

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 3 July 2014.
- 1.2 To request that Marlborough Area Board supports the recommendations of the Community Area Transport Group made at its meeting of 3 July 2013.

2. Finances

- 2.1 Marlborough CATG received a new funding allocation for 2014/15 of £13,615.
- 2.2 Along with money remaining from the previous financial year and rolled into this year, Marlborough CATG has a total of £16,726 available to be allocated in 2014/15.
- 2.3 No funding from 2014/15 has yet been allocated to projects.

3. Background

- 3.1 CATG Chairman, Cllr James Sheppard (JS) gave an introduction to the meeting followed by introductions from attendees.
- 3.2 This meeting looked at progress towards the projects allocated funding from the 2013/14 budget. Several smaller projects for 2014/15 were discussed and some funding allocated to them.
- 3.3 There was also a summary and discussion of the Highways issues logged on the area boards system.

4. Priority Schemes for 2013/14

- 4.1 Steve Hind (SH), Wiltshire Highways, described the further development made towards the eight projects awarded funding in 2013/14.
- 4.2 **Broad Hinton:** Coloured surfacing and white gates at entrances to village
 - 4.2.1 SH explained about discussions he has had with the Parish Council about the project. It is linked in with the change of speed limit on the A4361 from 60 to 50mph through the village. Balfour Beatty is due to carry out this change but delays mean there is not a date set for this work. SH apologies for there still being no date but assured the group it is on a list of schemes, although Balfour Beatty's programme keeps changing.
 - 4.2.1 JS asked if Balfour Beatty were actually doing what they say. SH replied that there were no improvements from before. There was discussion about Wiltshire Council's contract with Balfour Beatty. JS will again contact Cllr Phillip Whitehead, Portfolio holder for Highways, about this situation.
- 4.3 **Lockeridge:** Coloured informal crossing points and new planters.
 - 4.3.1 SH comments on the narrow road through the village and expects that Balfour Beatty would need to close the road in order to carry out this work. SH mentioned there is already a closure planned for work to the bridge for

- September and wanted Balfour Beatty to be able to coincide the two bits of work using the one road closure.
- 4.3.2 Again, Balfour Beatty needs to be pinned down as to the date of carrying out this work.
- 4.4 **Manton:** Informal crossing at playground, Bridge St.
- 4.4.1 SH confirmed Balfour Beatty requires a road closure and will put in the notice to get this. There is a 12 week lead time for the notices of a road closure so this work should be scheduled for the beginning of October.
- 4.5 **Manton:** Footway improvement to Bridge St / High St, Manton.
- 4.5.1 SH confirmed the Council's contractor, Atkins, has now carried out the survey in order for SH to complete the design.
- 4.5.2 This work will also need a road closure. SH will try to programme this in as one day's work but this will have to be after October.
- 4.6 **Ogbourne St Andrew:** White gates at entrances to village
- 4.6.1 SH confirmed the package including white gates and new coloured road surface has been passed to Balfour Beatty. Again, this will need a road closure and thus another 12 week wait for this to come into force.
- 4.6.2 SH is trying to get the removal of the old coloured surfacing included in this scheme so that both north and south entrances to the village are in the correct place.
- 4.7 **Ramsbury:** creation of a new virtual footway and crossing point at Back Lane.
- 4.7.1 Both SH and Cllr Sheila Glass (SG) (Ramsbury PC) confirm that this work is now complete and that Ramsbury PC and the village are very pleased with this. SG thanked Highways for this work.
- 4.8 **Aldbourn:** proposed new zebra crossing over B4192.
- 4.8.1 SH explained how to qualify, the location in Aldbourn needed to show a slow enough traffic speed. A recent Metrocount has shown this speed to be low enough. Next, a pedestrian count needs to take place to show that enough people wish to cross at the location. Carrying this out will cost CATG £800. SH pointed out that the group still needed to agree to this cost. Cllr Anne Deucher (AD) (Aldbourn PC) stated the case for the need for this crossing in the village, given the speeds of traffic and the type of road. Spencer Drinkwater (SDr) (Wilts Highways) commented that the survey would look at where people do cross at this location and that will be used to decide the best route across compared to what is considered the safest. There was discussion about where the best place to cross might be.
- 4.8.2 JS asked if CATG agreed to fund the cost of the pedestrian survey. JS asked SH when the survey might take place and it was agreed it would be best for it to be done during term-time when children travel to school.
- 4.8.3 JS asked for a decision on the funding and the group was in favour.
- 4.9 **Ogbourne St Andrew:** proposed new zebra crossing over A346.
- 4.9.1 In order to qualify for a new zebra crossing, the chosen location needs vehicles to pass at a slow speed and for there to be enough pedestrians wanting to cross there. A Metrocount has already been carried out showing the 85th centile to be 42.6mph, which is higher than the 35mph to allow a zebra crossing to be installed. SH raised the idea of installing a Puffin crossing in the village, but that this would cost £60k and to qualify, there would need to be 50 pedestrians per hour wanting to cross. Cllr John Hetherington (JH) (Ogbourne St Andrew PC) mentioned that he felt vehicle speeds were coming down since the change in

