

**MARLBOROUGH AREA BOARD**  
**26 November 2013**

**Community Area Transport Group Recommendations to Marlborough Area Board**

**1. Purpose of Report**

- 1.1 To provide an update on the position of the proposals from the CATG meeting that took place on 24 October 2013.
- 1.2 To request that Marlborough Area Board supports the recommendations of the Community Area Transport Group made at its meeting of 24 October 2013.

**2. Finances**

- 2.1 Marlborough CATG received a funding allocation for 2013/14 of £13,615. There has since been an additional £9,000 devolved to Marlborough CATG that can be allocated to all projects.
- 2.2 £23,321 is available to be spent on highways projects within the Marlborough Community Area during 2013/14. There have been no allocations of funding to projects to date.

**3. Background**

- 3.1 CATG Chairman, Cllr James Sheppard gave an introduction to the meeting followed by introductions from attendees.
- 3.2 At the September CATG meeting, a call was put out for projects arising from parishes' Village Traffic Initiative plans. This was co-ordinated with the Parish Forum, using a process and submission forms developed by Cllr James Keith. By the deadline, 12 projects had been submitted to the Community Area Manager plus a project from Ramsbury previously submitted at the September CATG meeting.
- 3.3 At this meeting, there was discussion around the purpose of this part and how projects would be introduced. This part of the meeting was to decide which of the submitted projects CATG wished to take forward and be developed and costed by Steve Hind from Wiltshire Highways. These costs would be ready for the next CATG meeting and would allow CATG to then prioritise these projects based on estimated costs of implementation and value for money. Not all projects would be able to receive funding due to the limited resources of CATG. Steve Hind confirmed that projects need to be with designers by the end of December and that as long as funding is allocated to projects and ratified by the area board before March 2014 that money will not be lost at the end of the financial year, even if the project itself is not complete.

**4. Priority Schemes for 2013/14**

- 4.1 Going around the table, each village described the project/s they had submitted for development and funding.

4.2 **Aldbourne:** Creation of a new, safer pedestrian crossing over the B4192 in the centre of the village. This is a busy part of the village used to reach the village shop and post office and used by the 60+ young people who attend The Community Junction youth club. There was discussion about the crossing asked for and that this really needed to be a zebra crossing to have any legal precedent. Steve Hind pointed out there are assessment criteria that all proposed locations for new zebra crossings must meet before one is installed. This is to check there are enough people crossing there to make a zebra crossing feasible. The assessment can cost approx £1,000 and the zebra crossing itself £20 - 25,000 to install. CATG would have to fund the assessment from its own budget.

4.3 **Manton:** Two projects were submitted.

4.3.1 Creation of a pedestrian footpath marked out on the road running from Bridge St to High St. It is the only pedestrian route through the village and is used by residents, school users, pre-school and village hall users. There is no pavement here. The visual impact would slow down cars on this precarious bend.

4.3.2 The entrance to Jubilee Field opens out directly onto Bridge Street and is completely concealed from both directions. The project is for some kind of pedestrian crossing in a place that is visible from both directions in order for people to be able to exit and enter safely and to slow cars down from the A4.

4.3.3 These projects brought into question Manton's status as a separate village within the Marlborough Town Council boundary. It was agreed that these projects should be developed in parallel with negotiations between Manton's VTI group and Marlborough TC.

4.4 **Broad Hinton:** Two projects were submitted.

4.4.1 Village gateway enhancements at 5 locations on the edge of the village. 2 pairs of wooden village gateways on the A4361 in conjunction with the introduction of the new 50 mph speed limit. These 2 gateway positions on the A4361 would not be where the new 50mph signs are to be located but closer to the village boundary. 3 further pairs of village gateways on B4041 at the entry from Broad Town, B4041 from Elm Cross Roads, and also on Yew Tree Lane.

4.4.2 Create a footpath from the village hall, east down Yew Tree Lane, to the Yew Tree Lane houses. Pedestrian access to the Village School for parents and children from Manor Lane and the Yew Tree Lane houses is nonexistent. There is no footpath on this stretch of busy road. A footpath would make this experience much safer. Steve Hind asks if this means a coloured surfacing and Cllr James Keith replies yes, like the one at Winterbourne Monkton.

4.5 **Ogbourne St Andrew:** Two projects were submitted.

4.5.1 Installation of static gates and large tub planters to re-enforce the appearance of entering a village and encourage drivers to be aware of the 30mph speed limit. Traffic still travels through the village at speeds above the new 30mph limit. It has been shown in other local villages that installing some kind of 'verge furniture' would create a visual impression that traffic is entering a built up area and encourage drivers to slow down.

4.5.2 Installation of a highly visible and well defined pedestrian crossing near the bus stops on the A346 together with any associated works required on verges/pavements. This is to help schoolchildren access the bus stops on either side of the A346 as well as other village residents to get from one side of

the village to the other. The Parish Council is prepared to make a 10% contribution to the cost of the project. Steve Hind asks if that means a zebra crossing, and that is what Ogbourne St Andrew wants. Steve Hind again says that this will need a pedestrian assessment to check the need for the crossing and a metrocount to be done.

4.6 **Fyfield & West Overton:** Two projects were submitted.

4.6.1 The key space of Lockeridge – the crossroads at its centre - should be the subject of a distinctive design in order to increase its “place-making” function. They recommend that different coloured or other top-surfacing measures should be considered for the carriageway from the pub to beyond the school. The Plan also recommends that temporary flashing lights be installed to operate between 8.30am to 9.00am and between 3.00pm to 3.30pm to warn vehicles that children are in the vicinity and also recommends that 20mph should be the advised speed limit in this area. Coloured surfacing is possible. There was discussion about the operation of the flashing lights and the timings, etc.

