

CHIPPENHAM COMMUNITY AREA TRANSPORT GROUP ACTION TRACKER/ NOTES LOG

10-OCTOBER-17

	Item	Update	Actions & Recommendations	Priority 1= High 2=Low	Who
1.	Attendees, Apologies & Introductions				
	Present	Councillor Maurice Dixson (MD) Councillor Ross Henning (RH) Councillor Nick Murry (NM) Councillor John Scragg (JS) Councillor Angela Williams (AW) Councillor Lesley Palmer (LPa) Adrian Jones (AJ) Martin Rose (MR) Paul Bollen (PB) Spencer Drinkwater (SD) Victoria Welsh (VW)			All
	Apologies	Councillor Ashley O'Neill (AO) Councillor Bill Douglas (BD)			
	Observers	None			

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2.	Notes of the last meeting (3rd July 2017)				
		The recommendations contained in the Action Tracker from the previous Chippenham CATG meeting held on 7 th February 2017 were agreed at the Chippenham Area Board meeting on 4 th September 2017	Noted by Chippenham CATG		
3.	Financial Position				
		<p>The financial position as of 29th September 2017, for the Chippenham CATG is as follows:</p> <p>2017-18 allocation = £18,087.00 2016-17 underspend = £12,942.31 Agreed 3rd party contributions £7,706.26 Total Budget = £38,736.57 <u>Less</u> current commitments= £34,840.34</p> <p>Current Balance = £5,614.97</p> <p><i>See Appendix 1</i></p>	CATG recommendation – Chippenham Area Board to note the financial position		MR

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4.	Annual Dropped Kerbs Exercise				
		<p>Chippenham Area Board has resolved:</p> <ul style="list-style-type: none"> • That dropped kerbs will be considered once a year in June and dealt with together to maximise the budget • Requests for dropped kerbs should demonstrate benefit to community, requests from individuals will not be considered • Town/Parish Councils to contribute 25% of the cost in their area. An indication of cost of dropped kerbs can be found in A Guide to the Cost of Highways Works • 2017 Exercise - See Priority One Item 7.1 			
5.	Freight Assessment and Priority Mechanism (FAPM) exercise				
	<p>Standing item for update</p>	<p>Sites agreed by Chippenham Area Board 13th March 2017</p> <ul style="list-style-type: none"> • Malmesbury Road, Chippenham • Hill Corner Road, Chippenham <p>SD provided update:</p> <ul style="list-style-type: none"> • This exercise has been delayed due to the elections. It is likely that a decision will now be made on freight in Aug/Sept 2017. • Metro Counts undertaken. Assessments/analysis now in progress. 	<p>CATG recommendation - Chippenham Area Board to note update</p>	N/A	SD

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6.	Major Maintenance in 2017/18				
	Standing item for update	<p>Sites agreed by Chippenham Area Board 13th March 2017</p> <ul style="list-style-type: none"> ○ Ford to Slaughterford ○ Leigh Deli South ○ Ladyfield Rd ○ Foghamshire ○ C173 Nettleton ○ Derby Close ○ Grittleton Dead Hill - completed ○ Ham Lane Biddestone ○ Cuttle Lane to Giddea Hall ○ Ashes Lane Biddestone ○ Days Lane A350 ○ Brook St ○ Thornhill Lane, Langley Burrell ○ Charter Road, Chippenham <p>PB provided update:</p> <ul style="list-style-type: none"> ● Tugela Road scheduled to take place 20-Nov-17 ● Audley Road Chippenham assessed, not considered to be a priority. CATG agreed no intervention required therefore removed from list. ● Regular updates to be provided for CATG meetings 	CATG recommendation – Chippenham Area Board to note update		PB

