

17th Nov 2021 – Meeting Tracker - FINAL

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
1.	Attendees, Apologies & Introductions				
	<p>Present</p> <p>Ross Henning (WC) Nick Botterill (WC) Nic Puntis (WC) Kathryn MacDermid (WC) Liz Alstrom (WC) Kirsty Rose (WC – Officer) Neil Hutton (Seagry PC) Robert Whitrow (Langley Burrell PC) Anthea Kelsall (Biddestone PC) Alex Hall (Kington St Michael PC) Fiona Twisse (Kington St Michael PC) Christopher Meier (Nettleton PC) Jessica Mantell (CTC) Laurence Cable (Chippenham Cycling Development Group) Graham Worsnop (North Wraxall PC) Lesley Palmer (Grittleton PC)</p> <p>Apologies</p> <p>Adrian Foster, Claire Cape, Howard Greenman, David Arnup, Adrian Andrews</p>				

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2.	Notes of the last meeting (14th Sept 2021)				
		<p>The minutes and recommendations of the previous meeting held on the 14th Sept 2021 were to be considered at the Chippenham Area Board scheduled for the 27th Sept 2021.</p> <p>Please Note: All priority 1 CATG issues requiring design / investigation were suspended on the 1st March and recommenced on the 1st September 2020</p>			
3.	Finance				
		<p><u>Financial position at 17th Nov 2021</u></p> <p>(a) 2021-22 allocation = £17,403 (b) 2020-21 underspend = £20,436.99 (c) 2021-22 3rd party Contributions = £52,817 (d) Total Budget for 2021-22 = £90,659.99 (a+b+c) (e) Existing commitments (incl. carry over schemes from 2020-21) = £71,790</p> <p>(f) Current Balance = £18,866.99 (d-e)</p>			
4.	Annual Dropped Kerbs Exercise				
		<p>Suggestions for dropped kerb sites for 21/22 to be put forward for consideration at next CATG meeting.</p> <p>14/09/2021 <u>New Requests</u></p>	<p>17/11/2021</p> <p>Chippenham TC are collating dropped kerb requests to form a substantive bid.</p>		All

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		<p>Queen’s Crescent (Cepen Park & Derriads)</p> <ul style="list-style-type: none"> • Pathway from Carnarvon Close behind the cooperative • Windsor Close Junction • Clover Dean Junction • Farleigh Close Junction <p>There are a number of sites that are likely to be put forward as requests ahead of the next CATG meeting.</p> <p>Cllr Foster raised concerns that dropped kerbs are an important requirement to assist with accessibility and will be writing to Cllr McClelland to request additional funding. Also CATG may wish to consider a hierarchy of priorities for schemes based on safety and accessibility needs.</p> <p>CATG agreed a £6,000 allocation with a 25% contribution requested from Chippenham Town Council</p>	<p>The parish councils are encouraged to put forward any dropped kerbs in their area for CATG consideration</p> <p>The dropped requests in the Queens Crescent area will be progressed with Ringway.</p>		
5.	Freight Assessment and Priority Mechanism (FAPM) exercise				
	Standing item for update	<p>25/06/19 SD explained that all freight requests are on hold pending publication of new freight strategy as part of LTP in 2020. CATG’s can still support requests but must fund investigatory work and implementation costs.</p>	<p>17/11/2021 No update to report.</p>		
6.	Major Maintenance in 2021-22				
		<p>01/06/2021 Major maintenance list for 2021/22 was included via email, but can also be found here: Highways Asset Management - Wiltshire Council</p>			

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7.	Priority One Schemes				
	<p>CATG agreed that once work orders have been placed for Priority One schemes a full entry is not required on Action Tracker:</p> <ul style="list-style-type: none"> • A summary will be retained • The entry will be “greyed out” to indicate scheme in progress and no further discussion is required at the CATG meeting unless otherwise indicated. • MR will provide updates • The item will be removed once the scheme has been implemented • A <u>maximum</u> of 5 LIVE priority 1 schemes to be progressed at any one time. 				
7.1	<p>5827 – Installation of four sets of White Gates and associated improvements, Biddestone</p>	<p>01/09/20 Design work to recommence early September. Target deadline of 31st March 21 for Gateways, signs and resurfacing works. Imprinted concrete will be delayed until 2021/22.</p> <p>17/11/20 Updated design and costing presented to Biddestone PC. (£47k) Road closures for surfacing works booked 8/9th February 2021.</p> <p>Note: Footway area adjacent to turnpike cottage to be included in ‘Texprint’ surface areas</p> <p>01/06/21 Surfacing works undertaken in May ahead of Texprint surfacing installation w/c 14th June.</p> <p>Gateway and signing to follow later in financial year – to be agreed with PC prior to works order being raised.</p> <p>14/09/2021 Texprint works complete. Some issues relating to traffic management, weather and conflicting works resulting in increased costs.</p>	<p>17/11/2021 Liaison with PC regarding outstanding signing work ongoing.</p>	1	KR

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		<p>The group agreed to provide a £5,000 contribution to assist with completing the signing works as the Parish Council providing the remaining funding.</p> <p>KR to liaise with PC and progress signing and gate installation.</p>			
7.2	<p>6846 - Road Safety at The Street B4039 Nettleton Road and Church Hill junction Burton</p>	<p>18/02/20 Group agreed to promote proposed Nettleton Road warning sign and SLOW marking to Priority 1. Cost £400 PC to contribute 25%</p> <p>20mph limit on hold pending publication of 20mph update report, expected in spring/ summer 2020</p> <p>30/04/20 Order issued for warning sign and 'SLOW' on Nettleton Road. Awaiting implementation.</p> <p>01/09/20 Sign and SLOW marking complete. 20mph issue on hold pending publication of report. To be greyed out. If 20mph limit does not go ahead the PC have requested the existing 30mph limit be extended.</p> <p>17/11/20 Publication of 20mph assessment report remains on hold. To be considered further following publication of report.</p> <p>14/09/2021 KR to raise the completion of the assessment report with Senior Officers and find out if there is a proposed deadline for publication.</p>	<p>17/11/2021 KR explained that the report had been raised with senior officers however there is no available resource at present and no completion date can be provided.</p> <p>RH to contact Gareth Rogers to raise this.</p> <p>Further decision regarding progression of 20mph assessments to be discussed at next CATG meeting.</p>	1.	KR
7.3	<p>4-20-10 Parliament St / Chippenham</p>	<p>Laurence Cable made a presentation to members and is seeking changes at the existing footway link between</p>	<p>17/11/2021 KR presented plan showing proposed interim solution with</p>	1.	

