

Meeting: CALNE AREA BOARD

Place: Beversbrook Sports Facility, Beversbrook Road, Calne SN11 9FL

Date: Tuesday 12 June 2012

Time: 7.00 pm

COMMUNITY AREA GRANT APPLICATION FORM and CATG Appendices

Relating to items 12 and 13 on the agenda for the above meeting

Community Area Grant Application Form 2012/2013

Please ensure that you have read all the Funding Criteria and Additional Guidance Notes before completing this form
PLEASE COMPLETE ALL SECTIONS TO ENSURE THAT YOUR APPLICATION CAN BE CONSIDERED

To fund projects up to £1,000 without the need for matched funding
To fund up to 50% of projects costs of projects over £1,000
Maximum Grant £5,000

For larger projects we strongly advise you to contact Charities Information Bureau three months before you approach the area board. ([See Section 2 for contact details](#))
Please contact your Community Area Manager before completing your application
([See Section 3 for contact details](#))

1. Your organisation or group

Name of organisation	Summer Fun in Calne Playscheme		
Contact name			
Contact address			
Contact number		e-mail	
Organisation type	Not for profit organisation <input checked="" type="checkbox"/> Parish/town council <input type="checkbox"/> Other, please specify		

2. Your project

Project Title/Name	Summer Playscheme		
What is your project about and what does it aim to achieve? <i>Important: This section is limited to 600 characters only (inclusive of spaces).</i>	We aim to provide a good quality playscheme each summer holiday for up to 80 children age 5-13 each day. This includes art, craft, games and sport. We employ local people, students and professionals and bring in a number of specialists to organise workshops. We aim to keep prices low so all families can access the scheme and can offer reductions and free places. We provide support workers for children with specific individual needs to attend alongside siblings and friends. We have a committee made up of parents and local people who give many voluntary hours to keep costs to the minimum. .		
In which community area does your project take place? (Please give name – see section 3)	Calne		
I/we have discussed our project with the town/parish council?	Yes <input type="checkbox"/>	Date	No <input checked="" type="checkbox"/>
I/we have discussed our project with our Wiltshire councillor?	Yes <input type="checkbox"/>	Date	No <input checked="" type="checkbox"/>

Where will your project take place?	Calne
When will your project take place?	3-th July to 24 th August 2012
How did you discover there was a need for your project (<i>please provide evidence</i>) and how will your project benefit your local community? <i>Important: Please do not type/write in paragraphs – This section is limited to 800 characters only (inclusive of spaces)</i>	Over 16 years ago councillors holding a National Playday event were told by local children they had nothing to do in the summer holidays and wished the event could happen every day. From this a committee was formed and the playscheme established. We are aware that many local families on low incomes cannot afford a family holiday or to use expensive leisure provisions. We try to hold the playschemes in areas of highest need if venues are available. The project aims to involve children in a wide range of activities everyday that they may not otherwise have an opportunity to experience. We have a fundraising programme which enables us to offer free and half price places to families on low incomes. We will provide up to 80 places per day and include extra support for children with disabilities
How many people will benefit from your project?	daily up to 80 children and families.
How does your project demonstrate a direct link to the local community plan for your area (see www.wiltshire.gov.uk/areaboard) or priorities of your area board? Please provide a reference/page no.	Culture involving leisure, recreation and arts. Use culture and leisure activities to engage with children and young people
Any other information about your project. (Limited to a 1000 characters) We employ local people, all of whom are CRB checked and involve lots of local volunteers. All staff are given 3 evenings of training/induction before the scheme starts and new staff work alongside experienced ones to ensure policies and procedures are followed safely. We have secured funding from Calne Town Council, Children in Need (for staff to support children with specific individual needs) the Lions and have applied to other funders. We are seeking support funding for staff, equipment and workshop facilitators that will provide activities and experiences which will add extra value and fun to the scheme. The local Co-operative store have offered to fundraise for us but as yet we are not sure what this will mean.	
To be completed ONLY where town/parish councils are making an application	
Is your project one which parish/town councils have powers to raise local taxes to fund?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Could your project be funded from your reserves?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Is your project urgent (having to be completed in this financial year? <i>If you answer YES please provide evidence elsewhere on the application form</i>)	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

3. Management

How many people are involved in the management of your group/organisation?
Of these, how many are:

Over 50 years	Male	<input type="text"/>	Female	<input type="text" value="2"/>
25 – 50 years	Male	<input type="text"/>	Female	<input type="text" value="7"/>
Under 25 years	Male	<input type="text"/>	Female	<input type="text"/>
Disabled People	Male	<input type="text"/>	Female	<input type="text" value="2"/>
Black and Minority Ethnic people	Male	<input type="text"/>	Female	<input type="text"/>

If your project will continue after the Wiltshire Council funding runs out, how will you continue to fund it?
Each Playscheme is a separate project, attracting different groups of children. This will be our 16th year organising the playscheme. We have an ongoing programme of fundraising activities and would adapt activities to available funds.

How will you know whether your project has made a difference in the community? What information will be collected to enable you to know that the project has made a positive impact on your community and met the local need?

We undertake evaluation with users during and after each scheme this has consistently shown high satisfaction. We will evaluate the project in this way again this year. Committee members (also users) talk informally with families to obtain feedback.

Has Charities Information Bureau (CIB) helped you with this application/to seek funding for this project?

Yes

Date contacted CIB

No

To whom have you applied for funding for this project (*other than Wiltshire Council*)?

Please list with amount applied for and whether you have been successful

Name of Funder

Amount Applied For

Amount Received

Children in Need

1800

1800

Calne Town Council

3,500

3,500

Calne Welfare charity

275

Lions and local businesses

Have you or do you intend to apply for a grant from another area board within this financial year?

