

Devizes Air Quality and Transport Strategy Group Meeting

Thursday 18th August 2022, St James Centre, Devizes

Notes:

Present: Cllr Tamara Reay (Chair), Andrew Jack, Jason Salter (Wiltshire Council); Richard Ormerod (Sustainable Devizes); Martin Read, Catherine Reed (Cycle Friendly Devizes); Cllr Ted East (Devizes TC); Jasper Selwyn (Devizes Passengers' Group); Cllr Eric Clark (Bishops Cannings PC)

Item	Notes	Action
1. Apologies	Martin Aldam,(Wiltshire Council); Philippa Morgan (Trust for Devizes)	
2. Notes of last meeting 9 th May 2022	Any comments on the notes were picked up during the meeting at the appropriate section. CR asked about the progress of the new 20mph limits for various roads within Devizes town centre. AJ described that all the roads assessed were found suitable for a new 20mph limit. At the last LHFIG meeting in July there was discussion on whether to progress the roads at once (better value but more upheaval for users) or to take clusters of roads separately. Funding has been agreed with LHFIG and Devizes TC to progress all at once. These changes need to be advertised and if there are any objections, a report to the Cabinet member prepared. If no objections, design work can go ahead so that costs of implementation can be agreed at the next LHFIG meeting in October.	
3. Air Quality Data	Gary Tomsett from Wiltshire Council Public Protection was not at the meeting to discuss AQ figures or progress with Wiltshire's AQ Action Plan.	
4. Finance	<p>MA had prepared details of the AQ budgets:</p> <p>£443,464 Discretionary Sustainable Transport £534,969 Public Transport £ 64,870 Highways (Shane's Castle) £ -3,415 s-Paramics Modelling</p> <p>£1,039,887 Total</p> <p>EC described that Bishops Cannings PC has s106 funding towards improvement work to the canal towpath out to Bishops Cannings. He asked if this funding was included in MA's figures? AJ could not answer that and would have to go to MA. EC will provide details of this s106 funding to help identify it.</p> <p>EC spoke further about improvements to the towpath and the development of it as a benefit to the new Berkeley development. Their travel plan does not include any use of the towpath for employees to access the site. Improvements to the towpath would greatly benefit them and could be included in their travel plan. If this is the case, Berkeley could be approached for a financial contribution towards this work. EC pointed out the draft LCWIP</p>	<p>AJ EC</p>

	<p>does not include any work to this section of towpath.</p> <p>RO has looked at the s106 agreement for the two planned residential developments and the new health centre at Marshall Rd.</p> <p>JSa talked about how Passenger Transport Unit (PTU) manages s106 funding and agreed it could be better. He said they are developing a new way of looking at how to use and deal with s106 contributions.</p>	
<p>5. Buses</p>	<p>RO discussed his interested in services to Marshall Rd and the gap in service in mid-afternoon and following reduced service for the rest of the afternoon. He described the need to plug this gap for users of the treatment centre and integrated care centre (ICC). He pointed out the recent survey carried out by Wiltshire Healthwatch looking at how the public wanted to access the new centre. RO felt the comments are misleading about the way results are reported. He also pointed out the new integrated care centre appears not to have raised any CIL. He had looked at other possible sources of funding to deal with the gap in service and there are two new developments planned for the south side of Marshall Rd. RO described attending a recent Wiltshire Council strategic planning meeting and discussions there about the need for sustainable travel to these sites. He pointed out planning officers (development managers) did not seem to be aware of these plans.</p> <p>There was a question to JSa about what integration there is between the Integrated Care Board (ICB) and planning. JSa responded that this does not integrate very well with PTU. Travel plans had not been submitted and this had been referred to planning enforcement to take further, however the building has already been built. Central government has given PTU more resource into the team, including a new officer with a more strategic angle, who will co-ordinate the new demand-responsive bus service in Pewsey Vale. JSa showed a map of the town bus route and explained how PTU tries to integrate routes with the school bus service to maximise usage. JSa felt Devizes has quite a good service but recognised this gap in the afternoon. There is funding to improve the situation but the problem is down to lack of drivers and Faresaver will soon be at capacity for their drivers. The new Pewsey Vale service will come into Devizes and stop at the health centre on the way in, turn at the market place and stop at the health centre again on the way out and do this 7 times per day, which will help with the situation.</p> <p>JSa has a meeting planned with JSe to go over buses and timetables. TR asked if anyone else was interested – RO was. EC asked about Laywood: he has met with Phil Grocock about changes and would like a timescale to be able to go back to his residents with. JSa thought the new staff would be able to do this and offered to provide this to the group by w/c 22nd Aug and for staff to attend the next AQ meeting.</p> <p>TR was worried how the travel plan for the ICC could be missed. JSa pointed out that was for Alan Creedy and the Transport Planning Team but that he felt he was able to help with</p>	<p>JSa</p>

