

# AGENDA SUPPLEMENT

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**Meeting:** Chippenham Area Board  
**Place:** Wiltshire Council, Monkton Park Offices, Chippenham, SN15 1ER  
**Date:** Monday 1 March 2010  
**Time:** 7.00 pm

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**The Agenda for the above meeting was published on 19 February 2010 and indicated that the reports detailed below would be to follow. These are now available and attached to this Agenda Supplement.**

Please direct any enquiries on this agenda to Julia Densham (Senior Democratic Services Officer), Democratic and Members' Services on 01249 706610 / [julia.densham@wiltshire.gov.uk](mailto:julia.densham@wiltshire.gov.uk)

Press enquiries to Communications on 01225 713114/713115.

This Agenda and all the documents referred to within it are available on the Council's website at [www.wiltshire.gov.uk](http://www.wiltshire.gov.uk)

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7. **Town, Parish and Partner Updates** (Pages 1 - 10)

To receive an update from any partners who wish to contribute:

- a. Parishes (to follow)
- b. Wiltshire Fire and Rescue Service
- c. NHS Wiltshire (March update to follow)
- d. Community Area Young People's Issues Group
- e. Chippenham Area Partnership (to follow)
- f. Chippenham Vision (to follow)
- g. Wiltshire Police.

13. **A4 Rowden Hill Traffic Management** (Pages 11 - 24)

Parvis Khansari, Service Director, will present a report from the Highways Department regarding the possible traffic management options available for Rowden Hill. (to follow)

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DATE OF PUBLICATION: 26 February 2010



## **Update for Chippenham Area Board**

<b>Update from</b>	<b>Grittleton Parish Council</b>
<b>Date of Area Board Meeting</b>	1 <sup>st</sup> March 2010

### **Headlines**

- Long outstanding highways and right of way issues
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- Rural police unit

### **Projects**

- MUGA
- 

- Recreational facility, Littleton Drew
- 

- BT Adopt-a-Kiosk scheme

### **Future Events/Dates for the diary**

- Next meeting of Grittleton Parish Council 8<sup>th</sup> March 2010
- 

- AGM and Civil Meeting 17<sup>th</sup> May 2010

Signed: Emma Walker (Clerk)

Date:25.02.10



## Update for Chippenham Area Board

<b>Update from</b>	<b>SEAGRY PARISH COUNCIL</b>
<b>Date of Area Board Meeting</b>	1 <sup>st</sup> March 2010

### Headlines

- **Public Loan monies in the bank**

As reported to the Area Board, Seagry Parish Council had applied to borrow £100,000 from the Public Works Loan Board to be repaid over 50 years at a fixed interest rate to be a charge on the Parish precept.

The Parish Council has now received the capital sum and will shortly be transferring the money with suitable conditions to the Trustees, for the building of the new Goss Croft Hall.

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- **Dangerous potholes**

There are still very large potholes on the road from the Motorway Junction to the village, presenting hazards to road safety and potential damage to vehicles.

### Projects

- Seagry Parish Council was disappointed to note that their interest in January 2008 in taking over management (or even ownership) of their allotments was not included in the cabinet papers listing interested Parishes. A phone call from the Chairman followed by an e-mail copy of the 2008 letter from Richard Munro confirming our interest has reassured us that this item is back on the agenda.

### Future Events/Dates for the diary

- Next Parish Council meetings are on 9<sup>th</sup> March and 11<sup>th</sup> May 2010 (7.30 pm) at Seagry & Startley Village Hall.

Signed: Jane Clark

Date: 25<sup>th</sup> February 2010





## **NHS Update - March 2010**

### **NHS continues to encourage vaccination as NPFS stands down**

Wiltshire's Director of Public Health, Maggie Rae, is calling for people who have been invited for a vaccination against Swine Flu to take up the offer.

The National Pandemic Flu Service (NPFS) stood down on 11 February 2010, seven months after it was launched at the height of the first wave of the pandemic. From this date the online and phone self-care service stopped. People with suspected swine flu should stay at home and contact their GP who will be able to authorise antivirals as appropriate.

### **Wiltshire welcomes the Electronic Prescription Service**

Every working day in England, 1.5 million paper prescriptions are issued by doctors and health professionals – and of these, about seven out of 10 are repeat prescriptions.

To handle this number more efficiently, the NHS is introducing the Electronic Prescription Service (EPS) nationwide, meaning that having to call into your GP practice and fill out a form every time you need to order a repeat prescription will become a thing of the past. The new service will let your GP practice send your prescription electronically, direct to the place you choose to pick up your medication, without the need for paper. This means there is less need for people with repeat prescriptions to call into their GP practice in order just to collect the prescription form.