If yes, please state which one(s).

Yes

No

Are you in receipt or anticipating other funding from other Wiltshire Council departments for this project?

Yes

No

4. Information relating to your last annual accounts (if applicable)				
Year ending: March 31 st 2012		Month:	Year: 2011-2012	
A - Total income:		£15,103		
B - Minus total expenditure:		£12,921		
Surplus/deficit for year: (A minus B)		£2,182Staff		
Free reserves currently held (i.e. money not committed to other projects/operating costs)		£		
5. Financial information – If you can claim back V.A.T. please <u>exclude</u> VAT from the figures you provide us. If you have to pay the V.A.T then please include V.A.T. in the figures you provide us.				
Project Costs A Please provide a <u>full</u> breakdown e.g. equipment, installation etc.		Project Income B Please list all sources of funding for this project, as provisional (P) or confirmed (C)		
			P/C	
Running costs (Admin, CRB etc)	£9,353	Own fundraising/reserves	C	£1,900
Facilitated workshops	£1,550			£
Equipment/materials	£840	Parish/town council	C	£3,500
Venue Hire	£850			£
new shed for storage, materials	£500	Trusts/foundations	C	£2847
	£	Hills, Rotary etc	P	£500
	£	In kind		£
	£			£
	£			
	£	Other		£
	£	subs	P	£2,000
	£	Co-op unknown	P	£500
Total Project Expenditure	£13,093	Total Project Income		£11,247
Total project income B		£11,247		
Total project expenditure A		£13,093		
Project shortfall A – B		£1,846		
Grant sought from Wiltshire Council Area Board		£1,846		
Bank Details				
Please give the name of the organisations' bank account e.g. Barclays		Barclays of Calne		
Please give the name of the organisations' bank account e.g. Chippenham Scouts		Summer Fun in Calne		

6. Supporting information – Please enclose all the following documentation as failure to do so may lead to a delay in your application being considered

Enclosed (please tick)

- All written quotes including the one(s) you are going to use
- Latest inspected/audited accounts or annual report or Income/expenditure budget for current financial year
- Terms of reference/constitution/group rules
- Evidence of ownership/lease of buildings and/or land

For new groups, only the group's terms of reference and a projected income and expenditure budget covering a period of 12 months is required.

7. Declaration (on behalf of organisation or group) – I confirm that...

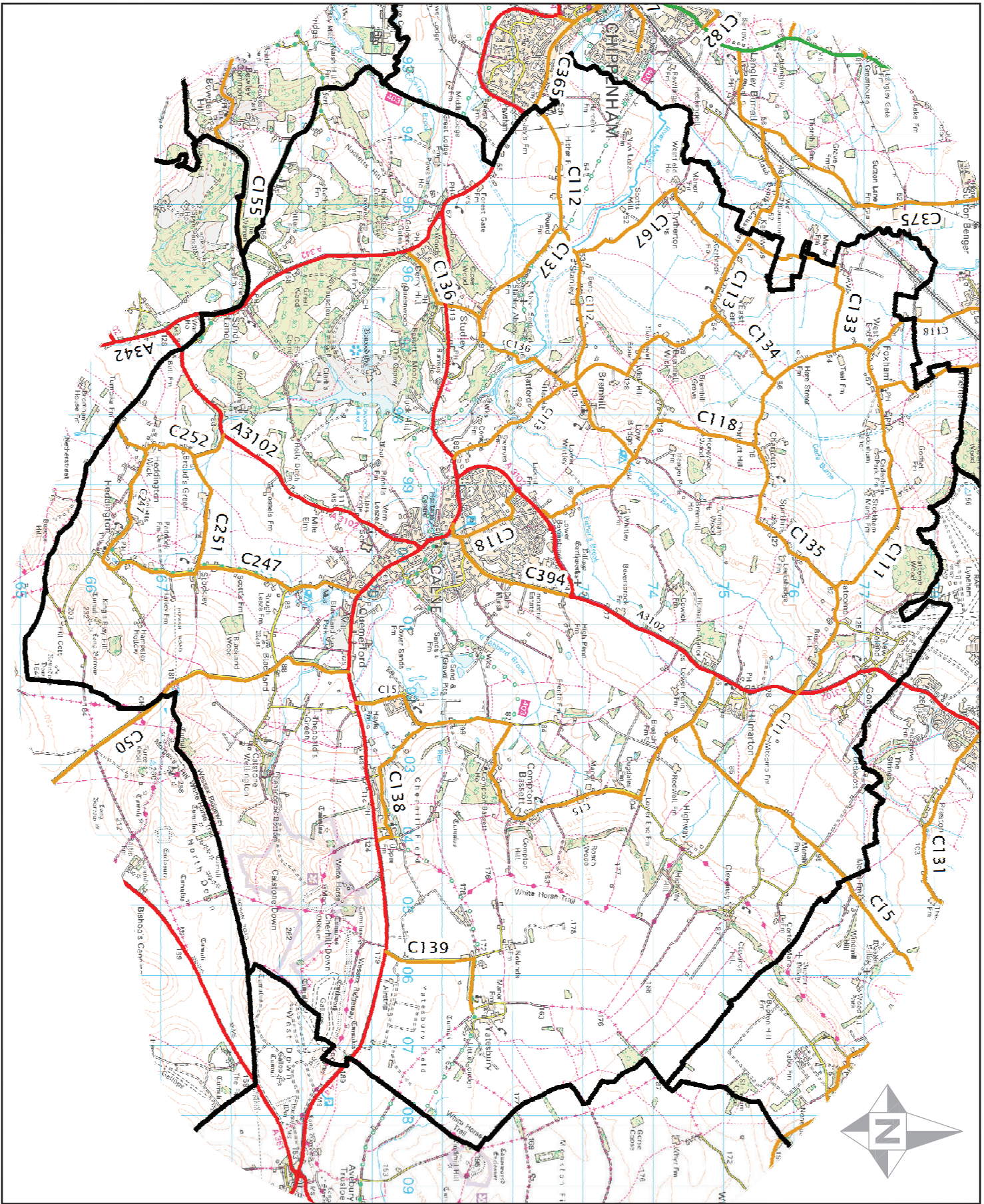
- This application meets all the funding criteria
- The information on this form is correct, that any award received will be spent on the activities specified, that I will complete a monitoring form (if requested) following completion of the project.
- If a grant is received, I will provide copies of all receipts and invoices associated with the grant and provide information and photographs to demonstrate how the grant was spent.
- That any other form of licence or approval for this project has been received prior to submission of this grant application.
- That the necessary policies and procedures will be in place prior to the commencement of the project outlined in this application.
- Child Protection Safeguarding Adults
- Public Liability Insurance Equal opportunities
- Access audit Environmental impact
- Planning permission applied for (date) or granted (date)
- That acknowledgement will be given of Wiltshire Council support in any publicity, printed or website material.
- I give permission for press and media coverage by Wiltshire Council in relation to this project.