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		<p>Parliament Street and Little Down to create a shared access for cyclists and pedestrians.</p> <p>01/09/20 Members agree to proceed and move to Priority 1. Further investigative work required. No monetary allocation to be made at this stage</p> <p>17/11/20 MR has visited site. Significant work required. Waiting restrictions in little down will be required. NOTE - Topo survey required prior to design work taking place. Estimate £1,500.</p> <p>Agreed – Allocate £1500 for a topo survey prior to design work taking place</p> <p>02/02/21 Topo survey ordered. Await completion to allow design work to commence.</p> <p>01/06/2021 Topo survey received. An engineer has been allocated to progress the design when workload allows.</p> <p>KR to arrange site meeting with Laurence Cable and Adrian Foster</p> <p>14/09/2021 Site meeting held with Sarah Dearden, Laurence Cable, Adrian Foster, Ross Henning and Kirsty Rose.</p> <p>Design work to be undertaken to create route for cyclists. Short term the barrier restricting pushchairs, mobility scooters etc is to be removed.</p>	<p>dropped kerbs and barrier removal. Estimate £4200 (with reduced footway change).</p> <p>Agreed - to allocate funding subject to CTC contribution £3150 CATG, £1050 CTC.</p>		

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		A first phase of work may be to provide a dropped kerb and bollard with the more substantive works to follow.			
7.4	4-20-2 Draycott Cerne	<p>PC request a formal review of the speed limit on B4122 from J17 of M4 to the junction with B4069 leading to a reduction from the national speed limit (60mph) to 40mph. https://www.google.co.uk/maps/</p> <p>01/09/20 Members supported this request and felt a review of the current speed limit was justified. However as the changes identified on the B4122 were largely due to development works, funding for any speed limit re-assessment should be found from another source i.e. Section 106 monies. MR to speak to Development Control and report back to group</p> <p>17/11/20 Contact made with development control. No provision within Section 106 agreement to permit speed limit assessment work. Funding would be required from the CATG. Current estimate from Atkins £2500</p> <p>Agreed – Move to Priority 1 and allocate £2500 for speed limit assessment on B4122. 25% contribution from PC £750.00</p> <p>14/09/2021 Speed limit assessment to undertaken by Atkins.</p>	<p>17/11/2021 Awaiting outcome of speed limit assessment by Atkins.</p>	1.	KR
7.5	4-20-8 Various sites Chippenham	<p>Chippenham Town Council - We would like to fund and produce new 'Welcome to Chippenham' signs at the 6 main entry points to the town. We would like all existing Welcome to Chippenham signs to be removed</p> <p>17/11/20</p> <p>Agreed – Move to Priority 1 Note: Fully funded by Chippenham TC</p>	<p>14/09/2021 Signing works with Mark Stansby. Ongoing discussions with TC to agree sign proofs to allow estimate to be produced.</p>	1.	

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7.6	4-19-5 Hill Rise / Barrow green	<p><i>Request for 20mph limit and speed humps on Hill Rise / Barrow Green.</i></p> <p>18/02/19 Group appreciated the level of feeling and concern relating to this request. The length covering Hill Rise and Barrow Green is approx. 1km and would require extensive traffic calming which would have a significant impact on road side parking. The cost is also likely to be high. The group felt it was essential that proposals must be evidence led and it was important to garner speed data before deciding what action, if any, to take. Sites for Metro-counts to be agreed.</p> <p>01/09/20 Metro-count sites agreed. Counts remain outstanding due to Covid-19. Counts to restart once schools return. MR to report findings to next meeting.</p> <p>02/02/21 Traffic survey results circulated with note tracker. KR to review options for improvements other than speed humps with the aim of raising awareness of pedestrians.</p> <p>01/06/2021 KR to arrange a site meeting with Kathryn MacDermid and Ross Henning</p> <p>14/09/2021 Site meeting held. KR recommends 20mph assessment be taken forward with lighter touch measures rather than traditional physical calming features.</p> <p>CATG to await outcome of discussions regarding 20mph assessment report before making decision. If the publication is likely to be significantly further delayed, CATG will discuss how to proceed with 20mph speed limit requests at its next meeting</p>	<p>17/11/2021 Agreed - to proceed with 20mph speed limit assessment for the wider area around Hill Rise/Barrow Green. Potential template/test for future assessments.</p> <p>Total - £2500 - £1875 CATG, £625 CTC (tbc)</p>	1.	KR

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7.7	4-21-2 Park Farm bends, C86	<p>Request for installation of an effective signage and warning system at the location. It must be effective in reducing vehicle speed and hence the occurrence of incidents. This could take the form of chevrons, painted rumble-strips, speed-activated illuminated signs or other means.</p> <p>The Parish Boundary Yatton Keynell – Grittleton bisects the double bend, Yatton Keynell Parish Council discussed 7th December 2020 & Grittleton Parish Council 18th January 2021. It's agreed to share the Parish Council contribution between the two Parish Councils. GPC request that any proposal is discussed with the property owner at the site. PC's would be agreeable to M Rose's proposal of adding "Reduced Speed Now" signs to the double bend signs and to repaint the "SLOW" in both direction along with addition of yellow bars.</p> <p>02/02/21 CATG agreed to support this request. GPC and YKPC agreed to joint fund 30% contribution. KR to prepare plan and estimate.</p> <p>To be moved to priority 1.</p> <p>01/06/21 Proposal for signing and road markings circulated with tracker. Estimated cost is £1890. Road markings to be delivered through ad-hoc lining programme therefore reducing overall cost.</p> <p>Funding agreed. Order to be raised.</p> <p>14/09/21 Signs installed. Road markings to be undertaken in next batch of ad-hoc lining works.</p>	<p>17/11/2021 Awaiting completion of road markings (due imminently)</p> <p>PC contribution to be reduced from 30% to 25%.</p>	1.	KR

