

AGENDA SUPPLEMENT (1)

Meeting: Calne Area Board
Place: Calne Hub & Library, The Strand, Calne, SN11 0RD
Date: Tuesday 19 September 2017
Time: 6.30 pm

The Agenda for the above meeting was published on Monday 11 September 2017. Additional documents are now available and are attached to this Agenda Supplement.

Please direct any enquiries on this Agenda to Edmund Blick, of Democratic Services, County Hall, Bythesea Road, Trowbridge, direct line or email edmund.blick@wiltshire.gov.uk

Press enquiries to Communications on direct lines (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

8 **Our Community Matters (Pages 1 - 36)**

DATE OF PUBLICATION: Tuesday 12 September 2017
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COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

	Item	Update	Actions and recommendations	Who
	Calne CATG - Date of meeting: 29th June 2017			
1.	Attendees and apologies			
		Present: Cllr Christine Crisp, Mark Edwards (Calne Town Council), Anne Henshaw (Calne Area Transport), Glenys Ansell (Calne Town Council), Cllr Ed Jones (Calne Without PC and Focus on Five), Steve Stott (Hilmarton PC), Peter Allberry (Compton Bassett PC), Colin Pearson (Bremhill PC), Rob Robinson (Heddington PC), Mark Stansby (Wiltshire Council), Jane Vaughan (Wiltshire Council), Cllr Ian Thorn (Wiltshire Council)	Area Board to note.	CC
		Apologies: Simon Tomlinson (Cherhill PC), Spencer Drinkwater (Wiltshire Council), Richard Tucker (Bremhill PC)		
2.	Notes of last meeting			
		The minutes of the previous meeting had been circulated to the group and would be presented to the Area Board on 19 th September 2017	CATG to note.	

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3.	Financial Position			
		<p>The end of year finance sheet was presented for 2016/17 which showed an underspend of 13,451.04 to be carried forward (see appendix 1).</p> <p>Calne CATG has been awarded a new fund of £12,465 for 2017/18 the opening balance for 2017/18, less previous commitments, stands at 23,516.04 (see appendix 2).</p>	Area Board to note.	CC
4.	Top 5 Priority Schemes			
a)	<p>Pedestrian Safety at A4 White Hart Junction</p> <p>Issue No: 3483</p>	<p>Cllr Crisp (CC) had written to the Chair of the Town Council TD&P committee, and prepared a report for the Calne Area Board. This report was presented to CATG for discussion. (See appendix 3)</p> <p>Glenys Ansell (GA) asked that, as she had now taken the Chair of the Town Council TD&P committee, this remain on the priority list until she had held further discussions at the Town Council. CC would report back to the next CATG meeting.</p>	<p>Area Board to note</p> <p>GA to report back to next CATG meeting</p>	<p>CC</p> <p>GA</p>
b)	<p>Anchor Road / Brewers Lane Traffic Management Measures</p> <p>Issue No: 3536 & 3639</p>	<p>Response from Town Council TD&P committee:</p> <p>177/16 WILTSHIRE COUNCIL – BREWERS LANE/ANCHOR ROAD TRAFFIC MANAGEMENT MEASURES</p> <p><i>Members discussed the proposals in some detail and debated the effects these proposals could have on the road network in other parts of the town. The following concerns were raised:</i></p>		

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		<ul style="list-style-type: none"> • A significant increase in vehicular movements from Shelburne Road/Brewers Lane onto London Road. This junction is very dangerous under normal circumstances and the potential for increased traffic at this junction caused much concern. • The proposals would result in increased traffic along the A4 from London Road, past the roundabouts at The White Hart (an area which WC are seeking to improve for pedestrian safety reasons), through an AQMA and into the town centre – adding to congestion already present at peak times. • Church Street, Mill Street (very narrow) and the length of Anchor Road (also very narrow in sections) would still have to deal with two way traffic – removing one point of access to alleviate pressure and make Brewers Lane safe for cyclists, pedestrians and residents, will simply push the problem somewhere else. • Members were mindful that they are not experts and whilst they can debate the pro's and con's they felt that if a highways officer was present a lot of their queries and/or concerns could have been answered/explained". <p>This scheme would be deferred until GA had held further discussions with the Town Council.</p>		
c)	<p>Cherhill Village – 20mph Speed Limit</p> <p>Issue No: n/a</p>	Site work complete, final account settled at £8063.31.	Area Board to remove from priority list.	CC
d)	<p>Calne School Road area – 20mph Speed Limit</p> <p>Issue No: n/a</p>	The new legal order became effective from 23 rd June 2017.	Area Board to note.	CC

COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

5.	Other Priority schemes			
a)	Lickhill Road Issue No: 3355, 2004, 1807, 522	Wales & West have completed gas main repairs. Highways to review items outstanding and prepare a Construction Pack for issue.	Area Board to note. Highways to action	CC MS
b)	Bentley Lane Issue No: 3198	All work complete.	Recommend closure of issue.	CC
c)	Springfield School Bus Stop (A4 Curzon Street) Issue No: 3211	Construction work complete. Lighting unit connected.	Recommend closure of issue	CC
6.	New Requests / Issues (Issues can be viewed in full from Area Board section on Wiltshire Website)			
a)	Issue 4404 Calne The Pippin. Contravention of Bus Lane (Gate)	CATG had previously requested the mobile CCTV van to be deployed. Wiltshire Police reported that the van is being repaired. PCSOs and the designated officers for Calne have been asked to pay attention to this location. No contraventions had been reported – JV would find out whether the issue was still relevant.	Area Board to note. JV to find out more information	CC JV
b)	Issue 4441 Mile Elm and Sandy Lane – request for Vehicle Activated Warning Signs	The most recent 3 year collision figures were presented to the group. (attached to minutes) It was decided to defer action to the next meeting to consider the complete winter period data.	Area Board to note.	CC

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c)	Issue 4488 – Speeding on A4 Curzon St, between bypass roundabout and St Mary’s School	Awaiting Metrocount results.	Area Board to note	JV
d)	Issue 4529 - Calne Station Road – Request for parking controls	Town Council supportive of advisory access protection markings. Markings installed.	Recommend closure of issue	CC
e)	Issue 4553 – Calne The Glebe – request for “No parking “ sign (effectively residents parking scheme)	A briefing note on residents parking schemes has been sent to the customer. No further action for the CATG at this time.	Recommend closure of issue	CC
f)	Issue 4819 – Calne Broken Cross area – request for dropped kerbs	CEM was asked to approach the Community Safety Forum to consider a town wide dropped kerb project.	Area Board to note	JV
g)	Issue 4863 - Signage relating to lanes at Chilvester Roundabout.	Estimate for signage scheme and temporary traffic management is £1,850. Town Council to be asked for support and 50% contribution. Town Council T&DP had responded that: 176/16 WILTSHIRE COUNCIL – AREA BOARD ISSUE 4863 – SIGNAGE RELATING TO TRAFFIC LANES AT CHILVESTER ROUNDABOUT <i>Members did not support the request, felt that this is a highways issue and not something the Town Council should be approached to fund.</i> Glenys Ansell asked that this issue remain open to enable it to be taken back to the Town Council for further discussion.	Area Board to note Take to Town Council for further discussion	CC GA

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h)	Issue 4928 – Foxham West End – request for community speed watch	Metrocount results: 85% = 37.4mph Average = 30.2mph Speed limit is 40mph No further action possible	Recommend Area Board close issue	CC
i)	Issue 4971 – HGV issues on Newcroft Road	No obvious reason for HGVs to use Newcroft Road. Porte Marsh Estate is signed around the EDR. The Issue does not mention the direction of travel the HGVs are making nor how frequently this is happening. Google mapping does not direct traffic via this route. Discussion of this issue led the group to propose temporary road signs on the bypass, as lorries are entering from the EDR. Calne Town Council would be asked to make a contribution. Ball park estimate for 2 signs is £400.	Recommend Issue be added to the Priority List for further consideration by Highways. Request financial support from Calne Town Council	CC MS GA/ME
j)	Issue 5039 – Advisory road marking Carpenter Close	It was explained that obstruction is a matter for the Police to deal with. Refer correspondent to the Police – not an issue for the Area Board recommend close issue	Recommend closure of issue	CC
k)	Issue 5075 – A4/A342 Derry Hill signage request	Officers reported that a Give Way Sign and road markings are provided. The markings are faint and do require refurbishment. Markings will be refreshed at no cost to the CATG	Update and recommend closure of issue	CC
l)	Issue 5092 – A4 Curzon Street – request for signal controlled crossing.	This has been considered before but a signal controlled crossing is not warranted here due to low pedestrian numbers. It was noted that the original feasibility report has been sent to the customer for information.	Recommend closure of issue	CC

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m)	Issue 5141 – Calne Station Road – request for pedestrian / cycle barrier at junction of Spring Lane	Discussions about potential options included a pedestrian guard rail or a staggered barrier arrangement The Area Board would be recommended to add this issue to the current priority list and ask MS to carry out feasibility study	Recommend Issue be added to the Priority List for further consideration by Highways.	CC MS
n)	Issue 5209 - Improvements to Maud Heath's Causeway	MS provided revised costs for improvement works (original feasibility report attached). Revised ball park costs are: Footway Works - £236,700 Carriageway Works - £39,000 Passing Places - £41,400 CC would write to the Chair of the Maud Heaths Causeway Trust for an update on progress on fundraising.	Write to Chair of Maud Heath's Causeway Trust and Area Board to note	CC
o)	Issue 5238 – Cherhill Olivers Hill – request for street nameplate	New signage is now in place – no other action required	Recommend Closure of Issue	CC
p)	Issue 5239 – Yatesbury The Avenue – request for direction signs	Ann Henshaw would refer this to Parish Council	Recommend Closure of Issue	CC
q)	Issue 5344 – Calne William Street – request for Zebra Crossing outside Marden Vale Academy	Safety concerns outside of schools are addressed under the Taking Action on School Journeys initiative. The Academy currently has an out of date travel plan and they should contact the School Travel Plan Advisor (Ruth Durrant) for advice on producing a new plan.	Advise the customer accordingly. Recommend Closure of Issue	JV CC

