

COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

	Item	Update	Actions and recommendations	Priority A, B or C
	<b>Marlborough Community Area Transport Group</b>			
	<b>Date of meeting: Thursday 20<sup>th</sup> September 2018</b>			
1.	<b>Attendees and apologies</b>			
	Present:	Stephen Stacey (Avebury PC), Ruth Kolish & John Bevan (Mildenhall PC), Mervyn Hall (Marlborough TC), Jill Turner (Fyfield & West Overton PC), Steve Campbell (Chilton Foliat PC), Steve Heppenstall (Froxfield PC), Guy Singleton (Savernake PC), Leslie Jenkinson (East Kennett parish meeting), Sheila Glass (Ramsbury PC), Nick Fogg, Jane Davies & James Sheppard (Wiltshire Council), Steve Hind, Martin Cook & Andrew Jack (Wiltshire Council).		
	Apologies:	Stewart Dobson (Wiltshire Council), Alison Edmonds (Aldbourne PC), John Hetherington (Ogbourne St Andrew PC), Jim Gunter (Broad Hinton & Winterbourne Bassett PC), Vanya Body (Froxfield PC),		
2.	<b>Notes of last meeting</b>			
		The minutes of the previous meeting held were agreed at the Marlborough Area Board meeting on the 24 <sup>th</sup> July 2018.  <i>Link can be found at</i> <a href="https://cms.wiltshire.gov.uk/documents/g11611/Public%20reports%20pack%2024th-Jul-2018%2019.00%20Marlborough%20Area%20Board.pdf?T=10">https://cms.wiltshire.gov.uk/documents/g11611/Public%20reports%20pack%2024th-Jul-2018%2019.00%20Marlborough%20Area%20Board.pdf?T=10</a>		
3.	<b>Financial Position</b>			

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		Finance sheet to be presented.	SH presented a spreadsheet with details of CATG's remaining budget. Confirmation was needed of the 25% contribution from Marlborough TC towards the new 20mph project. MH confirmed this had been agreed by Marlborough TC. SH also explained an estimated cost of £10,000 for work at Froxfield needed to be included, although this was likely to take place during 2019/20. This gives CATG a remaining budget of £2,106.	
<b>4.</b>	<b>Top 5 Priority Schemes</b> Following discussion of all projects currently being developed, the priority of remaining schemes was allocated. The letter given here reflects the new priority. SH stressed the need for the group to prioritise five projects to allow him to focus his limited time on those the group wants taking forward.			
a)	Issue <a href="#">4352</a> Lockeridge – 20mph limit proposal	Virtual footway complete. Further additional works to include a gate at the eastern entrance agreed with the Parish Council. To be implemented.	SH explained that work to the virtual footway was complete and now the PC is looking at installing a new gateway at the entrance to the village from Clatford. This will cost an estimated £1.3k. This work has been agreed and is about to be ordered. It should be completed by the time of the next CATG meeting in December. It was agreed to keep this project as a priority A until work is fully	A

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			complete.	
b)	Issue No: <a href="#">4245</a> A4 at Beckhampton and West Kennett – speeding	<p>Atkins fees are £9650 for Beckhampton and £9125 for West Kennet to provide a prelim design. Avebury’s transport group has agreed to fund 25%. AW said that a further 25% will be raised from the community. CATG agreed to fund the remaining 50%.</p> <p>Atkins have concerns about the West Kennet designs. There was a need for some initial investigation work to be done before committing to the full project.</p> <p>Atkins have undertaken preliminary work and a meeting with the Transport Group. B4003 requires closure except for access. Concern that speed along A4 will not be reduced to 40mph. Costs to date on this are £2850. Meeting arranged for 19<sup>th</sup> September with PC representatives on how to progress.</p> <p>Atkins have commenced design on Beckhampton.</p>	<p>SH explained that Atkins are progressing preliminary design work at Beckhampton.</p> <p>Progress at West Kennett is on hold until closure except for access of the B4003 can be agreed within the communities.</p> <p>This was kept as a Priority A.</p>	A
c)	Issue <a href="#">4793</a> Request for clearer No Cycling signage at Figgins Lane	<p>Site work programmed for mid September.</p> <p>Town Council have agreed 25% contribution</p>	<p>SH confirmed the barrier to protect pedestrians coming out from River Park onto Figgins Lane is due to be installed this week. It was agreed to keep this project as a priority A until the work is complete and can be signed off.</p>	A
d)	Froxfield’s Village Traffic Plan	<p>Design work in progress on the western gateway and some work undertaken on the establishment of a suitable location for the eastern gateway.</p>	<p>SH described that there is a lot of work that can be done in the village as part of the traffic plan.</p>	A