speed limit. There were suggestions for doing new Metrocounts at either end of the village to test this and if needed to have the northern end of the village put on the SID rota as well as the southern.

4.9.2 There were also discussions about whether the local bus company, especially on the school pickups, could go into the village and collect passengers there. This was inconclusive as residents of Crawings Piece, on the other side of the road, would still need to cross the A346 to reach the bus.

4.9.3 It was agreed to wait before doing another Metrocount in the village until after the new white gates and coloured surfacing had been installed to see if they have further effect on slowing vehicle speeds.

4.10 **Axford:** 30mph repeater roundels.

4.10.1 Martin Cook (MC) and Rebecca Busby (RB) (Wilts Highways) still need to assess the distance between light columns through the village to determine if they are the regulation distance apart. This will decide if repeater roundels through the village are allowed or not.

5. New Priority Schemes 2014/15

5.1 A number of small areas of work needing CATG funding were raised and discussed by the group:

5.2 Traffic issues through Froxfield

5.2.1 Graham Francis (GF) (Clerk to Froxfield PC) described the PC's plans to try to reduce the current 40mph limit on the A4 through the village to 30mph. A Metrocount in the village has been requested and Andrew Jack (AJ) (Community Area Manager) is chasing this. SH comments that this part of the A4 should have been part of the A-roads speed limit review from a few years back but MC thought this only covered roads outside of settlements. This would show the need for a Metrocount to be valid.

5.2.2 MC suggests using islands in the roadway as was done at Beckhampton as a way to narrow the carriageway and try to bring down speeds. JS suggests carrying out the Metrocount (to check current speeds), putting in the islands and using a second Metrocount to check any change.

5.2.3 There was also the matter of widening the footpath alongside the A4 in the eastern part of the village. MC has not yet visited the site but wondered if the old footway has been covered over and could be cleared or if the ditch next to the footpath needs to be piped in order to widen the footpath. JS asks for this survey to happen and for a decision on what needs to happen.

5.3 New dropped kerb at exit of Pattern Alley onto Kingsbury St. Marlborough

5.3.1 This is an issue previously raised by Cllr Stewart Dobson (SDo) (Wilts Council & Marlborough TC) about the ease of pedestrians using Pattern Alley and wanting to cross Kingsbury St. He has previously been in discussion with MC.

5.3.2 JS asked if this needed agreement from the group. As this is allocation of CATG funding it does. The group agreed to the funding of this work.

5.4 New Dropped kerb at Knowledge Crescent, Ramsbury

5.4.1 Sheila Glass has raised this problem about a wheelchair-bound resident effectively being trapped in their house as a result of not being able to get down the kerb. This is not within the area of maintenance, so funding will need to come from CATG.