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r)	Issue 5385 – A3102 Calne to Hilmarton – request for calming measures	<p>It was discussed that, from Hilmarton, the A3102 is subject to a 50 mph speed limit which then changes to the national limit as far as the Eastern Distributor Road roundabout.</p> <p>Signs to indicate the changes in speed limit are posted and are in a “used” condition. Some signs are obscured by vegetation which is the responsibility of the local land owners to address.</p> <p>The Parish Council did not support this taking action on this issue</p>	Recommend Closure of Issue	CC
s)	Issue 5390 – Calne Silver Street – request for calming measures / speeding.	Request a metrocount	<p>Area Board to note</p> <p>Metrocount to be arranged</p>	<p>CC</p> <p>JV</p>
t)	Issue 5413 – A4 Quemerford Gate – request for calming measures.	<p>Road is subject to national speed limit at this location. In the most recent 3 year period (up to 28/02/17) there has been 1 personal injury collision (slight) recorded. Visibility from the junction is considered to be reasonable.</p> <p>Refer to Parish Council for comment</p>	Area Board to note	CC
7.	Other items			
a)	Issues awaiting a response from Town & Parish Councils	None.		

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b)	Calne Community Transport Strategy.	Update from Anne Henshaw confirmed that work was ongoing and representatives from all relevant bodies were being sought to move work forward.	Area Board to note	CC
8.	Date of Next Meeting: Thursday 5th October 4pm at Calne Community Hub, Harris Room.			

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.

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 3rd party contributions are confirmed, Calne Area Board will have a remaining Highways funding balance of **£23,516.04 (no expenditure recommended at this meeting).**

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.

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6. Safeguarding implications

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

Maud Heath's Causeway, East Tytherton Feasibility Study

HIGHWAYS, TRAFFIC & NETWORK MANAGEMENT



Document Control Sheet

Project Title: Maud Heath's Causeway, East Tytherton Feasibility Study

Report Title: Maud Heath's Causeway, East Tytherton Feasibility Study

Revision: Version 1

Status: Issue

Date: 19/08/2014

Record of issue

Issue	Status	Author	Date	Check	Date	Authorised	Date
1	Issue	KAD	19/08/14	MJS	22/08/14	DMT	26/08/14
2							

1. **Introduction and Background**
2. **Data Collection**
3. **Analysis**
4. **Recommendation**
5. **Appendix A – Plan of site**
6. **Appendix B – Topographical survey plans**
7. **Appendix C – Drainage Survey plan**
8. **Appendix D – Trial hole photographs**
6. **Appendix E – Cost estimate**

1.0 Introduction and background

Maud Heath's Causeway is a pathway in Wiltshire which rises above the Avon floodplain on sixty-four brick arches, as it carries an undistinguished country road between Bremhill and Langley Burrell. It is a Grade 2 listed structure.

In 1474 Maud Heath gave to a trust, land and property in and around Chippenham for the construction of a causeway to allow people dry passage from Wick Hill to Chippenham.

There is evidence that the original Causeway was surfaced with a mixture of limestone brash and cobbling for much of its length, providing a dry walking surface rather than a raised walkway. Fragments of cobbling can still be found at the Causeway's start on Wick Hill, protruding from under the tarmac.

At Kellaways, the Causeway has a raised section. This was rebuilt in 1811 over a series of sixty-four arches. Part of this was replaced with a road bridge in 1853 which was rebuilt in 1961.

The section of Maud's Heath Causeway which needs investigation is in East Tytherton village travelling the Causeway to Bremhill Wick. Sections of the original cobbled surface are visible on the left side of the road on the way to the top. This road continues to the top of Wick Hill where the end of the Causeway is marked by a plaque at the roadside and a monument to Maud Heath which overlooks the valley below.

The Calne Community Area Transport Group (CATG) has identified a need to restore part of the Maud Heath's Causeway. Investigation is required to renew and resurface the Maud Heath's Causeway from East Tytherton (near the driveway entrance to Tytherton House) to Causeway Farm. There are many areas along the Causeway which are currently overrun by vehicles passing each other.