With EPS, a person will be able to 'nominate' the pharmacy or dispensing practice of their choice rather than the one which the GP uses. For example, you could choose to nominate a place that is convenient to where you live, work or shop – the prescription will be sent electronically by your GP and you simply show some identification and pick up the medication, without having to collect the paper prescription on the way.

Information leaflets about EPS will begin to be distributed with medicine bags through pharmacies shortly, so that people are ready for the change.

### **NHS Wiltshire smashes target as NHS dental places soar**

NHS Wiltshire has smashed its 10% target for increasing NHS dentistry this year, achieving a 22.9% rise in the number of Units of Dental Activity (UDAs) – a total of 126,730. This means that, by the end of this financial year, around 43,000 extra patients will have been seen by an NHS dentist. The figures appear in statistics just released by the Department of Health.

### **Wiltshire's pioneering Neighbourhood Teams ahead of the game as Government announces more care at home**

Wiltshire patients in the care of the county's 11 Neighbourhood Teams continue to report high levels of satisfaction in the second annual survey carried out by NHS Wiltshire. The results of the survey come as the Health Secretary, Andy Burnham, sets out measures to shape NHS services around individual patients.

The Neighbourhood Teams, which were introduced in Wiltshire in 2007, were among the first in the country to bring nurses, physiotherapists, occupational therapists and others together to provide seamless, high-quality and holistic care for patients in their own homes.

Patients were surveyed in October 2009 and give the teams a ringing endorsement. When asked "how would you rate the quality of care you have been provided with by the team?", 86% of the responses scored "very good" and 13% scored "good" with 1% as "fair". 96% of patients found that the timing and frequency of visits met their needs. Responses were backed up with comments, all of which were positive.

### **Healthier weight in Wiltshire**

Recent figures published in the Health survey for England reveal that Wiltshire children are far more likely to have a healthy weight at the age of 11 compared to children in the South West region and the rest of England, and the numbers of Year 6 children in Wiltshire who are overweight or obese is also lower than the rest of the country.

### **Health & Wellbeing Fairs**

NHS Wiltshire and Wiltshire Council are working together to deliver a series of Health & Wellbeing Fairs across the county, to highlight the particular health issues for each of the community areas. The Fairs will give local people an opportunity to speak to health and wellbeing professionals, take some basic health and fitness tests and learn about healthy lifestyles. This will be followed by a workshop that looks more closely at the health needs of the community in order for Area Boards, Partnerships and other local groups to identify priorities to help improve the health and well being of the community.

Please contact your local Community Area Manager for details of the event in your area.  
[jo.howes@wiltshire.nhs.uk](mailto:jo.howes@wiltshire.nhs.uk)

The next Board meeting will be held on **24 March 2010, in the Conference Room at Southgate House, Devizes**

Papers are published a week before the meeting on [www.wiltshire.nhs.uk](http://www.wiltshire.nhs.uk) or on request from Maggie Goodman, NHS Wiltshire (tel: 01380 733827, email: [maggie.goodman@wiltshire.nhs.uk](mailto:maggie.goodman@wiltshire.nhs.uk))

For further information or copies of documents referred to above, please contact Jo Howes, Community Engagement Manager, 01380 733929 or [jo.howes@wiltshire.nhs.uk](mailto:jo.howes@wiltshire.nhs.uk)



# Update for Chippenham Area Board

Update from	ChAP (Chippenham & Villages Area Partnership)
Date of Area Board Meeting	1 <sup>st</sup> March 2010

## Headlines

- **Communication with / networking other Community Area Partnerships**

## Projects

- **‘Action for Market Towns’ annual convention success, October 12<sup>th</sup> and 13<sup>th</sup>.**  
As reported at the last Area Board, ChAP as a member of Action for Market Towns put in an application to host the prestigious AMT national convention in Chippenham. The application was backed by ChAP, Chippenham Town Council, Wiltshire Council through the North Wilts Economic Partnership, the Chippenham Vision Board and others. We are delighted to report that after a visit by the Executive of AMT, Chippenham has been selected to host the 2010 convention and will showcase examples of progress in workshops and study tours. There are good opportunities for businesses to exhibit at the convention, and sponsorship packages will be issued shortly. Thanks to all who supported the bid.
- **Leisure facilities survey complete.**  
ChAP has completed the preparation of this survey, which will identify gaps in provision and quality of provision, and the Vision Board has approved it. The survey will be printed and widely circulated, and a version will be available to fill in on-line shortly.
- **Chippenham River Festival 2010 – August 28<sup>th</sup> and 29<sup>th</sup>** (jointly promoted with Chippenham Vision). New events this year will include Raft Racing and a parachute display by the Red Devils. Please support with generous sponsorship and by entering teams for the Raft Races (£10 per crew member).  
**ChAP plans to run a public consultation event within the River Festival, and is happy to include consultation items from the Area Board, the Cabinet, or any other partner organisations**

## Future Events/Dates for the diary

- **Next Steering Group meeting** - Jubilee Buildings, Chippenham at 2.30 pm, 16th March.

