

CALNE COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG 19/03/2018

C	Item	Update	Actions and recommendations	Who
	<b>Calne CATG - Date of meeting: 19<sup>th</sup> March 2018</b>			
1.	<b>Attendees and apologies</b>			
	Present:	Christine Crisp (Chair) Simon Tomlinson (Cherhill), Rob Robinson (Heddington), Mark Edwards (Calne Town Council), Jane Marshall (Compton Bassett), Colin Pearson (Bremhill), Mark Stansby (Wiltshire Council), Jane Vaughan (Wiltshire Council).	<b>Area Board to note.</b>	<b>CC</b>
	Apologies:	Ed Jones (Calne Without), Anne Henshaw (Calne Area Transport), Glenis Ansell (Calne Town Council), Spencer Drinkwater (Wiltshire Council).		
2.	<b>Notes of last meeting</b>			
		The minutes of the meetings held on 14 <sup>th</sup> December 2017 were presented to the Area Board on 23 <sup>rd</sup> January 2018. All recommendations included were approved.	<b>Area Board to note.</b>	
3.	<b>Financial Position</b>			
		An updated finance sheet was presented which showed a current balance of £22,623.86 (see appendix 1).  Calne CATG will receive a new allocation of £12,465 for 2018 / 19, the same amount as in previous years.	<b>Area Board to note.</b>	<b>CC</b>

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<b>4.</b>	<b>Top 5 Priority Schemes</b>			
a)	<b>Pedestrian Safety at A4 White Hart Junction</b>  <b>Issue No: 3483</b>		<b>ON HOLD UNTIL AUTUMN 2018, pending local development.</b>	
b)	<b>Issue 4971 &amp; 5714</b> – HGV issues on Newcroft Road, Calne	Signs have been installed, awaiting final account.	<b>Area Board to note.</b>	<b>CC</b>
c)	<b>Issue 5141</b> – Calne, Station Road – request for pedestrian / cycle barrier at junction of Spring Lane	Anticipated construction in first quarter of 2018/19 financial year, estimated cost of works is £2,400.  Town Council has agreed a contribution of £800 towards the scheme.	<b>Area Board to note.</b>	<b>CC</b>
d)	<b>Issue 5591</b> - A3102 near Compton Bassett, Advisory weight limit signs for HGV	Confirmation was received from the Parish Council agreeing to the estimate of £1,338.69. Highways to action	<b>Area Board to note.</b>	<b>CC</b>
e)	<b>Lickhill Road</b>  <b>Issue No: 3355, 2004, 1807, 522</b>	Construction anticipated in the next financial year.  Trial island, which was due to be installed in May has been cancelled as a result of the installation of a new residents driveway. Officers will undertake further assessment of the scheme and report back to the next CATG meeting.	<b>Area Board to note.</b>	<b>CC</b>
<b>5.</b>	<b>Other Priority schemes</b>			
a)		New priority schemes were discussed under item 6 and will be included on future agendas, subject to area board approval.	<b>To be decided by Calne Area Board</b>	<b>CC</b>

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<b>6.</b>	<b>Other Requests / Issues</b> (Issues can be viewed in full from Area Board section on Wiltshire Website)			
a)	<b>Issue 4404</b> Calne The Pippin. Contravention of Bus Lane (Gate)	It was reported that the Town Council CCTV team had met with the local resident with a view to siting mobile CCTV unit at their property. However, that property is not suitable for location of the unit. Data Capture Sheets had been left with the residents in January 2018 to record further details. No further details have been received. It is suggested that this issue is closed pending further evidence.	<b>Recommendation that the area board closes this issue.</b>	<b>CC</b>
b)	<b>Issue 5037-</b> A4 Cherhill, Metrocount request	Metrocount results had been received relating to 2 locations:  Labour in Vain Hill (South west end of the village): 85 <sup>th</sup> percentile = 45.9 mph  Main Rd (north east end of village): 85 <sup>th</sup> percentile= 50.6 mph  It was noted that: <u>In a 40mph speed limit the following criteria will be applied;</u> 40 to 46 mph 85th percentile = No Further Action 46.1 to 50 mph 85th percentile = eligible for Community Speed Watch Over 50 mph 85th percentile = Subject to Police enforcement	<b>CATG advise Parish Council to contact Community Speedwatch Co-ordinator and recommend Area Board closes this issue.</b>	<b>CC/JV</b>