Name:

Date: 10/05/2012

Position in organisation:

Please return your completed application to the appropriate Area Board Locality Team ([see section 3](#))



- NOTES:
- COMMUNITY AREA BOUNDARY
 - A CLASS ROADS
 - B CLASS ROADS
 - C CLASS ROADS

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office
 © Crown copyright
 Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or Civil Proceedings.
 Wiltshire Council 100040850 2012

Wiltshire Council
 Where everybody matters
Traffic & Network Management
 County Hall, Bishopscourt Road, Trowbridge
 Wiltshire, BA14 8LD
 Tel: 0300 4560100
 Website: www.wiltshire.gov.uk

REV	DATE	PREPARED BY	CHECKED BY	DESCRIPTION
0				GTR DMT DMT ORIGINAL
A				
B				
C				
D				
E				
F				

DRAWING PURPOSE:
ISSUE

PROJECT:
**'C' & UNCLASSIFIED ROADS
 SPEED LIMIT REVIEW**

DRAWING TITLE:
**CALNE
 COMMUNITY AREA**

SCALES:	NOT TO SCALE	SHEET SIZE:	A3
DRAWING NO.:	2011-108 WILT GTR DMT 1	REVISION:	0
FILE REF:	L:\IT\ROADS\SIGNS\L1071\108\WILT_GTR_DMT_1		