As Maud Heath's Causeway is an historical ancient path, careful consideration needs to be taken into account in order to restore it. Wherever possible it is preferable to recycle original materials as well as gain the correct agreements from interested parties where new materials are proposed.

The proposal is to resurface approximately 700m length of Maud Heath's Causeway. Alter the levels of the footway so that it stands proud of the carriageway and identify the areas where drainage will need to be considered. The carriageway will also need to be resurfaced in places to tie in with the new footway levels and areas of carriageway will need to be repaired where vehicles have overrun the Causeway and the carriageway has sunk.

2.0 Data Collection

Trial Holes:

<u>Trial Hole</u>	<u>Kerb measurement</u>	<u>Kerb condition</u>
1 – near monument	450mm deep	Good condition to re-use especially kerbs at back of footway
2 – opposite Elm Cottage	450mm deep	12 kerbs taken out 11 of which in good condition to re-use
3 – near Wickbridge Stables	Between 400 – 500mm deep	13 kerbs taken out all of which in good condition to re-use
4 – near Homefields	180 – 220mm deep	Good condition to re-use especially kerbs at the back of the footway

The results of the trial holes indicate that the majority of the original kerbs which are situated at the back of the footway are in good condition and can be removed and used at the front of the footway. This will allow the correct upstand to be used in order to decrease the likelihood of overrunning the footway. With the original kerbs being used at the front of the footway we can source conservation edgings to be installed at the back of the footway giving it the stability and appearance it requires.

3.0 Analysis

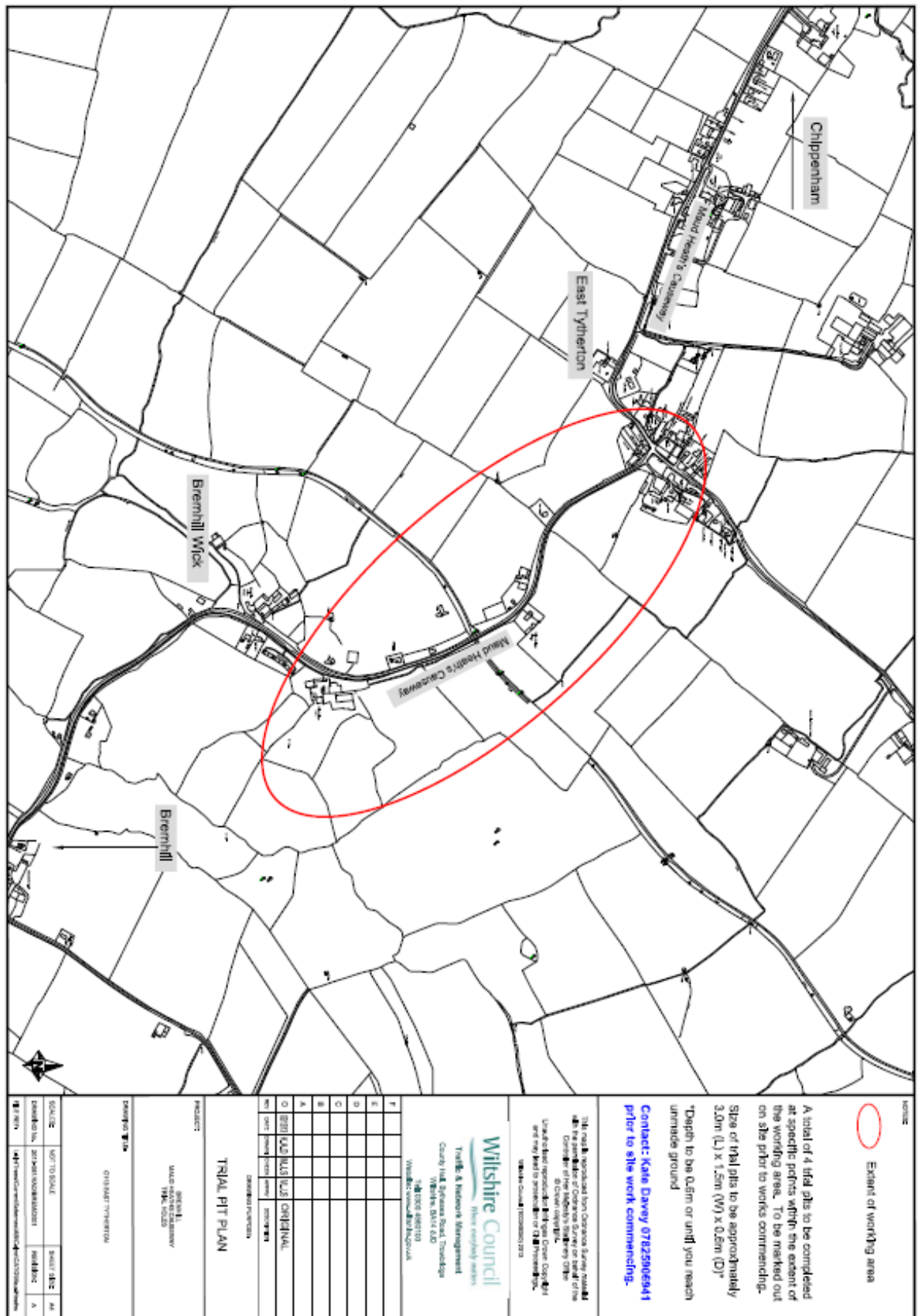
- Realign the levels of the footway and the carriageway to produce a suitable up-stand on the kerb face of the footway.
- Renew the surface of the footway, retaining areas where the original cobbled surface is visible.
- Reuse the old stone kerbs from the back of the footway to use at the front.
- The drainage system will be improved, as the Causeway is on marshland it is susceptible to flooding, a ditch runs along the back of the footway and it may be possible to provide “rathole” type drainage kerbs to pipe into the ditch behind the Causeway.
- As the carriageway is narrow, vehicles currently overrun the footway regularly. This has caused considerable damage. The up-stand on the newly surfaced footway will be higher, therefore vehicles will find it difficult to overrun, so passing places will be required at certain points along the route.