4.6.2 Two other, similar projects, both involving studies of junctions of minor roads with the A4 at West Overton and at Upper Fyfield. In both cases, the study needs to look at ways to make the junctions clearer to drivers and safer for slow traffic turning onto the A4 at these places. Steve Hind confirms the studies can be smaller in scale and that preliminary work can be done with the parish council at no cost to CATG.

4.7 **Ramsbury:** Two projects were submitted.

4.7.1 Cllr Sheila Glass described the project to create a new pedestrian footway along Back Lane using a different coloured surfacing. This would be co-ordinated with scheduled re-surfacing of the road. This would need to happen when the local primary school is closed, so either at the February or Easter holidays. Steve Hind asked why only coloured surfaces was proposed and was told that this is quicker, more flexible and cheaper, presumably making it more likely to happen. There was then discussion as to just where the new footway would go.

4.7.2 Cllr Sheila Glass also requested 30mph repeater signs to be installed through the village of Axford on the C6. She pointed out that Axford has less 30mph roundels than Mildenhall, a similar village, on the same road with the same speed limit. There is ‘sporadic’ street lighting through Axford.

4.8 **Avebury:** Two projects were submitted.

4.8.1 Cllr Andrew Williamson described that there is currently a large study commissioned from Atkins looking at traffic passing through the World Heritage Site and any projects from Avebury need to fit into that study and into the context of the World Heritage Site in general. He called for the 30mph limit on the A4361 at Rawlins Park be extended northwards by about 200 metres to include the new houses at Harrington Court. This would not only have important road safety benefits but would also improve the setting of the Scheduled Henge monument by moving the 30 mph signs further away from it. This idea has been submitted as an on-line Issue in the past and Mark Stansby from Highways has said previously that this can happen. The Community Area Manager said he needed to chase Mark to make this happen.

4.8.2 The other submission from Avebury calls for works to the roundabout at Beckhampton to reduce speeding and crashes. While the Parish Council’s long term aim is to see the roundabout rebuilt as a very much smaller structure, they believe an interim measure is to shorten sightlines. Given the need in the

World Heritage Site to minimise signage and other artificial interventions, it would be appropriate to introduce a 'natural' solution. One possibility could be planting hedges to reduce sightlines. There was discussion around the effectiveness of this. Spencer Drinkwater, Wiltshire Highways, talked about the Atkins review and the need to be cautious about waiting for the World Heritage Site Strategy. The Community Area Manager passed on concerns from Sarah Simmonds, the World Heritage Site Officer about any work taking place in the Site.

## **5. Outcomes from Project Discussions**

5.1 Follow all the project descriptions, Cllr James Sheppard rounds up the session and proposes voting on whether to take each project to the development and costing stage. Cllr Stewart Dobson voices his concerns about representation on the CATG and just who is eligible to vote. Through a show of hands, the following was agreed:

- Steve Hind would look at the sites of the two new crossings at Aldbourne and Ogbourne St Andrew and if feasible, pedestrian assessments may be carried out.
- Both Manton projects are to be developed. This is to happen in parallel with negotiations with Marlborough TC.
- Both Broad Hinton projects are to be developed and costed. A clear understanding of the contribution from the parish council is to be found.
- New gates at Ogbourne St Andrew are to be costed.
- The coloured footway at Ramsbury and roundels for Axford are to be costed.
- The coloured surfacing at Lockeridge is to be developed and costed and sources of funding for the beacons near the school to be looked at. The two studies of junctions on the A4 are to be 'put on the backburner'.
- The Community Area Manager will chase Mark Stansby regarding the speed limit review at Avebury, as this is something that has been previously agreed. The Beckhampton project will be put on hold

## **7. Summary of On-going Issues**

7.1 Of the traffic and transport related issues on the Community Issues System the following action is being undertaken:

7.1.1 Improvements to Treacle Bolly bridleway. The Community Area Manager has contacted Mike Crook at Rights of Way about resurfacing / improvements at Treacle Bolly, Marlborough. Mike was happy for resurfacing and associated drainage to take place. The Community Area Manager is in discussion with the cycling group about developing a project and attracting funding to action this, potentially through North Wessex Downs AONB. The work is eligible for funding from Marlborough Area Board.

7.1.3 New cycle parking on Marlborough High Street. New Sheffield Hoop stands have recently been installed at the Bulge and on the brick build-out at Nationwide. These had to be removed due to the Mops Fairs but have now been replaced with removable hoops. The Community Area Manager needs to begin work with Martin Cook, Wiltshire Highways, to put in place the Experimental Traffic Order that will turn a car parking space in the centre of the High St into more cycle parking. Cllr Stewart Dobson confirms Marlborough TC is agreeable with this.

## **8. Other Highways Issues**

- 8.1 There was discussion around a number of small Highways related matters which CATG members asked to have chased up. Cllr James Sheppard asked that Highways produce a list or schedule of works taking place or about to take place in the Marlborough Community Area. This would allow local parish councils and others not only to know what is coming next but be able to co-ordinate other projects with works to the highway.

## **7. Recommendation**

- 7.1 To note the discussions held at the CATG meeting of 24 October 2013 as outlined above and the progress towards developing priority schemes.

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**Background Papers**  
CATG notes of 24.10.2013

**Appendices**  
None