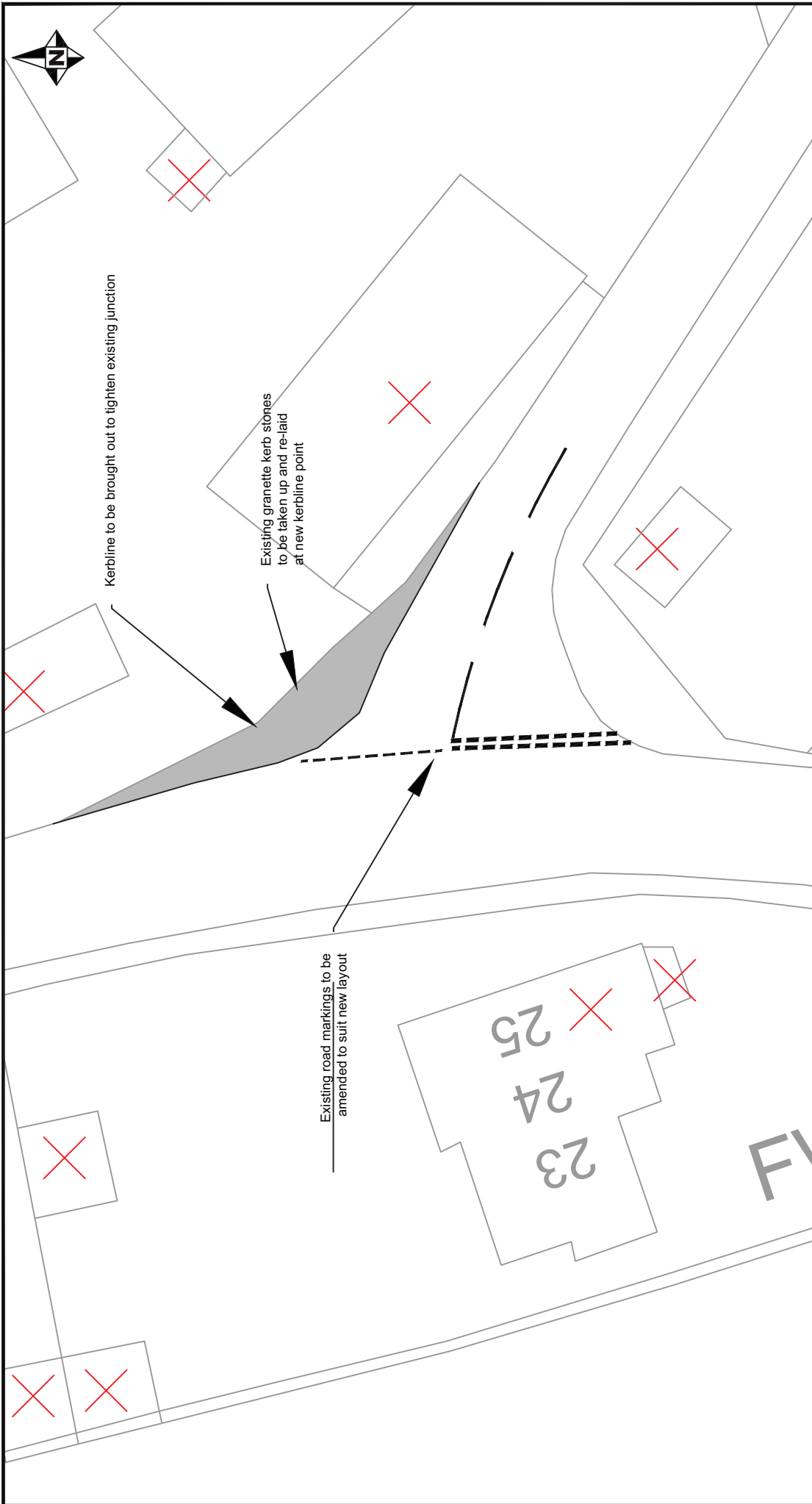
Calne Community Area

C Road Collision Rates

Route	Collision Rate (per km)	Comment	Other Area Board
C15	1.48	Overall rate distorted by high rate in several short sections.	Wootton Bassett 35%
C50	1.38	Higher rate sections north of A361 to Quemerford	Devizes 70%
C112	0.88	Higher rate section between Chippenham & Stanley	
C113	0.81	Higher rate section around Kellaways	Chippenham 20%
C394	0.58		
C247	0.50		
C136	0.40		
C118	0.33		Chippenham 10%
C133	0.26		
C111	0.00		
C132	0.00		Chippenham 70%
C134	0.00		
C135	0.00		
C137	0.00		
C138	0.00		
C139	0.00		
C167	0.00		
C251	0.00		
C252	0.00		

Note

Collision Rates exclude lengths already subject to 30mph.



PROJECT:		A342 Sandy Lane CATG Works	
DRAWING TITLE:		Preliminary design	
SCALES:	NTS	DRAWING No:	D001
REV:	DATE	DESIGNER	DESCRIPTION
J		SLD	MJS Preliminary design
H			
G			
F			
E			
D			
C			
B			
A			
O	10/11	SLD	MJS Preliminary design
REV	DATE	DRAWN	CHECK
			APPROV
			FILE REF: i:/traffic/CATG

Wiltshire Council
 Where everybody matters
 M J Boden, TD, MBA, LLB (Hons)
 Corporate Director
 Department of Neighbourhood and Planning
 Bythesea Road, Trowbridge, Wiltshire, BA14 8JD

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office.
 © Crown Copyright.
 Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or Civil Proceedings.
 Wiltshire Council (100049050) 2009

NOTES:

**DEPARTMENT OF NEIGHBOURHOOD & PLANNING
TRAFFIC & NETWORK MANAGEMENT**

A3102 Goatacre

Pedestrian Crossing Assessment

Document Control Sheet

Project Title: A3102 Goatacre Pedestrian Crossing

Report Title: A3102 Goatacre Pedestrian crossing assessment

Revision: Version 1

Status: Issue

Date: August 2011

Record of issue

Issue	Status	Author	Date	Check	Date	Authorised	Date
1	Issue	KW	08/08/11	GTR	09/08/11	MJS	09/08/11
2							

Document Control Sheet.....	2
1.0 Introduction and background.....	4
2.0 Data Collection.....	5
2.1 Site observations.....	5
2.2 Pedestrian numbers.....	5
2.3 Traffic speeds and volumes.....	5
2.4 Collision data.....	5
3.0 Analysis.....	6
3.1 Formal crossing justification.....	6
4.0 Recommendation.....	8
5.0 Appendix A – Site Assessment record.....	9
6.0 Appendix B - Types of crossing.....	12
7.0 Appendix C – Recommendation Plan.....	14
8.0 Appendix D – Cost estimate of recommended option.....	15

1.0 Introduction and background

This report is in response to a request raised via the Calne Area Board issue system for the provision of a pedestrian crossing on The Green in the vicinity of the junction with Goatacre Lane. The issue was discussed at a meeting of the Community Area Transport Group, who considered it to be one of their priorities for 2010/11 and allocated funding to enable further investigation.

Goatacre is a village located to the north of Calne, and is predominantly residential. The A3102 runs through the centre of the village.

The A3102 is a principal road which links a number of towns in Wiltshire, including Calne, Lyneham, Wootton Bassett and on to Swindon.

With regards to significant local factors which are likely to affect traffic patterns, either pedestrian or vehicle, it is noted that there are bus stops serving both directions within the study area, and the Goatacre Manor Care Centre is located on the nearby Goatacre Lane. This is a 48 bed residential care facility for the elderly.

2.0 Data Collection

2.1 Site observations

A completed site assessment record can be found at **Appendix A**.

2.2 Pedestrian numbers

A pedestrian count survey took place on Wednesday 29th June 2011 to establish the numbers and locations of pedestrians currently crossing the road. The survey was carried out between 7.00 am to 7.00 pm by the Hilmarton and Goatacre Group Improving Safety. The survey recorded pedestrians crossing the A3102 in the vicinity of its junctions with Goatacre Lane and Quakers Walk.

A summary is shown below:

	Both Directions		
	AM (07.00-12.00)	PM (12.00-19.00)	ZONE TOTAL
Number of Pedestrians	31	27	58

Table 1: Pedestrian Survey Results

2.3 Traffic speeds and volumes

A traffic counter was placed on the A3102 from 29th April 2011 to 7th May 2011. Total volumetric flow and speeds were recorded. A summary is shown below.

	Both Directions
Av. Speed (mph)	34.5
85 th % le (mph)	38.3
Traffic Volume (vehicles per day)	7818

Table 2: Traffic data

2.4 Collision data

An interrogation of the Police collision database indicates there have been no recorded personal injury collisions in the area of interest in the latest three year period up to the end of May 2011.

