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**CHIPPENHAM
TOWN COUNCIL**

Improving the quality of town life

30 December 2021

To Councillors:

Clare Cape (Vice-Chair)
Robert Giles
Mary Norton
Nina Phillips
Nic Puntis
Matthew Short

Bill Douglas
Gemma Grimes (Chair)
Andy Phillips
David Poole
John Scragg
Hayley Wilson

Meeting of the Planning, Environment & Transport Committee - Thursday 6 January 2022

Dear Councillor,

You are summoned to attend a meeting of the Planning, Environment & Transport Committee to be held in the Town Hall, High Street, Chippenham on Thursday 6 January 2022 commencing at 7pm for transaction of the business given in the Agenda attached.

Please note members of the public are invited to address the council at this meeting at 7pm. Members of the public are requested to send their public question to enquiries@chippenham.gov.uk by 12pm on the day before the meeting and confirm whether they will be in physical attendance or require an officer to read out the question on their behalf. Priority of physical attendance at a Council meeting will be given to the press and those who have sent their public question in advance and will read it out, remaining seats will be allocated on a first come first served basis.

Alternatively, anyone who wishes to watch the meeting only can do so via this link:
<http://youtube.com/channel/UCLhKQ0VMR7-mu7GvGYO3uGg/live>

Yours faithfully,

Mark Smith MBA LLB (Hons) CMr FCMI FSLCC
Chief Executive

All council meetings are open to the public and press

RECORDING OF PUBLIC COUNCIL MEETINGS

Recording and using social media is permitted at Council meetings which are open to the public. Please note that Chippenham Town Council will be recording this meeting for training and monitoring purposes only.

7pm - PUBLIC QUESTION TIME (not to exceed 30 minutes)

The public are welcome to make representations, ask questions and give evidence at a meeting which they are entitled to attend in respect of the business on the agenda.

To aid the virtual meeting process, Chippenham Town Council ask members of the public to email their questions to enquiries@chippenham.gov.uk no later than 12pm on the day before the meeting.

Any individual representation is limited to no more than 3 minutes. The Chair will call the representation from those who are indicating that they wish to speak; written representations can also be received in advance of the meeting. A record of any public participation session shall be included as an appendix to the Minutes.

Agenda

Planning, Environment & Transport Committee - Thursday 6 January 2022

Wards affected

Page no.

1. **APOLOGIES FOR ABSENCE**

To receive apologies for absence.

2. **NOTIFICATION OF SUBSTITUTION**

To receive any notification of substitution made to the Chief Executive.

3. **DECLARATION OF INTERESTS**

All Members of the Town Council are reminded to declare any pecuniary or non-pecuniary interests they may have in any business of the Council, its Committees or Sub-Committees, in accordance with the latest approved Code of Conduct.

Councillors are reminded to declare any dispensation granted in relation to any relevant matter.

4. **MINUTES**

To receive the draft minutes of the Planning, Environment & Transport Committee meeting held on Thursday 09 December 2021 (attached

separately). Minutes require a proposer and seconder for approval.

5. **CHAIR'S ANNOUNCEMENTS**

To receive any announcements.

6. **PLANNING APPLICATIONS**

All Wards

5 - 6

(i) To consider planning applications, as attached, submitted to Wiltshire Council and to submit observations.

(ii) To consider whether a request be made to the Wiltshire Council Ward Member to 'call-in' any of the attached planning applications for consideration by the Northern Area Planning Committee, and to nominate a member of the PET Committee to attend and make representations on behalf of the Town Council.

7. **CHIPPENHAM COMMUNITY AREA TRANSPORT GROUP (CATG): HIGHWAY IMPROVEMENT REQUEST**

Hardens & Central

7 - 10

To receive and consider a report from the Democratic Services Officer regarding a Highway Improvement Request received by the Town Council (copy attached).

8. **CATG: DROPPED KERB REQUESTS**

11 - 24

To receive and consider a report from the Democratic Services Officer regarding dropped kerb requests received by the Town Council (copy attached).

9. **PROPOSED TEMPORARY STREET CLOSURES/TRAFFIC MANAGEMENT**

Cepen Park & Hunters Moon; Hardenhuish

To note the following:

(i) Temporary closure of Pew Hill (Part), Chippenham, from its junction with the B4069 for approximately 75m in a north easterly direction, to enable Wiltshire Council to carry out carriageway

resurfacing, patching works, ironwork adjustments and road markings. The Order which previously came into operation on 23 November 2021 will now recommence on 28 February 2022 and the closure will be required until 01 March 2022.

