

Report to	Malmesbury Area Board
Date of Meeting	4 September 2013
Title of Report	Small Scale Transport and Highway Improvement Schemes – Recommendations from Malmesbury Community Area Transport Group

Purpose of Report

To ask the area board to consider and approve the recommendations from the Malmesbury Community Area Transport Group (CATG) outlined in this report and appendices.

1. Background

- 1.1. In 2013/2014 Malmesbury area board was allocated a discretionary budget of £13,360 to involve them in the assessment and selection of small scale transport schemes to be progressed in their community area.
- 1.2. This funding allocation is for capital funding and can only be used to provide new and improved infrastructure. It is suitable for schemes that improve safety, increase accessibility and sustainability by promoting walking; cycling and public transport and improve traffic management. It cannot be used to fund maintenance schemes or to pay for revenue functions such as passenger transport.
- 1.3. Malmesbury area board agreed to the establishment of a Community Area Transport Group (CATG) to consider issues /schemes with the support of highways officers and make recommendations to the area board. The means by which the public and parishes can identify issues for consideration to the Malmesbury CATG is primarily via the [area board community issues process](#)
- 1.4. The current membership of the Malmesbury CATG comprises of Malmesbury area board councillors and a nominated parish council representative from each electoral division. Membership for 2013/14 is as follows:

Division	Area Board councillor	Nominated representatives
Malmesbury	Simon Killane	Martyn Snell
Sherston	John Thomson	Martin Rea
Brinkworth	Toby Sturgis	Ellen Blacker
Minety	Carole Soden	Duncan Lamb

- 1.5. Further information about how the CATGs operate can be found at <http://www.wiltshire.gov.uk/catg-area-boards-practice-papers.pdf>
- 1.6. Parish councils and individuals who have submitted issues being discussed by the CATG are also invited to attend CATG meetings.
- 1.7. Malmesbury CATG last met on 23 July and will next meet on 15 October 2013.
- 1.8. At the July area board the Chairman announced that in future rather than a ring-fenced budget being held centrally for the review of speed limits on C and unclassified roads, the funding would be devolved to the CATG who could agree how best the budget would be spent. The allocation for the Malmesbury CATG was £11,980, bringing their 2013/2014 budget to £22,615.
- 1.9. In light of these changes the area board requested that the Malmesbury CATG reconsider their decision relating to Foxley Road (C68).

2. Recommendations from CATG and other information

- 2.1. The recommendations of the CATG are contained in the action notes of the 23 July CATG (see Appendix 1). These are also available from the [Malmesbury area board pages](#) of the council's website. Key recommendations are as follows:
 - 2.1.1. Pedestrian safety work in Sherston High Street is currently underway
 - 2.1.2. It has been mutually agreed between CATG and the parish council not to proceed with a footway in Ashton Keynes.
 - 2.1.3. The town council has agreed to contribute £847 towards the completion of pedestrian safety works near Tetbury Hill/Filands junction and Tetbury Hill/Avenue de Gien mini roundabout.
 - 2.1.4. CATG are of the opinion that any action related to improving vehicular access to Malmesbury Primary Care Centre would be disproportionate to the benefits. The matter would be closed.
 - 2.1.5. Project costs for signs at Dark Lane had increased due to the cost of accessing electricity. There is a legal requirement that the sign is lit. The project now costs £4,000. At the same time the Mill Lane signage had reduced to £1,000. It was felt that the gains made at Mill Lane could help off-set the additional costs at Dark Lane, where the CATG would still be required to contribute a further £1,000 to complete the project.
 - 2.1.6. SID sites would need to be reviewed at the October CATG meeting as Callow Hill, Brinkworth was eligible for a SID. The figures here would be considered with the other sites, already agreed this year.
 - 2.1.7. A range of options were considered about reducing speed on the Foxley Road

(C68) which concerned residents in Foxley and on the outskirts of Malmesbury. The matter would be re-visited at the October CATG meeting.

- 2.1.8. Speed would be monitored on Gloucester Road following concerns.
- 2.1.9. A bus clearway was not considered the best way forward to solve the issue raised about buses accessing a bus stop in Brinkworth. Community courtesy options were being tried.
- 2.1.10. There were no recommendations of projects for substantive bids. It was agreed that it was important to undertake preliminary work in 2013/14 to ensure that potential projects which could be submitted for substantive funding.
- 2.2. A condition of progressing schemes relied on parish councils consulting locally and demonstrating community support for schemes. They are also asked to contribute 25% towards the cost of schemes. Town/parish councils are asked to consider this when setting their precept for 2014/15.
- 2.3. All recommendations of the Malmesbury CATG contained in the Action Notes of the 23 July 2013 meeting be approved and the progress of a wide range of issues and schemes (see Appendix 2) is noted.

3. Environmental & Community Implications

- 3.1. Environmental and community implications were considered by the CATG during their deliberations. The funding of projects will contribute to the continuance and/or improvement of environmental, social and community wellbeing in the community area, the extent and specifics of which will be dependent upon the individual project.

4. Financial Implications

- 4.1. All decisions must fall within the funding allocated to Malmesbury Area Board.
- 4.2. Following financial reconciliations and further delegated budget, the balance of the CATG budget for 2013/2014 is **£20,382.54** (see Appendix 2).

5. Legal Implications

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

6. HR Implications

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

7. Equality and Inclusion Implications

- 7.1. The schemes recommended to the area board will improve road safety for all users of the highway.

Appendices	Appendix 1 – Malmesbury CATG Action Notes 23 July 2013. Appendix 2 – Financial Summary – Malmesbury CATG
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