Signed: Jane Clark, Chairman, 25th February 2010



## Update for Chippenham Area Board

<b>Update from</b>	<b>Chippenham Vision Board</b>
<b>Date of Area Board Meeting</b>	1 <sup>st</sup> March 2010

### Headlines

- **Conservation Area Management Plan.** This important and valuable document is out to consultation, which will give it more planning weight: the Vision has responded positively to the consultation and the Area Board is urged to do likewise.
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- **Chippenham Master Plan.** Preparation is well advanced for the procurement documents for the opportunity studies of the three key sites of Bath Road / Bridge Centre, Riverside / Westmead and Station Hill / Langley Park. Meetings are planned with landlords and/or developers for all three sites. The Vision will meet with Development Control to press for appropriate use of Avonside House due to its strategic position at the entrance to Westmead. A 3D mapping tool has been procured to assist with this work.

### Projects

- **Riverside.** The Vision Board has funded a design and feasibility study by Nicholas Pearson Associates for a floating pontoon in Monkton Park, and a canoe landing stage upstream of JD Wetherspoons. The Performance Reward Grant 'Expression of Interest' approved by the last Area Board has been forwarded to the Thematic Partnerships for comment. Supplementary evidence will be supplied and the Performance Reward Grant Panel will consider the application at the end of March.
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- **Youth development strategy.** The Performance Reward Grant 'Expression of Interest' for a Skate Park for Chippenham (approved by the last Area Board) has been forwarded to the Thematic Partnerships for comment. Supplementary evidence will be supplied and the Performance Reward Grant Panel will consider the application at the end of March.
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- **'Closure' of National Cycle Route 4.** Press reports that part of the Sustrans route has been closed are incorrect as a right of way still exists. The Vision Board will discuss with the Rights of Way manager improvements for disabled and advisory notices where cyclists should dismount.
  - **Resources.** Tim Martienssen has been appointed as full-time Vision Director for Chippenham (Adam Nardell will become the full-time Vision Director for Trowbridge). Commencement date will be in April/May, but Tim is already attending meetings to ensure a smooth hand-over. Officers have been identified by the Council to support the Vision Board, and the Board Chairman will meet with them on 12<sup>th</sup> March.

## ***Update for Chippenham Area Board***

### **Future Events/Dates for the diary**

- **Chippenham River Festival 2010** – August 28<sup>th</sup> and 29<sup>th</sup> (jointly promoted with ChAP). New events this year will include Raft Racing and a parachute display by the Red Devils. Please support with generous sponsorship and by entering teams for the Raft Races (£10 a head).

Signed: John Clark

Date: 25<sup>th</sup> February 2010

WILTSHIRE COUNCIL

AGENDA ITEM NO.13

CHIPPENHAM AREA BOARD

1<sup>st</sup> March 2010

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**A4 ROWDEN HILL / LOWDEN JUNCTION**  
**CHIPPENHAM**

**1. Purpose of the Report**

- 1.1 To provide information on a community concern issue raised by Councillor Mrs Judy Rooke relating to traffic delay and safety issues for vehicles and pedestrians at the junction of A4 Rowden Hill / Lowden, Chippenham.

**2. Background**

- 2.1 Local residents have expressed concern regarding difficulties experienced by drivers whilst attempting to manoeuvre both into and out of junctions on the A4 Rowden Hill. The junction with Lowden is highlighted as a particular problem. It is suggested that heavy traffic volumes and peak hour congestion on the A4 is limiting the number of suitable gaps for vehicles to exit the side road, resulting in excessive delay and queues.
- 2.2 Concern has also been expressed regarding the lack of facilities for pedestrians at the junction. In an attempt to overcome these difficulties the provision of a mini roundabout at the A4 Rowden Hill / Lowden junction with accompanying pedestrian facilities has been put forward as a potential solution.
- 2.3 Lowden is a two-way 'C' class road approximately 0.7km in length which links the A420 and B4525 and surrounding estates to the A4 Rowden Hill. At the northern end of Lowden is a railway over bridge with a height restriction of 10ft.
- 2.4 A correctly located mini-roundabout can improve the operation of a junction by reducing the dominance of one traffic flow, facilitate access by reducing delay at side roads and improve capacity at overloaded junctions. In contrast incorrectly sited mini roundabouts can increase delays for main road traffic, encourage rat running on unsuitable routes and increase the likelihood of collisions.
- 2.5 When examining the suitability of converting an existing junction to a mini roundabout there are number of factors which must first be examined before deciding to proceed. It is important to identify any factors which may suggest that a mini roundabout is an unsuitable choice early on in the assessment process. Reason for rejection includes, dual carriageways, junctions with five or more arms or where recorded 85<sup>th</sup> percentile speeds exceed 35mph.