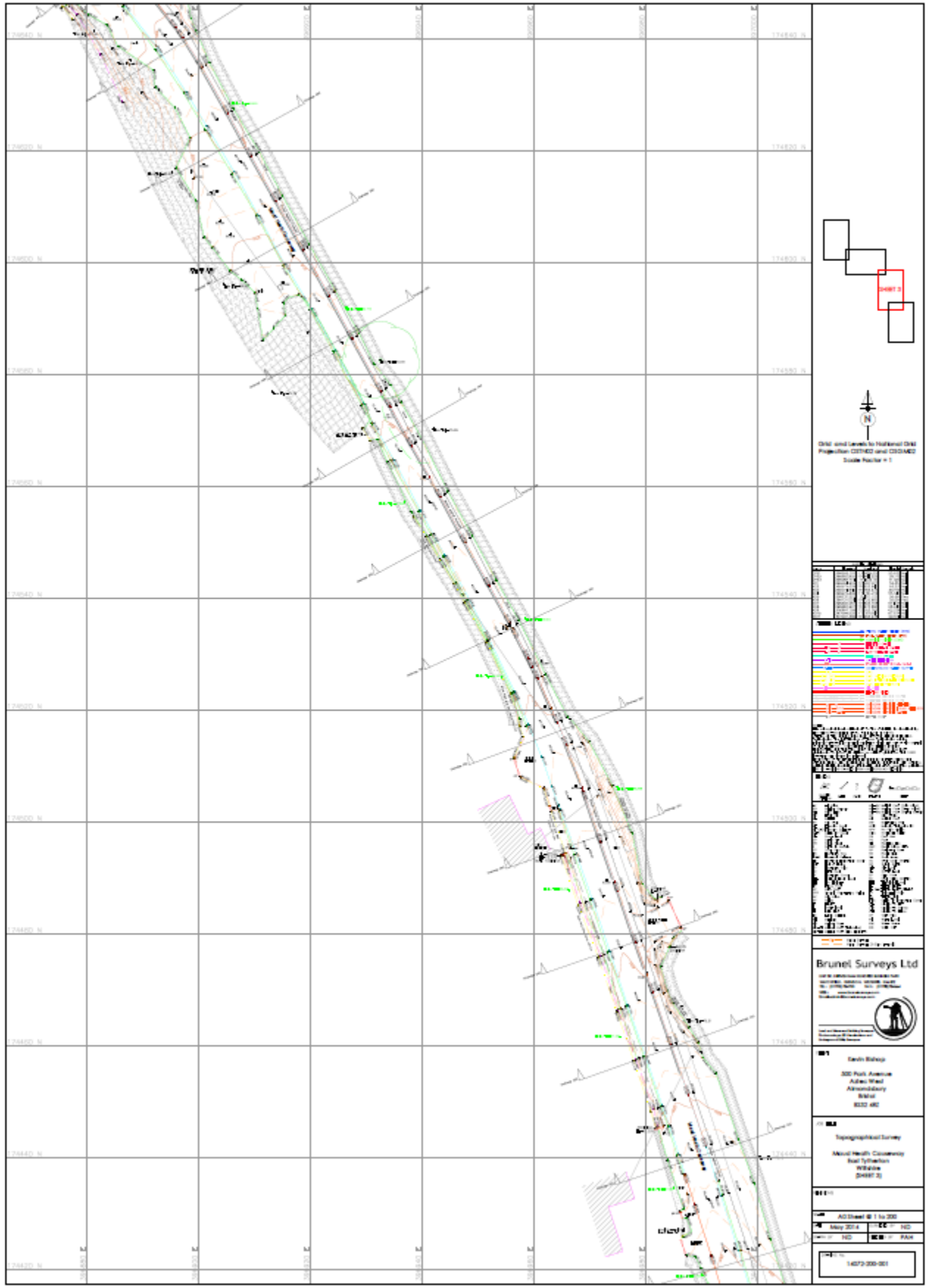
4.0 Recommendation

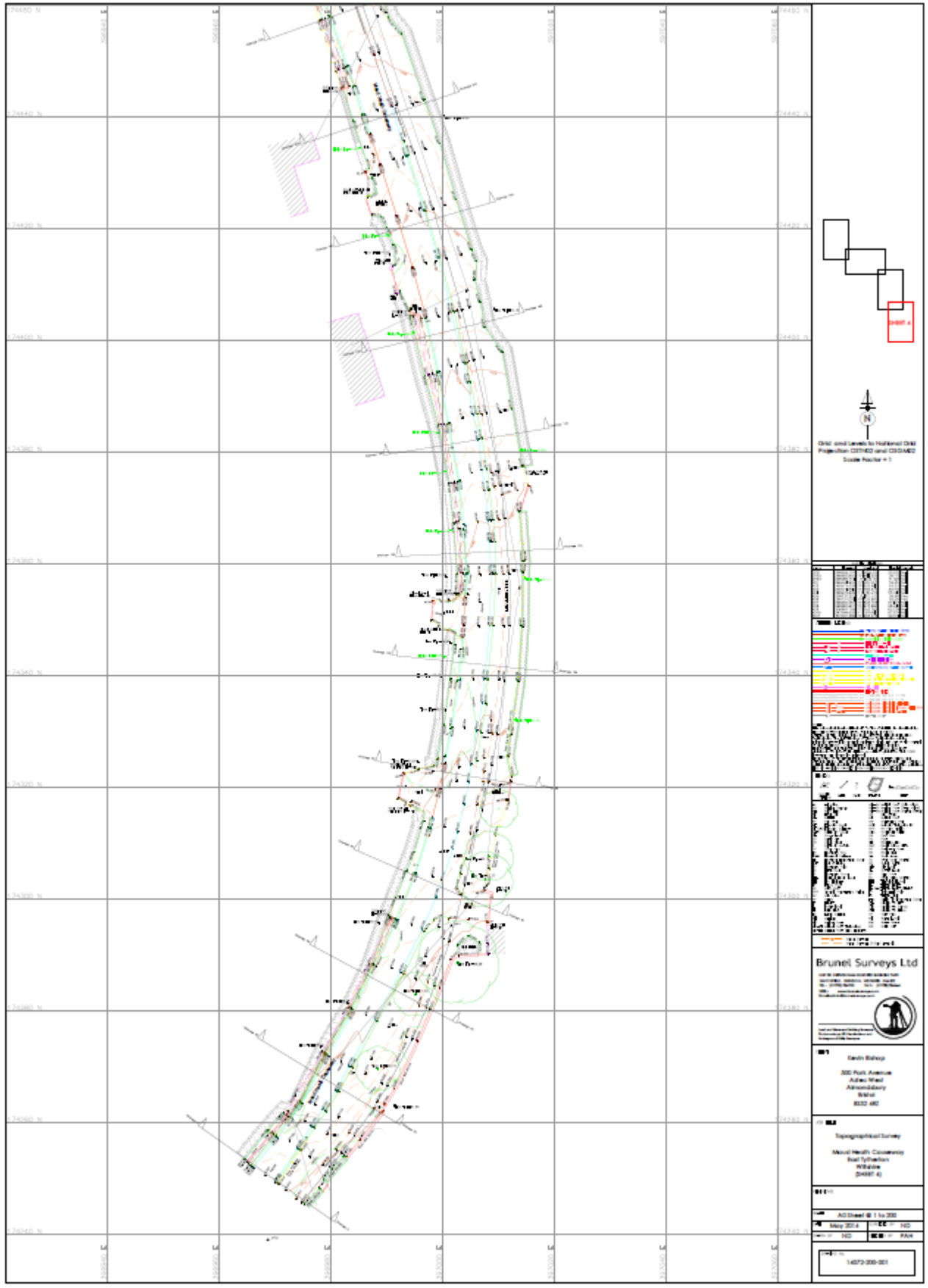
Our recommendation is to reconstruct the existing footway along the entire length of 700m, using the original kerbs from the back of the footway and installing them at the front with new conservation edgings installed at the back of the footway. We will use our standard footway construction for the new surface but leave the few short sections where the original stone can be seen for the full width of the footway.

The existing drainage system will be improved to ensure that flooding is not an issue with the new footway. There will be a total of 4 passing places required to be located at regular intervals on the opposite side of the carriageway throughout the length of the new footway, and we also recommend that the entire length of carriageway be re-surfaced as part of this project.

