

**WILTSHIRE COUNCIL**

**Agenda Item No.10**

**MELKSHAM AREA BOARD**

**9 March 2011**

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## **COMMUNITY AREA TRANSPORT GROUP**

### **1. Purpose of the Report**

To provide recommendations from the meeting of the Community Area Transport Group held on Mon 21 February 2011. The purpose of this meeting was to recommend the allocation of funding to schemes prioritised by the group in October 2010.

The attendees of the working group were as follows:-

- Jonathon Seed, Wiltshire Councillor, Chairman
- Jon Hubbard, Wiltshire Councillor
- Colin Goodhind, Melksham CAP
- Rolf Brindle, Melksham Without PC
- Charles Boyle, Atworth PC
- Alan Baines, Melksham Without PC
- Mark Stansby, Wiltshire Council
- Spencer Drinkwater, Wiltshire Council
- Peter Hanson, Wiltshire Council
- Abbi Gutierrez, Wiltshire Council

Apologies –

- Graham Ellis, Melksham Chamber of Commerce
- Bill Parks, Wiltshire Council
- Eddy Watts, Climate Friendly Melksham

### **2. Background**

Wiltshire Council Highways department receives hundred of requests every year for small traffic schemes such as traffic calming, zebra crossings and footpath widening.

In the past, these schemes were scored centrally by Wiltshire Council officers according to a scheme assessment framework laid out in the Wiltshire Local Transport Plan 2006/07 – 2010/11.

Since the introduction of the area boards, the cabinet member for Highways has been working with Wiltshire Council officers to develop a process in which Area Boards can be more involved in the prioritisation of the schemes that have been submitted to the Highways Department over the last five years. This has resulted in

community representatives being given the opportunity to prioritise and contribute information on local schemes through a new Melksham Community Area Transport Group.

In the Melksham area, each parish council was invited to nominate a representative to sit on the Community Area Transport Group.

The group met for the first time in October 2010 to discuss the requests for transport schemes submitted to date. In addition, the group prioritised local requests for new grit bins and dropped kerbs.

Officers explained that the work of the Highways Department was divided into four areas:

1. Major Schemes (schemes costing more than 5 million pounds)
2. Road maintenance (resurfacing/ line work etc)
3. Structural maintenance (bridges etc)
4. Integrated Transport

Schemes requested by local people come under 'Integrated Transport'. This area of work also includes all road safety schemes, safe routes to school, traffic management, pedestrian schemes, and public transport and cycle schemes. The total 2009/10 budget for all of these schemes across the county is £3.3 million.

### **3. Main Considerations**

The remit of the Community Area Transport Group is to look specifically at requests for schemes which have been requested by local people and which aim to make it easier for pedestrians and cyclists to travel around the community area. A discretionary highways budget of £250,000 has been set aside for area boards to deliver schemes requested by the community. The allocation for the Melksham Community Area is £13,000.

The group were advised that this funding was available for small-scale capital highways projects and that the funding could not be used for maintenance or bus services. It was also noted that all projects require feasibility studies to look at potential solutions.

The Area Board now needs to endorse these recommendations before officers can progress the priorities put forward by the group.

### **4. Environmental Impact of the Proposals**

There is no environmental impact at this time as there will only be initial assessments and feasibility studies.

### **5. Financial Implications**

There will be officer time involved in visiting the priority sites and undertaking preliminary work to determine the level of intervention required. The Area Board has £13,000 which can be used towards feasibility work and the Community Area

Transport Group recommends that this sum be used for feasibility studies following the more detailed assessment.

## **6. Legal Implications**

There are no legal implications.

## **7. HR Implications**

There are no HR implications.

## **8. Equality and Diversity Implications**

Some of the schemes, if they get to implementation, will support people with mobility impairment.

## **9. Recommendations**

### **Transport Schemes**

Five schemes were prioritised for delivery by the CATG. These are:

- i. Bath Rd - pedestrian crossing
- ii. Queensway, Pembroke Rd - pedestrian crossing
- iii. Incomplete crossing at Atworth
- iv. Spout lane lay-by, Seend
- v. Whitley footway improvements

It was agreed that the Spout Lane scheme be removed as almost delivered and that the Atworth scheme be withdrawn as the Transport budget had taken on the completion of that scheme. It was resolved to recommend to the Board that these schemes remain the priorities of the Board and CATG unless and until they decide otherwise.

The previous list of schemes for Area Transport consideration would be reconsidered after investigation at the next meeting and the new list would similarly be looked at into when the priority schemes have been completed, unless the Board decides otherwise.

A total of 40 requests for small scale traffic schemes had been put forward in the Melksham Community Area. Following discussion from the Community Area Transport Group it is recommended that:

- i). **£2000** is allocated to survey work for footways extension and pedestrian island in Bath Rd.
- ii) **£2000** is allocated to survey work for a zebra crossing in Pembroke Rd, Queensway.
- iii) **£3000** is allocated to the Spout Lane lay-by in Seend.

This would leave £6000 remaining in the CATG budget to be carried forward to 2011/12.

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No unpublished documents have been relied upon in the preparation of this report