- 2.6 The procedure for assessing site suitability for mini roundabouts is typically undertaken in two separate stages. The first stage involves a site assessment to determine whether there is enough space to accommodate the construction of a mini roundabout. In the case of the Rowden Hill / Lowden junction an initial examination confirms that the width of the carriageway and extent of the public highway is sufficient to allow the provision of a mini roundabout although some footway realignment on the northeast side of the junction would be necessary.
- 2.7 The second stage of the assessment process involves the collection and evaluation of data which allows engineering judgment to be made as to whether a mini roundabout is the most appropriate junction improvement. The data typically includes:
- Speed
  - Queue Length
  - Road character & Layout
  - Traffic Volume/ Turning count
  - Visibility
  - Collision history

### 3.0 **Data Collection**

An assessment has been undertaken with the findings outlined below:

#### 3.1 **Speed**

Data acquired from Wiltshire Police over a 7 day period on Rowden Hill (close to the Rowden junction) indicates a recorded 2-way 85<sup>th</sup> percentile speed of 35.6mph.

#### 3.2 **Queue Lengths**

An assessment of the queue lengths along Lowden was undertaken on 23<sup>rd</sup> February 2010. During this time queue lengths were recorded at two minute intervals for both the morning peak (0800 – 0900) and the afternoon peak (1500 – 1700). The results indicated an average queue length of '1' vehicle during the morning peak, with a maximum of '4' vehicles recorded at any one time (0844-0846 & 0858). During the afternoon peak the average queue length was '1.3' vehicles, with maximum of '5' vehicles at any one time (1532). See **Appendix 1**.

#### 3.4 **Traffic Volume / Turning Count**

Data acquired from Wiltshire Police taken over a 7 day period indicate an average annual daily flow of 21,000 vehicles on the A4 Rowden Hill / Bath Road.

- 3.5 On the 23<sup>rd</sup> February a morning and afternoon peak hour count was undertaken at the A4 Rowden Hill / Lowden junction. During both periods a total of 261 vehicles were recorded exiting Lowden. Of that figure 137 vehicles (52%) turned left towards the town centre and 124 vehicles (48%) turned right towards Melksham, see **Appendix 2**.

- 3.6 During the same period a total 417 vehicles were recorded turning into Lowden from the A4. Of that figure 159 (38%) turned right from the direction of the town

centre and 258 vehicles (62%) turned left from the Melksham direction. See **Appendix 3**.

### 3.7 Visibility

Forward visibility to the proposed give way markings at the roundabout for vehicles travelling northeast along Rowden Hill (towards the town centre) is approximately 82m. For vehicles travelling in a south westerly direction (towards Melksham) the figure is approximately 80m. The forward visibility on the Lowden approach is approximately 30m, with side road visibility at the junction for vehicles waiting to turn right approximately 90m.

### 3.8 Collision History

An analysis of the collision history at the Rowden Hill / Lowden junction indicates no recorded 'Personal Injury Collisions' (PICs) over the preceding 3 year period.

## 4.0. Data Analysis

4.1 The 85<sup>th</sup> percentile recorded speed for two way traffic on Rowden Hill is marginally above the recommended threshold figure of 35mph. Unfortunately it has not been possible to extract the individual data for the downhill (northeast) approach to the junction, however on-site observations would estimate average vehicle speed to be in excess of 35mph. Whilst mini roundabouts are often intended to act as speed control measures they are not suitable where vehicles approach the junction at higher speed. Vehicles must have slowed sufficiently to be able to stop and give way to circulatory traffic. In this particular instance there is concern that despite the provision of nearside entry deflection on the northeast (downhill) approach to the junction, vehicles, especially HGV's may fail to stop in time for traffic turning right out of Lowden with the potential for overshoot and side-on collisions, if a mini roundabout was to be constructed.

4.2 The recorded queue lengths did not exceed '5' vehicles at any one time during the survey period and were on average less than '2' vehicles during both the morning and afternoon peak.