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7.	Priority One Schemes				
	CATG agreed that once work orders have been placed for Priority One schemes a full entry is not required on Action Tracker: <ul style="list-style-type: none"> • A brief summary will be retained • The entry will be “greyed out” to indicate no discussion is required at the CATG meeting • MR will provide updates • The item will be removed once the scheme has been implemented 				
7.1.	<p>4884 – Behind Redlands shops</p> <p>5262 - 25a High Street, The Starlings Sutton Benger SN15 4RQ</p> <p>5465 - Junction between Eastern Avenue and Villiers Close</p> <p>5466 - Junction of Ryan Avenue and Chamberlain Rd</p> <p>5467 - Junction of Ryan Avenue and Culverwell Rd</p> <p>5468 - Junction of Meadow Close and Ryan Avenue</p> <p>5484 Greenway Lane near St Pauls Primary School</p>	<ul style="list-style-type: none"> • Dropped kerbs exercise 2017. As in previous years, requests for dropped kerbs identified as priorities for the community area have been grouped together • The costs for the seven sites is as follows: <ul style="list-style-type: none"> ○ CATG £7,275 ○ Chippenham Town Council £2,125 ○ Sutton Benger Parish Council £300 ○ Total cost £9,700 • 4-Sep-17 Chippenham Area Board approved the seven sites identified as priorities and allocated £7,275 - funding conditional upon contributions of <ul style="list-style-type: none"> ○ £2,125 from Chippenham Town Council ○ £300 Sutton Benger Parish Council • MR advised that work is expected to commence January 2018 	<p>CATG recommendation – Chippenham Area Board to note update</p>		

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7.2.	<p>3013 Blackthorn Mews / Canal Road / Lodge Road Upgrade pedestrian crossing</p>	<ul style="list-style-type: none"> • Scheme supported by Chippenham Town Council on 14 October 2013 • Pedestrian Count identified 791 individuals crossing to access Kings Lodge School: <ul style="list-style-type: none"> ○ Movements in the area have increased due to the Rise Trust building ○ Poor visibility due to parked vehicles • 6-Oct-16 Town Council Planning, Environment & Transport Committee agreed to contribute £2,000 towards the cost of this scheme • Considered by CATG 7-Feb-17. Agreed to recommend a bid to Substantive Scheme 2017-18 supported by a contribution of approximately £5,000 • 13th March 2017, Chippenham Area Board agreed recommendations: <ul style="list-style-type: none"> ○ Indicative costs £22,800 noted ○ To allocate £5,000 from CATG funds, conditional upon the contribution of £2,000 from Chippenham Town Council • 21-Sep-17 submitted to Substantive Scheme. • Outcome of bid to Substantive Scheme expected approx. end of October 2017 		1	MR SD VW

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7.3.	<p>3885 Plough Lane, Kington Langley</p> <p>Extend kerbing Request to extend the kerbing that starts at the school and finishes at the Chapel - extend to the entrance of the Stables in Plough Lane, Kington Langley</p>	<ul style="list-style-type: none"> • Requested by Parish Council. • MR carried out site visit, specialist materials are required. • Cost estimate of £21,039.43. High cost due to specified natural granite kerb and large number of unknowns regarding drainage.MR has identified an alternative option using concrete product £17,500 • Parish Council has discussed and agreed in principle contribution of £2,500 • MR advised indicative costs £17,000 • Considered by CATG 7-Feb-17. Agreed to recommend a bid to Substantive Scheme 2017-18 supported by a contribution of approximately £5,000 • 13th March 2017, Chippenham Area Board agreed recommendations: <ul style="list-style-type: none"> ○ Indicative costs £17,000 noted ○ To allocate £5,000 from CATG funds, conditional upon the contribution of £2,500 from Kington Langley Parish Council • 21-Sep-17 submitted to Substantive Scheme. • Outcome of bid to Substantive Scheme expected approx. end of October 2017 		1	MR SD VW