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c)	<p><b>Issue 5390</b> – Calne Silver Street – request for calming measures / speeding.</p>	<p>Metrocount results had been received:</p> <p>Silver Street, Calne 85<sup>th</sup> Percentile = 33.3 mph</p> <p>It was noted that: <u>In a 30mph speed limit the following criteria will be applied:</u> 30 to 35mph 85th percentile = No Further Action (NFA) 35.1 to 42 mph 85th percentile = eligible for Community Speed Watch Over 42 mph 85th percentile = Subject to Police enforcement</p>	<p><b><i>No further action is required – recommendation that Area Board closes this issue.</i></b></p>	<p><b>CC/JV</b></p>
d)	<p><b>Issues 5464, 5471 and 5723</b> – Speeding outside Lansdowne Arms, Derry Hill</p>	<p>Metrocount results had been received relating to 2 locations:</p> <p>Near to 36 Devizes Road (towards Sandy Lane): 85<sup>th</sup> percentile = 52.1 mph</p> <p>South of Church Hill (close to Golden Gates): 85<sup>th</sup> percentile= 44.5 mph</p> <p>It was noted that: <u>In a 40mph speed limit the following criteria will be applied:</u> 40 to 46 mph 85th percentile = No Further Action (NFA) 46.1 to 50 mph 85th percentile = eligible for Community Speed Watch Over 50 mph 85th percentile = Subject to Police enforcement</p>	<p><b><i>CATG advise Parish Council to contact Community Speedwatch Co-ordinator and recommend Area Board closes this issue.</i></b></p>	<p><b>CC/JV</b></p>
e)	<p><b>Issue 5661</b> – Speeding concerns A4, Lake View, Quemerford</p>	<p>This issue was considered by Calne Town Council at its Town Development and Planning Committee on 3rd January 2018. ‘156/17.6 Members discussed the issue raised at Lake View and Stockley Road. It was not felt that this was a community priority scheme. The installation of the Speed Indicator device</p>		<p><b>CC</b></p>

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		<p><i>is expected shortly. It was noted that speeding is a Police matter for enforcement.'</i></p> <p>As such this issue is recommended for closure by the Area Board.</p>	<p><b>Recommendation that the area board closes this issue.</b></p>	
f)	<p><b>Issue 5671-</b> Stockley Lane, Stockley request for Metrocount</p>	<p>Metrocount results had been received – 85<sup>th</sup> percentile was 42.5mph</p> <p>It was noted that:  <u>In a 30mph speed limit the following criteria will be applied:</u>            30 to 35mph 85th percentile = No Further Action (NFA)            35.1 to 42 mph 85th percentile = eligible for Community Speed Watch            Over 42 mph 85th percentile = Subject to Police enforcement</p>	<p><b>CATG advise Parish Council to contact Community Speedwatch Co-ordinator and recommend Area Board closes this issue.</b></p>	<p><b>CC/JV</b></p>
g)	<p><b>Issue 5751 –</b> C15 at Lower Compton Speed Limit and Clearway TROs.</p>	<p>Comments had been received from Calne Without Parish Council received, as follows. <i>'Local Councillors support this issue request. Designating this area an urban clearway, preventing vehicles being stopped during the hours before 7 a.m. and after 4 p.m, to stop only as long as necessary to pick up or set down passengers. Limitation to 40mph would appear still quite fast, considering the fact that drivers mostly exceed the speed limit by 10%. The Parish suggested a 30 mph speed limit, as it is a semi-urban environment.'</i> However officers advised that 30mph was not an appropriate speed limit for a semi-urban environment. It was suggested that Cllr Hill/Cllr Crisp discuss matter with Hills and report back to next meeting of the CATG.</p>	<p><b>CC discuss with Cllr Hill and Hills Waste.</b></p> <p><b>Area Board to note.</b></p>	<p><b>CC</b></p>