4.3 The individual character and nature of the road junction at which a mini roundabout is being considered plays a significant role in determining its suitability. Gradients, highway status, pedestrian & cycle facilities and street lighting must all be considered. In this particular instance the gradient of the through road (Rowden Hill) is for the reasons explained in point 4.1 of key importance. Another consideration is the proximity of adjacent vehicular accesses. At this location there are a number of private driveways directly opposite the Lowden junction which would be adversely affected by the introduction of a mini roundabout, in particular number 59 Rowden Hill. See **Appendix 4**.

4.4 When considering the introduction of a mini roundabout the issue of both main and side road flow must be given careful consideration. Low side road volumes can frequently result in dominant streams on the main road which adversely affects the operation of the roundabout. If, due to low side road flows drivers become accustomed to not giving way for right turning traffic, an increased likelihood of side road collisions may result. The Department for Transport recommends that side road traffic flows should not be less than 500 vehicles

per day. Whilst in the case of Lowden junction only peak hour counts were undertaken, the data appears to show that there would almost certainly be insufficient traffic movement from the side road in order to meet the necessary criteria.

- 4.5 Whilst access both into and out of the Lowden junction would almost certainly be improved following the introduction of mini roundabout it should be noted that with any change of junction control there is a risk of increased delay during the peak hours to the vehicles on the through route. In this instance the average two way daily flow along the A4 is 21,000 vehicles. Should a mini roundabout be considered, twin lane approaches on the A4 would be necessary in order to provide suitable capacity and reduce the impact during the peak hours.
- 4.6 For a mini roundabout to operate as intended it is essential that the junction type can be recognised and that drivers have adequate forward visibility to the give way markings. For vehicles travelling at an 85<sup>th</sup> percentile speed of 35mph the minimum forward visibility is 80m. At 40mph this figure increases to 90m. An estimate undertaken at the junction indicates that this figure can be achieved for the main road approaches at an 85<sup>th</sup> percentile speed of 35mph although at higher speeds the amount of available forward visibility falls slightly short of the required figure.
- 4.7 The current collision record for the Rowden Hill / Lowden indicates that no personal injury collisions (PICS) have been recorded during the past three years. It is important to note however than non-injury collisions are not recorded on the Police database.
- 4.8 A recent study of collision rates at all '3' arm mini roundabouts in Wiltshire indicates an average figure of '6' personal injury collisions per 100million vehicle movements through the junction, compared with a standard 'T' junction figure of 21.5. Whilst the figures indicates that mini roundabouts have an inherently better safety record than 'T' junctions it should be noted that the introduction of a mini roundabout at the Rowden Hill / Lowden junction would probably lead to an overall increase in collisions.
- 4.9 Lowden is considered a convenient route for local vehicles in order to access the A4. It could be argued that the introduction of a mini roundabout would further increase its attractiveness as a local route. This may in turn have a detrimental effect on both Lowden and the wider community as increasing numbers of vehicles seek to reduce journey times by using nearby residential roads rather than the main routes.
- 5.0 On-site observations would appear to reinforce the concerns expressed regarding the difficulty of pedestrian movement at the Lowden junction. During peak periods some pedestrians have to negotiate the queue of vehicles waiting at the junction and many are finding their way forward obstructed. Whilst some limited pedestrian improvements on Rowden Hill may indeed be possible as part of a mini roundabout, the provision of a refuge island across the Lowden junction would not be feasible due to the presence of an adjacent vehicular access. See **Appendix 4**. Should Rowden Hill / Lowden remain as a 'T' junction it may be possible to provide a pedestrian refuge closer to junction with Rowden Hill.



5.1 There is currently a proposal to introduce a 'Puffin' Crossing (Pedestrian User Friendly Intelligent) on Rowden Hill just north of its junction with Rowden Lane. As a consequence a signalised crossing would introduce additional gaps in the traffic on the A4 which in turn would provide assistance to traffic exiting the Lowden junction.

5.2 Excluding any necessary service diversions the cost to provide a mini roundabout at the Rowden Hill / Lowden junction is estimated to be £45,000.

## **6.0 Recommendation**

In view of the limited delays observed at the junction, the likelihood of an increase in collisions at the junction and the potential to encourage greater traffic volumes on Lowden, it is not recommended that a mini roundabout be installed. It is suggested that a refuge at the junction be considered to facilitate improved pedestrian crossing movement and that it be added to the reserve scheme list for 2010/11, subject to the necessary budget being available.

## **7.0 Financial Implications**

7.1 There are no financial implications related to this report other than potential cost to provide the pedestrian refuge indicated in the recommendation above.