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7.4.	<p>4764 Level surface at bus stop opposite the Star Inn, The Street Hullavington</p>	<ul style="list-style-type: none"> • 12-Dec-16 CATG reconsidered this request. MD and MR have visited the site and support the request. CATG agreed it was Priority 1. Cost approximately £5,000 • CATG noted that works on the highway require 10 million liability before work may commence. • Costs increased from £4,700 to £6404.18 as a result of bank retention works. • New funding contributions are therefore: <ul style="list-style-type: none"> ○ CATG £4,803 (increase of £1,278) ○ Parish £1,601 (increase of £426) • CATG agreed that additional costs should be recommended to the Area Board conditional upon a contribution of £1,601 from Hullavington Parish Council • Allocation of additional funding agreed by Chippenham Area Board 4-Sep-17 conditional upon an increased contribution from Hullavington Parish Council. • Hullavington Parish Council has agreed contribution of £1,601 • MR confirms work anticipated to start January 2018 			

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8.	Priority Two/Pending Schemes				
8.1.	<p>4052 B4039 Burton Village</p> <p>Concerns relating to speeding traffic through Village. Request for traffic calming including VAS, coloured surfacing, additional signing and road markings.</p>	<ul style="list-style-type: none"> • 17-Aug-15 Nettleton Parish Council confirms support for this request (Duplicate issue 4070 closed) <ul style="list-style-type: none"> ○ Metro Count results 6-Jun-16: <ul style="list-style-type: none"> ○ The Street (near Pear Tree House) (30mph limit) 85th percentile = 39.4mph ○ Mean = 33.7mph ○ B4039 Hillside (40mph limit) <ul style="list-style-type: none"> ○ 85th percentile = 47.2mph ○ Mean = 40.7mph ○ C161 Near junction of Toll Down Way (30mph limit) <ul style="list-style-type: none"> ○ 85th percentile = 32.0mph ○ Mean = 25.9mph • CATG noted Speedwatch in operation here • MR is awaiting contact from Nettleton Parish Council. Issue remains 'on hold' 		2	MR

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8.2.	4967 – Streetlight for Barn Close, Chippenham	<ul style="list-style-type: none"> 8-Dec-16 - Town Council supports this in principle but would request a review to ensure the expense is justified E-mail sent to Peter Binley (Head of Highways Asset Management & Commissioning) advising that Chippenham CATG is concerned about lack of identified budget for requests for new street lights Contractor provided quote: Position that would maximise lighting benefit is shown below as a certain amount of spill light will come from Hungerdown Lane. Specification = 5m mid-hinged lighting column with 12LED Philips Micro Luma lantern. Materials / Labour = £650 DNO Service Cost = £600 Total = £1250 Head of Highways Asset Management confirms there is no budget for new street lighting. With an aging street lighting stock the priority for capital investment is to replace the existing life expired lighting columns. These are subject to an ongoing structural testing programme with a significant number needing to be replaced. <p>In some cases, where there are local priorities the CATG may include new lighting provision as schemes if they wish.</p> <ul style="list-style-type: none"> CATG was of the opinion that requests for street lighting cannot be considered from the existing budget 	<p>CATG recommendation – Chippenham Area Board to:</p> <ul style="list-style-type: none"> Note costs quoted Agree that in the absence of additional funds for new streetlighting requests CATG is unable to consider requests for new streetlights 	2	MR

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8.3.	<p>4979 – Additional Streetlights requested Wood Lane/Bolts Croft Pewsham</p>	<ul style="list-style-type: none"> 8-Dec-16 The local Member highlighted this as a safety issue and therefore the Town Council supports in principle <u>one</u> streetlight E-mail sent to Peter Binley (Head of Highways Asset Management & Commissioning) advising that Chippenham CATG is concerned about lack of identified budget for requests for new street lights Contractor provided quote: Request for single unit would seem appropriate to fit in 83m gap between units rather than fit in additional, see plan for location. To achieve appropriate lighting class, it would be recommended that units 2 and 3 are also converted to LED as part of scheme. No suitable LV mains supply for new DNO LVS connection within 30m (nearest is 100m away), private supply would require laying from either column no. 2 or 3 (42m of civils) to minimise capital costs. Cost of laying appropriate length of DNO LV main to allow for a DNO supply would increase cost by around £7k <p>Specification = 1 x 5m mid-hinged lighting column with 12LED Philips Micro Luma lantern. 2 x Rehead existing unit (2 and 3) with 12LED Philips Micro Luma lantern. Materials / Labour = £1120 Private Service Cost = £1250 Total = £2370 or with DNO Service Cost = £9370 Approx</p>	<p>CATG recommendation – Chippenham Area Board to:</p> <ul style="list-style-type: none"> Note costs quoted Agree that in the absence of additional funds for new streetlighting requests CATG is unable to consider requests for new streetlights 	2	MR

