

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 21<sup>st</sup> June 2018</b>			
1.	<b>Attendees and apologies</b>			
	Present:	Cllr Nick Fogg, Cllr Jane Davies, Cllr Stewart Dobson (Wiltshire Council), Cllr John Bevan, Cllr Ruth Kolish (Mildenhall PC), Cllr Jim Gunter (Broad Hinton & Winterbourne Monkton PC), Cllr John Hetherington (Ogbourne St Andrew PC), Cllr Vanya Body, Cllr Stephen Heppenstall, (Froxfield PC), Cllr Jane Drew (Fyfield & West Overton PC), Cllr Neil Twentyman, Cllr Andrew Smithson (Savernake PC), Cllr Alison Edmonds (Aldbourne PC), Cllr Steve Campbell (Chilton Foliat PC), Cllr Mervyn Hall (Marlborough TC), Cllr Sheila Glass (Ramsbury PC), Steve Hind, Martin Cook, Andrew Jack (Wiltshire Council).		
	Apologies:	Cllr Sarah Chidgey (Baydon PC), Cllr James Sheppard (Wiltshire Council), Cllr Jill Turner (Fyfield & West Overton PC), Spencer Drinkwater (Wiltshire Council).		
2.	<b>Notes of last meeting</b>			
		The minutes of the previous meeting held were agreed at the Marlborough Area Board meeting on the 14 <sup>th</sup> December 2017.  <i>Link can be found at</i> <a href="https://cms.wiltshire.gov.uk/documents/g10937/Printed%20minutes%2013th-Mar-2018%2018.00%20Marlborough%20Area%20Board.pdf?T=1">https://cms.wiltshire.gov.uk/documents/g10937/Printed%20minutes%2013th-Mar-2018%2018.00%20Marlborough%20Area%20Board.pdf?T=1</a>	NF raised some issues with the notes from last meeting, specifically the way some issues have been missed off this agenda after being put on hold until a town-wide traffic survey has been completed. He said how this traffic survey does not have the backing of all of Marlborough TC.	

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			MH agreed these projects need to be put back on the agenda and NF will try to deal with some of them now.	
<b>3.</b>	<b>Financial Position</b>			
		Finance sheet to be presented.	SH presented the current financial position. CATG has received the allocation for the new financial year of £13,615. Together with underspend from the previous year, Marlborough CATG has £19,613 to allocate during 2018/19. JH asks about the billing process for PCs to pay their share of projects. SH will chase the invoice for Ogbourne St Andrew.	
<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="#">3578</a> A346 Ogbourne St Andrew, Crawlings Piece – More space needed on verge for wheelie bins	Following design work, updated cost estimate is £9k PC have offered £1k contribution	SH confirms this work is now complete. There was some BT equipment under the surface which meant the size of the wheelie bin area is not as large as planned, but this has brought	

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		Construction commenced but delayed due to BT apparatus. Works due to re commence after extensive Thames Water works.	down the cost of the project. He confirms the PC's contribution is still less than 25% of the project. CATG agreed this project could be removed from the list.	
b)	Substantive scheme Baydon- Ermin St (west)	<p>A petition against the scheme has been received by the Area Board but did not meet the criteria for further action. Area Board endorsed scheme at meeting on 28/11/17.</p> <p>Ongoing objections from some residents. Construction programmed which includes the build out near Ermin Close and a gateway improvement at the western end to replace the build out by a resident's property.</p> <p>Road closure programmed for 19<sup>th</sup> March for up to 4 weeks. (9.30 to 15.30 Mondays to Fridays)</p>	SH confirmed this work has now been completed. A draft safety audit has been received and none of the perceived problems raised by residents are now being seen on the ground. SH feels the scheme is working as well as can be. Any further discussions between residents, Baydon PC and Highways can be in the background. CATG agreed this project could be removed from the list.	
c)	Issue <a href="#">4352</a> Lockeridge – 20mph limit proposal	Proposal developed through site meetings for additional signing and a virtual footway. Proposal approved by PC. Further additional works being considered to include a gate at the eastern entrance.	The new virtual footway is now in and JDr say the PC thinks it looks good. They would like to combine this with a new white gate for the village entrance. SH feels this needs to be treated as a separate project, with a contribution from the PC for this extra work. It will be priced up separately. SH says that the gate needs to be a different material. The PC feels the new walkway is impacting on traffic speeds and	A

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			safety is improving. JDa agrees she is happy with it. CATG agreed to keep this as a high priority – A.	
d)	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.</p> <p>Atkins fees for Beckhampton have gone up to £9800 due to inflation. Confirmation required from Avebury PC to proceed.</p>	SH reported not a lot has happened over the West Kennet work since the last CATG meeting. The Consultants, Atkins, are finding it hard to make any progress on schemes that will have an effect there. SH will be chasing Atkins to get on with the work at Beckhampton, from the roundabout back to the Waggon & Horses pub. CATG agreed to keep this as a high priority – A.	A
e)	Issue <a href="#">4793</a> Request for clearer No Cycling signage at Figgins Lane	<p>SH has visited the site, surveyed locations of existing utility covers and is considering either barrier or bollards in combination with road markings.</p> <p>Town Council have agreed 25% contribution</p>	SH confirms there are various service covers near this location, which makes siting any features harder. He recommends a bollard in the footpath out from River Park. The estimated cost is £500-700. SH feels this work could require pedestrian traffic management to be put in place.	A