3.0 Analysis

3.1 *Formal crossing justification*

Current Wiltshire Council practise requires a minimum level of pedestrian flow before a formal crossing is considered. A minimum average level of 50 pedestrians per hour (counting vulnerable pedestrians as 2) over the four peak hours is required. The results show that the busiest periods of crossing movement took place from 7.00 to 8.00am, 8.00 to 9.00am, 9.00 to 10.00am, and 3.00 to 4.00pm.

During these time periods a total of 30 pedestrians crossed the road of which 17 were aged 18 and under or over 65. Counting these as 2 gives a total pedestrian movement of 47. When averaged over the 4 peak hours, this gives a figure of 12 pedestrians per hour and therefore a formal crossing, such as a signalised or zebra crossing cannot be considered.

The assessment table (Table 3) overleaf sets out the crossing options available.

Factor	Do nothing	Uncontrolled crossing	Refuge island	Zebra	Signalled crossing
Difficulty of crossing, average wait in seconds	0 – 30 seconds	0 – 30 seconds	0 – 15 seconds (crossing time split in to 2 movements)	1 to 5 seconds	1 to 3 seconds after end of minimum green period
Vehicle delay in peak periods	None	None	None	Limited due to low pedestrian numbers	Limited due to low pedestrian numbers
Road capacity	Not reduced	Not reduced	Not reduced	Will be reduced	Will be reduced
Crossing type appropriate for anticipated pedestrian numbers	N/A	Yes	Yes	No – See previous explanation	No – See previous explanation
Physical constraints	N/A	Would need to be carefully situated to ensure it does not interfere with property access and existing bus stops	A refuge island would need to be carefully situated to ensure it does not interfere with property accesses and existing bus stops	N/A	N/A
Budget construction costs*	£0	£3,000	£20,000	£25,000	£80,000
Does solution meet 85%ile speed criteria	N/A	Yes	Yes	No	Yes
Possible solution?	Yes	Yes	Yes	No	No
Appropriate solution?	Yes	Yes	Yes	No	No

Table 3: Crossing Options Assessment Table

**based on average costs – may vary according to site conditions*

It is felt that due to the width of the carriageway and vehicle speeds, the most appropriate informal crossing option for this location would be to provide a pedestrian refuge island.

4.0 Recommendation

It should be noted that the fundamental and overriding consideration when introducing any new pedestrian crossing is the safety of pedestrians. The justification for any pedestrian facility must be to make crossing the road safer for users. Pedestrian crossings do not automatically make crossing the road safer; moreover badly sited, underused or misused crossings can detract from road safety, as can an inappropriate choice of facility.

Taking into consideration the data collected, the site assessment, the crossing options available and the adopted Wiltshire Council practise for pedestrian crossings it is recommended that a pedestrian refuge sited to the north of the existing bus stops would provide the most appropriate measure to assist pedestrian movement.

It is recognised that the visibility requirements as set out in Local Transport Note 2/95 The Design of Pedestrian Crossings are not met at this location. However, the visibility requirements set out in the guidance note tend to be tailored toward formal crossings, such as Zebra or signal controlled facilities. It is felt that a refuge island in this location will have sufficient visibility for pedestrians and vehicles such that it does not have a detrimental impact upon pedestrian safety. A Road Safety Audit to formally assess the impact of the proposals on road safety will be undertaken as part of the detailed design process and any recommendations made by the auditor will be taken into consideration.

The introduction of a pedestrian refuge would require an extension to the footway into the verge on both sides of the carriageway to allow access to the refuge island. The pedestrian refuge island is to be sited such that it does not interfere with the dropped kerb property access on the eastern side of the carriageway or the existing bus stops. .

It is recommended at this stage that a 1.8m wide island be installed. This width of island is sufficient to accommodate bicycles and push chairs without them protruding into the carriageway. This will allow vehicle running lanes on either side of the island of 3.5m. The dimensions of the island may be subject to change dependant upon further detail design.

A plan outlining the recommendation is included in Appendix C.

The street lighting in this location should also be reviewed and upgraded in order to meet the required British Standard in association with the refuge island.

5.0 Appendix A – Site Assessment record

Site Location:

Carriageway Type: **Single** Double
 One-Way **Two-Way**

No. of Lanes: 2

Carriageway Width:

Footway Width: Side one (East): 1.0m (verge 3.9m btw c/way and f/way)
 Side two (West): 1.5m

Refuge Island: Yes/No

Road Lighting Standard – BS5489 classification

Is lighting below/above standard? Below

Full assessment needed? Yes

Are amendments to lighting needed? Yes

Minimum visibility

Pedestrian to vehicle: To North: 40m To South: 50m

Vehicle to crossing: To North: 50m To South: 40m

Waiting/Loading/Stopping restrictions

At prospective site? Yes/No

Within 50m of site? Yes/No

Public Transport stopping points

At prospective site? Yes/No

Within 50m of site? Yes/No

If yes provide details of approx locations etc: see plan in Appendix

Nearby junctions

Distance to significant traffic junction Toward Calne: 20m (junction with Goatacre Lane)

Toward Lyneham: None

Other Crossings

Distance to next crossing: n/a

School crossing patrol N/A

Distance if less than 100m: None

Carriageway skid risk / condition

Does surface meet skid resistance requirements **Yes/No** (Visual only)

Surroundings (entrances within 100m)