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		<ul style="list-style-type: none"> • Head of Highways Asset Management confirms there is no budget for new street lighting. With an aging street lighting stock the priority for capital investment is to replace the existing life expired lighting columns. These are subject to an ongoing structural testing programme with a significant number needing to be replaced. <p>In some cases, where there are local priorities the CATG may include new lighting provision as schemes if they wish.</p> <ul style="list-style-type: none"> • CATG was of the opinion that requests for street lighting cannot be considered from the existing budget 			

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9.	New Requests				
9.1.	<p>4704 - Zebra Crossing Wedmore Avenue and Malmesbury Road</p>	<ul style="list-style-type: none"> Correspondent requests: <i>Zebra crossings required for access to John Coles park and schools as currently lethal on Wedmore Avenue and Malmesbury Road. These access points are used by secondary school children to access school during rush hour when cars are rushing. Also used by people accessing the park both are on blind bends and are lethal it is too dangerous making the park sometimes inaccessible I often see parents crossing the road one child at a time this is a lovely facility needing to be more accessible by foot.</i> Town Council considered on 3-Aug-17: Recommend that a pedestrian survey is carried out and agrees a contribution of £200 (25% of the cost advised) 2-Oct-17 Telecon with requestor to establish which crossing was felt to be the highest priority. Requestor stated that both were important and she would like both surveyed. Requestor suggested that a survey could be carried out from the corner of Wedmore Avenue at its junction with Malmesbury Road to capture both lots of details. The CATG considered requestors comments. It was agreed that one pedestrian survey should take place on Malmesbury Road; the CATG agreed that less pedestrians cross Wedmore Avenue 	<p>CATG recommendation – Chippenham Area Board agree:</p> <ul style="list-style-type: none"> This scheme is designated as a Priority One scheme for the Chippenham Community Area Funding allocation of £600, for a pedestrian survey assessment to be carried out Malmesbury Road, conditional upon a contribution of £200 from Chippenham Town Council. 	1	MR

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9.2.	<p>5138 - Speeding vehicles and parking issues Old Hardenhuish Lane</p>	<p>Correspondent requests at the very minimum:</p> <ul style="list-style-type: none"> • <i>Introduction of a 20mph limit along the lane</i> • <i>Monitoring of double yellow lines between 2.30pm and 3pm to ensure compliance.</i> • <i>Limiting vehicular access to the Lane only to residents between say 0800 to 0830 and between 1430 and 1500.</i> <ul style="list-style-type: none"> • Comments from Town Council 9-Mar-17: Other schemes should be explored such as the installation of a 'no entry' sign at the Bristol Road end to stop the road being used as a 'rat run'. Recommends that Wiltshire Council contact local schools to discuss what could be done under the Taking Action on School Journeys (TAOSJ) scheme. • The School Travel Adviser confirms that the process is as follows: Residents should outline the suggestions they have and request that the school/s contact the School Travel Adviser for support to apply for funding if applicable via the Taking Action on School Journeys (TAOSJ) scheme. • CATG advised that Hardenhuish Lane is public highway and restricting its sole use to residents was not possible. A 'prohibition of motor vehicles' can restrict through traffic but overall compliance is difficult without regular enforcement. • CATG advised that the Cabinet Member for Highways has decided that 20mph restrictions near schools should be linked to school travel plans. 	<p>CATG recommendation – Chippenham Area Board note:</p> <ul style="list-style-type: none"> • That residents are advised to contact the schools; request School Travel Plans are updated and that schools explore what support is available via the Taking Action on School Journeys (TAOSJ) scheme • Comments regarding monitoring of double yellow lines forwarded to Head of Parking Services • Issue to be closed as no further action for Chippenham CATG or Area Board at this time 		VW