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h)	<b>Issue 5796</b> – Sandy Lane – request for Metrocount	<p>Metro count results had been received: 85<sup>th</sup> percentile was 35.3 mph</p> <p>It was noted that: <u>In a 30mph speed limit the following criteria will be applied:</u> 30 to 35mph 85th percentile = No Further Action (NFA) 35.1 to 42 mph 85th percentile = eligible for Community Speed Watch Over 42 mph 85th percentile = Subject to Police enforcement</p> <p>The Parish Council had asked once more about the installation of a Vehicle Activated Sign (VAS). It is Wiltshire Council Policy to only permit these signs where there is a proven history of speed related personal injury collisions. This site does not meet this criteria at this time.</p>	<b>CATG to advise Parish Council to contact Community Speedwatch Co-ordinator and recommend Area Board closes this issue.</b>	<b>CC/JV</b>
i)	<b>5814</b> – Curzon Street, Calne congestion	<p>Comments had been received from the Calne Town Council following its Town Development and Planning Committee: <i>'156/17.4 COMMUNITY ISSUE 5814 Members discussed traffic flow in Curzon Street and wider impact on traffic, air quality and the economic impact on the town. The Town Centre Masterplan, cost of an independent survey, HGV link road and link road for the new development off Low Lane were also discussed. It was therefore agreed that this was not a community priority scheme at this time'</i>.</p> <p>It had previously been noted that issues relating to Curzon Street congestion were being considered as part of the Calne Masterplan and as such would not be addressed by the CATG/Area Board</p>	<b>No further action at this time – recommendation that Area Board closes this issue.</b>	<b>CC</b>
j)	<b>5867</b> – Portemarsh Footways	<p>Calne Town Council reported that it had considered this issue at its Town Development and Planning Committee on 3rd January 2018. <i>'156/17.5 Members discussed the issue raised at Redman Road and the Porte Marsh Industrial Estate. It was</i></p>	<b>No further action at this time – recommendation that Area Board closes this issue.</b>	<b>CC</b>

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		<p><i>agreed that this was not a community priority scheme at this time</i>'.</p> <p>CATG would not address this issue without the support of the Town Council.</p>		
k)	<b>5872-</b> Kerry Crescent, no access signs	<p>Calne Town Council considered this issue at its Town Development and Planning Committee on 3rd January 2018. <i>'156/17.7 Members discussed the issue raised at Kerry Crescent and Ivy Lane. It was not felt this was a community priority scheme'</i>.</p> <p>CATG would not address this issue without the support of the Town Council.</p>	<b><i>No further action – recommendation that Area Board closes this issue.</i></b>	<b>CC</b>
l)	<b>5986</b> – Compton Bassett PC request for help funding signage and legal fees re. 40mph speed limit extension.	<p>This was previously raised as an issue with the CATG/Area Board and was supported in principle. Originally the Parish felt able to fund the entire scheme as a local benefactor had agreed to fund the scheme. This had not been forthcoming.</p> <p>Current estimate including legal fees for the project is £3540</p> <p>The scheme is ready to be implemented.</p> <p>CATG would recommend that the Area Board considers moving this issue to the priority list and allocates approx. 70% (£2,478) towards this scheme. The Parish Council will fund the remaining 30%.</p>	<b><i>Recommend Area Board moves this issue to the priority list and allocates £2,478 towards the implementation of this scheme.</i></b>	<b>CC</b>
m)	<b>5995</b> - Resident proposal to alleviate congestion at Oxford Road Calne.	<p>Highways Officers had prepared a briefing note to provide an overview of the proposal (appendix 2). It was noted that issues relating to Town Centre congestion were being considered as part of the Calne Masterplan and as such would not be addressed in isolation by the CATG/Area Board.</p> <p>The CATG suggested that the Area Board thank the correspondent for the time and effort that had been put into</p>	<b><i>Recommendation issue be referred to the Town Council/Masterplan and be closed as an area board issue.</i></b>	<b>CC</b>