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			<p>A gateway could be installed at the eastern end of the village but the Lighting team needs to be involved before further work can begin.</p> <p>A topographic survey would be required for the western gateway work and it is likely to be cost effective to get quotes to include the eastern gateway and the area around Brewhouse Hill. It is estimated that the costs for all three surveys will be around £3k. Froxfield PC confirms their 25% contribution and CATG agrees the balance.</p> <p>This project stays as a Priority A</p>	
e)	<p>Issue <a href="#">5179</a> Request for new assessment for 20mph limits throughout Marlborough.</p>	<p>Scheme has been developed and options report issued to Marlborough Town Council for consideration. Cost of assessment is £2500. 25% contribution from Marlborough TC.</p> <p>Traffic orders schedule 70% complete for Option 1 - 20mph speed limit throughout the full qualifying areas of Marlborough, with the addition of 20mph carriageway roundels on St Martins and Kingsbury Street. Advert date to be confirmed.</p>	<p>Work is progressing. MH asked about the advert and timings for it. SH responded that the advert opens a 3-week period of consultation and if there are no objections to the change, it will take a further 4 weeks to produce the work package. If there are objections, there will need to be a report to the Cabinet member for Highways, which will take a further 8 weeks.</p> <p>JD felt that after the consultation work carried out by Marlborough</p>	A

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			<p>TC, the Cabinet member is likely to agree with the change to 20mph.</p> <p>SH reported that the new limit and all signage could be in place within 6 months if there are no objections and within 9 months if there are.</p> <p>This project was kept at a high priority.</p>	
f)	<p>Issue <a href="#">5689</a></p> <p>Request for new bus stop area Mildenhall</p>	<p>This was described at CATG meeting on 21/09/17. Mildenhall PC would like to create new bus shelter and hard standing on verge on south side of road within the village.</p>	<p>JB describes that this project involves creating new hard standing and a soft-surfaced footway from the village along the verge to the current bus stop.</p> <p>SH will arrange a site visit to meet with JB to look at the project and begin work.</p> <p>CATG agreed to give this project a Priority A.</p>	A
<b>5.</b>	<b>Other Priority schemes</b>			
a)	<p>Issue <a href="#">5190</a></p> <p>Request for safety works at London Rd, Marlborough.</p>	<p>Issue raised by Community Speedwatch group. Wish to reduce the speed limit and keep hedges etc. cut back to open sightlines and to install new barrier near top of hill close the Savernake Hospital.</p> <p>Recent speed limit review shows that no change in speed limit is possible. SD states that the location of the requested barrier is not within Marlborough but is within Savernake PC.</p>	<p>GS described how an option for the London Rd includes changing the current lane markings to have just one lane up and one down the hill which would happen when the road is resurfaced, possibly in 2019/20. Savernake PC has also requested a speed limit review to</p>	