## **8.0 Legal Implications**

8.1 There are no legal implications related to this report.

## **9.0 HR Implications**

9.1 There are no HR implications related to this report

## **10.0 Equality and Diversity Implications**

10.1 The provision of a refuge at the Rowden junction would facilitate improved facilities for pedestrians, especially those with disabilities.

George Batten  
Corporate Director of Transport, Environment & Leisure

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### Appendices:

Appendix 1 – Junction queue count  
Appendix 2 – Turning count – Out of Lowden  
Appendix 3 – Turning count – Into Lowden  
Appendix 4 – Outline Plan of mini roundabout

No unpublished documents have been relied upon in the preparation of this report



# APPENDIX 1

# Queue Count Sheet



Tuesday 23rd February 2010

Time	Q Length
800	1
802	0
804	2
806	0
808	1
810	1
812	0
814	0
816	2
818	0
820	3
822	1
824	2
826	1
828	0
830	0
832	0
834	0
836	0
838	0
840	0
842	0
844	4
846	4
848	0
850	1
852	0
854	0
856	0
858	4
900	2

Time	Q Length
1500	2
1502	1
1504	0
1506	0
1508	0
1510	2
1512	1
1514	2
1516	0
1518	0
1520	1
1522	1
1524	2
1526	2
1528	0
1530	1
1532	5
1534	0
1536	0
1538	1
1540	0
1542	1
1544	0
1546	0
1548	0
1550	0
1552	0
1554	0
1556	0
1558	0
1600	0

Time	Q Length
1602	1
1604	0
1606	4
1608	3
1610	0
1612	2
1614	0
1616	3
1618	0
1620	0
1622	1
1624	0
1626	1
1628	1
1630	0
1632	1
1634	0
1636	3
1638	0
1640	2
1642	0
1644	1
1646	0
1648	1
1650	0
1652	0
1654	1
1656	0
1658	0
1700	0



# APPENDIX 2

Tuesday 23/02/2010

## Out Lowden -> Onto Rowden Hill Towards Town Centre

Car	LGV	MGV	Bus	MCL	PCL	R2	R3+	A3+	Veh	HGV	PCU
23	0	0	0	0	0	0	0	0	0	23	23
15	0	0	0	0	0	0	0	0	0	15	15
17	1	0	0	0	0	1	0	0	0	19	18
12	2	0	0	0	0	0	0	0	0	14	14
67	3	0	0	0	0	1	0	0	0	71	70
67	3	0	0	0	0	1	0	0	0	71	70
67	3	0	0	0	0	1	0	0	0	71	70
9	0	0	0	0	0	0	0	0	0	9	9
13	2	0	0	0	0	0	0	0	0	15	15
8	0	0	0	0	0	0	0	0	0	8	8
3	1	0	0	0	0	0	0	0	0	4	4
33	3	0	0	0	0	0	0	0	0	36	36
4	1	0	0	0	0	1	0	0	0	6	5
14	0	0	0	0	0	0	0	0	0	14	14
3	0	0	0	0	0	0	0	0	0	3	3
6	1	0	0	0	0	0	0	0	0	7	7
27	2	0	0	0	0	1	0	0	0	30	29
60	5	0	0	0	0	1	0	0	0	66	65
33	3	0	0	0	0	0	0	0	0	36	36
127	8	0	0	0	0	2	0	0	0	137	135
<b>TOTAL</b>											

Tuesday 23/02/2010

## Out Lowden -> Onto Rowden Hill Towards Melksham

Car	LGV	MGV	Bus	MCL	PCL	R2	R3+	A3+	Veh	HGV	PCU
8	0	0	0	0	0	1	0	0	0	9	8
9	0	0	0	0	0	0	0	0	0	9	9
9	5	0	0	0	0	0	0	0	0	14	14
5	3	0	0	0	0	0	0	0	0	8	8
31	8	0	0	0	0	1	0	0	0	40	39
31	8	0	0	0	0	1	0	0	0	40	39
31	8	0	0	0	0	1	0	0	0	40	39
7	0	0	0	0	0	0	0	0	0	7	7
14	2	1	1	0	0	0	0	0	0	17	18
10	0	1	0	0	0	0	0	0	0	11	12
4	1	0	0	0	0	0	0	0	0	5	5
35	3	2	2	0	0	0	0	0	0	40	41
11	1	0	0	0	0	0	0	0	0	12	12
15	0	0	0	0	0	1	0	0	0	16	15
7	2	0	0	0	0	0	0	0	0	9	9
5	1	0	0	0	0	1	0	0	0	7	6
38	4	0	0	0	0	2	0	0	0	44	42
73	7	2	2	0	0	2	0	0	0	84	83
39	4	2	2	0	0	0	0	0	0	45	46
104	15	2	2	0	0	3	0	0	0	124	123
<b>TOTAL</b>											