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7.8	4-20-15 C151 Ford	<p>C151 in village of Ford, from junction with A420 to limit of village, particularly from White Hart Inn to the gateway by the River bridge and access to Bybrook Valley on the Macmillan Way, opposite the entrance to the property - Doncombe Mill.</p> <p>Request for:</p> <ol style="list-style-type: none"> 1. Demarcation of a pathway, the suggestion is for a different colour tarmac/paint to be used to highlight the ideal place for walkers to walk and as a visual identifier to vehicles that there may be pedestrians 2. Warning triangle signs – warning of pedestrians 3. More speed signs to make drivers fully aware of the speed limit, current signs while spaced correctly are not ideally placed for bends and visibility. 4. Possible introduction of a 20mph <p>Increased policing of speed by Wiltshire constabulary 17/11/20.</p> <p>Speed survey has been requested. Engineer to look at site with Parish council once Covid-19 restrictions are lifted to discuss options before agreeing way forward. On-carriageway flow chart to be provided to members.</p> <p>02/02/21 KR and MR to discuss outcome of site meeting and proposals. Plans to be prepared for parish council consideration when scheme becomes priority 1.</p> <p>01/06/21 To be moved to priority 1. KR to prepare plans for consideration by PC.</p> <p>14/09/21 KR met with Graham Worsnop to discuss potential improvements. KR to investigate feasibility of promoting alternative route for pedestrians, with informal crossing on</p>	<p>17/11/2021 KR to prepare plans however some investigation into land ownership is needed.</p> <p>Negotiations with land owner may be required in due course.</p> <p>Concerns raised regarding ongoing drainage issues and road camber.</p>	1	KR

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		A420, and the provision of a marked pedestrian route on the C151.			
	4-20-4 B4039 Hillside Burton	<p><i>"It is well known to residents of Burton as being very dangerous for walkers due to the narrow width combined with the slow bend in the road on Hillside".</i></p> <p>An investigation of options to reduce the speed of traffic and thus make the road safer for pedestrians including a reduction in speed limit and traffic calming measures. https://www.google.co.uk/maps/</p> <p>01/09/20 MR to arrange site meeting with David Kerr.</p> <p>01/06/2021 Engineer to arrange site meeting with parish representative.</p> <p>14/09/2021 Site meeting has taken place. PC wish to pursue speed limit assessment to determine if extending the 30mph speed limit is feasible. Group agreed to fund. £2500 total with £1875 from CATG and £625 from PC.</p> <p>KR to produce plan for signing improvements alongside this.</p>	<p>17/11/2021 Await outcome of speed limit assessment from Atkins.</p>	1.	KR
8.	Priority Two / Pending Schemes				
8.1	5753 - Replace informal crossing points with zebra crossings Queens Crescent, Chippenham	<p>25/06/19 Issue to remain on hold pending future resurfacing works on Queens Crescent</p> <p>18/02/19 Cllr O'Neil to work with Queens Crescent school on update travel plan.</p> <p>17/11/20</p>	<p>17/11/2021 KR to check if resurfacing is complete and report back.</p>	2	RH/PH

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		<p>No update to report 01/06/2021 No update to report. Ross Henning to speak with Peter Hutton re school and travel plan. 14/09/21 Update as per last meeting</p>			
8.2	6144 – Speed reduction to 20mph for High Street in Chippenham	<p>16/09/19 Standalone 20mph covering High Street in isolation not possible due to length < 300m. MJR attended PET meeting 16/05/19 to discuss 20mph limits. Agreed to place issue on hold pending formation of working group to look at viability of wider 20mph limit exercise in Chippenham. Report back to future meeting.</p> <p>17/11/20 Publication of 20mph assessment report on hold . Chippenham TC would like some temporary advisory signs for the High street to be erected on Market day. Engineer to agree sign and order.</p> <p>02/02/21 MR to provide sign detail to KR. Sign to be agreed and ordered.</p> <p>01/06/2021 KR to discuss with TC and order sign if required.</p>	<p>14/09/21 To be placed on hold pending further investigation of retaining current temporary closure.</p>	2	KR
8.3	4-19-1 Yatton Keynell	<p>25/06/19. Response received from YKPC. They would like the speed limit to be extended but if this isn't possible they would ask the gateway surfacing to go down at the current terminal point. Estimated cost £4000</p> <p>16/09/19. Members suggested this issue is considered later once development of the Phillips Bodywork site has taken place. To remain on hold.</p> <p>01/09/20 Issue remains on hold pending possible section 106 monies</p>	<p>14/09/21 To remain on hold at request of YKPC</p>	2.	

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		<p>02/02/21 YKPC are in contact with Debbie Evans at WC with regard to available CIL monies from this development. YKPC to update CATG in due course</p> <p>01/06/2021 To remain on hold at request of YKPC. Update on CIL monies to be provided by YKPC with regard to decision to fund gateway surfacing</p>			
8.4	4-20-3 Hardenhuish Avenue Chippenham	<p>Concerns relating to speeding vehicles and rat running traffic. Request for traffic calming to slow down traffic. https://www.google.co.uk/maps/</p> <p>01/09/20 Metro counts to take place to establish speed and volumetric data on Hardenhuish Avenue / Yewstock Crescent. MR to report results to next meeting.</p> <p>17/11/20 Monitoring sites to be agreed. Note delay to all MC request of approx. 3-6 months due to large backlog across county. SDR(s) may be required due to parked cars</p> <p>02/02/21 No further update. All traffic surveys on hold due to lockdown restrictions.</p> <p>14/09/2021 Awaiting traffic survey</p>	<p>17/11/2021 Awaiting traffic survey data.</p>	2.	
8.5	4-20-7 Bristol Road, Chippenham	<p><i>Request for formal crossing (Puffin / Zebra) by the entrance to Lidl Store. https://www.google.co.uk/maps/</i></p> <p>02/02/21 Issue on hold pending outcome of Tranche 2 cycle scheme</p> <p>01/06/2021</p>	<p>17/11/2021 Pedestrian survey complete. Peak hour monitoring of pedestrians crossing Hungerdown Lane to be undertaken. Report to be</p>	2	KR