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		Members of CATG took on contacting Savernake PC through different channels to let them know about this request.	<p>try to change the limit down from 50 to 40mph. MC confirmed that he can request that road markings are changed to reflect the community's, i.e. CATG's, wishes.</p> <p>JD asked that this issue remain on the CATG agenda.</p> <p>SH felt that the junction at the hospital could be looked at by CATG and changes to increase safety could be made. It would need to be prioritised to allow him to look at the layout of the junction.</p> <p>CATG considered making this project 2<sup>nd</sup> Reserve but this wasn't confirmed.</p> <p>NB: since the CATG meeting, Highways has responded that a new speed limit review will not be possible because criteria had not been met.</p>	
b)	<a href="#">5703</a> Request new mini roundabout at junction of Herd St and The Acres	A roundabout at this junction would make access and exit of the "Acres estate" easier and quicker and would also act to slow down traffic as it enters town from the north on A346.	<p>SH felt that Herd St at this point is too wide for a mini roundabout to be effective in slowing traffic as it enters the town from the north and also that the flow of traffic, particularly out of The Acres would not make a roundabout effective.</p> <p>MC pointed out that a larger</p>	

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			<p>roundabout had been discussed that would force traffic to slow to negotiate it. This was felt to be too expensive. AJ said that the Highways Substantive fund had been looked at, which could open up to £250k of funding. CATG still felt a roundabout would not be practical there and agreed this could come off the list.</p> <p>MH asked for a statement from Highways describing why a roundabout there would not function well.</p>	
c)	<p>Issue <a href="#">5781</a> Request for clearer markings at crossing on Kingsbury St Marlborough</p>	<p>There is danger to the public at the crossing point in Kingsbury Street that gives egress to Patten Alley. A section of the street incorporated in different material to make drivers aware that it is a crossing point.</p>	<p>NH felt there was not a lot of support from within CATG for this project. The new 20mph limit for the town might also have a positive impact on the ability to cross there. It was agreed to keep a watching brief on the situation at this corner.</p> <p>JD pointed out that Highways' report on 20mph options showed there were 2 recorded incidents at this bend in the 6 years looked at.</p>	
d)	<p><a href="#">6057</a> Poorly marked sharp bend on B4192 at Chilton Foliat</p>	<p>Increasing concerned over the number of vehicles which fail to take the right-angle bend on the B4192 close to Chilton Foliat resulting in them leaving the highway and impacting the embankment.</p>	<p>SC and SH describe the work carried out by Mark Stansby to design new signage and safety features at a sharp bend on the B4192.</p>	<p>A – 1<sup>st</sup> Reserve</p>

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			SC confirms the PC has agreed to contribute the 25%. Even though he would not be doing the work, SH confirms this project still needs to be prioritised as one of CATG's top 5. CATG agreed to mark this as 1 <sup>st</sup> Reserve	
e)	<a href="#">6142</a> Lack of any speed limit through the village of Uffcott.	Having had it raised by several residents of Uffcott the Parish Council have now accepted this problem and would like the introduction of a 30mph limit in line with stated government policy The local Highways engineer agreed this can be part of the wider scheme for Uffcott and can be looked at.	There has been no development on this project without a high priority. JD describes the traffic that now uses this road to access the Wroughton airfield site. CATG agrees this can stay on the agenda.	
f)	<a href="#">6143</a> Sharp turn in road from A4361 to Uffcott.	There is a very sharp right-hand bend at the end of this road as it turns to enter the village. There is no speed limit no road marking advising motorist to slow down and no keep right arrow sign. As a result, vehicles have missed the turning left the road The local Highways engineer had already been on site to look at it. He agrees signage is needed and has already made progress on moving this forward. The engineer should be able to give an update at the next CATG meeting on 21/06/18.	MC says that there is an instruction with the contractor to install chevrons at this bend. The sign will be found from somewhere. This can stay on the agenda for a further update.	
g)	<a href="#">6141</a> Request to move rumble strips to different location	The current location of rumble strips on the A4361 on the approach to Broad Hinton is beside a cottage and causes noise pollution for the residents there. The parish council would like the rumble strips moved further out from the centre of the village, towards Wroughton. Highways were going to be approached in June '18 and asked to move the strips as part of work being undertaken then.	It was confirmed the old strips have been removed and replaced with bar markings at a different location. These seem to be working well. JG thanked Highways for working so quickly. This can be removed from the list.	