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		preparing this proposal and refer the matter to the Town Council Development and Planning committee for consideration alongside the Masterplan.		
n)	<b>6010</b> - White Gates at Marsh Lane Cherhill	Issue has been raised by Cherhill Parish Council. CATG suggested it be moved to the priority list and officers be asked to undertake a site visit and further investigation.	<b>Recommendation to the Area Board – to move to Priority list-</b>	<b>CC</b>
o)	<b>6011</b> - White Gates at the Avenue Yatesbury	Issue has been raised by Cherhill Parish Council. CATG suggested it be moved to the priority list and officers be asked to undertake a site visit and further investigation.	<b>Recommendation to the Area Board – to move to Priority list-</b>	<b>CC</b>
p)	<b>6012</b> - Road Safety welcome signage Yatesbury	Issue has been raised by Cherhill Parish Council. CATG suggested it be moved to the priority list and officers be asked to undertake a site visit and further investigation.	<b>Recommendation to the Area Board – to move to Priority list-</b>	<b>CC</b>
q)	<b>6014</b> - Traffic Flow Abberd Way Calne	Resident issue requests traffic signals at Abberd Way, Calne Town Council Town Development & Planning Committee had discussed the issue on 14/2/18 and would support the introduction of a single line no waiting in Abberd Way.  CATG suggested this issue is moved to the priority list to be further investigated by Highways officers and advanced.	<b>Recommendation to the Area Board – to move to Priority list-</b>	<b>CC</b>
r)	<b>6081</b> - Request for Speed limit review Curzon Park	CTC Town Development & Planning Committee 14/2/18 support the proposal for a 20mph limit in Curzon Park and will notify the CATG. Formal assessments for 20mph limits are charged at £2,500 (fixed fee).  CATG suggest that a metrocount is requested to provide evidence of current speeds.	<b>Area Board to note</b>  <b>Highways to arrange a Metrocount</b>	<b>CC</b>  <b>JV</b>
<b>7.</b>	<b>Other items</b>			



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a)	<b>Issues awaiting a response from Town &amp; Parish Councils</b>	6092 - A4 Pewsham Village SN15 3RU near Lysley Arms Bus Stop – Road safety/speeding issue - Calne Without PC.  6094 - West End Farm Cottage Foxham – Bremhill PC – verge over-run.	<b><i>Awaiting response from Parish Councils - Area Board to note</i></b>	<b>CC</b>
b)	<b>Calne Community Transport Strategy.</b>	Anne Henshaw or Spencer Drinkwater were unavailable to provide an update.	<b><i>Area Board to note</i></b>	<b>CC</b>
c)	<b>Pavement and Footway Improvement Scheme</b>  <b>5799 – Hilmarton</b> <b>5812 - Calne – (William St)</b>	£7,479.09 has been allocated to an improvement scheme for footway repairs and enhancements in the Calne Community Area. Projects to be lead by the Area Highway teams.  Matt Perrott provided an update and costs for both locations, Hilmarton £7791 and William St £8575.  It was felt that, of the 2, the location at Hilmarton was most likely to be completed within the remit of the scheme and therefore this would be put forward.  (nb This scheme is separate from the normal CATG budget and a formal approval by the Area Board is not required).	<b><i>Area Board to note</i></b>  <b><i>Matt Perrott to progress.</i></b>	<b>CC</b>  <b>MP</b>
d)	<b>Calne Community Safety Forum – Dropped Kerb scheme in Calne</b>	Councillor Ansell was not present to provide an update.	<b><i>Area Board to note</i></b>	<b>CC</b>

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e)	<p><b>5831 and 5884 Residents Parking arrangements at the Green Calne</b></p>	<p>The Community Engagement Manager asked that the group discuss issues submitted relating to parking arrangements at the Green Calne. This issue was not previously on the agenda, but Cllr Thorn had requested information about its status as a CATG issue.</p> <p>Highways Officers advised that, as this related to a request for a residents parking scheme, it would not be dealt with by the CATG. Applications should be sent to the Network Management Team following an initial consultation.</p> <p>Officers provided a briefing note outlining the Residents parking scheme process (appendix 3).</p> <p>It was noted that a local champion would be required to work with local residents to gauge the level of support for a scheme.</p>	<p><i>Area Board to note.</i></p>	<p><b>CC</b></p>
9.	<p><b>Date of Next Meeting: Wednesday 2<sup>nd</sup> May, 4pm at Calne Community Hub, Harris Room.</b></p>			

**Calne Community Area Transport Group**

**Highways Officer – Mark Stansby**

**Community Engagement Manager – Jane Vaughan**

**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.

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### **2. Financial Implications**

- 2.1. All decisions must fall within the Highways funding allocated to Calne Area Board.
- 2.2. If funding is allocated in line with CATG recommendations outlined in this report, and all relevant 3<sup>rd</sup> party contributions are confirmed, Calne Area Board will have a remaining Highways funding balance of **£20,145.86**

### **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**

- 6.1. There are no specific Safeguarding implications related to this report.