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		<p>The proposal for Bristol Road as part of the Tranche 2 bid is not being progressed.</p> <p>It was agreed that a pedestrian crossing assessment should be undertaken between Bumpers Roundabout and the junction with Hungerdown Lane. Funding for survey agreed at £1000. Contribution from CTC to be confirmed.</p> <p>14/09/2021 Pedestrian survey ordered. To take place in September after which a pedestrian assessment report will be prepared.</p> <p>The study area will include the area around Hathaway Surgery. KR to check if crossing movements across Hungerdown Lane can also be included. If not part of survey, may be possible to have survey undertaken as part of apprentice training.</p>	prepared and circulated for discussion.		
8.6	4-20-11 Fairfoot Close to Gascelyn Close	<p>Request for new cycle link. Including path widening to 3m, realigning to avoid need to move trees or lamp column, and converting to shared use. Appropriate signage and path markings to indicate shared use. Dropped kerb + 'keep clear' markings at Fairfoot Close (to prevent parked cars from blocking entrance/exit to path). Works to smooth out trench at Gascelyn Close end of path. Overall length approx. 45m</p> <p>https://www.google.co.uk/maps/</p> <p>17/11/20 Group expressed support for proposal. Shared use will require conversion under the Cycle tracks Act 1984. Objections would require Secretary of state approval and possible public enquiry. Engineer to examine issue further and report back to group</p> <p>02/02/21 Engineer to examine issue further in relation to LTN1/20 and report back to group</p>	<p>17/11/21 KR has passed this to Laura Gosling (Sustainable Transport) to determine how this and the other cycle requests fit into the network and to determine the way forward regarding land negotiations etc.</p>	2	KR

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		<p>01/06/2021 The link in question is not part of the adopted highway or an existing Right of Way. The land is partially under Wiltshire Council ownership but not in its entirety.</p> <p>Initial review indicates that there may be scope to introduce a cycle track alongside the footpath, however this would need a land dedication from the current landowner.</p> <p>KR to determine ownership</p> <p>14/09/21 Land owned by Wiltshire Council and Westlea Housing. Land dedication/purchase would be required, and planning permission sought for any changes to create a shared use path.</p> <p>Information has been provided to Cycling Development Group and KR to liaise with LC and RH regarding next steps.</p>			
8.7	4-20-12 Baydons Lane to Long Close	<p>Request for widening of footpath between Baydons Lane and Long close to create traffic-free cycle route between the town centre, eastern suburbs (north of London Road) and Abbeyfield School. Overall length approx. 210m. https://www.google.co.uk/maps/</p> <p>17/11/20 Engineer to arrange site meeting to look in more detail before next meeting.</p> <p>02/02/21 Site meeting to be arranged in due course and request reviewed in relation to LTN1/20</p> <p>01/06/2021 Location is part of existing right of way network and is not adopted highway or within WC ownership. Permission from</p>	<p>17/11/2021 KR has passed this to Laura Gosling (Sustainable Transport) to determine how this and the other cycle requests fit into the network and to determine the way forward regarding land negotiations etc.</p>	2.	KR

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		<p>the landowner and RoW would be required before any legal changes could be made. Dedication of land may be necessary and widening the route may also require additional land.</p> <p>KR to determine ownership 14/09/21</p> <p>A large proportion of the land on which the RoW sits and adjacent to it is not registered with land registry. A section of the route over which the RoW runs near 78a is in private ownership.</p> <p>Information has been provided to Cycling Development Group and KR to liaise with LC regarding next steps.</p>			
8.8	4-20-13. Various locations Chippenham	<p>Chicanes in shared-use paths create obstacles for cyclists and completely exclude certain users. New Government guidelines in Cycle Infrastructure Design (LTN 1/20) strongly advocate against the use of chicane barriers. Request for removal at the following sites:</p> <ol style="list-style-type: none"> 1.On path linking Methuen Park to Pheasant roundabout (to the side of MRG garage) 2.Monks Way: barrier at end of shared-use path leading to Pewsham Park – not highway but RoW 3.Path linking Evans Close to Langley Road 4.Drake Crescent, where shared-use path crosses road (2x chicanes) One side adopted highway/one side RoW 5.Path linking Hardenhuish Lane to Old Hardenhuish Lane (2x chicanes) (partially adopted highway) 6.Bristol Road, south of football club car park 7.Easton Lane at Haystack Avenue (2x chicanes newly installed by Hunters Moon developers) <p>17/11/20</p> <p>Engineer to arrange meeting to look in more detail at sites before next meeting. 02/02/21</p>	<p>17/11/2021</p> <p>KR, LC and RH to meet at Old Hardenhuish Lane to consider solutions.</p> <p>It was agreed the following will be taken forward: Evans Close – removal and replace with bollard Bristol Road – removal and replace with bollard Avebury Road – removal Drake Crescent (south) – removal and replace with bollard</p> <p>£2500 total - £1875 CATG, £625 CTC (tbc)</p>	2.	KR

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		<p>Site meeting to be arranged in due course 01/06/21 WC in -house safety auditor is to review the locations. Laurence Cable to be included in site visits if possible.</p> <p>14/09/21 The 'Barrier removal' document circulated with the note tracker sets out the potential for removal at each location.</p> <p>KR to liaise with LC regarding next steps.</p>			
8.9	4-20-14 Lowden Hill, Chippenham	<p><i>"The traffic speed coming up Lowden Hill from Sheldon Road end is too fast. The give way markings (installed 7/8 years ago) are not properly observed and many drivers seem unaware that traffic potentially joins from both sides and that the road changes to two-way from this point. They are unprepared for merging or on-coming traffic nor for any obstacle in the road as they come over the brow of the hill (tragically a man was fatally run over here in 2018). Vehicles are regularly observed coming from the A4 end to take their chance going the wrong way up the one-way section of the road".</i></p> <p><i>"The give way road markings have badly worn and need re-doing to highlight the junction. I would also suggest that if bollards with a reflective panel were placed either side of the road, it would increase the likelihood of traffic slowing down at this point. Painting 'one-way' on the road at the point the vehicles pull in (just after Turnpike Cottage) might discourage All in all these measures would make it a safer junction".</i> https://www.google.co.uk/maps</p> <p>17/11/20 Lowden Hill forms part of the EATF Tranche 2 bid to the DfT which would see the length in question closed to through traffic. Suggest waiting for outcome of Tranche 2 bid before agreeing any further action.</p>	<p>17/11/21</p> <p>RH reported a recent collision involving a young cyclist.</p> <p>KR and RH to meet on site.</p> <p>LC would like to put forward suggestions with CNDG for ways in which traffic may be deterred from cutting through this area.</p>	2	KR

