

## Devizes Area Board - Traffic Working Group - Note of meeting of 4<sup>th</sup> July 2011

### **Present:**

Councillor Laura Mayes, Wiltshire Council, Chairman of Devizes Area Board and Traffic Working Group

Tony Sedgewick, Devizes Community Area Partnership, Chairman Transport Sub-Group

David Bullock, Head of Service Traffic and Network Manager, Wiltshire Council

Richard Rogers, Community Area Manager for Devizes, Wiltshire Council

Rachel Kent, Area Environmental Health Officer, Wiltshire Council

Peter Evans, Devizes Town Council

John Gaca, Devizes Development Partnership

Gareth Rogers, Senior Engineer, Wiltshire Council

Peter Hanson, Divisional Highways Manager

Paul Bollen – Highways engineer

### **Apologies:**

Councillor Richard Gamble

<b>Agenda item and key points</b>	<b>Agreed Actions</b>
<b>1. Actions and Updates</b>	
i. Nat West Crossing – Has it now been completed?	The new lighting will be completed on the 18 <sup>th</sup> July
ii. Cheverell Road - Has the 'S' bend sign been erected and can anything else be done? (GR)	The sign has been ordered and will be erected this financial year. Having reviewed the road, no more can realistically be done <b>ACTION</b> – A more accurate indication of when the sign will be erected to be given at next meeting (GR)
iii. Blackdog Crossroads – Has	The heap has now been removed

<p>the spoil Heap been cleared? (GR)</p>	<p><b>ACTION</b> – Inform the Parish Council (RR)</p>
<p>iv. Air Quality Monitoring Progress (PN)</p>	<p>JG thought that the May meeting minutes did not accurately capture all that was discussed. In particular the need for action now.</p> <p><b>ACTION</b> – A copy of the full action plan as it stands to be emailed to JG and TS (LM). It is a two pronged attack that:</p> <ul style="list-style-type: none"> <li>a. Prevents the worsening of air quality including the need for a detailed air quality assessment for new development</li> <li>b. Creates a strategy with actions against areas such as cycling, bus routes, green travel plans and walking that can tackle the situation now.</li> </ul> <p>There was agreement that action can and should place now as well as wait for the due process which is legally required to ensure robust policies are in place</p> <p>A meeting of the local Unitary members and other key Community representatives, will take place on the 1<sup>st</sup> August. The aim is to be able to capture some of this thinking and embed it into the Area Board’s response to the Core Strategy.</p> <p>TS asked about the results from the air quality monitoring unit. RK informed the group that there are only a couple of months of data so far and the hourly average is not likely to be exceeded.</p> <p><b>ACTION</b> – Bring 6 months figured to the group including peak figures. (RK)</p>
<p>v. Pavement Drivers in Market Lavington (Issue number 1618)</p>	<p>The prices for and the positions for the bollards have been presented to the PC and will be installed once agreed.</p>
<p>vi. Whistley Road Speeding (Issue 1221)</p>	<p>The metro count shows that speeding is not the problem which was expected. The problem of ‘rat runs’ still exists and an approach to these will need to be agreed. The key problem is that the main tool to prevent rat runs is to slow traffic down and this is expensive.</p>
<p>vii. Worton Gates – Update?</p>	<p><b>DECISION</b> – It was agreed that WC would install the gates if the PC will purchase the gates. This is mainly as the responsibility for the gates and therefore any future maintenance will fall with the PC</p>