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			This element was questioned. CATG agreed to keep this as a high priority – A.	
f)	Froxfield's Village Traffic Plan	Froxfield PC has ideas for potential projects. These need to be prioritised and discussed further with SH. A further meeting could be arranged to discuss and prioritise development of schemes within the village plan. Priority from the CATG will then be required to make progress with any design work.	SH has been on site to look at projects and locations. Established four possible projects, including new gateways to the village. One suggested project at Brew House Hill and the crossing there could be difficult due to the location and nature of the bend. SH needs to develop these ideas further, including the gateways. One project is okay to develop, another is harder but the project at Brew House Hill will need a land survey carried out, this could cost approx. £1,500. SH confirmed he needed to spend further time on all of these projects. VB asked whether it is better to group these projects together or tackle them separately. SH's recommendation was to keep them separate and the prioritise the new gateways and keep Brew House Hill under review. The Substantive Scheme was discussed as a source of funding for this work.	A

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			CATG agreed to keep this as a high priority – A with design progress to be concentrated on the western gateway.	
g)	Issue <a href="#">5689</a> Request for new bus stop area Mildenhall	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.	SH has made no further progress on this issue as it is a reserve. There needs to be discussions over the priority of this. CATG agreed to prioritise this project as first reserve.	A – 1 <sup>st</sup> reserve.
<b>5.</b>	<b>Other Priority schemes</b>			
a)	Issue <a href="#">3832</a> Marlborough, Silverless St HGV's using inappropriate road	'No Entry' signs for Silverless St entering from Herd St. Experimental Order implemented on the 1 <sup>st</sup> Feb to run for the maximum of 18 months. Expired Aug 2017  Cabinet Member report signed off. Works cost estimate £4,000  Town Council contribution 25%  Works currently being implemented.	NF felt this project was a success and that cases of HGVs using Silverless St and hitting buildings hasn't happened in a while. He thought that this route had come off of Sat Nav directions. CATG agreed this could be removed from the list.	
b)	Issue <a href="#">4851</a> Multiple issues about pedestrians' safety and speeding at Herd St	It was agreed that this Issue, along with 4852, 3832 and 4932 are all interlinked and need to be dealt with together.  The first step in addressing these issues is to make progress with assessment of the requested 20mph limit for Marlborough town.	CATG felt that this issue could be removed from the agenda as many of the safety concerns could be dealt with by the new 20mph limit going in to the lower part of Herd St and Barn St. See Issue No. 5179	

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c)	Issue <a href="#">4932</a> Multiple issues at Kingsbury St including speeding, dangerous driving and HGVs	Refer to 4851 above	CATG felt that this issue could be removed from the agenda as many of the safety concerns could be dealt with by the new 20mph limit going in to the lower part of Kingsbury St. See Issue No. 5179	
d)	Issue <a href="#">5179</a> Request for new assessment for 20mph limits throughout Marlborough.	Scheme has been developed and options report issued to Marlborough Town Council for consideration. Cost of assessment is £2500. 25% contribution from Marlborough TC.	MH gave the background to this work and the consultation Marlborough TC had carried out over the options for implementation. The public had decided on Option 1. Following this, there was discussion about how the new 20mph limit would be implemented and signed, including the use of repeater signs and how far apart they needed to be. CATG agreed to give this project a high priority – A.	A
e)	Issue <a href="#">5190</a> Request for safety works at London Rd, Marlborough.	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.  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.	NT described the site visit held with Savernake parish councillors, Wiltshire councillors and MC. He felt there was so much work needed to the pavement to make it safer that it would be more appropriate to create a new 40mph limit at the top of the hill, by the hospital. He talked about	

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		<p>Members of CATG took on contacting Savernake PC through different channels to let them know about this request.</p>	<p>the increased use of the junction to the hospital, from both increased services there and the new housing at Maurice Way. He felt there needed to be Metrocounts to check the speed in this area. A further suggestion is to reduce the current three lanes to two. This would discourage drivers from trying to overtake, especially uphill. MC explained he had met with traffic officers to look at the site. Collision data had shown nothing except the recent fatality. This work could be tied in with re-surfacing in order to produce a better effect. This section of the A4 could be put on the list for re-surfacing work in 2019/20. MC also recommended going back to Dave Thomas to request a new speed limit review based on the change of use of the junction to the hospital. MC wanted this to be prioritised by CATG in order to get the re-surfacing work on the 2019/20 list. There would be no cost to CATG for this. SD said he felt the three lanes needed to stay to give drivers the opportunity to overtake slow vehicles but that the third lane</p>	
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			<p>should finish earlier before the hospital.</p> <p>JDa felt that the third lane encouraged drivers to speed.</p>	
f)	<p><a href="#">5703</a> Request new mini roundabout at junction of Herd St and The Acres</p>	<p>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>	<p>SD gave the background to this. There is public support for it and now it has support from Marlborough TC. He spoke about the need for a better way for cars to enter / exit The Acres estate off Herd St.</p> <p>SH responded about the need for equal flow of traffic in all directions for a roundabout to function properly.</p> <p>MH agreed that Marlborough TC supports the scheme but it needs detail.</p> <p>JDa supported this scheme.</p> <p>There was discussion about using the Highways Substantive Scheme to fund this project. SH felt it was too close to the bid deadline for this year but if CATG prioritised the project, it could go towards 2019 bids.</p>	
g)	<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>NF gives his thoughts on the need for a safer crossing point here. JDa mentions the collision data that was gathered as part of</p>	