- (ii) Temporary closure of Easton Lane (Part), Chippenham, from its junction with C159 for approximately 1.1km in a north easterly direction, to enable Wiltshire Council to carry out road pavement resurfacing. The Order which previously came into operation on 06 November 2021 will now recommence on 21 March 2022 and the closure will be required between the hours of 07:45 and 16:30 until 22 April 2022.

10. **ITEMS FOR COMMUNICATION**

To consider any items for communication and any items to be consulted with the Youth Council.

11. **DATE OF NEXT MEETING**

The next meeting of this Committee will take place on Thursday 27 January at 7pm.



Agenda Item 6

PLANNING APPLICATIONS - 06 January 2022

Planning applications listed below can be viewed on Wiltshire Council's website by clicking on the individual application numbers.

Application No.	Address/Description	Ward
PL/2021/11249	Householder planning permission 3 Yewstock Crescent West, Chippenham, SN15 1QX Demolition of existing side extension, double storey side extension and single storey rear extension along with internal alterations	Hardenhuish
PL/2021/11210 PL/2021/11272	Householder planning permission Listed building consent (Alt/Ext) 74 Marshfield Road, Chippenham, SN15 1JR Renovation and alterations to Kitchen, Dining Room and Utility and improved access to rear garden including formation of new and alterations to existing openings	Lowden & Rowden
PL/2021/10316	Householder planning permission 4 Avon Mead, Chippenham, SN15 3PP Attic conversion with single storey rear extension & two storey side extension. In addition to of detached garage.	Monkton
PL/2021/11346	Full planning permission Mcdonalds, Bath Road, Chippenham, SN14 0AF Proposed installation of one rapid electric vehicle charging station. One existing parking space will be an EV charging bay, along with associated equipment	Cepen Park & Hunters Moon
PL/2021/11481	Householder planning permission 18 Danes Close, Chippenham, SN15 3UH Single storey rear extension	Pewsham
PL/2021/11476	Listed building consent (Alt/Ext) 23-24 Market Place, Chippenham, SN15 3HW Reinstatement of impact damage to a small area of the ashlar stone exterior of the subject property	Hardens & Central
PL/2021/11153	Householder planning permission 235 London Road, Chippenham, SN15 3AP Single storey side extension to back of property	Hardens & Central
PL/2021/11331	Full planning permission 19 Gladstone Road, Chippenham, SN15 3BW Partial change of use of existing dwelling and garage to form bed & breakfast accommodation	Hardens & Central
PL/2021/11413	Householder planning permission 54 Manor Road, Chippenham, Wilts, SN14 0LH Proposed two storey side and single storey rear extensions together with internal reconfiguration	Cepen Park & Derriads

PL/2021/10943 PL/2021/11140	Full planning permission Listed building consent (Alt/Ext) Chippenham Community Hospital, Rowden Hill, Chippenham, SN15 2AJ Conservatory replacement and new roof void access within listed building	Lowden & Rowden
PL/2021/11570	Householder planning permission 34B Hardenhuish Lane, Chippenham, SN14 6HN Proposed Extension to Existing Outbuilding to Form Ancillary Accommodation	Cepen Park & Derriads
PL/2021/11684	Householder planning permission 7 Hewlett Close, Chippenham, SN15 3TL Removal of Existing Rear Conservatory, Erection of Replacement White PVC Conservatory with Guardian Roof	Pewsham
PL/2021/11408 PL/2021/11436	Full planning permission Hathaway Retail Park, Unit 1, Foundry Lane, Chippenham, SN15 1JG 2 x external vents Consent to display an advertisement 3 x high level fascia signs	Hardens & Central
PL/2021/11054	Householder planning permission 14 Gastons Road, Chippenham, SN14 0ET Conversion of Garage into Study	Lowden & Rowden
Amended Plans		
PL/2021/09924	Full planning permission 52 Lowden, Chippenham, SN15 2BE Proposed two storey, four bedroom dwelling	Lowden & Rowden
Tree Applications		
PL/2021/11491	Notification of proposed works to trees in a conservation area 31 Langley Road, Chippenham, SN15 1BT Acer - Cut back to previous points, 25% approx. Cherry - reduce by approx. 10% and reduce branches overhanging pavement	Hardens & Central
PL/2021/11500	Notification of proposed works to trees in a conservation area Monkton Park, Chippenham, SN15 3PD T36 - Sycamore tree - fell	Monkton
PL/2021/11623	Consent under Tree Preservation Orders Former Recreation Ground, Park Avenue, Chippenham, SN14 0FP T1 - Reduce branches on Sycamore tree which extend over fence by approximately 2-2.5m, to reduce overhang on lawn. Crown clean to remove major deadwood. T2 - Reduce branches on Beech tree which extend over garage by approximately 2.5m. Crown clean to remove major deadwood. Crown lift entire canopy to approximately 3m.	Sheldon



