

COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

	Item	Update	Actions and recommendations	Priority A, B or C
	Marlborough Community Area Transport Group			
	Date of meeting: Thursday 13th December 2018			
1.	Attendees and apologies			
	Present:	Cllr Nick Fogg (Chair), Cllr Jane Davies, Cllr Stewart Dobson, Cllr James Sheppard (Wiltshire Council), Cllr Steve Heppenstall (Froxfield PC), Cllr Bob Tanner, Cllr Rachel Inglefield (Ogbourne St George PC), Cllr John Bevan, Cllr Ruth Kohlish (Mindenhall PC), Cllr Mervyn Hall (Marlborough TC), Cllr Jill Turner (Fyfield & West Overton PC), Cllr Stephen Stacey (Avebury PC), Cllr Andrew George-Bruce, Janice Pattison (Berwick Bassett & Winterbourne Monkton PC), Cllr Steve Campbell (Chilton Foliat PC), Leslie Jenkinson (East Kennet parish meeting), Cllr Hugo Mackenzie-Smith (Baydon PC), Cllr Charlie Williams, (Aldbourn PC), Cllr Guy Singleton (Savernake PC), Steve Hind, Martin Cook, Andrew Jack (Wiltshire Council)		
	Apologies:	Cllr John Hetherington (Ogbourne St Andrew PC), Cllr Jim Gunter (Broad Hinton & Winterbourne Bassett PC), Cllr Sheila Glass (Ramsbury PC)		
2.	Notes of last meeting			
		The minutes of the previous meeting held were agreed at the Marlborough Area Board meeting on the 20 th September 2018. <i>Link can be found at</i> https://cms.wiltshire.gov.uk/documents/g11613/Printed%20minutes%2006th-Nov-2018%2019.00%20Marlborough%20Area%20Board.pdf?T=1		

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3.	Financial Position			
		Finance sheet to be presented.	The budget position was not discussed.	
4.	Top 5 Priority Schemes			
	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 4352 Lockeridge – 20mph limit proposal	Virtual footway complete. Further additional works to include a gate at the eastern entrance agreed with the Parish Council. Works complete.	SH confirms the new white gate is installed and complete. JD is happy with it. This can be removed from the list.	
b)	Issue No: 4245 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 prelim design options for Beckhampton approx. 75% complete.</p>	SH has been trying to meet with the consultants, Atkins. Preliminary designs for Beckhampton have been completed but SH needs to meet with the Avebury group for approval and to go ahead with final designs. This is likely to be after Christmas now. There were questions about the work that has been done and SH confirmed these are preliminary designs for the local group to consult on and approve before going onto the detailed design stage that can be used for construction.	A

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			<p>SS asked about the work already done in the 2015 World Heritage Site design guide and what use they are for this project. SH pointed out those are only sketch drawings and are not useful for this work.</p> <p>JP pointed out that neighbouring parishes did not realise this work would involve closing the B4003, The Avenue. SH said that the work at West Kennet has stalled for this reason and getting agreement on this from different parties. JP felt a local solution would be to set a width restriction on the road.</p> <p>SH described how the work on designs at West Kennet is on hold because it cannot be agreed where to go with work to the B4003. It was stated that local meetings had already taken place on this matter.</p> <p>SS felt that Wiltshire Council had to be more strategic on this issue, including the WHS officer, and provide guidance. JS offered to involve the area board in coming to an agreement.</p> <p>CATG Agreed to keep this is high priority</p>	
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c)	Issue 4793 Request for clearer No Cycling signage at Figgins Lane	Site work complete. Town Council have agreed 25% contribution	SH confirmed this work was complete. It can be removed from the list.	
d)	Froxfield's Village Traffic Plan	Design work in progress on the western gateway and some work undertaken on the establishment of a suitable location for the eastern gateway. £3,000 towards three topographic surveys was confirmed at Marlborough Area Board on 6 th November to cover the western Gateway, Eastern Gateway and Brewhouse Hill area. 25% contribution from PC agreed. Estimates for topo surveys requested.	SH has been looking at designs for the approach at the western end of village. There will be no reduction in cost for ordering several topographic surveys at once. Cost will be £1,600 each. SH recommends concentrating at the western end and focus there first. This work will not be straight forward as there are a number of options available and it will involve lighting. SHe agrees it is extensive and complicated. He asks if a bid to the Substantive fund is worthwhile. SHe is worried that if the western end goes ahead on its own and is completed, the other work at Froxfield will drop off the priority. CATG agreed to commit to the development of the two gateways and the area by Brewhouse Hill. Following this meeting it has been confirmed by Atkins that having all three topographic surveys will be better value than just the gateway areas at both ends. The quote for all three survey areas is	A