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		<p>01/06/21 The proposal put forward in the Tranche 2 bid will not be progressed.</p> <p>Road markings to be reported for refreshing as part of maintenance programme.</p> <p>Item to be remain on tracker for further consideration.</p> <p>14/09/21</p> <p>KR to raise with Area Office that the lining refresh did not include the SLOW markings and the signs require cleaning.</p> <p>KR to visit to identify any improvements that could be made, particularly in the turning to Lowden Manor.</p>			
8.10	4-21-1 Shared Use Path – Island Park	<p>02/02/21 Widen all paths in Island Park to at least 3.0m, in line with the Government’s new Cycle Infrastructure Design Guidance LTN 1/20, section 6.5.7. Install wayfinding signage at both ends of the High Street, as well as key points in park, to make cyclists aware of the Island Park path as a ‘High Street bypass’ route, and to provide information about other destinations that can be reached via this path.</p> <p>Chippenham Cycling Development Group to be invited to provide CATG with additional information regarding overall cycle strategy and aims in order to allow a greater overview and insight into these individual schemes. This may be in the form of an additional CATG meeting.</p>	<p>17/11/2021</p> <p>Laura Gosling is looking into feasibility of some widening and signing in this area already. To be progressed by Sustainable Transport for further discussion.</p>	2	KR

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		<p>This scheme request is to be on hold until the above information sharing has taken place.</p> <p>01/06/21 The paths in Island Park are not adopted highway nor part of the RoW network.</p> <p>KR to determine ownership</p> <p>14/09/21 The land in Island Park is partly owned by Wiltshire Council and partly by Wilko.</p> <p>Land dedication or purchase and planning permission are required to alter the existing paths.</p> <p>Information has been provided to Cycling Development Group and KR to liaise with LC regarding next steps.</p>			
8.11	4-21-3 Car park, Timber Street/A4 War Memorial	<p>Cars entering the car park by the war memorial against the flow of traffic. The no entry sign cannot be seen by cars coming from Timber Street causing cars to enter the car park from the war memorial end. The one sign that is there is currently not angled in to be seen from motorists entering from A4/London Road. There have been several instances of road rage as cars meet head on. It is a one way system entering from the Rose & Crown end.</p> <p>Request</p> <ol style="list-style-type: none"> 1. Reposition the existing no entry sign so it can be clearly seen by motorists entering from A4/London Road. 2. A second no entry sign positioned to be seen by motorists entering from Timber Street. 3. Ideally a painted no entry sign on the road. <p>01/06/21</p>	<p>17/11/2021 KR and RH to look at on site</p>	2	KR

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
		Signing to be reviewed. 14/09/21 KR to check if existing sign can be altered to be more visible.			
8.12	4-21-4 Langley Road Chippenham	Request for traffic calming on Langley Road, subject to results of traffic survey (requested by CTC) 01/06/21 KR to further liaise with Highways DC. Possible installation of double mini roundabout proposed which will have a traffic calming request. Traffic survey requested by CTC to be undertaken when all restrictions are lifted. 14/09/21 Plan circulated with note tracker showing layout of double mini roundabout.	17/11/2021 LC raised concerns regarding the proposed layout. KR to pass detail of concerns back to Highways DC engineer.	2	KR
8.13	4-21-5 Westmead Lane, Chippenham	Request for widening of footway on Westmead Lane to improve pedestrian access to/from Bowles Court. Pedestrians currently walking in carriageway due to insufficient width when using rollators etc. Potential conflict with HGVs accessing Wessex Water site. 01/06/21 KR to review planning details for skate park to determine if any improvements to access. Footway widening to be investigated. 14/09/21 KR still to review feasibility. There may be changes as rumoured that Wessex Water will be vacating site.	17/11/2021 KR and RH to meet on site.	2	KR
8.14	4-21-6 Malmesbury Road, Chippenham near John Coles Park	Installation of a controlled crossing to reduce the risk of serious accident. A pedestrian crossing assessment was undertaken in 2019 which highlighted both speeds in excess of 35mph (85th percentile) and limited forward visibility. Whilst these factors	17/11/2021 'SLOW road markings to be considered.	2	

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
		<p>clearly increase the risk to pedestrians they also meant a crossing was not recommended due to the risk of rear end shunts. I would like other options to be considered to reduce the risk to pedestrians:</p> <ul style="list-style-type: none"> - Alternative crossing locations away from the corners - Physical speed control - More active signage - Speed camera <p>01/06/21 KR to circulate previous pedestrian assessment with notes for review.</p> <p>14/09/21 Report circulated.</p> <p>KR to review signing on approach to crossing near John Coles Park.</p>			
8.15	4-21-8 Brunel Court, Rowden Hill	<p>Parking is limited and the area on the left as you enter the court was previously available for visitors, tradesmen etc for parking. I believe this is mostly Council owned land but it is now being rented as private parking, designated by chains, precluding it's free use by residents. There is also a large container owned by no 3 which is at odds with the residential appearance of the Court. together with the parking chains is detrimental to the look of the Court.and is a considerable detriment to those living in the Court</p> <p>Request – investigation in ownership and return to available parking if possible</p> <p>01/06/21 Land ownership to be checked. 14/09/2021</p>	<p>17/11/2021 Awaiting response from enforcement team.</p>	2	