Appendix A – Plan of area for trial holes & extent of footway improvements







Appendix D – Trial Hole Photographs





Appendix E – Cost estimate for all elements of the scheme

Topographical survey	£3,000 (PAID)
Drainage survey	£0.00 (In house survey)
Trial holes	£2,215.33 (PAID)
BBLP time spent	£2,980.78 (PAID)
Construction of footway	£165,279.43
Construction of passing places	£41,438.71
Resurfacing of carriageway	£27,935.93
	<hr/>
Grand Total	£242,850.18
Total minus paid elements	£234,654.07

Calne CATG - Issue 4441 A3102 Mile Elm

Update on Personal Injury Collisions – 29/06/17

Resurfacing work was carried out on this section of the A3102 during July and August 2016. A briefing note was issued at this time to record all of the actions taken by Wiltshire Highways since the fatal collision in March 2014. The note also confirmed that the site would be monitored closely over the winter period into 2017.

The Police's collision database shows that there have been five personal injury collisions at the S-bend by Milestone Cottage and Wayside in the latest three year period from March 2014 to February 2017. However, all of these were recorded before the resurfacing work took place.

The five collisions are noted as:

March 14 – Fatal
August 14 – Serious
Sept 15 – Slight
Jan 16 – Slight
June 16 – Serious

In each of these incidents, the driver has seemingly lost control on the same left hand bend whilst travelling southbound towards Sandy Lane, in conditions described as wet or damp.

Calne CATG expenditure 2016 / 17 as of 18/05/17

Budget £12,465 + £15,749.35 c/fwd = £28,214.35

Scheme	Estimate	CATG Commitment	Expenditure	Projected Spend
A4 Calne Springfield Crossing	£11,300.00	£7,300.00	£11,300.00 Final	£11,300.00
Cherhill 20 mph speed limit	£7,697.57	£7,097.57	£8,063.31 Final	£8,063.31
Totals	£18,997.57	£14,397.57	£19,363.31	£19,363.31

Budget £28,214.35

Projected Spend £19,363.31

Balance £8,851.04

Contributions

A4 Calne Springfield Crossing	£4,000.00	Area Board – Funds transferred.
Cherhill 20 mph speed limit	£600.00	Cherhill Parish Council – invoice raised.

Total contributions £4,600.00

Final Balance = £13,451.04 to be carried forward to 2017 / 18.

Calne CATG expenditure 2017 / 18 as of 11/05/17

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	£0,000.00	£3,000.00
Totals	£3,000.00	£2,400.00	£0,000.00	£3,000.00

Budget £25,916.04

Projected Spend £3,000.00

Balance £22,916.04

Contributions

Calne School Rd area 20 mph limit £600.00 Calne Town Council – to be invoiced upon completion

Total contributions £600.00

Overall Balance £23,516.04

REPORT TO CALNE AREA BOARD

CALNE A4 WHITE HART JUNCTION PEDESTRIAN IMPROVEMENTS

FEASIBILITY STUDY

CATG began work almost two years ago in response to an issue submitted by a local resident:

Issue number: 3483

'I hope you can help I live at The Quarry and walk my 2 children to Priestley School every week day morning. We need to cross the London Road by The White Hart Hotel which is currently very difficult and very dangerous too. Many people cross here including John Bentley students. It would be so much safer if there was a proper crossing either a zebra or a pelican crossing. Some drivers are kind enough to stop to let pedestrians cross but this is also very dangerous as drivers behind who are concentrating on the roundabout don't see the car in front stop I have seen many near misses here vehicle and pedestrian and strongly feel that a crossing is needed somewhere on the lower end of the London Road'.

The Town Council was asked whether it would support CATG commissioning a feasibility study on that basis and responded as follows:

'In the minutes of the CATG meeting held on 23 October 2014 it was noted that the road network around the White Hart Hotel is a cause for concern and should be considered a priority. The group suggested that a feasibility study could be conducted and asked what the Town Council's views are on this issue.

At a meeting of the Town Development & Planning committee on 6 Jan, members discussed and commented as follows;

"117/14 ROAD SAFETY ON THE A4 CALNE AT THE WHITE HART HOTEL JUNCTION

Members discussed the road network in this location, and had the same concerns over the safety of pedestrians (school children in particular) and road users alike. It is only a matter of time before there is a serious accident. Councillor Boase has spoken with the landlord of the White Hart Hotel, who shares members concerns. Members supported/welcomed the suggestion to commission a feasibility study at this location on the understanding that it would be funded by the Area Board. Members were keen to see the results of the study".'

At the time the feasibility study was commissioned air quality was not included because it was not mentioned on the original issue sheet and the Air Quality Working Group had not made its request that the CATG should consider pollution/traffic flow and safety in line with issues located within the Air Quality Management Area.

