

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 27 February 2014.
- 1.2 To request that Marlborough Area Board supports the recommendations of the Community Area Transport Group made at its meeting of 27 February 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 At the last meeting, £14,360 for projects (not including contributions from PCs) was allocated and ratified by Marlborough Area Board. There is £8,961 remaining for 2013/14.

3. Background

- 3.1 CATG Chairman, Cllr James Sheppard gave an introduction to the meeting followed by introductions from attendees.
- 3.2 At the December CATG meeting, two of the proposed Village Traffic projects did not get the go ahead but were felt to need more development. This has now been done and the projects brought back to CATG for discussion and agreement.
- 3.3 There was also a summary and discussion of the work carried out to date on the six projects allocated funding at the last CATG meeting. Decisions were needed on some of these projects and these are explained further.

4. Priority Schemes for 2013/14

- 4.1 Steve Hind described the further development made towards two projects originally put on hold at the December '13 meeting.
- 4.2 **Manton:**
 - 4.2.1 Footway improvement to Bridge St / High St, Manton. Caroline Jackson, Manton Residents' Assoc, talked about the consultation work done amongst the Association. She describes how the most recent proposal from Highways to implement the scheme, for a footway through the village, is the preferred option. Richard Allen, Marlborough TC, read out an email received by the TC from the Chair of the Residents' Assoc confirming this. Whether to use the buff coloured surfacing, just a white line or both was discussed. Richard Allen points out that the buff colour with a white line is what residents have agreed upon. Steve Hind gave the cost of this work as £4,600, including the cost of the road closure needed to carry out the work. James Sheppard proposed a vote on the full scheme as proposed by Highways. CATG was in favour of this, with no one against and no abstentions. Andrew Jack mentioned one of the actions from

the last meeting was for this scheme to be ratified by Marlborough TC and wondered whether work should only begin once this has been obtained.

4.2 Fyfield & West Overton:

- 4.2.1 Coloured surfacing at the T-junction, Lockeridge. Steve Hind, Martin Cook (Highways) and Andrew Jack (Area Boards) have met on site with the parish council to look at the road and discuss possible solutions. They saw how parents currently park in the village pub's car park, cross over the road, walk several hundred metres on existing pavement along a narrow road and then cross back over to take their children to Kennet Valley School. The new proposal to use hi-grip, buff coloured surfacing to mark out the two places where parents cross and to put in dropped kerbs was discussed by CATG. This work is expected to cost £3,000.
- 4.2.2 Work was also discussed to try and reduce drivers' speeds through this part of the village. Steve Hind described the option to install wooden planters, similar to those used successfully in Avebury, on the pavement here. He costed these at £500 each. This will have the visual effect of narrowing the road which should make drivers reduce their speed. Judith Woodget, representing Lockeridge, referred to Avebury High St and how planters there have worked well. Andrew Williamson, Avebury PC, responded that the situation there and their use is slightly different. He pointed out that they were able to source their planters at £75 each and that each household that has one outside looks after them.
- 4.2.3 James Sheppard asked for agreement on the project. He asks if the two parts needed to be split and decided upon separately and this is confirmed. He asked for a vote and CATG was in favour of awarding £3,000 for the two informal crossings in Lockeridge. No-one was against and there were no abstentions. Martin Cook mentioned that CATG had previously awarded a contribution of £250 towards Avebury's planters. James Sheppard asked if CATG should award Lockeridge this same figure. The meeting was in favour of awarding Lockeridge £250 towards new planters. No-one was against and there were no abstentions. Andrew Williamson said he would put Lockeridge in touch with the source of their cheaper planters.
- 4.3 The cost of these two newly agreed projects totals £7,850. This leaves approx. £1,100 in the CATG budget. This figure acts as a useful contingency against any of the agreed projects going over budget. SH confirmed any unallocated funds can be rolled forwards into 2014/15.