Agenda Item 7

Meeting	Planning, Environment and Transport Committee
Date	06 January 2022
Report Title	Chippenham Community Area Transport Group (CATG): Highway Improvement Requests
Author	Jess Mantell, Democratic Services Officer

1.0 PURPOSE OF REPORT

- 1.1 Councillors are asked to consider a Highway Improvement Request submitted to the Town Council. If supported, the request will be forwarded to Wiltshire Council for consideration by the Chippenham Community Area Transport Group (CATG).

2.0 INTRODUCTION AND BACKGROUND INFORMATION

- 2.1 For new requests, Councillors are asked to consider or note:

- a) Is the request supported?
- b) If supported, note the typical commitment of a 25% match funding contribution by the Town Council towards the proposed scheme, as Wiltshire Council expect (all schemes are subject to more accurate costings when approved by Wiltshire Council). N.B. The contribution to CATG schemes by town and parish councils from May 2022 will increase to 30%.
- c) Are there any comments regarding the request?
- d) If the request is not supported, what is the reason?

3.0 HIGHWAY IMPROVEMENT REQUESTS FOR CONSIDERATION

The following request has been received and information has been taken from the completed Highways Improvement Request form.

3.1 CTC Ref 042

Location: London Road, from the roundabout adjacent to the Three Crowns pub to Abbeyfield School

Ward: Hardens & Central

Nature of Issue:

The yellow road between the two blue arrows is the London Road and it has a weight limit of 7.5 tons.

Despite the London Road having a 7.5 ton weight limit, HGV's routinely use it for access beyond Chippenham to Calne and Devizes. Although sometimes mistakes are genuine many more lorries approach from the direction of the town centre, leading us to believe the signs are not clear enough at the Avenue LaFleche roundabout (red arrow).

There are 7.5 ton limit signs shown at both ends of the London Road (red arrow and blue arrow to the right). However, the signs approaching the roundabout at the Avenue LaFleche (red arrow) aren't clear enough, certainly not early enough so that HGV's can select the correct (right) lane. There is no sign that directs traffic and HGV's to Pewsham Way (the bypass) as THROUGH TRAFFIC.

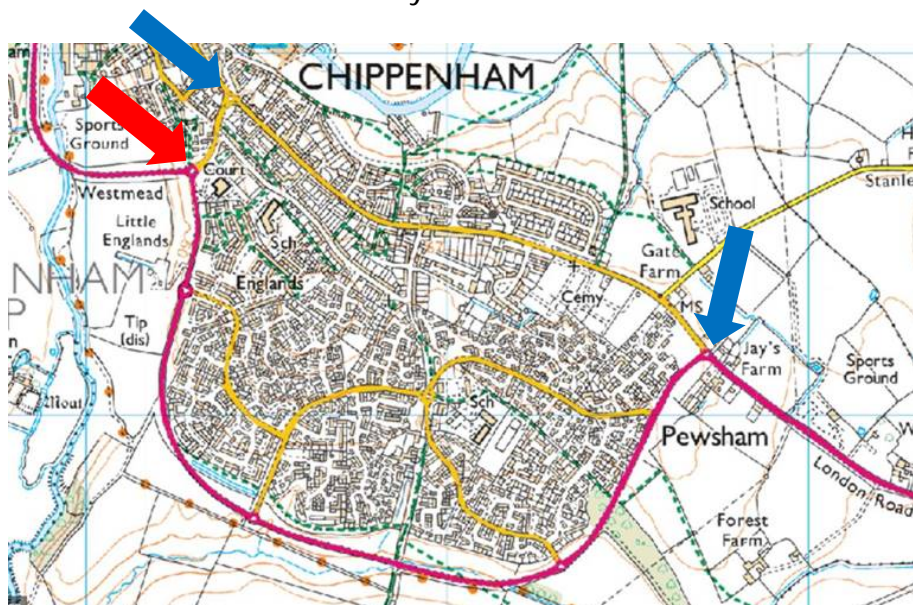
There is a sign on the Avenue LaFleche roundabout (red arrow) stating no access to the London Road, there are no arrows on the sign to deter HGV's and by the time they get to the second roundabout (blue arrow above the red arrow), it's too difficult for them to turn around.