LGV Light Goods Vehicle  
 MGV Medium Goods Vehicle  
 MCL Motorcycle  
 PCL Cyclists  
 R2 HGV - Rigid 2 axel  
 R3+ HGV - Rigid 3 axels or more  
 A3+ HGV - Articulated 3 Axels or more  
 Veh Total of all vehicles  
 HGV Total of all HGVs  
 PCU Vehicles minus cyclists



# APPENDIX 3

23/02/2010

## In To Lowden -> From Rowden Hill Town Centre Direction

Car	LGV	MGV	Bus	MCL	PCL	R2	R3+	A3+	Veh	HGV	PCU
8:00-8:15	15	1	0	0	0	0	0	0	0	16	0
8:15-8:30	6	0	0	0	0	0	0	0	0	6	0
8:30-8:45	11	1	0	0	0	0	0	0	0	12	0
8:45-9:00	4	0	0	0	0	0	0	0	0	4	0
8:00-9:00 hour	36	2	0	0	0	0	0	0	0	38	0
8:00-9:00 bloc	36	2	0	0	0	0	0	0	0	38	0
8:00-9:00 peak	36	2	0	0	0	0	0	0	0	38	0
15:00-15:15	18	3	0	0	0	0	0	0	0	21	0
15:15-15:30	14	0	0	0	0	0	0	0	0	14	0
15:30-15:45	14	0	0	0	0	0	0	0	0	14	0
15:45-16:00	9	0	0	0	0	0	0	0	0	9	0
15:00-16:00 hour	55	3	0	0	0	0	0	0	0	58	0
16:00-16:15	17	0	0	0	0	0	0	0	0	17	0
16:15-16:30	13	2	0	0	1	0	0	0	0	16	0
16:30-16:45	12	2	0	0	0	0	0	0	0	14	0
16:45-17:00	16	0	0	0	0	0	0	0	0	16	0
16:00-17:00 hour	58	4	0	0	0	0	0	0	0	63	0
15:00-17:00 bloc	113	7	0	0	1	0	0	0	0	121	0
16:00-17:00 peak	58	4	0	0	1	0	0	0	0	63	0
<b>TOTAL</b>	149	9	0	0	0	1	0	0	0	<b>159</b>	0

LGV Light Goods Vehicle  
 MGV Medium Goods Vehicle  
 MCL Motorcycle  
 PCL Cyclists  
 R2 HGV - Rigid 2 axel  
 R3+ HGV - Rigid 3 axels or more  
 A3+ HGV - Articulated 3 Axels or more  
 Veh Total of all vehicles  
 HGV Total of all HGVs  
 PCU Vehicles minus cyclists