5.4.2 CATG agreed the funding of this work.

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 New cycle parking on Marlborough High Street. AJ has been in touch with Richard Mortimer from Parking Services about giving up one car space to turn into cycle parking. He is prepared to give up the space but not the income it provides. JS has contacted Cllr Phillip Whitehead and has a possible way to overcome this. It is suggested to move a disabled parking space to the side of the High St and turn the former disabled space into new cycle parking. This way the High St does not lose a paid parking space or disabled parking but gains new cycle parking. This will be for an experimental period of up to 18months. There was discussion around how this can be monitored to show the experiment has been a "success". Highways record the number of letters of complaint an experimental scheme gets and makes a judgement based on this. AJ has contacted Marlborough's cycling group and they are prepared to carry out an ad hoc survey of the numbers of cycles parked there. AJ has also approached the Marlborough town clerk about a similar survey.
- 6.3 Maintenance of the kerb at The Green, Aldbourne. The issue raised by the parish council concerning damage to the area around the Green will need CATG funding to make good. Balfour Beatty will need to quote a price for this and Martin Cook will request that for the next CATG meeting so a decision on allocating funding can be taken. Martin Cook will also work with the residents of this area and the parish council to stop these blockages happening.
- 6.4 Speeding vehicles on A346 through Ogbourne St Andrew. This ties in with the work done by the parish council to address speeding and may be related to the recent change in speed limit from 40 to 30mph. Much of this has already been covered earlier in the meeting.
- 6.5 Improving access to Preshute School. This Issue is about improving access to the school for parents on foot to be able to drop off their children more safely. This is part of a bid to the Taking Action On School Journeys fund. It was decided to wait for the outcome of this bid.
- 6.6 Traffic on George Lane, Marlborough. This Issue is from a resident who is trying to do something about the size, speed and quantity of vehicles on George Lane. As George Lane is a B-road, it should be expected to receive a certain volume of traffic and the alternative route is along the High St. As an area lit by streetlamps, drivers must assume the speed limit is 30mph and repeater roundels are not permitted. If it is believed there is a speeding issue, it can be tested by a Metrocount. AJ has already passed a Metrocount request form (to be confirmed by MTC) to the resident and has not heard back. AJ will chase once then take this off the system.
- 6.7 Speeding traffic on A4 through Froxfield. This has already been covered earlier in the meeting. A Metrocount request form has been submitted by the parish and chased by AJ.
- 6.8 Vehicle speeds on A4 at Fyfield, particularly at the Lockeridge and Bell Inn junctions. The types of incident taking place here, especially at the Fyfield junction, were described by highways officers. It was thought incidents often happened because westbound cars overtook those slowing and turning left to Lockeridge and went into eastbound cars coming over the crest of the hill. One

solution there was suggested as new right turn lane for eastbound traffic. That would protect eastbound cars wanting to turn right from being shunted from behind but also prevent westbound cars from doing the overtaking described above. It would also help to make the main east-west carriageways narrower which could help reduce vehicle speed.

- 6.9 Request for warning signs on C18 at Rockley. Kennet Valley Driving Group, an RDA carriage driving group operate from stables in Ogbourne Maisey and often drive their carriages along the C18 in convoy. They would like to have permanent signs put up warning drivers of the slow moving horse-drawn convoy. This was discussed by the group, although Ogbourne St Andrew PC, where this takes place, had not heard of the request. Highways officers felt that temporary signs would be more effective as research shows drivers start to ignore warnings about a hazard which is there infrequently. CATG could fund the new signage.

7. Selecting Roads for 20mph Limit

- 7.1 Under Wiltshire Council policy, each CATG can request up to two roads per year to be considered for 20mph limits. Marlborough CATG has received requests for Hilldrop Lane and Back Lane in Ramsbury, village lane Ogbourne St Andrew and Manor Lane in Baydon to be put forward. Representatives from each parish described the roads they wished for change. SH confirmed all were suitable for consideration.
- 7.2 JS asked for a show of hands in favour of each. The two most popular roads were Back Lane, Ramsbury and village lane, Ogbourne St Andrew. These will be submitted to Highways for further consideration and implementation. The other two roads will be reserves.

8. Speed Limit Reviews.

- 8.1 Under a previous C-class road speed review, the C18 (Marlborough to Broad Hinton) was reviewed and a recommendation was to change the speed limit from 60mph to 40mph for several hundred metres north west of the start of the current 30mph limit in Free's Ave. This is to bring vehicle speeds down before entering the 30mph zone. Implementation has not taken place due to CATG resources being directed to Village Traffic Plans during 2013/14. SH and AJ brought this recommended change to CATG's attention and asked the group if they were happy for it to be implemented. This cost falls to CATG. SH felt this would cost approx. £3,000
- 8.2 JS asked for a show of hands for those in favour of implementing this change. The group agreed to the implementation and to the cost of this.
- 8.3 SH mentioned that CATG is still able to request new C-class road speed reviews. Cllr Tamsin Will (TW) (Baydon PC) proposed the C189 running from Baydon, through Aldbourne to where it meets the A346 at Ogbourne St George. AD agreed with this choice. SH said the review would cost CATG approx. £3,000.
- 8.4 JS asked for a show of hands for those in favour of reviewing the C189. The group agreed to this review and to the cost of this.