The CATG group was very aware of the Air Quality hotspot in that vicinity and were eager to avoid adding any more delays to traffic in that area, therefore the Air Quality matter was considered in all the discussions that fed into the feasibility study, with relation to traffic flow.

The feasibility study was instigated and begun before 11 August 2015, although it was not completed and presented to the CATG until 9 November 2016 due to staffing pressures in the interim period.

was delayed due to pressures on staff resource.

Area Board note.

3.5. White Hart Junction road safety MS reported that a feasibility study had begun. A pedestrian count had been ordered, but would not take place until the start of the new school term.

Area Board note.

CATG meeting notes from 11th Aug 2015 (reported to the Area Board 6/10/2015)

The formal request from the AQ working group was not made until 30 August 2016.

To consider traffic flow with regard to road safety and air pollution through the Calne Air Quality Management Area					
	White Hart Roundabout alterations	Ask CATG (Cllr. Crisp) to consider traffic flow when it conducts Feasibility studies.	GA/AH		
Promote awareness in the	'Love calne, love clean air'				

Air Quality Action Plan 30/08/16

The CATG considered the feasibility study and the three options contained in it on 9 November and decided that, although costly, Option 3 would provide the most improved pedestrian safety without impeding traffic flow or increasing air pollution. The CATG also drew up a plan to attempt to finance the implementation of Option 3 which was reported to the Area Board on 6 December 2016.

b)	Pedestrian Safety at A4 White Hart Junction Issue No: 3483	Feasibility report presented to CATG for discussion. CATG in favour of Option 3 to be presented to Calne Town Council for support prior to preparing recommendation for the area board and a substantial highways bid.	Prepare briefing note for Town Council. Take report to Calne Town Council TD&P, 7th Dec 2016. Take recommendation to Area Board, Feb 2017. Substantive Highways bid, March/April 2017	MS/JV CH CC MS/JV
c)	Anchor Road / Brewers Lane	Feasibility report being developed for discussion at the next		

The Town Development & Planning committee since discussed the feasibility study on 2 further occasions:

- 7th December 2016:
"121/16 WILTSHIRE COUNCIL – CALNE A4 WHITE HART PEDESTRIAN IMPROVEMENTS
Members discussed the report and the three proposed options in some details. The Chairman clarified that the schemes proposed are trying to improve road safety while also seeking to ensure good traffic flow as this location impacts upon the top 'hot spot' for poor air quality in the Calne Air Quality Management Area. With this in mind, members unanimously favoured Option 3 as their preferred scheme. They agreed that the removal of one of the mini roundabouts would have a positive effect on the traffic flow, which is a major concern, with traffic at a standstill generating unacceptable levels of air pollution in this location. It was suggested that in addition to Option 3, highways officers investigate the possibility of re-introducing a filter lane, by removing the raised flower beds on the wide pavement opposite The White Hart, to allow vehicles entering the town on the A4 from Quemerford, wishing to travel towards Melksham on the A3012, to filter off left before reaching the mini roundabout. This would almost certainly ease congestion at peak times. Members to discuss potential contributions on clarification of the above suggestion working in parallel with Option 3"

- 15th Feb 2017.

“152/16 - WILTSHIRE COUNCIL – CALNE A4 WHITE HART PEDESTRIAN IMPROVEMENTS

Members noted they are being asked to consider the three options in relation to improving pedestrian safety however they felt strongly that issues surrounding pedestrian safety, air quality and traffic flow should be considered collectively not in isolation. This approach is simply not practical. Members were disappointed that Wiltshire Council seems to be focusing solely on this one aspect, and whilst pedestrian safety is a concern and may need addressing, a holistic approach is required. Members were not minded to approve any of the options as presented. Members requested feedback from the CATG meeting at which this will be discussed”

This was a great disappointment to the CATG members, after the Town Council’s initial support and acceptance that Option 3 would have a positive effect on traffic flow, as the notes of the 7 December meeting show. The CATG has committed considerable officer resource and money to bringing a scheme to this point. Members feel that the Town Council committee suggestions represent separate issues to the one originally raised, that the suggestions would require significant works that have not been considered or explored by Highways officers and which may be beyond the finances of the CATG, even with a Town Council contribution and a successful Substantive Highways bid. The suggestion of a filter lane was not supported by Highways officers as, although it might speed traffic flow a little, that would not be in the most sensitive area and it would also mean that the width of highway pedestrians had to cross would be considerably increased, which was against the original brief.

CATG Members are minded to make recommendation to the Area Board that, without Town Council support of this scheme, it should be removed from the priority list and the issue be closed. If the Town Council wishes to further its suggestions, a new issue would have to be submitted by the Town Council together with some commitment to the standard contribution of at least 30% of any further costs.

C. Crisp 20 March 2017