HGV's using the London Road is a particular hazard because children use both sides of the road to walk to school and HGV usage appears more frequent in the morning when children are walking. Also, the pavements are quite narrow in places and as a result, children often spill onto the road.

I have been noting the details of HGV's and emailing, telephoning them to advise the health and safety risk to young children. Most hauliers respond well however, their drivers continue to use the route.

There is also an issue of speeding. The speed limit is 30 mph however, drivers frequently exceed the limit which again, increases the risk to young school children. London Road (between the 2 blue arrows) would benefit from speed limit indicators that light-up when exceeded.

1. The two Blue arrows signify the stretch of London Road that has a weight limit of 7.5 tons
2. The red arrow is the "Court" roundabout, now a Lidl store, where through traffic should be directed to Pewsham Way



How long has it been an issue?

At least 2 years that I know of.

What would you like done to resolve this issue?

1. At the Avenue LaFleche roundabout (red arrow) clear signage to direct THROUGH TRAFFIC and HGV's to Prewsham Way (the by-pass) and onto Calne, Devizes. Currently, there is no early warning signage at this roundabout and as a result, some HGV's select the left hand lane and as a result, possibly miss the later signage at which point, they are already committed and unable to change direction.
2. At other end of the London Road (Calne end) clear signage directing THROUGH TRAFFIC to Prewsham Way (the bypass).
3. Flashing speed limit signs on both sides of the London Road approximately at mid-point.

Have you been in touch with your Wiltshire Councillor? No

Additional information:

- Wiltshire Council's guide to the cost of highway works states that to erect a warning or regulatory sign on a new sign post costs between £235 and £410 dependant on size.
- If any sign requires external illumination then an approximate further £945 can be added to the cost for ducting, connection to the electricity supply and lighting unit.

4.0 CONTRIBUTION TO CORPORATE PLAN PRIORITIES

5.1 Working collaboratively with Wiltshire Council regarding Chippenham Community Area Transport Group (CATG) Highway Improvement/Metro Count Requests will contribute to the following corporate priorities:

- (i) Corporate Priority 1 - Provide facilities and services which support and develop a well connected town, which promotes health and wellbeing.
- (ii) Corporate Priority 2 - An active role in the future development of Chippenham through collaboration with partners and stakeholders.

6.0 STAFFING IMPLICATIONS

6.1 There are no staffing implications.

7.0 FINANCIAL IMPLICATIONS

7.1 Wiltshire Council expect a commitment of 25% match funding from the Town Council for any approved schemes until May 2022, after which, the Town Council will be expected to contribute 30%.

7.2 The remaining PET balance currently stands at £5,892.

8.0 RECOMMENDATIONS

8.1 That Councillors consider the following Highway Improvement Requests:

- CTC Ref 042 - London Road signs

And consider or note:

- a) Is the request supported?
- b) If supported, note the commitment of a 25% match funding contribution by the Town Council towards the proposed scheme, as Wiltshire Council expect (all schemes are subject to more accurate costings when approved by Wiltshire Council)
- c) Are there any comments regarding the request?
- d) If the request is not supported, what is the reason?



Agenda Item 8

Meeting	Planning, Environment and Transport Committee
Date	06 January 2022
Report Title	CATG: Dropped Kerb Requests
Author	Jess Mantell, Democratic Services Officer

1.0 PURPOSE OF REPORT

- 1.1 Councillors are asked to consider the dropped kerb requests submitted to the Town Council for consideration. If supported, requests will be forwarded to Wiltshire Council for consideration as part of the substantive bid for dropped kerbs in Chippenham.

2.0 INTRODUCTION AND BACKGROUND INFORMATION

- 2.1 For all requests, Councillors are asked to consider or note:

- a) Is the request supported?
- b) Are there any comments regarding the request?
- c) If the request is not supported, what is the reason?

3.0 DROPPED KERB REQUESTS

Dropped kerb requests received by the Town Council with information taken from the completed Highways Improvement Request form can be found at **APPENDIX A**.

