

Report of the Sandpit Road Working Group.

To ensure that the Section 106 legal agreements relative to the Sandpit Road development takes into the account the views of the local community.

A site meeting took place at 10am on Tuesday 6th March 2012 at the junction of Oxford Road with Porte Marsh Road.

Those present; WC Cllr Tony Trotman, Anne Henshaw (C.A.T) and Ashley Ponting with WC Highways officers Steve Hinds, Steve Corbin and Martin Cook.

The main discussion took place at the above junction, where possible traffic measures could take place to restrict the speed and flow of traffic, travelling through the Town centre destined to access the A4 through the restricted roadway at Wood Street, and to encourage the use of the Northern Bypass.

Points considered.

1. Pinch points in the roadway in the form “ Build Outs” in two positions. One before and one after the Porte Marsh Road junction on the Oxford Road.
2. Incorporating a refuge at the first Build Out to form a safe pedestrian exit from the newly created footpath which runs along the northern property line of The Kilns and exiting onto Oxford Road.
3. Coloured surface areas throughout, to visually enhance and to encourage slow speeds.
4. Public transport in the form of the “55” buses need to be considered when designing any of the restrictions in points 1,2,3.
5. Consider the widening of the northern radius of the Porte Marsh Road to enable route for cycles on the footway across the Oxford Road adjacent to the footpath in point 2.

Concentrating on the pedestrian and safe cycle routes to schools and Town Centre..

1. The group continued towards the Town Centre and considered the potential use of Woodhill Rise and an informal crossing point of Oxford Road for pedestrians and cyclists passing from the new development. Investigation into legal usage of this bridleway to be confirmed.
2. Continuing those routes from Oxford Road through Honeymead bungalows towards Prince Charles Drive and Abberd Way, and to consider traffic calming measures at that crossing point where accidents have occurred with cyclists crossing, and vehicles travelling from the Town, with the suggestion of a raised paved ramp.
3. Returning back towards Oxford Rd to the Pedestrian Crossing adjacent to house number 71, adjoining the narrow footway accessing Bryans Close. The Pedestrian crossing needs urgent surfacing refreshing and better lighting to make safer.
4. Returning through Bryans Close and Hungerford Road towards William Street, the road and paving is considered adequate for safe passing of cyclists and pedestrians.
5. The route taken then returned to the junction at Porte Marsh and Oxford Road where measurements were taken on the width of paving to consider dual usage from that point towards the primary schools in William Street and the roadway to nearby Duncan Street.

6. The necessity of signage was discussed by the group, showing directions and usage for cyclists and pedestrians on acceptable footways, and the possibility of finger points towards the safe routes to schools.

The conclusions at the end of the meeting was for the Highways Engineers present at the site meeting, to consider the groups proposals, and then to produce drawings and costings covering those points within the budget held by the Sect 106 legal agreement for that purpose.

Cllr Tony Trotman
Chair of the Calne Sandpit Road Working Group.