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
		<p>The land behind the layby area is within private ownership. The adopted highway extends to the rear of the layby area but does not cover the area to the rear being used for parking/container storage.</p> <p>KR has asked for advice from Enforcement team regarding next steps.</p>			
8.16	4-21-9 Abbeyfield School	<p>Install appropriate signage along Stanley lane informing road users of the school.</p> <p>Relocating national speed limit signage further away from the entrance to the school and sufficiently away from Stanley Park sports ground also.</p> <p>Installation of either a pelican crossing or a pedestrian crossing to enable a safe crossing point for Stanley lane. This will benefit students and users of the Stanley Park sports facility by illustrating a safe crossing point.</p> <p>Removal of drop kerb within the junction of the school and installation of barriers to restrict crossing at this point.</p> <p>01/06/21 Site observations to be undertaken to determine next steps. 14/09/21 KR to undertake observations</p>	<p>17/11/2021 KR to undertake site observations during term time (school pick up).</p>	2	KR
8.17	4-21-10 West Dunley Fosseway/C86, Grittleton	<p>Request for signing on bend at West Dunley where Fosse Way by-way meets C86</p> <p>14/09/21 Options for signing to be reviewed.</p>	<p>17/11/2021 Signing to be reviewed. LP raised concerns about the road camber. Also to note – musical festival planned for 2022 that will impact this location.</p>	2	KR

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
8.18	4-21-11 & 13 Upper Seagry	Request for a 20mph speed limit assessment. Speed limit reduction to improve safety for pedestrians and reduce speed of vehicles, including calming measures. 14/09/21 CATG to await outcome of discussions regarding 20mph assessment report before making decision. If the publication is likely to be significantly further delayed, CATG will discuss how to proceed with 20mph speed	17/11/2021 Decision on hold pending further discussion of approach to 20mph assessments overall.	2.	KR
8.19	4-21-14 Lowden Grass Verges	Lorries and Vans park on the grass verge edge and on many occasions large lorries have carved up the grass and soil on the corner of the grassed area, making large indentations, causing mud all over the road. The grass has only just come back, due to action I took with large stones being placed inset from the curb, painted bright white. I also have continually mowed this area, as to not cause an issue with the Council mowing team. These stones have been removed by the Council. A lot of the neighbours have appreciated the neat and tidy verge that had become of what I have done. We would like to apply for small verge marker posts to safeguard the nice grassy verge that we had come to appreciate. A deterrent is needed to stop the drivers (who do not live in this area) driving their lorries and vans on the Council grass area which is appreciated by neighbours and walkers alike. We would like the small verge marker posts purchased and installed by the Council please. 14/09/21 KR to review.	17/11/2021 Agreed - £1000 for white verge protection/marker posts. £750 CATG, £250 CTC (tbc).	2	KR
8.20	4-21-15 Westmead Field, Chippenham	Chippenham Borough Lands Charity are building an Activity Centre on Westmead field, at the end of Westmead Lane, Chippenham. The facility is designed for residents of	17/11/2021 To be progressed by Mark Stansby	2.	KR

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
		<p>Chippenham but will attract visitors from much further afield to use the state-of-the-art climbing facilities, and skate park. We are encouraging visitors to travel by public transport, and for local residents to travel by foot/cycle. We are not seeking 'brown signs' as we understand this applies only to rural facilities. We wish to use directional signage within the town both for pedestrians arriving by bus/train/foot and also signage to the nearest car parks. We don't want car users to drive down Westmead Lane only to find they have to turn round again for a car park (disabled only car parking is available on site), and we don't want them driving round Chippenham searching for the site.</p> <p>We are seeking Council support to put up signage within Chippenham town both for vehicles and pedestrians wishing to use the Westmead Activity Centre. We are happy to discuss the precise location and design of these.</p> <p>The Town Council supports this request in principle with the offer of £5000 funding from Chippenham Borough Lands Charity. This would support the new facility in the Town and help people to find it, it was suggested that signs could be added to the existing finger posts within the town. However, this 'in principle' acceptance is made subject to a formal recommendation being made by Wiltshire Council and a fully costed report being submitted and is subject to further debate and decision at a future PET Committee meeting (PET Meeting 05/08/21 Minute 39 refers).</p> <p>14/09/21 Signing plan and estimate to be prepared.</p>			
8.21	4-21-16 Hill Corner Road, Chippenham	There is poor visibility for drivers looking at oncoming traffic from the right hand side at the junction when turning from Hill Corner Rd onto the B4069. The overall visibility to the right	17/11/2021	2.	KR

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
		<p>(towards the town centre) for traffic exiting Hill Corner Road can be challenging due as drivers aren't able to see very far down the road. Additionally, cars can travel at fast speeds, increasing the risk of pulling out.</p> <p>The view is compromised by the large conifer hedge on the nearside, however, trimming the hedge back could raise some aesthetic issues and could be disputed by local residents. I have applied for a parabolic mirror to increase visibility but this application was denied and I've since been advised on the range of possible issues in installing parabolic mirrors.</p> <p>I've been in contact with Head of Services employee of Wiltshire council for advice on how best to increase road safety at the junction. Martin was kind enough to provide these suggestions and he estimated the total cost of the improvement would be approximately £1000.</p> <p>The road width on the B4069 at its junction with Hill Corner Road is approximately 7.6m. Adjustment to the warning lines in the centre of the road would allow the give way markings to be moved forward from their current position by approximately 300-400m, which would improve visibility to approaching traffic by as much 25 - 30m.</p> <p>Edge line markings on the main road (nearside) would help position northbound traffic on the B4069, away from the nearside and closer to the centre of the road to avoid the potential for collisions with waiting side road traffic.</p> <p>When Martin went to the site to investigate, he observed some of the drivers on the main road leaving Chippenham are unaware of the presence of the Hill Corner Road junction and were looking towards the 50mph limit and the new roundabout, rather than observing the presence of side road traffic.</p>	<p>KR unsure proposed changes are feasible. Requires further review.</p>		