- 3.1
- CTC Ref 01: Wessex Road/Brook Street Junction
 - CTC Ref 02: Top of Neeld Crescent Junction
 - CTC Ref 03: Brook Street/Top of Saxon Street Junction
 - CTC Ref 04: Bottom of Neeld Crescent Junction
 - CTC Ref 05: Booth Mead Junction
 - CTC Ref 06: Bottom end of Saxon Street/Wessex Road Junction
 - CTC Ref 07: 1 Ridings Mead
 - CTC Ref 08: King Henry Drive
 - CTC Ref 09: Lysley Close
 - CTC Ref 010: Junction of Rowden Road and Rowden Hill
 - CTC Ref 011: Lloyds Pharmacy, St Lukes Drive
 - CTC Ref 012: Junction of St. Frances Avenue and St. Lukes Drive Pair
 - CTC Ref 013: Path at Winchester Close, at junction with Sarum Road
 - CTC Ref 014: Path at Gloucester Close, at junction with Sarum Road
 - CTC Ref 015: Trenchard Close into Kent Close
 - CTC Ref 016: Kent Road Close, at junction with Sarum Road
 - CTC Ref 017: Path at Wells Close, at junction with Minster Way (both sides)
 - CTC Ref 018: Path at York Close, at junction with Minster Way (both sides)

CTC Ref 019: Path at Sarum Road at junction with Queens Crescent (both sides)
CTC Ref 020: Path at Salisbury Close, where the footpath across the green comes out
CTC Ref 021: Coniston Road
CTC Ref 022: Path at both sides of Coniston Road (at junction with Queens Crescent)
CTC Ref 023: The path at both sides of Farleigh Close
CTC Ref 024: Path at Kilverts Close at junction with Queens Crescent
CTC Ref 025: End of Carnarvon Close and the back wall of the Cooperative
CTC Ref 026: Allington Way
CTC Ref 027: Barken Road
CTC Ref 028: Barn Close
CTC Ref 029: Barons Mead
CTC Ref 030: Beale Close
CTC Ref 031: Chamberlain Road
CTC Ref 032: Culverwell Road
CTC Ref 033: Hither Close
CTC Ref 034: Lamberts
CTC Ref 035: Lords Mead
CTC Ref 036: Manor Road
CTC Ref 037: Morrisons Roundabout: Pedestrian Crossing
CTC Ref 038: Derriads Lane/Chamberlain Road/Page Close
CTC Ref 039: Page Close
CTC Ref 040: Pipsmore Road
CTC Ref 041: Ryan Avenue
CTC Ref 042: The Battens
CTC Ref 043: Westbrook Close

4.0 CONTRIBUTION TO CORPORATE PLAN PRIORITIES

- 5.1 Working collaboratively with Wiltshire Council regarding Chippenham Community Area Transport Group (CATG) Highway Improvement/Metro Count Requests will contribute to the following corporate priorities:
- (i) Corporate Priority 1 - Provide facilities and services which support and develop a well connected town, which promotes health and wellbeing.
 - (ii) Corporate Priority 2 - An active role in the future development of Chippenham through collaboration with partners and stakeholders.

6.0 STAFFING IMPLICATIONS

6.1 There are no staffing implications.

7.0 FINANCIAL IMPLICATIONS

7.1 There are no financial implications.

8.0 RECOMMENDATIONS

8.1 That Councillors consider the above dropped kerb requests before being forwarded to Wiltshire Council for consideration as part of the substantive bid for dropped kerbs in Chippenham.

And in each case consider consider:

- a) Is the request supported?
- b) Are there any comments regarding the request?
- c) If the request is not supported, what is the reason?

APPENDIX A

DROPPED KERBS TO BE CONSIDERED AS PART OF THE SUBSTANTIVE BID

All dropped kerb requests supported by the Town Council will be submitted to Wiltshire Council for consideration. The information provided below has been taken from the completed Highway Improvement Request form:

CTC Reference and Location	Ward	Nature of Issue	How long has it been an issue?	What would you like done to resolve this issue?	Total Number of Dropped Kerbs Required
001 - Wessex Road & Brook Street Junction	Sheldon	No dropped kerbs which make access difficult for people with mobility issues and people with pushchairs.	Ever since the estate was built	Pair of dropped kerbs	2
002 - Top of Neeld Crescent Junction	Sheldon	No dropped kerbs which make access difficult for people with mobility issues and people with pushchairs.	Ever since the estate was built	Pair of dropped kerbs	2
003 - Bottom of Neeld Crescent	Sheldon	No dropped kerbs which make access difficult for people with mobility issues and people with pushchairs.	Ever since the estate was built	Pair of dropped kerbs	2
004 - Brook Street & Saxon Street Junction	Sheldon	No dropped kerbs which make access difficult for people with mobility issues and people with pushchairs.	Ever since the estate was built	Pair of dropped kerbs	2
005 - Booth Mead Junction	Sheldon	No dropped kerbs which make access difficult for people with mobility issues and people with pushchairs.	Ever since the estate was built	Pair of dropped kerbs	2