<p>viii. Potterne Road – Need a decision on funding to extend the footpath</p> <p>ix. Long Street - Has the work now been completed and heritage lantern been installed?</p> <p>x. Consciences Lane</p> <p>xi. A342 Rowde –</p> <p>xii. A360 towards Littleton Panell</p> <p>xiii. Dunkirk Hill – Awaiting the traffic model? Progress update</p> <p>xiv. Spitalcroft –</p> <p>xv. Great Cheverell</p>	<p><b>ACTION</b> – Take forward with the PC (RR)</p> <p>Although there was full commitment to this project, the problem that has arisen is that the land does not belong to WC and the land would therefore need to be legally transferred before the work can be carried out.</p> <p><b>ACTION</b> – Inform the PC why the project can not go ahead straight away (RR)</p> <p><b>DECISION</b> – Agreed to carry out the project once it becomes possible and therefore remain a priority. However it will not be this financial year</p> <p>This work has now been completed</p> <p>The work to install the gates is now going ahead and discussions are underway with Sustrans to look at options to reduce speeding. This will remain a priority for now but there is no more for the traffic group to do.</p> <p><b>DECISION</b> – The traffic group agreed to finance an options study for the crossing.</p> <p><b>ACTIONS</b></p> <ul style="list-style-type: none"> <li>• This will be taken forward by Highways (GR/DB)</li> <li>• Inform the PC (RR)</li> </ul> <p>This is about the HGV vehicles leaving Devizes and signing has been installed for HGVs leaving Devizes. Long Barrow roundabout will also have signage erected in about a year.</p> <p>Attached is the latest timetable for the model.</p> <p><b>ACTION</b> - Find out more about the developers obligations (LM)</p> <p>Cllr Gamble is taking this forward.</p>
--	---

<p><b>2. Folly Road / London Road S106 funding</b></p> <p><b>a) Agree S106 Funding</b></p>	<p>The Cycle Working Party had presented to a consultant a set of proposals for developing a cycle route to and from the new school at Quakers Walk. Alongside this, proposals have also been made on tackling congestion on the London Road. A plan showing all of these proposals with recommendations was drawn up by the consultant (Marc Cashmere) and presented to the group with the aim of reaching an agreement on which ones should be funded now from the available S106 funding and which would need to be tackled through alternative routes.</p> <p>The following 4 expenditures were agreed to be provided by the S106 funding:</p> <p><i>Move the Bus Stop at Estcourt Street</i></p> <ul style="list-style-type: none"> <li>• It was agreed that the new location of this is to be opposite the stop for buses travelling into Devizes</li> <li>• It was agreed that one of the Unitary Members should speak to the local shop owners affected. (LM)</li> <li>• Options for the design of the bus stop to be agreed</li> </ul> <p><i>Provide cycle parking</i></p> <ul style="list-style-type: none"> <li>• The overall proposal to provide cycle parking in the town centre was agreed</li> <li>• PE objected to the parking being put in the Market Place as it would take space and could spoil the area</li> <li>• It was therefore agreed that the group would support the provision of cycle parking in the centre of town but that the exact location and look of the stands to be agreed at a later date</li> </ul> <p><i>New road markings at the Canal Bridge</i></p> <ul style="list-style-type: none"> <li>• The road markings by Canal Bridge will be redrawn.</li> <li>• This will help address traffic flow by using the road markings to bypass the parked cars. Whilst it is necessary to almost always cross over the lane markings, some drivers are reluctant to do so as the current road marking do not indicate this.</li> </ul> <p><i>New Toucan Crossing on Windsor Drive and new link to canal path/national cycle route parallel to London Road/Windsor Road</i></p> <ul style="list-style-type: none"> <li>• Those who come from the Beckhampton direction will be able to cross over Windsor Drive using the new crossing. They will be able to go along the new link path to join onto the canal path running parallel to the London Road or to join the existing national cycle route</li> <li>• It is recognised that it is difficult to get off the towpath onto London Road and this will need improving. British Waterways are</li> </ul>
--	---

