<td>Requires new metrocount and agreement to exact siting</td>
<td>Referred to Parish Council</td>
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<tr>
<td>45</td>
<td>Winsley</td>
<td>Haugh</td>
<td>Signage to prevent</td>
<td>Investigated - no problems found</td>
<td>Refer to Parish</td>
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<td></td>
<td></td>
<td>lorries using inappropriate roads in village</td>
<td>Council</td>
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<tr>
<td>46</td>
<td>Winsley</td>
<td>Dane Rise</td>
<td>Speeding cars on rat-run</td>
<td>Limiting access to residents only is not possible as Dane Rise is a public highway to which the public have free and unencumbered access. Consider application to community speedwatch.</td>
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<td>47</td>
<td>Winsley</td>
<td>Turleigh</td>
<td>20 mph zone to prevent rat-running traffic</td>
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