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
		<p>Therefore, I propose in conjunction with the changes to the give way markings, is the provision of a new junction warning sign with a 'reduce speed now' supplementary plate, and a 'SLOW' road marking could also be used for added impact.</p> <p>14/09/21 KR to review suggested changes and prepare plan and estimate</p>			
8.22	4-21-18 A350 to A420 Bumpers Farm roundabout to B4039 Yatton Keynell slip road turning	<p>Excessive speeds creating significant highway safety issues. Attached letter refers</p> <p>Reduction in speed limit from the western approach to the slip road on the A420 to slow traffic and to reduce speeds at Allington crossroads and onwards to Bumpers Farm roundabout. Attached letter refers.</p> <p>14/09/21 Group agreed a speed limit assessment would be appropriate and would like to see this extend further along the A420 to the boundary. North Wraxall and Chippenham Without Parish Councils to be approached to consider a 25% contribution (£625) of the £2500 assessment cost.</p>	<p>17/11/2021 PC contributions agreed. KR to order speed limit assessment with Atkins. £2500 total - £625 NWPC, £625 CWPC, £1250 CATG.</p>	2	KR
8.23	Kington St Michael – Advisory Crossing	<p>Advisory pedestrian crossing point is in poor condition, not maintained since installation in 2007. School warning sign on the southbound approach has gone missing. Advisory crossing confuses pedestrians (particularly school children) and vehicles alike. Some drivers give way to waiting pedestrians – others don't, even overtaking on the crossing point despite a pedestrian presence. Pre-existing safety risk compounded by COVID-19 as more parents/ guardian's park and use the crossing to walk children to school (to prevent congregating on school grounds - but this shifts issue to the crossing).</p>	<p>17/11/2021 KR to undertake site observations 23/11.</p>	2.	KR

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
		<p>Upgrade advisory crossing point to Pelican or Zebra crossing. Ensure that vehicle drivers must give way to pedestrians, eliminating confusion for vehicle drivers and pedestrians alike.</p> <p>Reintroduce and improve school warning sign on southbound approach, improve or move the school warning sign on northbound approach (which is often obscured by vegetation).</p> <p>14/09/21</p> <p>KR to undertake site visit at school drop off/pick up times. Shift changes at Leigh Delamere also coincide with this.</p>			
9	New Requests submitted since the last meeting				
9.1	4-21-21 Hill Corner Road, Chippenham	<p>The junction of Hill Corner Road (HCR) has become increasingly dangerous, not only for the fellow driver but for the pedestrians and the local wildlife too! Since the Birds Marsh development has sprung up there has been a huge uptake in traffic, plus cars heading down the steep hill towards the HCR junction are usually traveling far too fast which has resulted in several cars crashing through the Tale of Spice car park and demolishing the fence and telecoms units. It won't be long before a serious accident will happen which may result in an injury or worse, death.</p> <p>HCR/Malmesbury Road junction should be 'widened' to allow vehicles that are turning into HCR from the steep hill side of Malmesbury Road to turn safely without hitting other vehicles that are stood waiting to get out. If a 'small' roundabout was added at this junction, then this would help to make drivers 'slow down' to this point and help to reduce the issues with pedestrians crossing over the road by moving the current traffic island in the centre of the new widened part and a path added on the opposite side to allow pedestrians to be able to cross the road safely.</p>	<p>17/11/2021</p> <p>This is to be reviewed when new road is open.</p>	2	

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
9.2	4-21-22 Saxon Street, Chippenham	<p>Sometime ago a neighbour had a serious accident on their motorbike due to a speeding parent leaving Redland school whilst driving through Wessex Road on a sharp bend and colliding with the bike. My neighbour broke her wrist and damaged her bike. In court the judge said that the Wessex Road junction needed dotted lines across it, but the highways dept., put lines across Saxon Street instead and this has made it extremely dangerous. We want Saxon Street to be reunited as one street, not divided into two halves. Speeding cars now use this road - someone will get hurt or killed very soon.</p> <p>By painting hatch marks on the corner of Wessex Road to 'square-off' the junction, then paint the dotted white lines across Wessex Road. Remove the white dotted lines that currently sit across Saxon Street. Then a 'Give Way' sign needs to be put up, or maybe painted on the road to save money? This will then make people slow down and use the Wessex Road junction 'properly'. Also, we have had issues with postal deliveries and service people trying to find our properties due to our road being cut in two. They don't realise that we are one street and end up driving around the block several times.</p>	<p>17/11/2021 KR to look at on site.</p>	2	
9.3	4-21-23 Brook Street, Chippenham	<p>The bus route that uses Brook Street is a very dangerous junction and needs addressing a.s.a.p. At present, all buses have to navigate the junction by getting the wheels up onto the kerb stones and using the grass bank to 'swing' the bus around to enter Hungerdown Lane. When the bus 'swings' around to turn left on Hungerdown Lane, it travels onto the wrong side of the road which means that the bus has to 'wait' until there are NO cars close to the junction BEFORE they make that dangerous manoeuvre... this means that a traffic jam can form due to the bus having to wait until its safe to continue.</p> <p>By replacing the Station Hill lights with a roundabout (as before), and then using those traffic lights at the Brook Street</p>	<p>17/11/2021 The traffic signals cannot be relocated but this location is to be reviewed to determine any changes required.</p>	2	

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
		junction will allow the buses to exit that junction in a safe and timely manner and allow the buses to use this bus route without danger and delays. It will also stop the degrading of the landscaping due to the current buses chewing up the grass verges due to the way the junction has been constructed.			
9.4	4-21-24 Brook Street/Woodlands Road, Chippenham – bus stop	<p>Since a disabled bay has been painted outside of No.9 Brook Street it has made it very awkward and dangerous for the bus to pull into the bus stop. I have witnessed cars trying to navigate between the bus and the parked cars that line the street and the bus driver trying really hard to 'position' the bus as best as they can due to the disabled car space getting in the way. The bus really needs to be able to park parallel to the raised kerb, but it can't, which makes it very awkward for the passengers to get on and off the vehicle.</p> <p>All that needs to be done is to move the bus stop to the right hand side by about 8 - 12 metres and re-use the kerb stones on both sides so to reduce costings. Once the bus furniture has been moved and a notice board attached to the wall 'discreetly' placed so that it doesn't spoil the surroundings then this should allow the bus to be able to pull in parallel to the path and passengers to entre and exit the bus 'safely'.</p>	<p>17/11/2021 KR to review feasibility.</p>	2	