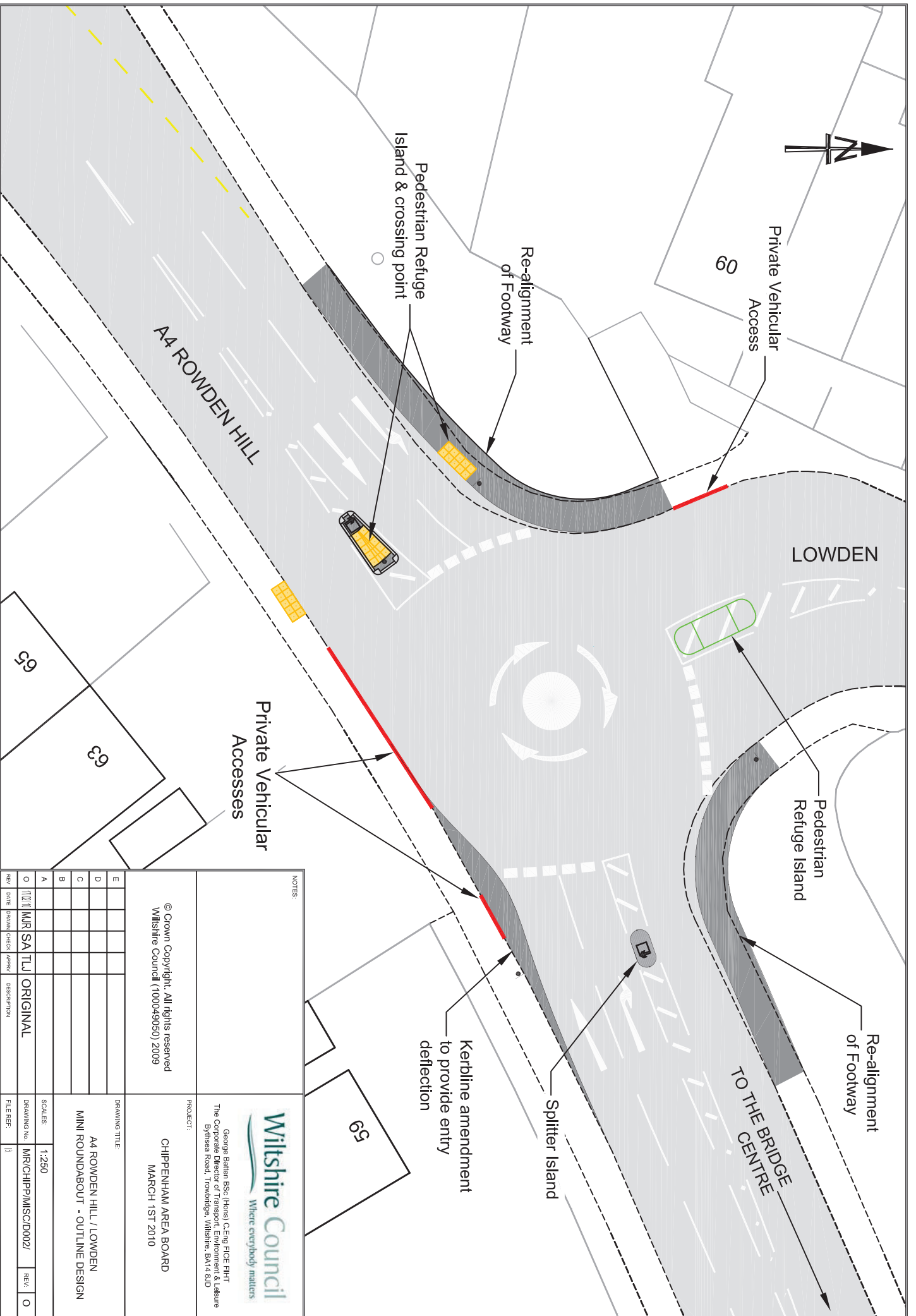
23/02/2010

## In To Lowden -> From Rowden Hill Melksham Direction

Car	LGV	MGV	Bus	MCL	PCL	R2	R3+	A3+	Veh	HGV	PCU
8:00-8:15	15	3	0	0	0	0	0	0	0	18	0
8:15-8:30	21	1	0	0	0	1	0	0	0	23	0
8:30-8:45	14	2	0	0	0	0	0	0	0	16	0
8:45-9:00	24	8	0	0	0	0	0	0	0	32	0
8:00-9:00 hour	74	14	0	0	0	1	0	0	0	89	0
8:00-9:00 bloc	74	14	0	0	0	1	0	0	0	89	0
8:00-9:00 peak	74	14	0	0	0	1	0	0	0	89	0
15:00-15:15	10	4	1	0	0	0	0	0	0	15	0
15:15-15:30	16	2	0	0	0	0	0	0	0	18	0
15:30-15:45	15	4	1	0	0	1	0	0	0	21	0
15:45-16:00	11	4	0	0	0	1	0	0	0	16	0
15:00-16:00 hour	52	14	2	0	0	2	0	0	0	70	0
16:00-16:15	17	4	0	0	0	1	0	0	0	22	0
16:15-16:30	19	6	1	0	0	2	0	0	0	28	0
16:30-16:45	19	5	1	0	4	0	0	0	0	29	0
16:45-17:00	19	1	0	0	0	0	0	0	0	20	0
16:00-17:00 hour	74	16	2	0	4	3	0	0	0	99	0
15:00-17:00 bloc	126	30	4	0	4	5	0	0	0	169	0
16:00-17:00 peak	74	16	2	0	4	3	0	0	0	99	0
<b>TOTAL</b>	200	44	4	0	4	6	0	0	0	<b>258</b>	0







NOTES:

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**Wiltshire Council**  
Where everybody matters

PROJECT:  
CHIPPENHAM AREA BOARD  
MARCH 1ST 2010

DRAWING TITLE:  
A4 ROWDEN HILL / LOWDEN  
MINI ROUNDABOUT - OUTLINE DESIGN

SCALES:  
1:250

DRAWING NO.:  
MR/CHIP/PM/SC/D002/

FILE REF.:  
ll

REV	DATE	DRAWN	CHECK	APPROV	DESCRIPTION
0	12/03/10	MJR	SAT	TJL	ORIGINAL
A					
B					
C					
D					
E					