<p><b>b) Agree approach for other priorities not to be funded through S106</b></p>	<p>looking to help with this</p> <p>The following were also discussed but due to financial and time constraints will not be provided via the S106 funding</p> <p><i>Junction at Quakers Walk/London Road junction</i></p> <ul style="list-style-type: none"> <li>• It is well recognised that the route cyclists are asked to take is unsatisfactory and the junction needs improving.</li> <li>• Highways are unsure what the best solution is but there are some deliverable options that can improve the situation</li> <li>• There was a difference of opinion over whether there was a need to wait for the new school to open and see where the catchment area is.</li> </ul> <p><i>Cycling across or around the Green and changing Church Walk to be 'one way'</i></p> <ul style="list-style-type: none"> <li>• Peter Evans welcomed an approach from the traffic group to come and present their proposals to the Town Council which would include allowing cycling across or along the edge of the Green</li> <li>• It was recognised that making Church Walk one way would only be worth considering if cycling across the Green was to be permitted</li> <li>• <b>ACTION</b> – Approach Town Council to speak to them about this issue (TS/PE)</li> </ul> <p><i>Cycling along Snuff Street and Couch Lane</i></p> <ul style="list-style-type: none"> <li>• It was agreed that allowing cycling down Snuff Street and Couch Lane in both directions would be welcomed and this would be best considered alongside the Wharf Development Brief</li> </ul> <p><i>Signage</i></p> <ul style="list-style-type: none"> <li>• It was recognised that signs can't be erected on routes that are designated for cycling and this will need to be completed first</li> <li>• Signs that are required could be provided through a grant application to the Area Board</li> </ul> <p><i>Shared use of footpath along London Road</i></p> <ul style="list-style-type: none"> <li>• The existing footpath is just about wide enough to make shared use</li> <li>• There are processes that are required to re-designate it as a cycle track</li> <li>• It was recognised that there will still be a need to go on the road at some point</li> <li>• The S106 funding is already being 'squeezed' to do the other options and there was none available to do this as well. It was agreed that this would be looked at as soon as funding becomes available</li> </ul>
--	---

<p>c) <b>Changing status of Quakers Walk and Brickham Bridge footpaths</b></p>	<p>It was also agreed that the whole cycle plan as proposed by the cycle group would be adopted.</p> <p><b>SUMMARY OF WHAT THE S106 FUNDING WILL BE SPENT ON</b></p> <ul style="list-style-type: none"> <li>• Allocation of bike racks for the centre of town – design and location to be agreed</li> <li>• Installation of new Toucan Crossing near to where the Windsor Road/London Road cross</li> <li>• Install link path from new crossing to canal path</li> <li>• Move the bus stop on Estcourt Street</li> <li>• Improve the road markings on the London Road near Canal Bridge</li> </ul> <p><i>Status of Quakers Walk and Brickham Bridge</i></p> <ul style="list-style-type: none"> <li>• Cycling along these paths can't be signed until their status is changed to a bridle way to allow cycling. Neither are highways owned and this will need to be solved in order to promote it as a cycle route.</li> <li>• It was recognised that changing the status to a Bridleway has implications for maintenance. However the consensus was that the majority of people in Devizes want it to be left in the condition is.</li> <li>• It was agreed that this work may not be best led by WC but rather another group such as Roundway PC, Trust for Devizes, Quakers Walk Protection Group etc.</li> <li>• If possible, the whole of Quakers Walk should be changed to a bridleway</li> <li>• It was pointed out that there would be costs but the exact amount depends upon if there are any objections.</li> <li>• <b>DECISION</b> - Whilst this will take longer than the period available for the S106 funding, it was agreed that the process should be started now as a priority.</li> <li>• <b>ACTIONS</b> <ul style="list-style-type: none"> <li>✓ Speak to legal to begin process (GR, DB)</li> <li>✓ Have a discussion with Roundway PC as we would need their support and once adopted it would need to be maintained. (LM)</li> <li>✓ Check with planners who owns Quakers Walk (RR)</li> <li>✓ Confirm who owns Brickham Bridge, possibly British Waterways (JG)</li> </ul> </li> </ul>
<p><b>3. Metro Count Results (For information only)</b></p> <ul style="list-style-type: none"> <li>• Market Lavington</li> </ul>	<ul style="list-style-type: none"> <li>• Metro Count results showed that the average speed in the high street was less than 30mph</li> <li>• The results of a count further along the high street are not yet in</li> </ul>

<ul style="list-style-type: none"><li>• Urchfont</li></ul>	<ul style="list-style-type: none"><li>• Metro Count showed that the average speed was over 35mph and qualified for Community Speedwatch.</li></ul>
<b>4. AOB</b>	No AOB

The next meeting will take place on the 19<sup>th</sup> September in the Board Room at Browfort, Devizes