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h)	<a href="#">6272</a> Traffic speed volume at Church Hill West Overton	Traffic speed and volumes posing a danger on Church Hill, West Overton, due to road layout two bends one of which is a blind corner with severely restricted visibility in both directions. A house is situated directly on the blind corner. Its front door opens almost directly onto the road increasing the hazard risk	There has been no progress on this as it has not been prioritised. It can remain on the list. It's possible that different warning signs can be used if these are discussed and agreed by the PC.	
i)	<a href="#">6312</a> Pedestrian safety through Baydon	HGVs mounting the pavement outside Five Ways, on Ermin St in the centre of the village, due to parked cars on the opposite side of the road. There is a concern for pedestrian safety especially children.	CATG discussed what could be done about this situation. The group was conscious the village shop would not like parking to be prevented outside it. CATG was reluctant to remove this issue without someone from the PC present.	
j)	<a href="#">6373</a> Move 30mph sign further out of Aldbourne on C189	Request to move the 30mph limit further out to beyond the urban area at the top of Oxford Street into Aldbourne Road. Properties beyond the current limit are finding it dangerous to pull out onto the road due to the speed of passing vehicles.	JS described how the situation at the edge of the village has changed since the speed limit was put in, with more properties further out. Drivers now enter the village at higher speeds. He mentioned that horses and riders often cross this road. SH said that moving the sign further back is a possibility but that it would need a speed limit review to do this. This costs a flat rate of £2.5k. SH will look up the older speed limit review and find out how this	

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			new work can be progressed.	
<b>6.</b>	<b>New Requests / Issues</b>			
a)	<a href="#">6613</a> Request for warning signage at sharp bend	Request for improved signage at a blind bend on a hill with poor visibility on a country lane at SN8 4DU. This is at Bayardo Farm on the Clench Common to Clatford road. Following concerns by the residents of Bayardo Farm initially in 2017 the Fyfield & West Overton PC request installation of warning markings on the road at the approach to the sharp bend.	JT describes the location of this issue and how residents have requested new white markings and SLOW signage. SH replies this needs to be assessed and prioritised by CATG. It was accepted onto the list.	
b)	<a href="#">6614</a> Request for No Parking measures on A4 at Fyfield	Vehicles, including HGVs, park on both sides of the road on the A4 at the filling station at Fyfield. This causes an obstruction and can be dangerous when other vehicles try to pass them on the opposite side of the road. The PC would like new markings to stop vehicles parking at the sides the A4.	JT again describes the situation. There are already posts on the verge of the westbound side of the road to try to prevent vehicles parking there. There was discussion about what might be done. SH is happy to look at all of the Fyfield & West Overton issues together and to meet on site to look at them. It was accepted onto the list.	
c)	<a href="#">6615</a> Request for new STOP sign at West Overton	Fyfield & West Overton PC requests the provision of a STOP sign and appropriate road markings to the north of the junction SN8 4ER at West Overton. Following the development of Manor Yard and an increase in housing provision at this location there has been a corresponding increase in traffic use at this junction.	This issue was described. SH will look at this when he meets on site. It was accepted onto the list.	

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d)	<a href="#">6616</a> Request for safety features on A4 Fyfield - West Overton	Increasing concerns have been expressed to the PC about the increased volume and high speed of traffic on the A4 between Fyfield and West Overton. The PC requests Highways to consider the Fyfield - West Overton A4 traffic issues as part of the World Heritage Site Management Plan and start a detailed site study as Phase 2 of the wider A4 traffic safety programme in the location of the World Heritage site.	Fyfield & West Overton PC has linked with Avebury PC and their work on speeds on the A4. It was agreed this can stay on the agenda but was pointed out the current work of Atkins (at Beckhampton and West Kennet) does not cover these lengths of the A4.	
e)	<a href="#">6638</a> Request for new safety features through East Kennett	The PC would like CATG to consider schemes for slowing down traffic in the village of East Kennett. A Metrocount has been requested to look at speeds but results not yet back.	LJ describes the situation in the village as the road through it is increasingly used as a rat run, with the feeling that speeds are increasing. A Metrocount has been requested. SH will visit the village when he meets with Fyfield & West Overton PC. It was accepted onto the list.	
f)	<a href="#">6654</a> Improving pedestrian safety at crossing on A4	Request for additional safety features at the pedestrian crossing on the A4 at Manton. This is used by many parents and children crossing to get to Preshute School. There have been a number of “near misses” and parents would like safety improved. This matter was reported in 2017. At that time, improvements to the crossing were made to make it more visible and improve drivers’ sight lines. A speed limit review was not possible at that time.	AJ describes the issue, that a resident has experienced a “near miss” whilst crossing with their children and seen others. They want something to be done to slow traffic and make the crossing more visible to drivers. Work has been done to this crossing about a year ago with this purpose.	