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		<ul style="list-style-type: none"> CATG recommends that residents contact school and request schools pursue options under the TAOSJ scheme 			
9.3.	<p>5159 - Danger to pedestrians and property blind bend London House Corner Hullavington</p>	<p>Correspondent requests:</p> <ul style="list-style-type: none"> <i>Some speed restriction</i> <i>Warning of blind bend the continuation of the kerb a warning sign against the building improve the camber</i> Hullavington Parish Council would like to be informed of the potential solutions to this issue 13-Sep-17 Parish Council considered solutions provided by MR and confirm Parish Council would support: <ul style="list-style-type: none"> Road Narrow Signs £350 Road Markers £600 Extend existing kerb (double) £2000 Total cost £2,950 Parish Council contribution £737.50 CATG agreed that this scheme should be a Priority One and recommended to the Area Board for funding 	<p>CATG recommendation – Chippenham Area Board agree:</p> <ul style="list-style-type: none"> This scheme is designated as a Priority One scheme for the Chippenham Community Area Funding allocation of £2,212.50 conditional upon a contribution of £737.50 from Hullavington Parish Council. 	1	MR

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9.4.	5311 - Size and placement of No Through Road sign St Mary Street	<p>Correspondent requests: <i>The simple and most cost-effective answer is to erect a larger sign and site it in a more prominent position.</i></p> <ul style="list-style-type: none"> • Considered by Chippenham Town Council 3-Aug-17: The Town Council understands that CATG is repositioning the sign. • The sign is not being repositioned, the proposal is to add “No Through Road” to the Street Name Plate • CATG advised that a “sign decluttering exercise” was undertaken approximately two years ago and the No Through Road sign was removed as part of this exercise • Highways recommendation is that: “No Through Road” is added to the Street Name Plate. Cost approximately £400 therefore a contribution of £100 is required from Chippenham Town Council 	<p>CATG recommendation – Chippenham Area Board agree:</p> <ul style="list-style-type: none"> • This scheme is designated as a Priority One scheme for the Chippenham Community Area • Funding allocation of £300 conditional upon a contribution of £100 from Chippenham Town Council. 	1	
9.5.	5329 – Inconsiderate parking blocking access to private driveway Allington Way	<p>Correspondent requests: <i>A white line across my property to stop these people parking across my drive and blocking vehicles in please.</i></p> <ul style="list-style-type: none"> • Considered by Town Council 3-Aug-17: The Town Council would support Highways installing an ‘H’ bar marking. • CATG agreed that obstruction of the highway is a matter for the police 	<ul style="list-style-type: none"> • MR to investigate whether H bar could be installed as part of ad-hoc lining works when in the area 		MR

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		<ul style="list-style-type: none"> CATG informed there was no identified budget for this lining work CATG agreed that requests for H bars should demonstrate benefit to community, requests from individuals will not be considered 			
9.6.	5335 - Speed limit B4039 Upper Castle Combe	<p>Correspondent requests: <i>The speed limit needs reducing down to 40mph BEFORE entry into Upper Castle Combe to make pulling out of the junction safer. It goes down to 40mph 400 yards further up the road so this just needs moving back.</i></p> <ul style="list-style-type: none"> Parish Council considered 20th July 2017 and agreed to support, dependent upon the size of the financial contribution required CATG informed that this road was reviewed in 2010; no major changes since this time. An assessment would cost approximately £2,500 and in the absence of any change in circumstances, the conclusion will be that 40mph is appropriate CATG requested Highways consider any other measures that might be taken to address the correspondents concerns 	Highways Engineer will consider options and report back to future CATG		MR