Hospital/Sheltered Housing etc **Yes/No**

School **Yes/No**

Post Office **Yes/No**

Railway/Bus Station **Yes/No**

Pedestrian leisure/shopping area **Yes/No**

Sports stadium/entertainment venue **Yes/No**

Junction with cycle route **Yes/No**

Equestrian centre/junction with bridal path **Yes/No**

Others – car park **Yes/No**

CROSSING TRAFFIC INFORMATION

Flow and Composition

Pedestrian Count: 58 crossing movements over 12 hours

Prams/Pushchairs: Not recorded

Elderly: 16 over 12 hours

Unaccompanied young children: Not recorded

Disabled: Not recorded

Crossing cyclist: Not recorded

Equestrians: Not recorded

Others: None

Time to cross road

Able pedestrians Approx 10 to 12 seconds

Elderly or disabled Approx 13 to 15 seconds

Difficulty of crossing

Able pedestrians	Low	Average	High
------------------	-----	----------------	------

Elderly/Disabled	Low	Average	High
------------------	-----	---------	-------------

Latent Crossing Demand

Estimate	Unlikely	Likely	Very Likely
----------	-----------------	--------	-------------

OTHER NOTES

6.0 Appendix B - Types of crossing

Further detail on crossing types, the advantages and disadvantages of each type, and other details can be found in the Wiltshire Practise for Pedestrian Crossings. Below is a summary of the crossing types.

Dropped kerb crossing

Dropped Kerb crossings consist of a localised lowering of the footway to carriageway level on either side of the road to provide a defined location for pedestrians to cross. Tactile paving can be provided to assist blind and partially sighted people to align themselves to the crossing direction. Where possible consideration should be given to combining dropped kerb crossings with footway build-outs to minimise the crossing width for pedestrians.

Enhanced dropped kerb crossing

Enhanced dropped kerb crossings are as the standard dropped kerb crossing but in addition are provided with either or both bollards in the footways and coloured surfacing on the carriageway. The additional features help to define the crossing location to both pedestrians and motorists and highlight its presence. Bollard type and size is site specific to the location. In rural environments timber bollards are the preferred option whilst in urban area bollards can be timber, cast or composite. It is possible for signs to be fixed to the bollards giving road safety advice to pedestrians. The use of footway buildouts should be considered.

Pedestrian Refuge Island

Pedestrian refuge islands consist of kerbing, bollards and signs in the middle of the road to enable pedestrians to cross more easily in two stages. Pedestrian refuges can provide a series of crossing points along a road where it would be impractical to install Zebras or signal controlled crossings at each crossing location. Pedestrians do not have priority at refuges and therefore the onus is on them to establish a safe gap in the traffic before crossing.

The absolute minimum width (across the road) for a pedestrian refuge is 1.2m, and the recommended minimum is 1.5m, although 2m is preferred to accommodate pushchairs, wheelchairs and cycles. The minimum through lane width for traffic is normally 3 to 3.5m. In certain circumstances, it may be possible locally to widen the road to accommodate a central refuge but this would obviously incur additional expense and should not result in substandard footway widths of less than 1.8m.

Zebra Crossing

Zebra crossings are indicated by black and white bands painted on the road surface and by flashing orange "Belisha" beacons. Zigzag markings are provided on both approaches to alert drivers to the crossing and prevent parking. Drivers are required, under the Highway Code, to stop for pedestrians on Zebra crossings. Legally, pedestrians have to establish precedence by setting foot on the crossing.

Zebra crossings are considered inappropriate on high speed roads or roads with high volumes of traffic. They can also be inappropriate where heavy flows of pedestrians such as children leaving school would cause unacceptable delays to drivers. However, in town centres where the desire might be to discourage through traffic, Zebras are preferred especially as they are considered to be less visually intrusive than signal controlled crossings. Zebra crossings result in reduced delay to pedestrians when compared to signal controlled crossings and are therefore considered to be more

pedestrian friendly.

Signal controlled crossings

Signal controlled crossings are particularly useful at locations where it is necessary to interrupt heavy and/or fast traffic flows to allow pedestrians to cross or where the pedestrian flow is so heavy that breaks are needed to allow vehicles to proceed.

Two types of stand alone signal controlled crossing are used in the UK. The older type is the Pelican crossing but this is gradually being superseded by the Puffin crossing. All new installations in Wiltshire are of the Puffin type.