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			<p>CATG felt not a lot more could be done.</p> <p>AJ can write to the head teacher at Preshute School to get messages about road safety out to children and parents.</p> <p>It was agreed to remove this from the list of projects.</p>	
g)	<p><a href="#">6558</a></p> <p>Traffic volumes and pollution levels of A346 through Marlborough</p>	<p>Issue includes pedestrian safety, damage to Listed Buildings and long term respiratory health of residents due to constant use of A346 for HGVs and other traffic.</p> <p>Resident request that HGVs banned from Marlborough except for access to local businesses. Build ring road along disused railway track to east of Marlborough. Create a one-way system allowing traffic to flow south along A346 from Herd Street to the south side of Barn Street and north through Kingsbury Street.</p>	<p>CATG noted this issue but felt there was little that could be done. The new 20mph limit might have some effect on some of these issues.</p> <p>CATG agreed this could be removed from the list.</p>	
7.	<p><b>Other items</b></p>			

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a)		<p>MH asked about safety matters on George Lane, around the primary school, especially now that the crossing patrol person had left. AJ said that he had an update from a few months ago from Ruth Durrant, the School Travel Adviser. This said that plans for new safety features had been agreed with the school and that they were waiting for funding to become available. This might not be until 2019/20. AJ will ask for a new update and circulate it with the notes of this meeting. MC said that Marlborough TC is looking to buy SIDs for the town and that George Lane is one of the locations being considered.</p> <p>SC said that Chilton Foliat is also looking at buying SIDs. He wondered if suppliers could be approached by several PCs for a bulk order and get a discounted price. JB said that this is what happened with Mildenhall and Ramsbury PCs. AJ said he could contact all parish clerks to get ideas about SIDs from around the area, collate this information and try to put interested parties together.</p> <p>JS asked about white lining around the bus stop in Aldbourne on the B4192. MC has put this on order and it needs to be chased with the contractor.</p> <p>SH points out that Manor Park has been resurfaced, but not very well and the surface is breaking up and the road markings have not gone down. MC explained that even though the surface would have been rolled by the contractors, part of the process for the surface to bed down is for it to be driven over by cars but that Manor Park is not busy enough for this to happen quickly. He confirmed the road had been swept and given time, it will bed in. The markings here and at Brew House Hill will be put down. SH asked about the holes that have already been made in the surface and if they will be filled. MC says that there is a two year guarantee on the surface, so any holes will be repaired by the contractor.</p>	
8.	<p><b>Date of Next Meeting: 13<sup>th</sup> December 2018 10.00am in Marlborough Town Hall</b></p>		

Marlborough Community Area Transport Group

Highways Officer – Steve Hind

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### **1. Environmental & Community Implications**

1.1. 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.

### **2. Financial Implications**

2.1. All decisions must fall within the Highways funding allocated to Marlborough Area Board.

2.2. If funding is allocated in line with CATG recommendations outlined in this report, and all relevant 3<sup>rd</sup> party contributions are confirmed, Marlborough Area Board will have a remaining Highways funding balance of **£9,856**

### **3. Legal Implications**

3.1. There are no specific legal implications related to this report.

### **4. HR Implications**

4.1. There are no specific HR implications related to this report.

### **5. Equality and Inclusion Implications**

5.1 The schemes recommended to the Area Board will improve road safety for all users of the highway.

### **6. Safeguarding implications**