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9.7.	5343 - Eastern entry speed limit B4069 Christian Malford	<ul style="list-style-type: none"> • Parish Council requests existing 40mph speed restriction to be changed to a 30mph speed restriction • MR advised county wide review of speed limits on all A and B class roads took place in 2009/10. All sites were assessed against DfT Circular 01/13 and TAL 01/04 • MR also advised that a further review can only take place if there has been a significant change in circumstances since 2009. He advised that in his opinion an independent review would arrive at the same conclusion as the 2009 review i.e. that 40mph is the appropriate speed at this location. • Fee is £2,500 for an independent review • Cabinet Member approval would be needed if CATG wish to proceed with a review. • Suggested alternative solutions: <ul style="list-style-type: none"> ○ Install Village Gateways ○ Install additional Village signage • Richard Powell (RP) to report back to Parish Council with information from the CATG discussion and advise CATG • Awaiting response from Parish Council 			

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9.8.	5348 - Erosion Upper Common east end Parkers Lane Kington Langley	<ul style="list-style-type: none"> Parish Council requests installation of new kerbing to follow the eroded line rather than a reinstatement of the old line CATG agreed this was a priority and requested assessment and costs. MR asked to assess the site and provide costs to future CATG meeting 	<p>CATG recommendation – Chippenham Area Board agree:</p> <ul style="list-style-type: none"> This scheme is designated as a Priority One scheme for the Chippenham Community Area 	1	MR
9.9.	5489 – Vehicles driving across green open space Derriads Lane, Chippenham	<p>Correspondent requests:</p> <p><i>There is one bollard in situ at the moment it needs 2 more to stop the vans bumping up the kerb to access the open space or a galvanised railing to stop vehicles.</i></p> <ul style="list-style-type: none"> MR suggests some post and rail fencing would be a quick and easy way to resolve this issue rather than another bollard. However, we'd have to be mindful of the need to maintain access for grass cutting Considered by Chippenham Town Council 3-Aug-17: Support 2 additional bollards. CATG discussed and consider that soft landscaping may assist MR to contact Street scene to discuss options and update next CATG 			MR

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9.10.	5499 – Inconsiderate parking causing access issues Lordsmead	<p>Correspondent requests:</p> <p><i>I do not believe that any resident will want double yellows as it restricts all of us being able have visitors park for a short time. I believe that a parking restriction of no parking between 9am and 5pm would allow residents to use their own road. This parking restriction should only be in front of houses as the allotments and church should still be able to have full parking and there are no houses opposite them. As a suggestion, the empty field opposite St Peters is only used by dog walkers and teenagers. Could that not be converted into a free car park for Bumpers It must be free though or we will still have the same issue.</i></p> <ul style="list-style-type: none"> • Considered by Chippenham Town Council 3-Aug-17: The Town Council understands a WR1 form has been submitted for consideration under the Chippenham Parking Review. • CATG noted that another resident in this road has requested double yellow lines are installed. • CATG advised that introduction of a free car park on the field opposite St Peters Church was not viable 	<p>Correspondent to be sent a WR1 form if she wishes to pursue a waiting restriction between 9am and 5pm</p>		VW
9.11.	5524 - Inconsiderate parking causing obstruction to driveway	<p>Correspondent requests:</p> <p><i>Lines placed so that the confrontation with neighbours stops.</i></p>	<ul style="list-style-type: none"> • MR to investigate whether H bar could be installed as part of ad-hoc lining works when in the area 		MR

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		<ul style="list-style-type: none"> • Considered by Chippenham Town Council 3-Aug-17: Recommend this is referred to the Police • CATG agreed that obstruction of the highway is a matter for the police • CATG informed there was no identified budget for this lining work • CATG agreed that requests for H bars should demonstrate benefit to community, requests from individuals will not be considered 			
9.12.	5590 – Speeding vehicles Audley Road	Metro Count requested – results awaited			
9.13.	5596 – speed of vehicles Sadlers Mead	Metro Count requested – results awaited			
9.14.	5622 - Pedestrian Crossing between Webbington Way Canal Road	<p>Correspondent Requests:</p> <p><i>Pewsham Way between Webbington Way roundabout and Canal Road roundabout. By the car park to Westmead open fields. A crossing is needed to facilitate users especially children to cross this road safely. This is a fast road and an accident waiting to happen.</i></p> <ul style="list-style-type: none"> • The A4 Pewsham Way is 50mph road within a semi-rural setting. Pedestrians cross the road to access the fields and Avon Valley walk on the western side. 			