5. Work on Agreed Projects, 2013/14

5.1 Ogbourne St Andrew

- 5.1.1 There has been a Metrocount carried out in the village. This gave the 85th percentile (the speed at which 85% of vehicles are travelling at or below) as 42.5mph. This is higher than the limit for the safe installation of a zebra crossing. Speed Indicator Decives (SIDs) were discussed along with their effectiveness. Andrew Jack said that this recorded speed was enough to put this location on Marlborough's SID rota. CATG agreed with this and the location will be placed on the Marlborough SID rota. There was also discussion about the use of a permanent SID here. Wiltshire Council's policy is that SIDs work best when drivers do not expect them to be in place and if installed permanently, their effect at reducing speed wears off. John Hetherington, Ogbourne St Andrew PC, asked about getting a permanent SID for the village and Steve Hinton was asked to find out about the costs of these. Martin Cook spoke about the village doing more around placemaking and the village pub to do more with the area at its frontage next to the road.

5.1.2 Steve Hind talked about the news gates for the entrance to the village. The red hi-grip surfaces at the entrances to the village are currently in a poor state and where the speed limit has changed to the north of the village is in the wrong place. This surfacing is not due to be replaced during 2014/15. Steve Hind asked if Ogbourne St Andrew wanted the new gates installed before the surface is replaced and John Hetherington said yes.

5.2 **Ramsbury**

5.2.1 Sheila Glass reported that the new surfacing in Back Lane is now down and looks very good. The coloured surface to make the new footway is not down yet as the new road is only just finished. Only one of the two planned crossings will be installed for now and use will be monitored.

5.3 **Axford**

5.3.1 Because of the streetlamps through the village, 30mph repeater signs are not allowed to be used through the village. Sheila Glass does not agree with this and points out how the gaps in housing feels like drivers have left the village and they consequently speed up. Steve Hind was asked to look at the option of using some kind of surfacing to show drivers are travelling through a village.

5.4 **Aldbourn**

5.4.1 Steve Hind reported that the Metrocount in Aldbourn was carried out at the wrong location and will need to be retaken. No action towards a new pedestrian crossing can be taken until the Metrocount is done.

5.5 **Manton, Bridge St**

5.5.1 Steve Hind reports the design of this about 80% complete. He would like to include a "Slow" marking on the road within this scheme. Caroline Jackson asked about moving the playground sign as part of this work and there is discussion about the regulations of this.

6. **Summary of On-going Issues**

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

6.2 Speed issue at Chopping Knife Lane. A resident is concerned there is a lack of warning signage between the junction with the A4 and the residential area that drivers are about to enter a 20mph zone. Sgt Barry Reed said that the police had carried out checks there and did not find much evidence of speeding. Marlborough TC continue to consult with residents over this.

6.3 Improvements to Treacle Bolly bridleway. Rights of Way at Wiltshire Council continue to develop the funding needed. Work cannot happen on the ground until conditions dry out further in the spring. The cycling group has met with Marlborough College, the landowner here. The College is supportive of these improvements and has recently undertaken groundwork to the Treacle Bolly area that has improved drainage.

6.4 New cycle parking on Marlborough High Street. Work is now underway to write the Experimental Traffic Order that will change the use of one car parking space in the centre of Marlborough High St into cycle parking with space for six bikes.

6.5 Speed, volume and size of vehicles on Herd St, Marlborough. Andrew Jack has passed details of Community Speedwatch and Lorry Watch to Marlborough Town Clerk. He mentioned that the Herd St / Barn St area is one of six Air Quality Management Areas in Wiltshire. Some of the other areas have had help

from Wiltshire Council in tackling the sources of the problems, not always traffic related, and there might be help available for Marlborough.

- 6.6 Volume of parking in Cherry Orchard and Orchard St, nr St John's School. This issue comes from householders in this area complaining about the amount of parking here by parents at drop-off and pick-up times and by students all day. James Sheppard has met with the school, which actively discourages students from driving. There are 20 students registered to drive to school and a staff member goes out every day to check local roads for students parking. Based on current numbers of driving students, the extension to the 6th form could lead to four new cars being driven to school. Richard Allen points out this has always been a problem. Sgt Barry Reed describes that he has met with the new Residents Group about the problem and with the school to try to find solutions. He agreed the school is active in discouraging students from driving and that residents can be just as bad. The police have patrolled in the area and issued tickets to some cars. BR estimates there are 40-50 cars connected to the school and not all are registered with the school. There was discussion about the need for a road sign showing that Cherry Orchard no longer gives vehicle access to the school. All agree this problem is a symptom of the pressure on car parking through the whole town and is not just about students.
- 6.7 Maintenance of the kerb at The Green, Aldbourne. James Sheppard describes this problem as being from some residents who have taken up kerb stones from the edge of the Green in order to park vehicles or take some of that land as part of their garden. Because of cars parking on and being driven on the Green, this has cut up the ground there. Martin Cook said he is working on this with Aldbourne PC and residents. He says that because there are places where there have never been kerb stones, this is not a matter of maintenance but CATG will need to fund this work.
- 6.8 Vehicle speeds on B4192 at Preston. The Issue is about concerns from a resident of this small hamlet about the speed of vehicles passing Preston House Farm and other building there. This road is in a 60mph zone. Andrew Jack was asked to respond mentioning the 06/07 speed limit review.