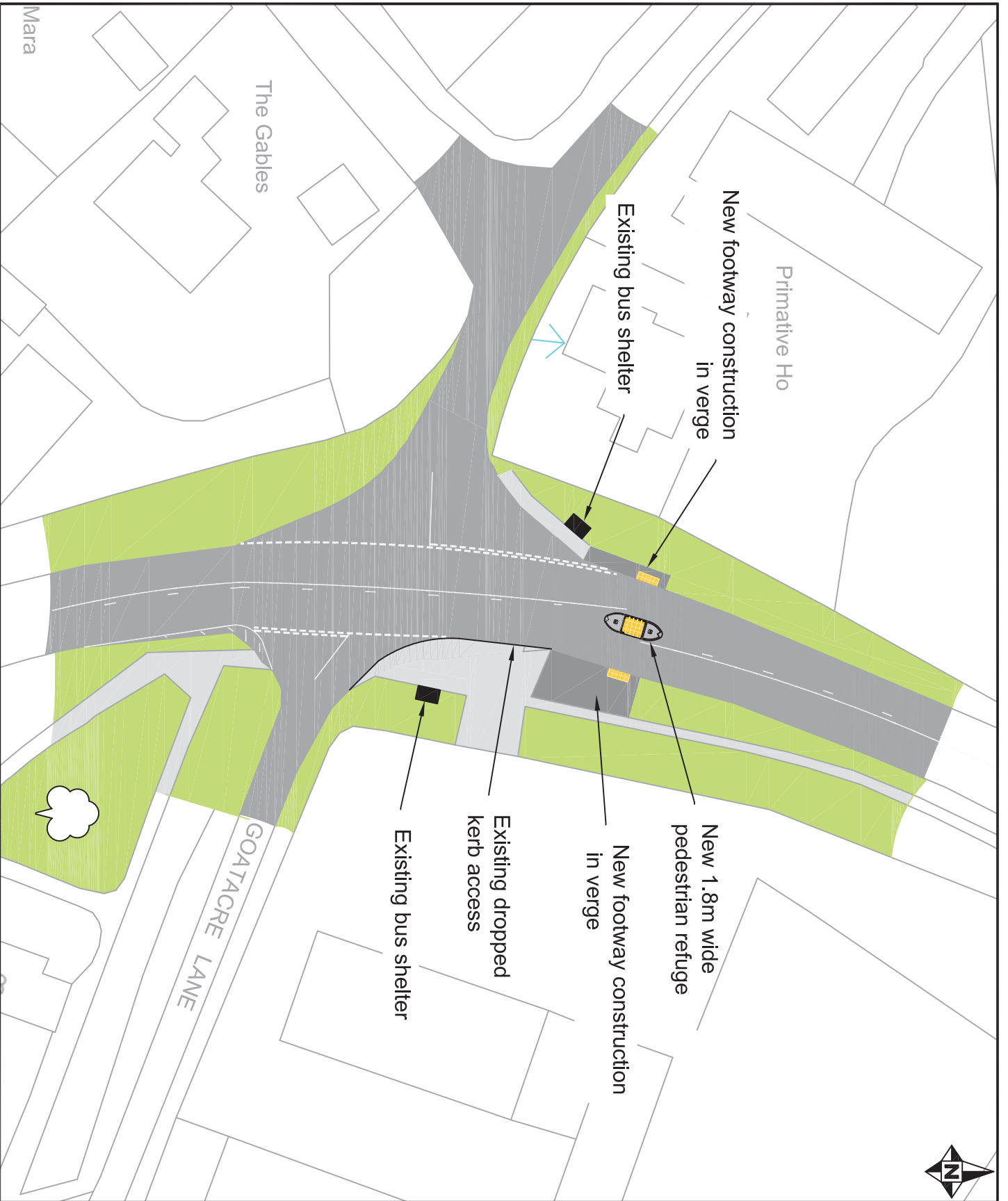
Pelican crossing

Pelican crossings are a stand-alone signal controlled crossing where pedestrians wishing to cross push a button to register a demand. The Pelican crossing has a far-side red/green man signal. Pedestrians are given a green man signal to cross the road and towards the end of this period the green man flashes. The advice in the Highway Code is that pedestrians should not begin to cross while the green man is flashing. Drivers are presented with the usual traffic light signals except for a flashing amber light that permits drivers to go if all pedestrians have cleared the crossing.

Puffin crossing

Puffin crossings are the most modern type of signal controlled crossing and have been developed to overcome some of the shortcomings of the Pelican. Puffins have a near-side steady red/green man signal which can more easily be seen by pedestrians with sight difficulties. As the pedestrian signals are located on the near side and not visible to a pedestrian on the crossing, there is no confusion or anxiety caused by a flashing green man signal.

7.0 Appendix C – Recommendation Plan



NOTES:
 Dimensions and location of pedestrian refuge island subject to change dependant upon further design investigations

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright.
 Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or Civil Proceedings.
 Wiltshire Council (100049950) 2010



M J Boden, TD, MBA, LLB (Hons)
 Corporate Director
 Department of Neighbourhood and Planning
 Byways Road, Trowbridge, Wiltshire, BA14 6SD

E					
D					
C					
B					
A					
O	08/11	KW	GR	GR	ORIGINAL
REV	DATE	ISSUED BY	CHECKED BY	APPROVED BY	DESCRIPTION

PROJECT:
 A3102 Goatacre
 CATG

DRAWING TITLE:
 Pedestrian Refuge Island

SCALE:	1:500
DRAWING NO:	DD001.0
FILE REF:	PlanRefugeIslandCatg_A3102
REV:	O

Mara

The Gables

Primitive Ho

GOATACRE LANE



8.0 Appendix D – Cost estimate of recommended option

Typical standard pedestrian refuge Including drop kerbs, Ducting, Road markings & Traffic Management	£10,000
Electrical / Street lighting works	£5,000
Additional Footway Construction	£2,000
Design fees	£1,700
Total	£18,700

Highways Working Group (CATG)

Notes of the Working Group Meeting: 18th April 2012

Attendees: Cllr Christine Crisp (Wiltshire Council), Ed Jones (Focus on Five Parish forum), Charles Boase (Calne Town Council), Gibb Hancock (Cherhill Parish Council), Geoff Proctor (HAGGIS), Mark Stansby (Wiltshire Council Senior Traffic Management Engineer), Spencer Drinkwater (Wiltshire Council Principal Transport Planner), Jane Vaughan (Wiltshire Council - Calne Community Area Manager).

1. **Apologies:** Steve Cross (Wiltshire Council, Divisional Highway Manager), Martin Cook (Wiltshire Council, Area Highways Engineer)

Notes of this meeting were taken by Jane Vaughan.

2. **Community Speedwatch**

Jane Vaughan reported that Community Speedwatch schemes have now been identified at East Tytherton and at Lake View, Quemerford, Calne.

Greg Widger has reported that identification of volunteers at Quemerford is proving difficult. Jane Vaughan is helping to create and produce flyers to be delivered locally.

Ed Jones reported that Calne Without Parish Council is also experiencing difficulties recruiting volunteers to run the Speedwatch scheme at Sandy Lane. Jane will contact the Parish Clerk to offer the same support that has been provided for Quemerford.

3. **SID (Speed Indicator Device) rota and new locations**

Jane Vaughan reported that all requests for reviewing previous sites and assessing new locations have now been submitted. Currently awaiting results from Hilmarton and Goatacre.