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		<ul style="list-style-type: none"> Overall crossing numbers are likely to be relatively low and somewhat sporadic in nature. It is <u>extremely</u> unlikely the required minimum threshold of '50 pedestrian per hour over the 4 busiest hours' could be achieved and this would rule out consideration of a formal crossing facility (such as a signalised or controlled crossing) A pedestrian count will be required before any assessment is undertaken. Cost of a count £800. A pedestrian refuge island could be considered if sufficient carriageway width was available, however they are not best suited to higher speed environments (40mph and above) NB 'Pedestrians crossing' warning signs were installed in both directions and paid for by the CATG back in 2013 along the length in question. MR will carry out a site visit and advise CATG of the options. 			
9.15.	5645 – HGVs using Pewsham Estate for driver training	<p>Request from Chippenham Town Council:</p> <p><i>Pewsham Ward Members have received complaints from residents regarding training lorries of 7.5 tonne or over entering Pewsham Estate.</i></p> <p><i>Residents feel that this presents a safety risk and given that it is a residential estate a weight</i></p>	<p>Copy of presentation made to Chippenham Town Council to be sent to SD</p> <p>CATG to receive guidance on options available</p>		AJ SD

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		<p><i>limit should be imposed with the exception of delivery vehicles and buses.</i></p> <p><i>The Mainstream Group who organise Large Good Vehicle LGV training on behalf of the MOD use the Pewsham Estate as part of their training route from Lyneham. Other companies use Pewsham for training and it is also used by the Ministry of Transport for tests. This results in a high number of lorries using the estate each day twenty plus on some days. There are also many similar residential estates in Wiltshire which has this similar weight limit.</i></p> <p><i>The Town Councils Planning Environment Transport (PET) Committee invited The Mainstream Group to present to the Committee.</i></p> <p><i>A report was taken to the PET Committee on 24 August 2017 report available upon request and it was agreed that a request be submitted to Wiltshire Council for a 7.5 tonne weight limit to be imposed on the Pewsham Estate with the exception of delivery vehicles and buses. The Town Council requests that this is forwarded to CATG for consideration.</i></p> <p>Town Council request: A 7.5 tonne weight limit imposed on the Pewsham Estate with the exception of delivery vehicles and buses</p> <ul style="list-style-type: none"> • AJ Advised that representatives from the Military Training Scheme made a presentation to the Town Council in early 2017 and that it was well received 			

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		<ul style="list-style-type: none"> SD advised CATG that as the roads are public highway the vehicles are entitled to use them SD requested sight of the presentation made to Chippenham Town Council SD to assess the situation and advise CATG at the next meeting of the options available 			
9.16.	5655 - Speed of traffic A420 Prestgrove North Wraxall	Awaiting completed Metro Count from correspondent			
9.17.	5660 - Review of traffic management measures Market Cross Castle Combe	<p>Requested by Castle Combe Parish Council:</p> <p><i>Review of possible traffic engineering measures in the location of the Market Cross to examine potential to reduce risk of collisions. Prior discussions have been held with Highways Bill Parks who has recommended that CATG would be the appropriate initial avenue.</i></p> <ul style="list-style-type: none"> CATG agreed that a site visit and liaison with the Parish Council is required to clarify expectations 	Site visit and liaison with Parish Council to take place		MR
10.	Requests for Waiting Restrictions				
10.1.	Process for dealing with Waiting Restrictions	<ul style="list-style-type: none"> 30-Aug-17 VW, MR & Wiltshire Council Parking Services Manager met with Chief Executive & Deputy from Chippenham Town Council. Town Council agreed to participate 			VW