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			the 20mph assessment and points out that it is low here.	
h)	<a href="#">5931</a> Traffic calming on A4 west of Marlborough	Resident feels speed is too high, possibly reduce current 40mph limit to 30mph out to start of current 60mph. Make it safer for residents etc to exit driveways and side roads onto A4.	SH feels this will not be possible due to the lack of recent development facing onto the A4 here. Community Speedwatch could be used at this location. CATG agreed this could be removed from the list.	
i)	<a href="#">5932</a> Width of pavement beside A4 west of Marlborough	Pavement is too narrow beside A4 and does not allow for buggies or pushchairs or for two pedestrians to walk side-by-side.	This work had originally been given to Marlborough's Parish Steward. However, they have reported that there is too much debris for them to be able to remove. MC said he and his team would deal with this case. CATG agreed this could be removed from the list.	
j)	<a href="#">6057</a> Poorly marked sharp bend on B4192 at Chilton Foliat	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.	SC described that Mark Stansby from Highways had visited the site and agreed that this is an issue due to the sharp bend. He agrees current signage is inadequate and can mount new signs, "reduce speed" markings and new chevrons at the location. Rumble strips would not be appropriate. The cost of this work would be £3,500 including traffic management.	

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			SC confirmed that Chilton Foliat PC would contribute 25% and urged CATG to give this scheme high priority.	
k)	<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.	JG reports that for the national speed limit (60mph) to be lowered, the frontage of a settlement needs to be 600m. Uffcott has a frontage of 460m. He describes the volume of traffic to the Wroughton airfield using this road, including many HGVs.	
l)	<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.	JG gives the background to this Issue. MC says that he has a used chevron at the depot that he can have installed at this location with no cost to CATG.	
m)	C189 Baydon-Aldbourn-Ogbourne St George C Class speed limit review	Speed limit to be moved back to the gates location as agreed through CATG. This will include taking up existing coloured approach markings. Total package around £5k. New coloured surfacing to gateways will not be implemented due to maintenance issues.  Scheme to be prioritised	Especially with no-one from Baydon PC present, it was decided to leave this issue until it has been prioritised by the parish.	

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6.	<b>New Requests / Issues</b>		
a)	<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	A recent Metrocount has shown that average speeds are low and not an issue. However, due to the nature of the road, there are other dangers present. JDr describes how there are no warnings for these hazards, including horse riders and pedestrians.
b)	<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.	Cars parked opposite the village shop on Ermine St narrow the road, making it hard for HGVs to pass. Rather than slow, many will mount the kerb in order to get past. This is where children exit the village school and there is worry that a child will be hit. SH will have to look further at this issue and would like to meet someone from Baydon to discuss.
c)	<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.	AE gives the background to this Issue about the need for better visibility of the existing 30mph sign and giving vehicles more chance to slow down before reaching the houses. SH has already had a look and feels it is not possible to move the

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			<p>sign back as far at the PC would like, but it can be brought further back than it currently is. There was discussion about where this new location could be.</p> <p>This work can be carried out but needs to be prioritised by CATG.</p>	
<b>7.</b>	<b>Other items</b>			
a)		<p>JG raises the matter of rumble strips on the A4361 on the entrance to Broad Hinton coming from Wroughton. The PC wanted them moved away from the location close to a cottage and moved further out from the village. MC proposes creating a new village gateway with rumbles strips included. However, the PC does not like gates but SIDs are not possible in a 50mph limit. SH feels that moving the strips 150m back is too far and would not be of any use. To re-instate the rumble strips to a new location would be a separate project and could cost in the region of £5-10,000.</p> <p>JDa offered to speak to Peter Binley of Highways immediately to try to get strips installed during work being carried out that day.</p> <p>NF raised a new matter which had been discussed by Marlborough TC about parking on the High St around St Peter's Place, to the north of the former church, and the concerns of residents and business owners about illegally parked cars blocking the narrow entrance to St Peter's Place. Marlborough TC had discussed making this area into a No Access area. This had not yet been raised through the online Issues system.</p>		
<b>8.</b>	<p><b>Date of Next Meeting: 20<sup>th</sup> September 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 **£19,613**

### **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**