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			£2,275 plus VAT. Therefore all three surveys will be ordered as this is within the CATG budget agreed for this work.	
e)	Issue 5179 Request for new assessment for 20mph limits throughout Marlborough.	<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 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.</p> <p>Traffic orders to be advertised from 13th Dec to 14th Jan</p>	<p>SH confirmed this is being advertised now. If there are any objections to the change, it will involve a delay whilst approval from the Cabinet member is agreed.</p> <p>JS asked that Marlborough Area Board's support for this scheme be formally recorded.</p>	A
f)	Issue 5689 Request for new bus stop area Mildenhall	<p>Mildenhall PC would like to create new bus shelter and hard standing on verge on south side of road within the village. Site meeting undertaken with Parish Council. Cost estimate will depend on Ringway assessment on whether or not a road closure is required.</p>	<p>SH has met on site with the PC. Construction will be straight forward. However, the narrow width of the road might require a road closure for Ringway to be able to carry out the work. This will add to the cost, which could be £10,000.</p> <p>SH asks if CATG is still happy to go ahead with the closure and the additional cost. There was discussion about the amount of work needed and SH thought about 1 week.</p>	A

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			<p>SH will go back to Minal to look again at the width of the road to establish if a road closure is really necessary. JB will check with the PC and confirm the additional contribution.</p> <p>JB asks about the new footway from the village to the bus stop. SH thought this could cost an extra £20,000 and felt the hard standing at the bus stop needed to be done first.</p>	
g)	Issue 6057 Poorly marked sharp bend on B4192 at Chilton Foliat	Increasing concern 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. Cost estimate £3500. 25% PC contribution agreed.	<p>SH says that this work needs to be prioritised by CATG and that it is ready to go.</p> <p>CATG agrees to give this a high priority.</p> <p>SCa asks for confirmation of the signage to be used.</p>	A
5.	Other Priority schemes			
a)	Issue 5190 Request for safety works at London Rd, Marlborough.	<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 said he was frustrated with this project apparently being a reserve project at the last meeting but now it is not. He would like CATG to prioritise this so that designs can begin.</p> <p>SH says that to begin with, work will need a topographic survey at about £1,600</p>	A – 1 st Reserve

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		Members of CATG took on contacting Savernake PC through different channels to let them know about this request.	CATG agrees to prioritise this work as 1 st Reserve	
b)	5703 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.	NF wondered why this project was back on the agenda and SDo said it was down to him. He was not at the last CATG meeting to speak on behalf of this project. He gave the background to why a new roundabout is needed here. MH gave the reasons why the project was rejected as that a mini roundabout would be too small to be effective here and that a larger, engineered roundabout would be too expensive. JS asks SH for his professional response. SH felt that at this location, the deflection angles would not work and to be effective, it would have to be so large it would be very expensive. SDo pointed out that some 600 people live at that area and that something has to be done to help them get to and from their streets. JS asked if there was another solution, such as traffic lights and a different junction. There was discussion about different proposals and the cost and affordability of this work. The	

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			<p>Highways Substantive scheme was raised as a source of extra funding for projects. SH pointed out the need for prioritisation and time to develop ideas. MH agrees this is already a lot of work.</p> <p>JS recommended the town council ask for a scheme to find the best engineering option or solution to the traffic situation there.</p>	
c)	<p>Issue 5781 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 agreed CATG should keep a watching brief on this location.</p>	
d)	<p>6142 Lack of any speed limit through the village of Uffcott.</p>	<p>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</p> <p>The local Highways engineer agreed this can be part of the wider scheme for Uffcott and can be looked at.</p>	<p>There was no discussion and no update on this project.</p>	
e)	<p>6143 Sharp turn in road from A4361 to Uffcott.</p>	<p>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</p> <p>The local Highways engineer had already been on site to look at it. He agrees signage is needed and has already made</p>	<p>MC confirmed the order for new signage is with Ringway</p>	

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		progress on moving this forward. The engineer should be able to give an update at the next CATG meeting on 21/06/18.		
f)	6272 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 was no discussion and no update on this project.	
g)	6312 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.	HM-S described the situation in the village as cars park outside the village shop. This narrows the road so that vehicles, often larger lorries / HGVs coming the other way mount the kerb to get past, rather than wait until the way ahead is clear. The owners of the village shop rely on passing trade and the people who park outside, so double yellow lines would not be welcome and HM-S asks for another solution to be considered. JS supports this work but argues the project at Aldbourne (6373) would be a quicker win. He offered to meet on site with Baydon PC and MC to look at the situation.	

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h)	6373 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.	SH confirms this can be done and the sign moved further from the village but not as far as the PC would like. There was discussion about where it could be moved to and the equestrian centre on that road was mentioned, since they often move the horses across the road. Some felt the centre already does this is a safe way and that the limit did not need to move that far in order to protect the horses crossing. MC suggesting moving the 30mph sign but not as far as the equestrian centre and that horse and rider warning signs could go up around the centre.	
i)	6613 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.	There was no discussion and no update on this project.	
j)	6614 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.	There was no discussion and no update on this project.	