006 - Bottom end of Saxon Street & Wessex Road Junction	Sheldon	No dropped kerbs which make access difficult for people with mobility issues and people with pushchairs.	Ever since the estate was built	Pair of dropped kerbs	2
007 - Ridings Mead	Hardenhuish	No dropped kerb which makes access difficult for people with mobility issues and people with pushchairs.	Ever since the estate was built	Dropped kerb	1
008 - King Henry Drive	Pewsham	The shared-use of cycle/footpaths in Pewsham Park exit onto the surrounding roads at various locations. Some of these don't have dropped kerbs, which will: <ul style="list-style-type: none"> a) Make the paths inaccessible by some people on cycles b) Difficult to access for many others, including parents with pushchairs c) Result in people cycling on the pavements 	Ever since the estate was built	Dropped kerb	1
009 - Lysley Close	Pewsham	The shared-use of cycle/footpaths in Pewsham Park exit onto the surrounding roads at various locations. Some of these don't have dropped kerbs, which will: <ul style="list-style-type: none"> a) Make the paths inaccessible by some people on cycles b) Difficult to access for many others, including parents with pushchairs c) Result in people cycling on the pavements 	Ever since the estate was built	Dropped kerb	1

010 - Rowden Road & Rowden Hill Junction	Lowden & Rowden	No dropped kerb.	Ever since the estate was built	Pair of dropped kerbs	2
011 - Lloyds Pharmacy, St Lukes Drive	Lowden & Rowden	No dropped kerb.	Ever since the estate was built	Dropped kerb	1
012 - St. Frances Avenue & St. Lukes Drive Junction	Lowden & Rowden	No dropped kerb.	Ever since the estate was built	Pair of dropped kerbs	2
013 - Wichester Close & Sarum Road Junction	Cepen Park & Hunters Moon	This junction does not have a dropped kerb. This makes it difficult to access for people with mobility issues and those with pushchairs.	Ever since the estate was built	Dropped kerb	1
014 - Gloucester Close & Sarum Road Junction	Cepen Park & Hunters Moon	This junction does not have a dropped kerb. This makes it difficult to access for people with mobility issues and those with pushchairs.	Ever since the estate was built	Dropped kerb	1
015 - Trenchard Close & Kent Close Junction	Cepen Park & Hunters Moon	The applicant would love to use their mobility scooter, but as more and more people park outside their gates, this is becoming impossible.	Ever since the estate was built	A dropped kerb from the front of Trenchard Close into Kent Close would mean the resident could get from the front of Trenchrd Close into Kent Close and would mean they could get to the	1

				Co-op and Sainsbury's without having to travel along the roads (apart from crossing them)	
016 - Kent Close & Sarum Road Junction	Cepen Park & Hunters Moon	The applicant would love to use their mobility scooter, but as more and more people park outside their gates, this is becoming impossible.	Ever since the estate was built	Dropped kerb	1
017 - Wells Close & Minster Way Junction	Cepen Park & Hunters Moon	This junction does not have a dropped kerb. This makes it difficult to access for people with mobility issues and those with pushchairs.	Ever since the estate was built	Pair of dropped kerbs	2
018 - York Close & Minster Way Junction	Cepen Park & Hunters Moon	This junction does not have a dropped kerb. This makes it difficult to access for people with mobility issues and those with pushchairs.	Ever since the estate was built	Dropped kerb	1
019 - Sarum Road & Queens Crescent Junction	Cepen Park & Hunters Moon	This junction does not have a dropped kerb. This makes it difficult to access for people with mobility issues and those with pushchairs.	Ever since the estate was built	Pair of dropped kerbs	2
020 - Salisbury Close, where the footpath across the green comes out	Cepen Park & Hunters Moon	The path at Salisbury Close, where footpath across the green comes out, does not have a dropped kerb. This makes it difficult to access for people with mobility issues and those with pushchairs.	Ever since the estate was built	Dropped kerb	1