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		<p>in county wide process for Waiting Restrictions.</p> <ul style="list-style-type: none"> 12-Oct-17 Meeting to arrange transfer of process and handover of existing requests. 			
11.	Pavement Improvement Exercise				
	<p>Funding for improvements to Footways 2017/18 announced by the Cabinet Member for Highways</p>	<ul style="list-style-type: none"> CATG has been provided with a budget of £11,000 for allocation to Improve Footways in the Chippenham Community Area Process/criteria to be confirmed Requests have already been submitted in advance of the scheme launch: <ul style="list-style-type: none"> From Picketleaze Bridge point to 7-23 Picketleaze From 22 Frogwell to 28a Frogwell Westbrook Close, the cul-de-sac The cul-de-sac of 15,17,19,21,23, Derriads Lane PB confirmed that he already has a list of Footways that have been surveyed and costed as follows: Replacement/re-bed slabs <ul style="list-style-type: none"> High Street, Chippenham Resurfacing: <ul style="list-style-type: none"> Brookwell Close, Chippenham 	<p>Reminder to be sent to Town & Parish Councils to submit any remaining suggestions</p>		<p>PB VW</p>

	Item	Update	Actions & Recommendations	Priority 1= High 2=Low	Who
		<ul style="list-style-type: none"> ○ Brookwell Close, Ridings Mead FW ○ Brookwell Close, West Side FW ○ Greenway Lane, Chippenham o/s Co-op ○ Clifton Close, Chippenham ○ Church Road, Christian Malford ○ John Aubrey Close, Yatton Keynell ○ Lowden Road to A4 Rowden, Chippenham ○ St Margarets Gardens to A4 Rowden, Chippenham <ul style="list-style-type: none"> ● CATG agreed that PBs list of pavements to be circulated to Town & Parish Councils with an invitation to comment about which they wish to see given highest priority ● Town Council to be invited to submit top 10 Footways for consideration in addition to the list circulated on behalf of PB ● Parish Councils to be invited to each submit top 2 Footways for consideration in addition to list circulated on behalf of PB ● 18-Sep-17 Town & Parish Councils invite to consider of the above list and submit their own suggestions. ● Cabinet Member for Highways has announced that the process for considering and approving projects will be the same as that used for the CATG funding. In summary; Proposals will be submitted to the Area Board using the online Community Issues system (in the future this will be incorporated into the My Wiltshire App) 			

	Item	Update	Actions & Recommendations	Priority 1= High 2=Low	Who
		<ul style="list-style-type: none"> • Proposals that can be considered for funding: <ul style="list-style-type: none"> ○ Repairing uneven or dangerous pavements ○ Resurfacing works ○ Enhancing and maintaining pedestrian areas 			
12.	AOB				
12.1.	Maintenance issue near Giddea Hall		PB will visit and assess with AW		PB & AW
12.2.	Woodlands Road fence needs repair	PB confirmed Structures Team are dealing with this			
12.3.	Bridge Centre roundabout – could CATG budget be used to tidy up the site?	CATG agreed that this was a strategic matter rather than a Highway Improvement. The Economic Regeneration Team is leading on this	NM to contact Tim Martienssen		NM
12.4.	How are large events e.g.: runs and cycle rides publicised?	It would greatly assist parishes to be informed of events that will impact upon local roads	MR to investigate and report back to group.		MR
12.5.	Papers on MOD GOV	CATG members are of the opinion that CATG papers should be posted on MODGOV	Enquire whether it is possible to post CATG papers on MODGOV		VW
<p>Date of next meeting 27th February 2018 10:00 – 12:00 Education Room, Wiltshire & Swindon History Centre</p>					

Chippenham Community Area Transport Group

Highways Officer – Martin 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 **£1302.47**

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