### **7. Recommendations to the Area Board:**

- 7.1. **To note the discussions and updates outlined in this report**
- 7.2. **To approve closure of issues as detailed above (4404, 5390, 5464, 5471, 5723, 5661, 5671, 5796, 5814, 5867, 5872, 5995).**
- 7.3. **To move issues to the priority list for progression as detailed in this report (6010, 6011, 6012, 6014).**
- 7.4. **Issue 5986 - To approve allocation of £2,478 towards the implementation of 40mph speed limit extension at Compton Bassett.**

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## APPENDIX 1: Finance Sheet

Calne CATG expenditure 2017 / 18 as of 01/03/18

Budget £12,465 + £13,451.04 c/fwd = £25,916.04

Scheme	Estimate	CATG Commitment	Expenditure	Projected Spend
Calne School Rd area 20 mph limit	£3,000.00	£2,400.00	£1,957.18 Final	£1,957.18
Advisory HGV signs School Road / Newcroft	£250.00	£125.00	£0,000.00	£250.00
Calne Station Road Pedestrian Barrier	£2,300.00	£1,600.00	£0,000.00	£2,300.00
A3102 Nr Compton Bassett – Advisory HGV sign	£1,338.69	£nil	£0,000.00	£1338.69
<b>Totals</b>	<b>£6,888.69</b>	<b>£4,125.00</b>	<b>£1,957.18</b>	<b>£5,845.87</b>

Budget £25,916.04

Projected Spend £5,845.87

Balance £20,070.17

### Contributions

Calne School Rd area 20 mph limit	£400.00	Calne Town Council – Invoice issued
HGV signs School Road / Newcroft	£125.00	Calne Town Council – to be invoiced upon completion
Calne Station Road Ped Barrier	£690.00	Calne Town Council - to be invoiced upon completion
A3102 Nr Compton Bassett	£1,338.69	Compton Bassett PC (Hills) – to be invoiced upon completion

Total contributions £2,553.69

Overall Balance £22,623.86

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## Appendix 2:

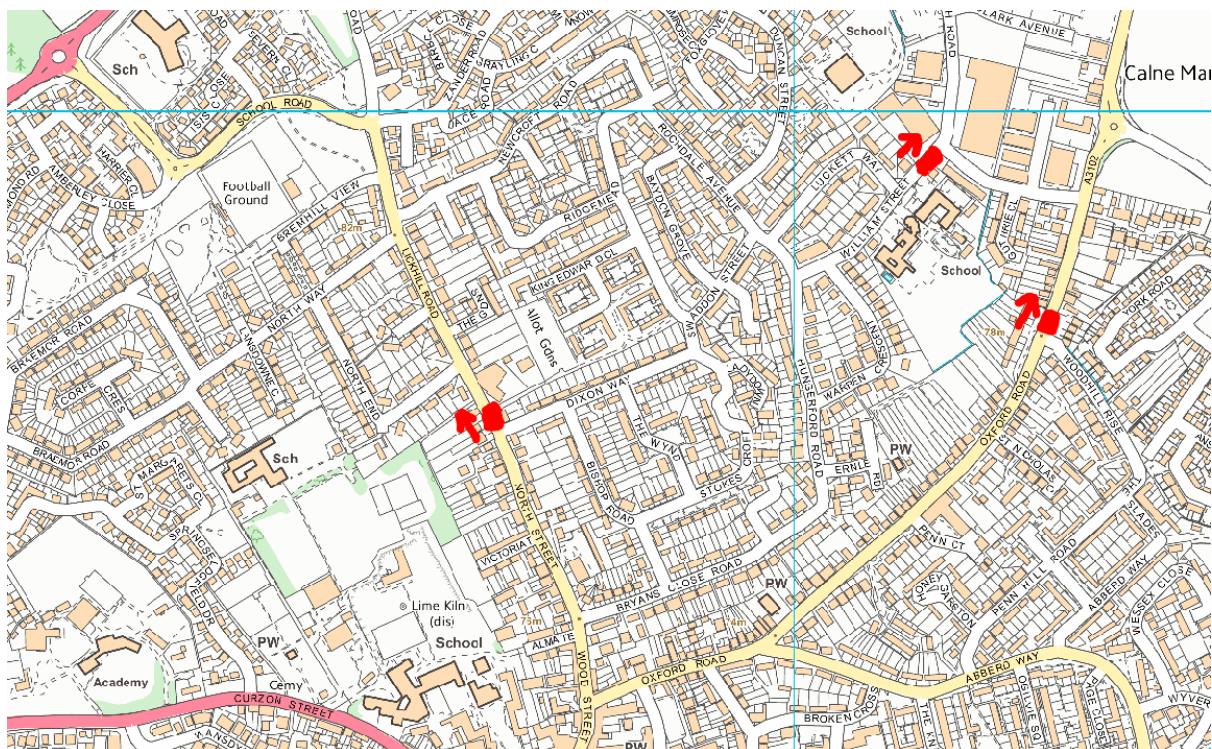
### Calne CATG Briefing Note

#### Issue 5595 – Resident proposal to alleviate congestion on Oxford Road

The proposal includes for a series of traffic control gates placed on Oxford Road, William Street and Lickhill Road. The gates, 3 in total, would allow outbound traffic to continue without restriction but in-bound traffic would be prohibited via these routes, except for buses, taxis and pedal cycles. The proposal also includes for the introduction of a number of one-way routes, notably on Newcroft Road and Dixon Way to prevent rat running and avoidance of the control gates. The proposer also suggests that CCTV be installed to help with enforcement at the gates.

The proposal also includes a one way system at The Pippin with vehicles using Pippin Row to access the car parks.

**Locations of proposed control gates** (arrow indicates direction of un-restricted flow)



#### Comments from Wiltshire Highways

- All 3 gates would prevent rat running and force in-bound traffic from the north to use the A3102 distributor road.
- Journey times for buses and taxis are likely to be reduced for in-bound journeys along Oxford Road.

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- Peak time queuing on Abberd Way could be reduced with fewer vehicles using Oxford Road.
- Residents living on the north side of the gate on Oxford Road, including developments off Sand Pit Road would not have free access (by car) to the town centre.
- Journeys (by car) to and from Fynamore, Marden Vale and Priestly schools may be affected.
- Residents of Abberd Way / Prince Charles Drive would have to travel longer distances when returning home from the north, including journeys from Porte Marsh and the new supermarket site.
- Those same residents would also be forced to use the narrow section at Curzon Street which might have a negative impact on congestion at this point.
- Traffic speeds can sometimes increase on one way roads.
- Residents of Pippin Row are unlikely to support the use of this route for access to The Pippin car parks.

Mark Stansby  
15/03/18

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### Appendix 3:

#### Briefing Note: Calne Area Board Issue 5831 and 5884

#### Residents Parking arrangements at the Green Calne

The viability and success of a Residents Parking scheme is very much dependant on the nature of the problem and the level of support from those residents affected. In general terms if the problem is created by residents owning too many cars - a Resident's Parking Scheme is not appropriate. Areas where households have available off road parking and residents simply do not want other road users to park outside of their homes are also often not viable. However in residential areas which suffer from significant effects of on-street commuter or shopper parking, it may be appropriate to consider the introduction of a Residents Parking Scheme.

Residents Parking Schemes are introduced by Traffic Regulation Orders, either dedicating spaces to residents or exempting permit holders from existing time limits. Such schemes offer preferential parking arrangements to Residents but due to the cost of administering and enforcing a scheme it is necessary to apply an annual charge for each permit.

As the schemes are designed to benefit residents, a majority support of those residents directly affected is required before commencing the detailed surveys and design of a suitable scheme. The following table shows the standard criteria for consideration.

Daytime Problem (8:00am – 6:00pm)	Night time problem (6:00pm – 8:00am)	24 hour problem
60% of available kerb space is occupied by non-residents' vehicles for more than 6 hrs during which 85% of the available kerb space is occupied by all parked vehicles	40% of available kerb space is occupied by non-residents' vehicles for more than 4 hrs during which 85% of the available kerb space is occupied by all parked vehicles.	A combination of the above

The cost of developing these schemes is high due in part to the extensive consultations required and time taken to achieve a generally acceptable consensus amongst the residents, and in some cases schemes do not justify further consideration. For example, the former North Wiltshire District Council engaged Consultants to investigate a potential scheme in Chippenham. The study cost £20,000 and yet the outcome was a non viable scheme. The Strategy therefore requires a minimum consultation response rate of 50% from residents, with a majority of 51% support to carry the vote.