021 - Coniston Road	Cepen Park & Hunters Moon	The path at Coniston Road does not have a dropped kerb which enables people to continue along. This makes it difficult to access for people with mobility issues and those with pushchairs.	Ever since the estate was built	Dropped kerb	1
022 - Path at both sides of Coniston Road (at junction with Queens Crescent)	Cepen Park & Hunters Moon	The path at both sides of Coniston Road (At junction with Queens Crescent) does not have dropped kerbs which makes it difficult to access for people with mobility issues and those with pushchairs.	Ever since the estate was built	Pair of dropped kerbs	2
023 - Farleigh Close	Cepen Park & Hunters Moon	The path at both sides of Farleigh Close does not have dropped kerbs which makes it difficult to access for people with mobility issues and those with pushchairs.	Ever since the estate was built	Pair of dropped kerbs	2
024 - Path at Kilverts Close & Queens Crescent Junction	Cepen Park & Hunters Moon	The path at Kilverts Close to Queen's Crescent does not have a dropped kerb which makes it difficult to access for people with mobility issues and those with pushchairs. This can lead to people walking in the road as it's easier, which causes a safety issue.	Ever since the estate was built	Dropped kerb	1
025 - End of Carnarvon Close and back wall of the Cooperative	Cepen Park & Hunters Moon	Parents with prams and pushchairs and people with mobility issues often use the footpath from Carnarvon Close to Conway Road as the main path (via Queen's Crescent to Conway Road) goes	Ever since the estate was built	Dropped kerb	1

		through the front of Coop. Many struggle with this kerb as it is quite high.			
026 - Allington Way	Cepen Park & Derriads	Throughout the whole area of Allington Way and connecting estates, there appears to be no dropped kerbs for those that require the use of buggies, mobility scooters, as well as those that are registered blind. The area where the flats are situated also don't appear to have these dropped kerbs. There is a need to put in place 'safe' areas for these more vulnerable members of the public to cross streets in a designated safe route. Also, there is a newly built estate that backs onto Bumpers Farm Industrial Estate, where there are no drop kerbs for those with young families, etc.	For many years	To put in either dropped kerbs, or angled kerb stones that will allow wheeled aids to safely negotiate leaving a path to cross a street.	2
027 - Barken Road	Cepen Park & Derriads	Throughout the whole area of Allington Way and connecting estates, there appears to be no dropped kerbs for those that require the use of buggies, mobility scooters, as well as those that are registered blind. There is a need to put in place 'safe' areas for these more vulnerable	For many years	To put in either dropped kerbs, or angled kerb stones that will allow wheeled aids to safely negotiate leaving a path to cross a street.	2

		members of the public to cross streets in a designated safe route.			
028 - Barn Close	Cepen Park & Derriads	Throughout the whole area of Allington Way and connecting estates, there appears to be no dropped kerbs for those that require the use of buggies, mobility scooters, as well as those that are registered blind. There is a need to put in place 'safe' areas for these more vulnerable members of the public to cross streets in a designated safe route.	For many years	To put in either dropped kerbs, or angled kerb stones that will allow wheeled aids to safely negotiate leaving a path to cross a street.	2
029 - Barons Mead	Cepen Park & Derriads	Throughout the whole area of Allington Way and connecting estates, there appears to be no dropped kerbs for those that require the use of buggies, mobility scooters, as well as those that are registered blind. There is a need to put in place 'safe' areas for these more vulnerable members of the public to cross streets in a designated safe route.	For many years	To put in either dropped kerbs, or angled kerb stones that will allow wheeled aids to safely negotiate leaving a path to cross a street.	2
030 - Beale Close	Cepen Park & Derriads	Most of the connecting paths have dropped kerbs along this route due to the schools within the area. Beale Close junction appears to be lacking this continued designated route and requires a drop kerb to complete this for all wheel-aid users.	For many years	To put in either dropped kerbs, or angled kerb stones that will allow wheeled aids to safely negotiate leaving a path to	2

				cross a junction/street.	
031 - Chamberlain Road	Cepen Park & Derriads	This cul-de-sac off of Chamberlain Road doesn't have dropped kerbs but is on a designated route and therefore, requires a drop kerb to complete this for all wheel-aid users, etc.	For many years	To put in either dropped kerbs, or angled kerb stones that will allow wheeled aids to safely negotiate leaving a path to cross a junction/street.	2
032 - Culverwell Road	Cepen Park & Derriads	This cul-de-sac off of Culverwell Road doesn't have dropped kerbs but is on a designated route and therefore, requires a drop kerb to complete this for all wheel-aid users, etc.	For many years	To put in either dropped kerbs, or angled kerb stones that will allow wheeled aids to safely negotiate leaving a path to cross a junction/street.	2
033 - Hither Close		Throughout the whole area of Allington Way and connecting estates, there appears to be no dropped kerbs for those that require the use of buggies, mobility scooters, as well as those that are registered blind. There is a need to put in place 'safe' areas for these more vulnerable members of the public to cross streets in a designated safe route.	For many years	To put in either dropped kerbs, or angled kerb stones that will allow wheeled aids to safely negotiate leaving a path to cross a street.	2