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k)	6615 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.	There was no discussion and no update on this project.	
l)	6616 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.	There was no discussion and no update on this project.	
m)	6638 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.	There was no discussion and no update on this project.	
6.	New Requests / Issues			
a)	Issue 6686 Request for new white lining	Vehicles park too close to the junction of Downsmead, in Baydon, making it dangerous for vehicles turning into the road	HM-S thought this could be covered at the site meeting in Baydon. JS asked about the	

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		as it becomes single lane and blocks the view of on-coming traffic.	backlog in marking schemes. MC said that this will be done but the materials used need dry roads and weather to stick and be long lasting. CATG agrees to take this project onto the agenda	
b)	Issue 6784 Request for new signage location for new SID	Marlborough TC is keen to reduce speeding in the town and are looking at buying SIDs to deploy on a rotational basis. There are no suitable columns on Kingsbury St to install a SID. It has been suggested that if a new warning sign is installed at a location on Kingsbury St, it could also be suitable for the SID.	MH says that Marlborough TC has bought a SID and would like Kingsbury St to be on the rota, however there is no suitable post for it to go on. If a new sign could be installed, maybe warning of the bend, the new SID could be attached there as well. MH said this was not urgent. CATG agrees to take this project onto the agenda	
c)	Issue 6791 Traffic speed & volume on A346 at Ogbourne St George	Request to reduce speeds on A346 at Ogbourne St George. This is to try and make it safer for residents to exit/enter the village plus the turnings at Hallam and Southend. Also, to protect the many walkers / cyclists / riders using the Ridgeway and crossing the A346 here.	RI describes the situation on the A346 at Ogbourne St George and the turning to Hallam. The high speed and volume of traffic there makes turning onto and off the main road hazardous. There has been a petition, which the PC endorses, calling for the 50mph limit to be extended from south of Hallam to by the golf club just north of Ogbourne St George. There was also a danger to the many walkers, riders and cyclists	

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			<p>using the Ridgeway National Trail who cross the A346 at this point. SH said that the PC can go ahead and request a speed limit review at a cost of £2,500 but felt they would not get what they wanted from it. BT thought the PC should go ahead with that anyway. SH said that better warning signage could go in and that would help. CATG agrees to take this project onto the agenda</p>	
d)	<p>Issue 6874 Request for safety measures on A4361 near Winterbourne Bassett</p>	<p>Accidents on A4361 at Winterbourne Bassett mostly due to speeding and inadequate road markings. Parish council would like present white lines on section from Winterbourne Bassett towards Broad Hinton changed from single to double. Also stretch of road either side of the Winterbourne Bassett turning be reduced to 50mph</p>	<p>With no-one from Winterbourne Bassett present, JP stated that the recent fatality was actually within Winterbourne Monkton & Berwick Bassett. She said how the A4361 is 60mph all the way through the two parishes and how school children have to cross the road to wait for the school bus. She said how a number of interventions that might bring speeds down or make the road safer are not possible because of the 60mph limit. There have been nine incidents this year on the stretch of road. JD said she wanted to set up a community safety group for the area that could help direct police</p>	

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			<p>monitoring or patrols to this stretch of road. SDo said how he used to sit on a local road safety board. CATG agreed it would like to set this up. CATG agrees to take this project onto the agenda</p>	
7.	Other items			

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<p>a)</p>	<p>SCa asked about HGV and freight routes</p> <p>Road safety at George Lane, Marlborough.</p>	<p>He talked about large vehicles using Stag Hill and causing damage to properties. This was on a list of routes of concern but is now apparently no longer on it. MC recommends contacting Spencer Drinkwater at Highways.</p> <p>This was discussed at the last CATG meeting but as any action would be part of Taking Action On School Journeys (TAOSJ) this was not included in this meeting's agenda. JDa asked for it to be included for future CATG meetings. Members of the TAOSJ team have carried out a survey of travel patterns around Marlborough St Mary's school and a report with recommendations has been produced. One of the options to be recommended is to install further warning signage at George Lane and at the junction of Isbury Rd and Cherry Orchard. This will not go ahead until the beginning of 2019/20 due to a backlog at the sign suppliers. Possible funding from either CATG or the area board could only "slightly" speed this up.</p> <p>There was discussion about re-using the warning signs that are still in place around the old St Peter's school site. AJ has followed this up and will send TAOSJ details of these signs and their locations. It is possible they can be re-used as long as they meet current standards.</p> <p>There was discussion about a permanent 20mph limit for George Lane. JDa urged Highways to reconsider the results of the earlier 20mph assessment and be more flexible, based on DfT guidelines over using 20mph limits to protect the community. SH would have to seek guidance on this.</p> <p>MH asked about temporary 20mph limits at the start and end of the school day. The report said this was not possible because of the proximity of the existing traffic lights near Duck's Meadow. MH questioned how far from the lights the temporary 20mph limit had to be and could it go near Van Deimans Close where many children and parents already cross. Following the meeting, AJ spoke with Ruth Durrant from TAOSJ. A temporary 20mph limit would be possible there but if it was installed, it would prevent a permanent crossing being installed there at a future date. The report on George Lane recommends another survey in October '19 to look at the feasibility of a crossing here. The headteacher at Marlborough St Mary's has been asked about their preferred option. JS asked that the area board contact Bridget Wayman about this matter and asked AJ to come up with a suitable letter.</p>	
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8.	Date of Next Meeting: 14th March 2019 10.00am in Marlborough Town Hall
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Marlborough Community Area Transport Group

Highways Officer – Steve Hind

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 3rd party contributions are confirmed, Marlborough Area Board will have a remaining Highways funding balance of **£7,620**

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