7. Other Highways Issues

- 7.1 New 20mph zones – Wiltshire Council has released its policy on 20mph limits and zones. CATGs are to have a full involvement in selecting the locations for further study. TCs and PCs are to put forward their suggested locations for 20mph restrictions to CATG. Highways officers review the overall list of locations and remove those that clearly do not meet the criteria. CATG then prioritises the remaining short list and identifies the two locations to be taken forward for full assessment in 2014/15. Andrew Jack will circulate the criteria. It was explained that these restrictions can only be implemented in C and UC class roads. James Sheppard requests that ideas for new restrictions to be send to Andrew Jack. These areas work best where vehicles are already travelling fairly slowly (~25mph) and are in residential areas, where children play or where there is no need for speed.
- 7.2 Sheila Glass also asked about a new warning sign for Hilldrop Lane, Ramsbury where horses and riders are often in the road. Andrew Jack mentioned that CATG can now recommend requests for new ad hoc signage like this. CATG recommended this. He will pass the request on to Mark Stansby.
- 7.3 Richard Allen mentions an email Marlborough TC has received from a resident that suggests the priority over the bridge from the George Lane car park into the

Waitrose car park is reversed to allow better flow. This has been discussed by Marlborough TC and they have voted to support this proposal and take it to CATG. Martin Cook thought that Wiltshire Council owns the car park to the south of the river and Waitrose own the one to the north. Highways officers wondered if the priority over the bridge was related to planning matters from Kennet District Council when Waitrose was first given permission for the supermarket and is therefore not so straight forward to change. Martin Cook was asked to look at the records for anything relating to priority over the bridge.

- 7.4 Richard Allen raises another request that has come through the TC. It is from Preshute Primary School and relates to ideas in their School Travel Plan to allow parents to drop off and collect children from the school playground. Access from the High St would need to be improved as there is currently a very steep slope up to the playground. The school will be submitting a bid (£14,000) to the Taking Action On School Journeys fund but feel the bid might not be accepted. The school is hence approaching CATG for the chance of funding for this project. This situation was discussed and Andrew Jack was asked to advise the school to log this as an online Issue to be dealt with through that system.
- 7.5 Sgt Barry Reed presented the Marlborough NPT Road Safety Strategy that he had been developing, saying how he would like this to be linked more with the work of CATG. He explained that the main part of the strategy is about education and enforcement. After April '14, there will be big restrictions on Roads Policing when control of the unit goes regional and several forces' units are combined. He will be reporting issues back to Andrew Jack. He described the Acres junction with the A346 in Marlborough to have particularly high speeds and will need to be monitored closely. He will report back more information back to CATG on all findings.

8. Recommendation

- 8.1 To note the discussions held at the CATG meeting of 27 February 2014 as outlined above and the progress towards developing priority schemes.
- 8.2 Based on the recommendations of CATG, Marlborough Area Board is asked to agree to fund the following new projects as requested from CATG:

Project	Approx. Cost
Footway improvement to Bridge St / High St, Manton	£4,600
Coloured surfacing, dropped kerbs & planters at the T-junction, Lockeridge	£3,250
Total:	£7,850

- 8.3 If all recommended projects receive funding, Marlborough CATG would have an amount of £1,100 remaining for the 2013/14 financial year. This can be rolled forward into 2014/15

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Background Papers
CATG notes of 27.02.2014

Appendices
None