4. **Update on schemes from 2010/11**

- **Hilmarton refuge:** Mark Stansby reported that this has been implemented and is functioning; a few minor alterations are still required. Geoff Procter reported that local people are providing positive feedback about the refuge.
- **Derry Hill lights:** Mark Stansby reported that the contractor has advised that work on the lights, at the Calne end refuge is complete and that the lamp poles at the Chippenham refuge have been installed, by the contractor, in error. (These poles are not connected to an electric supply, are currently useless and

ACTIONS

JV contact Calne W/O PC.

MS investigate completion of lighting.

will be removed by the contractor at their own expense). Other members of the group observed that the Calne end lights are not complete. Mark will investigate this.

- **Derry Hill White Gates:** White gates have been delivered, Mark Stansby is in communication with Richard Ayles (representing the community) to arrange installation.
- **Lake View/Quemerford footpath:** Mark Stansby reported that Detail design on this piece of work has begun. Construction will probably begin during the summer holidays.

5. 2012/13 Budget and details of substantive highways scheme

Spencer Drinkwater reported that the Calne Area Board allocation for 2012/13 remains the same as 2011/12 at £12,465. The substantive highways scheme budget (for the whole of the County) has risen to £250,000

6. Review of Speed Limits (C and unclassified roads)

Mark Stansby gave an overview of the review process that had been circulated to the group prior to the meeting. This involved identifying 2 routes to be put forward for assessment under the speed limit review and 1 reserve route. The group then discussed the routes within the community area that are applicable and considered the information relating to collision rates and percentages of routes within the community area.

The group formed a consensus on routes it would recommend to the area board as priorities, based upon issues received from the community through the Area Board issues system, information on collision rates and the percentage of the route within the community area and how this related to issues in neighbouring areas.

The routes to be recommended to the Area Board were:

1. C15 (from A4 east of Quemerford through Compton Bassett to Wootton Bassett)
2. C113 (from A4 west of Calne through Rattford, Bremhill Wick, East Tytherton, Kellaways towards Langley Burrell)
3. C112 (from A4 at Pewsham, Stanley Lane through Bremhill to Turf House Lane) (THIS IS A RESERVE ROUTE).

It was also noted that C50 (from the A4 at Quemerford, through Blackland to Bishop Cannings) should be a priority for the Area Board, however it was hoped that this might be picked up by the Devizes Area Board, as this is a significant issue for Bishop Cannings and 70% of the route is in that area.

CC/JV recommend to the Area Board that these routes are submitted as potential speed limit review routes.

7. Remaining issues from 2010/11 priorities Update on schemes from 2010/11

- **Goatacre refuge:** The group felt that this issue represented the top priority for action by the area board. As this scheme has already been designed and costed and all relevant survey work has been implemented, this would make a strong application to the substantive highways scheme. In addition Hilmarton Parish Council has approved a contribution of £1000 towards this scheme. It was decided that a recommendation should be made to the Area Board that it should submit this scheme to the 2012/13 Substantive Highways Scheme.
- **Sandy Lane/Back Lane junction:** This scheme has also been designed and costed and the group felt that it should be recommended to the Area Board that this scheme is put forward for implementation from the 2012/13 budget.

CC/JV recommend Area Board submits Goatacre Refuge scheme to the substantive highways scheme.

CC/JV recommend Area Board allocates CATG funding to the Sandy Lane/Back Lane junction scheme

8. Issues arising from current Area Board Community Issues

- 2165 - Speed of traffic at Calstone Wellington – The group discussed this issue in line with the review of speed limits on C and unclassified roads. Jane Vaughan had spoken with the local neighbourhood police sergeant who had no knowledge of incidents in the area; Wiltshire Council also holds no information of collisions in the area. It was suggested that the Wellington Barn business may have lead to an increase in traffic in the area. The group decided that Jane Vaughan should contact the correspondent to explain that this site could not be considered as a priority for speed limit review this year and that, if it still remains an issue, it should be resubmitted for consideration under the 2013/14 review.
- 509 and 2159 – Speed/use of C113 road as a rat run (Calne – Bremhill – East Tytherton) – This route has been submitted to the speed limit review referred to in ‘6’ above.
- 1473 – Speed of traffic at Lower Compton (C15) – This route has been referred to the speed limit review referred to in ‘6’ above.
- 1037 – Request for speed bumps at Duncan Street, Calne – It was decided that this issue should be referred to the Town Council to assess local opinion.
- 579 – Suggestion for a reversal of traffic direction at the Green, Calne. It was decided that this issue should be referred to the Town Council to assess local opinion.
- Other issues relating to parking at Fynamore School are still outstanding. Mark Stansby will look at previous scheme identified relating to works at School Road and also investigate

JV contact correspondent and close issue

JV close issue

JV close issue

JV refer to Town Council

JV refer to Town Council

MS investigate

whether roads are now adopted and whether double yellow lines in the area is an option.

9. Other issues:

- Request for funding signage scheme at Patford House surgery: It was felt that this request should not be supported as the future of the Patford House Surgery at its current location is uncertain.
- 20mph limit signage scheme at Derry Hill – Jane Vaughan reported that the initial correspondent has been in contact to confirm that this scheme has now been completed. It has therefore been closed on the issues system.
- Heddington repair of cobbled footpath – This issue has not been received as a formal Area Board issue, but has been communicated to the Area Manager by the Area Highways Engineer. It was decided that, once an official issue has been logged it will need to be referred to the Parish Council for observations/support.
- Request from resident at the Pippin to alter signage in order to allow vehicular access to individual property.

Date of next meeting

Jane Vaughan was asked to arrange the next meeting in July 2012. **(4pm at the Community Hub, Calne to be confirmed)**

CC/JV recommend that Area Board does not support this request.

JV arrange next meeting