9. Other Highways Issues

- 9.1 AD mentioned a public meeting held in Aldbourne about vehicle speeds, particularly on the ways out of the village as drivers accelerate. The meeting agreed there is a need for reducing speeds coming in and going out of the

village. AD wondered about 20mph limits for some roads. SH advised the group that reducing the speed limit does not always bring speeds down and that for a road to be considered for 20mph, vehicle speeds need to be close to 20mph already. AJ pointed out that Community Speedwatch might be a useful tool in bringing down speeds. JS agreed that speeds need to be monitored including using Community Speedwatch.

- 9.2 Cllr Geoff Martin (GM) (Broad Hinton PC) asked about getting roadside planters like have been used in Avebury. He was advised to liaise with MC and RB.
- 9.3 TW pointed out that the traffic management scheme for Baydon is nearly complete and the village is pleased with it. Whilst the road had to be closed for a while, because this was a community project, residents felt they could comment about it, instead of if it had been imposed by Wiltshire Highways. TW added that Baydon's Community Speedwatch group had been operating for two years building up data to enable the chicane to go in. SH asks about the streetlights around the chicane. They are wobbly and are not yet lit. SH is trying to resolve this but JS is also prepared to escalate this to Cllr Jane Scott. TW also said that Baydon would like to install another chicane at the other end of the village and had so far raised £3,000 towards this.
- 9.4 JH asked about the possibility of getting a barrier to be put on the verge outside Ogbourne St George School to stop children running out from school and straight into the road. He asked if this was a CATG matter. There was discussion about this and MC said that if the school can buy the barrier, his team can get it installed.
- 9.5 Cllr Richard Allen (RA) (Marlborough TC) raised a point from Savernake Ct, Marlborough where it meets Salisbury Road, asking if a "concealed entrance" sign could be put up to help residents trying to leave the street onto the busy A346. MC pointed out that Wiltshire Highways does not put up this type of sign. MC suggests that the re-surfacing of Salisbury Road might help to emphasise the entrance to Savernake Ct, once new white lines are painted, etc. MC also recommended residents keep back foliage, etc that might block sightlines. This will be taken back by RA.
- 9.6 RA also mentions the condition of The Green on Herd St and the way vehicles mount the kerb at the traffic lights and tear up the grass. He requested bollards at this point, including one to be removable to allow vehicle access to this area. MC pointed out that the old road surface is still under this grass with shallow soil and it is easily damaged. There has been a new order for some wood-effect plastic bollards. AD suggests using sarsen stones there as on other parts of The Green. JS asks that MC gets together with RA and maybe Marlborough TC to sort this out.
- 9.7 AD asks about the cleaning / refurbishment of road signs, saying there is a 30mph sign in the village that is almost worn out. MC says that in this case the sign will need replacing and he can order a new one. There was discussion about Community Days and the help that Wiltshire Council can provide in setting these up and doing work on the day. Regarding overhanging trees, etc MC advised it better for the local PC to send a polite letter to the homeowner rather than a letter from Wiltshire Council as the council's letter sounds heavy handed.

9.8 TW asks about a “pedestrians in road” sign that has been requested through CATG. MC will chase this up.

10. Recommendation

10.1 To note the discussions held at the CATG meeting of 3 July 2014 as outlined above and the progress towards developing priority schemes.

10.2 To confirm the list of expenditure agreed by CATG at the meeting of 3rd July 2014. This is: pedestrian survey, Aldbourne - £800; new dropped kerb at Pattern Alley - £800; new dropped kerb at Knowledge Crescent - £800; implementation of changes to C18, Free’s Ave Marlborough - £3,000; speed limit review C189 Baydon to Ogbourne St George - £3,000. Total: £8,400.

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Background Papers

CATG notes of 03.07.2014

Appendices

None