

Report to	Chippenham Area Board
Date of Meeting	9th July 2012
Title of Report	Local Transport Plan – Small Scale Transport and Highway Improvement Schemes

Purpose of Report

To ask the Chippenham Area Board to consider and approve the recommendations from the Chippenham Community Area Transport Group (CATG) outlined in this report:

1. To approve the list of schemes recommended for prioritisation in 2012/13 (see Appendix 1, 1a, 1b, 1c, 1d)
2. To approve the list of schemes recommended for retention and further consideration in 2012/13 (see Appendix 2)
3. To approve the list of requests recommended for removal (see Appendix 3)
4. To approve the deployment of the Speed Indicator Device (SID) allocated to the Chippenham Community Area to 3 new sites (see Appendices 4, 4a)
5. To approve schemes recommended for prioritisation in the review of C class roads:

1. Background

- 1.1. In 2012/2013 the 18 Area Boards were again allocated a discretionary budget of £250,000 to involve them in the assessment and selection of small scale transport schemes to be progressed in their community areas. Chippenham Area Board was allocated £18,087.
- 1.2. A balance of £1,578 was carried forward from last year, together with a contribution of £19,900 from the Area Board's 2011/12 budget, giving a total of £39,565 for 2012/13.
- 1.3. On 5th March 2012, the contribution of £19,900 was allocated to 3 schemes :

Malmesbury Road, Chippenham	Upgraded lighting and high friction surfacing to improve pedestrians safety at zebra crossing on the Malmesbury Road (near St Paul's Church Hall)	£8,000
Kington St Michael Road, Kington Langley	Upgrade existing footway and make safe for pedestrians	£6,900
Pedestrian accessibility	To provide improvements to dropped kerb provision in the community area, following a prioritisation exercise to be carried out by the CATG with Town & Parish Councils	£5,000

The balance for 2012/13 is **£19,665**.

- 1.4. This funding allocation is for capital funding and can only be used to provide new and improved infrastructure. It is suitable for schemes that improve safety, increase accessibility and sustainability by promoting walking; cycling and public transport and improve traffic management. It cannot be used to fund maintenance schemes or to pay for revenue functions such as passenger transport.
- 1.5. Chippenham Area Board agreed to the establishment of a Community Area Transport Group (CATG) to consider issues /schemes with the support of highways officers and make recommendations to the Area Board.
- 1.6. The means by which the public, Town and Parishes can identify issues for consideration to the Chippenham CATG is via the Community Issues system.
- 1.7. Representatives from Town & Parish councils and members of the public are welcome to attend meetings where there are issues under discussion relevant to their community. Please contact your Community Area Manager Victoria Welsh should you wish to attend to ensure that numbers can be accommodated:
victoria.welsh@wiltshire.gov.uk
- 1.8. Chippenham CATG is scheduled to meet 4 times in 2012 on 20th February, 21st May, 20th August and 19th November
- 1.9. Chippenham CATG Summary of Actions is available from the Chippenham Area Board web pages of the council's website to enable information to be readily available to Town and Parish councils and the wider community.

2. Recommendations from CATG

- 2.1. To approve the list of schemes recommended for prioritisation in 2012/13 - see Appendix 1, 1a, 1b, 1c, 1d
- 2.2. To approve the list of schemes recommended for retention and further consideration in 2012/13 - see Appendix 2
- 2.3. To approve the list of requests recommended for removal - see Appendix 3
- 2.4. To approve the deployment of the Speed Indicator Device (SID) allocated to the Chippenham Community Area to 3 new sites (see Appendices 4, 4a)
 - 2.4.1. A Speed Indicator Device (SID) is a portable temporary sign with a variable display that detects and displays the speed of an approaching vehicle. The role of a SID is:
 - To raise awareness of vehicle speeds
 - To educate driver behaviour
 - To support other measures of speed control such as safety cameras and Community Speed Watch (CSW)
 - To highlight speeding issues where direct measures cannot be used
 - 2.4.2. SID's are deployed on a temporary basis and are generally erected at a site for 14 days. They are used at:
 - Community concern sites in a rolling programme of deployment
 - Community Speed Watch (CSW) sites where CSW volunteers have highlighted a persistent speeding problem
 - Sites where night time traffic speeds meet the CSW criteria.
 - 2.4.3. Chippenham Area Board has one 'SID' to be issued with a list of sites which meet the eligibility criteria. The Area Board will be asked to identify which sites in their area are priorities and put forward a programme of deployment. Area Boards will be encouraged to review, amend, or add new sites to the deployment programme. This will take place not less than every 6 months. The SID will not normally return to monitor a site within 3 months of the previous visit.
 - 2.4.4. New requests may come from members of the public or Town and Parish Councils. The Community Area Manager (CAM) will collate requests and initiate the site assessment process.
- 2.5 A list of 'C' class roads within the Chippenham Community Area was presented to the CATG at its last meeting. Each route was ranked in order of its collision rating per km and the group was invited to select two for speed limit assessment in 2012-13 with a third as a reserve.
- 2.6 In this instance the group agreed to select the C154, the C180 and the C185 (reserve).

3. Environmental & Community Implications

3.1. 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.

4. Financial Implications

4.1. All decisions must fall within the funding allocated to Chippenham Area Board.

5. Legal Implications

5.1. There are no specific legal implications related to this report.

6. HR Implications

6.1. There are no specific HR implications related to this report.

7. Equality and Inclusion Implications

7.1. The schemes recommended to the Area Board will improve road safety for all users of the highway.

Appendices	Appendix 1, 1a, 1b, 1c, 1d – Chippenham CATG Schemes recommended for prioritisation in 2012/13 Appendix 2 – Chippenham CATG Schemes recommended for retention in 2012/13 Appendix 3 - Chippenham CATG Requests recommended for removal Appendix 4, 4a – Speed Indicator Devices
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