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
9.5	4-21-25 Old Hardenhuish Lane, Chippenham	<p>In 2021, residents of Old Hardenhuish Lane have witnessed a substantial increase in vehicles breaking the Highway Code when driving contra flow along the lane and ignoring the existing road signage placed 1) at the entrance to Old Hardenhuish Lane from Hardenhuish lane notifying motorists that there is no access to the A420 2) the No Entry sign placed in close proximity to the junction of the lane with the Bristol road, adjacent to Turnpike Cottage. This activity is more pronounced when traffic backs up from the Folly Roundabout up Hardenhuish Lane, which makes Old Hardenhuish Lane a 'rat run'. Unless some action is taken, it is only a matter of time before someone is seriously injured or worse killed. There have been fatalities in Hardenhuish Lane in recent years.</p> <p>1) A much larger sign(s) to indicate that there is no permitted vehicular access to the A420 plus 2 No Exit Signs (one replacement & another resited) further back up the lane from the Folly roundabout so that motorists get plenty of notice in order that they have the opportunity to turn round 2) A permanent mandatory speed limit of 20mph which will bring Old Hardenhuish Lane into line with the periodic speed restrictions that are already in place in Hardenhuish Lane 3) A proactive set of ongoing maintenance of vegetation and foliage along the roadside to improve sight lines for drivers using the lane to avoid blind spots. This should include areas where pedestrian footpaths cross the lane and woodland areas which border onto the lane.</p>	<p>17/11/2021 KR to review signing. Unlikely to meet minimum length requirements for a 20mph speed limit.</p>	2	
9.6	4-21-26 Footway – Pewsham Way adjoining Daniell Drive	<p>The pavement running along Pewshaw Way from the new Lidl to Daniel Drive has been widened to accommodate the increase in pedestrians and cyclists that will journey to the new shop and back. Sadly no safety rail has been included in these works to protect pedestrians joining the pavement from fast flowing traffic. There are other places in Chippenham where safety barriers has been installed to protect pedestrians from traffic.</p>	<p>17/11/2021 KR to look at this on site. DfT guidance states barrier as last resort as it causes additional issues.</p>	2	

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
		<p>Given the 50mph speed limit on Pewsham Way, I think it would be in the best interests for a safety barrier to be erected in this location.</p> <p>A safety barrier to be erected on Pewsham Way where the footpath from Daniels Drive joins newly widened pavement. This should be extended a few meters to help protect pedestrians joining the pavement and walking alongside the busy road.</p>			
9.7	4-21-27 Pewsham Way, Chippenham – Pedestrian Crossings	<p>Lack of Pedestrian Crossing on Pewsham Way opposite Westmead Open Space: I am concerned about the difficulty crossing the road on Pewsham Way, due to the speed and number of vehicles using this road. With the opening of Westmead Open Space, many people now use the paths provided to walk, sometimes with dogs, to access the path to the canal or the town centre. When the new Activity Centre on Westmead opens, I anticipate this will increase usage, particularly by children to access this new facility</p> <p>Consideration of installation of one or more, pedestrian crossings along Pewsham Way, which would enable crossing the road to be a much safer action.</p> <p>Also monitoring of the speed of traffic and possible traffic calming measures if speeds prove to be in excess of speed limit.</p> <p>I would add, I have contacted Wiltshire Councillor Dr Mark McClelland and MP Michelle Donelan regarding this issue.</p>	<p>17/11/2021</p> <p>To be referred to highways development control for consideration should there be any future development in this area.</p>	2	
9.8	4-21-28 C164 Giddeahall to Upper Caste Combe &	<p>The C164 is being used by vehicles which are ignoring the weight limit and current advisory signs. This results in vehicles</p>	<p>17/11/2021</p> <p>KR to prepare signing plan and estimate.</p>	2	

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
	C179 West Yatton Lane from Yatton Keynell	<p>becoming stuck between two walls in West Yatton and damage to private property.</p> <p>The current signage is inconsistent being different at either end of the C164 & on C179.</p> <p>Photos attached</p>			
9.9	4-20-1 A429 Stanton St Quintin	<p><i>There is increased traffic on the A429 and with the proposed developments at the Barracks this will escalate even more. There is a safety issue for anyone trying to cross the road from the bus stop”</i></p> <p>Request by Stanton St Quintin PC for the refuge island on the A429 to be replaced with a formal crossing</p> <p>https://www.google.co.uk/maps/ 18/02/20</p> <p>A formal pedestrian crossing assessment would be required. The key component of the assessment is the numbers crossing the road and it was felt that overall number of pedestrians using the current refuge island now would not be enough to justify provision of a formal crossing.</p> <p>It was agreed this issue was best considered as part of the Barracks development and look for possible Section 106 monies.</p>	<p>17/11/2021</p> <p>KR to investigate changes that may improve pedestrian safety at this location.</p>	2	
10	AOB –				
10.1					
Agreement of Priority One issues					

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
11.	<p>Agreement of Priority 1 schemes (Max 5 to be progressed at any one time) Note: Issue which are ‘Greyed out’ indicate schemes where orders have been issued / about to be issued but await implementation.</p> <p>Any issues highlighted in Yellow are awaiting agreement from the Area board</p> <ol style="list-style-type: none"> 1. 5827 – Village Gateways, Biddestone. £5000 contribution to complete signing due to cost increases. 2. 4-20-10 Parliament Street – New Shared use Cycle / pedestrian link Topo Survey (CATG £1125.00, TC £375.00) Interim changes £4200 (CATG £3150, TC £1050) 3. 4-20-8 Various sites Chippenham – Welcome to Chippenham Signs (Fully funded by Chippenham TC) 4. 4-19-5 Hill Rise/Barrow Green, Chippenham – 20mph speed limit assessment £2500 (CATG £1875, TC £625) 5. C151 Ford – design time only at this stage 6. Bristol Road, Chippenham – Pedestrian Crossing Assessment (CATG £700, TC £300) 7. Annual Dropped Kerbs Programme – £6000 CATG, £1500 CTC 8. Hillside, Burton – Speed Limit Review - £1875 CATG and £625 PC 9. Chippenham – Barrier Removals (various) - £2500 (£1875 CATG, £625 TC) 10. Lowden Verges marker posts - £1000 (£750 CATG, £250 TC) 11. A420 Speed Limit Review (Atkins) - £2500 (£1250 CATG, £625 NWPC, £625 CWPC) 				
12.	<p>Date of Next Meeting - 22nd February 2022</p>				

Highways Officer – Kirsty Rose

1. Environmental & Community Implications

1.1. Environmental and community implications were considered by the CATG 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 Chippenham Area Board.

2.2. If funding is allocated in line with CATG recommendations outlined in this report, and all relevant 3rd party contributions are confirmed, Chippenham Area Board will have a remaining Highways funding balance of **£9966.99**

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 – none