034 - Lamberts		Throughout the whole area of Allington Way and connecting estates, there appears to be no dropped kerbs for those that require the use of buggies, mobility scooters, as well as those that are registered blind. There is a need to put in place 'safe' areas for these more vulnerable members of the public to cross streets in a designated safe route.	For many years	To put in either dropped kerbs, or angled kerb stones that will allow wheeled aids to safely negotiate leaving a path to cross a street.	2
035 - Lords Mead		This path that lines Lords Mead comes to an end at the top of the road that meets with Frogwell and doesn't have a dropped kerb for the public to use. It needs a dropped kerb to aid those with wheeled aids and also those with poor eye-sight, with 'braille' style slabs so they know when the path enters a road/or road junction.	For many years	To put in either dropped kerbs, or angled kerb stones that will allow wheeled aids to safely negotiate leaving a path to cross a junction/street.	2
036 - Manor Road		Throughout the whole area of Allington Way and connecting estates, there appears to be no dropped kerbs for those that require the use of buggies, mobility scooters, as well as those that are registered blind. There is a need to put in place 'safe' areas for these more vulnerable members of the public to cross streets in a designated safe route.	For many years	To put in either dropped kerbs, or angled kerb stones that will allow wheeled aids to safely negotiate leaving a path to cross a street.	2

037 - Morrisons Roundabout: Pedestrian Crossing	Cepen Park & Derriads	No dropped kerbs which make access difficult for people with mobility issues and people with pushchairs.	For many years	Pair of dropped kerbs	2
038 - Derriads Lane/Chamberlain Road/Page Close	Cepen Park & Derriads / & Hunters Moon	This cul-de-sac off of Chamberlain Road doesn't have dropped kerbs but is on a designated route and therefore, requires a drop kerb to complete this for all wheel-aid users, etc.	For many years	To put in either dropped kerbs, or angled kerb stones that will allow wheeled aids to safely negotiate leaving a path to cross a junction/street.	2
039 - Page Close	Cepen Park & Derriads	This cul-de-sac off of Chamberlain Road doesn't have dropped kerbs but is on a designated route and therefore, requires a drop kerb to complete this for all wheel-aid users, etc.	For many years	To put in either dropped kerbs, or angled kerb stones that will allow wheeled aids to safely negotiate leaving a path to cross a junction/street.	2
040 - Pipsmore Road	Cepen Park & Derriads	Throughout the whole area of Allington Way and connecting estates, there appears to be no dropped kerbs for those that require the use of buggies, mobility scooters, as well as those that are registered blind. There is a need to put in place 'safe' areas for these more vulnerable	For many years	To put in either dropped kerbs, or angled kerb stones that will allow wheeled aids to safely negotiate leaving a path to cross a street.	2

		members of the public to cross streets in a designated safe route.			
041 - Ryan Avenue	Cepen Park & Derriads	This estate off of Chamberlain Road Road doesn't have dropped kerbs but is on a designated route and therefore, requires a drop kerb to complete this for all wheel-aid users, etc.	For many years	To put in either dropped kerbs, or angled kerb stones that will allow wheeled aids to safely negotiate leaving a path to cross a junction/street.	2
042 - The Battens	Cepen Park & Derriads	Throughout the whole area of Allington Way and connecting estates, there appears to be no dropped kerbs for those that require the use of buggies, mobility scooters, as well as those that are registered blind. There is a need to put in place 'safe' areas for these more vulnerable members of the public to cross streets in a designated safe route.	For many years	To put in either dropped kerbs, or angled kerb stones that will allow wheeled aids to safely negotiate leaving a path to cross a street.	2
043 - Westbrook Close	Cepen Park & Derriads	Westbrook Close is opposite to the Spring Rise Children's Centre which is on a designated route to the other school (St. Peter's Academy) situated at the top end of Frogwell. There appears to be no safe route across this junction to allow child push chairs and other wheel-aids to get across this road.	For many years	To put in either dropped kerbs, or angled kerb stones that will allow wheeled aids to safely negotiate leaving a path to cross a street.	2