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The Council is often approached with an indication of a high level of support for schemes but often the initial survey does not identify the conditions or issues that the residents are required to accept for example:-

- Schemes can reduce the amount of parking available as additional controls (yellow lines) may be required to protect junctions, access or visibility
- There will be an annual charge for the permits
- The number of permits available to households may be limited dependant on available kerb space and opportunity for off road parking
- Having a permit does not guarantee a space outside your house or within the zone
- Enforcement of the area will be undertaken

The first stage is to establish the extent of the problem and the level of resident's support for the introduction of a scheme. Local "champions" should be appointed to manage the distribution and collection of responses using the attached questionnaire.

Responses should then be sent to the Traffic and Network Manager at County Hall for further consideration. The response should include a plan showing the extent of the area consulted, the number of questionnaires sent out and the number of returns received.

Mark Stansby

Senior Traffic Engineer

16/03/18.



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**(Town) Residents' Parking Questionnaire**

**Street name**.....

**Part 1 – General**

**Questions**

**Answers**

<p>Q1. How many vehicles are owned by residents in your household?</p> <p>Please specify number</p>	
<p>Q2. How many of these vehicles would you normally park off-street?</p> <p>(ie in a garage/driveway) Please specify number</p>	
<p>Q3. How many of these vehicles would you normally park on-street?</p> <p>Please specify number</p>	
<p>Q4. Do you consider that your street has a parking problem?</p> <p>Please answer: Yes, No, Don't Know (DK) or Not Applicable (N/A)</p>	
<p>Q5. If your street has a parking problem, when does it occur?</p> <p>Please answer yes (Y) or no (N) to each category that applies;</p> <p>A; Daytime (say 9:00am to 5:00pm)</p> <p>B; Evening/Night (say 6:00pm to 6:00am)</p>	<p>A</p> <p>B</p>

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<p>C; Weekends only</p> <p>D; Daytime/Evenings/Night (24 hours) weekdays</p> <p>E; 24 hr weekdays and weekends</p> <p>F; Are there other parking problems?</p> <p>Any additional comments?</p>	<p>C</p> <p>D</p> <p>E</p> <p>F</p>
<p>Q6. If you consider that your street has a parking problem, how would it be improved? Please answer yes (Y) or no (N) to each category;</p> <p>A; By removing the restrictions from the existing parking bays (if applicable)</p> <p>B; By introducing a No Waiting Restriction for a short period in the day</p> <p>C; By introducing a Residents' parking scheme</p>	
<p>Q7.If residential permits are introduced, how many permits would you like to purchase? (please read the conditions on page 2)</p> <p>Answer 0, 1, 2, 3, don't know (DK) or not applicable (N/A)</p>	
<p>Q8. If residential permits are introduced, how many daily visitor cards would you ideally like to purchase per year?</p>	

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0-50	50-100	over100	DK or N/A	
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**Part 2 - Basic Conditions of Residents Parking Schemes**

Please read the basic conditions and answer the question below.

- The cost of the permit is anticipated to be in the region of £100 annually.
- The permit cost is an administrative cost for processing the application for a permit; the costs involved in administering the permit scheme are therefore not refundable.
- Permits will be restricted to one per household in the first instance with second permits only issued if capacity allows.
- Purchase of a permit will not guarantee a space outside your house or within your respective zone.
- Consideration will be given to a system for visitor permits which will also incur an administration charge.
- Enforcement of the area will be undertaken as appropriate and non compliance with the traffic regulation order conditions will be enforced regardless of display of a valid permit
- Please note that consideration of any scheme for progression will be dependant, on a minimum of 50% of responses from households within the zone.

Q9. I accept the basic conditions and support a Resident's Parking Scheme (please circle your preference)

Yes

No

Please note support for a scheme must include acceptance of the conditions.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

CALNE COMMUNITY AREA TRANSPORT GROUP 19/03/2018

We are required to comply with the provisions of the Data Protection Act 1998 in relation to how we handle any personal data which we obtain from you. Any personal information gathered will only be used in the context of this consultation. Further information can be obtained from the Data Commissioner's website: [www.ico.gov.uk](http://www.ico.gov.uk).

Data Protection Registration Number: Z1668953.

Thank you very much for taking the time to complete this questionnaire.

*Unfortunately we are unable to respond individually to all the comments received.*

Date : .....