	<p>improvements.</p> <p>JSe pointed out that when Laywood was being proposed, this group wanted buses to go into the estate to encourage residents to use them from day one. JSe said how the new ICC seems to be encouraging people to drive by promoting the number of parking spaces over other methods of transport (64 cars vs. 14 cycle spaces); the ICC estimates peak parking will be between 2.00 and 4.00pm. EC agrees with this and raised similarity with Berkeley site and potential 800 employees. JSa suggested getting someone from Planning along to talk about wider sight of upcoming developments and the transport planning needs of those.</p>	
<p>7. LCWIP</p>	<p>EC described how Bishops Canning PC had been in touch with Canals & Rivers Trust about the proposed work to the towpath – CRT was excited at being able to cover this section. Both were keen to progress. ES did not want to wait for the LCWIP to be amended to cover this in order to access any potential funding. TR asked the group how this opportunity sat with them.</p> <p>EC was keen to approach Berkeley for s106 funding towards the scheme, which would help their travel plan. He wanted to know the background and how different groups, like PCs, this group and LCWIP overlap, etc.</p> <p>RO commented in favour and gave no objections from Devizes TC, which TE confirms. TR was reluctant to give the full go-ahead to EC without seeing the full LCWIP and seeing how this towpath work would fit with other ideas within the plan. There was an LCWIP meeting on Friday 19th and TR is pressing Martin Aldam for a closer timeline.</p> <p>RO asked about a cycle route to the proposed Devizes Gateway rail station. MR replied that there is a route on the map for this but without 100% confirmation of the new station, it is not called that as such.</p> <p>MR described how the LCWIP identifies desire lines or routes to get people to where they want to go. How this happens is then worked out and designed in future. For example, the route to the proposed Gateway location is on the A342, without necessarily using the road itself – the former rail route could be used or land acquired to build a new cycle lane beside the road.</p> <p>CR said how this is the beginning of the process and discussions. Cycle Friendly Devizes carried out consultation on the LCWIP at the Sustainability Day and in the Corn Exchange on several days. 100% of the people spoken to wanted improved cycling facilities. Once the final draft of the LCWIP is prepared it will need to be consulted upon. It could be 100% finalised by the end of the year but she did not know how the adoption process with Wiltshire Council worked. CR said how not all the schemes within the LCWIP are expensive and some could be resolved by the new 20mph limits within town. Active Travel England fund the larger schemes whereas not all ideas in the LCWIP are expensive but all have to comply to the requirements of LTN 1/20. CR said how Cycle Friendly Devizes are putting a lot of work into this and would like some support from this group.</p> <p>Also that Cycle Friendly Devizes want to put on an event in approx. December to promote cycling and active travel, maybe in the Corn Exchange and want support from this group towards this.</p>	

8. Rail.	TR updated that the Department for Transport will be taking the outline strategic business case further and has release another £400k in funding towards further feasibility studies. This will especially look at timetabling issues and other considerations like land, access and ownership at Lydney. This work will be Network Rail-led with DfT involvement. Wiltshire Council officers have been very involved so far. Devizes TC and Devizes Development Partnership are represented by TR within this work. Studies will also look at Westbury station, which is key for east-west and north-south access on this rail network.	
9. EV Charging Points	<p>TR said how as Portfolio Holder, she has been pushing for on this. Wiltshire Council has an interim EV Charging Policy and there will be an EVCP webinar run by Wiltshire Council on 14th September. Work is ongoing to replace the existing units, install new units in smaller towns and provide grants to town & parish councils to install their own new EVCPs.</p> <p>Electric Vehicle Charging Points webinar September 14th at 5.30pm on Teams An opportunity to learn more about Wiltshire Council's approach to electric vehicle (EV) charging infrastructure</p> <ul style="list-style-type: none"> • Current EV charging infrastructure plan • Next EV strategy • Grants and the Office of Low Emissions Vehicles (OLEV) process • An opportunity to ask questions and understand how to overcome any barriers <p>Please email climate@wiltshire.gov.uk to book a place on the webinar and receive the link</p>	
10. Car Clubs	<p>Following previous discussion about bringing a new EV car club to Devizes, AJ and TR held a meeting with Mark Hodgson, Director at Co Cars. After describing Devizes, the situation here and this group, Mark was very happy to explore Co Cars bringing a club to the town. He described the starting point as an online survey to explore potential use and new users. To increase the range of the survey, this could also be made available in hard copy. TR and AJ agreed to this approach and MH said he would email the survey to AJ. This has still not arrived, so AJ will chase it up.</p> <p>At previous meetings, group members had asked about the financial risk of any local investment into a new car club. AJ asked this to MH. He described how as part of setting up the club, new EV chargers will be installed and operated by a 3rd party company. If the car club was to fold, the chargers will still be available to EV owners, so the legacy of the local funding would be these additional charging points.</p>	AJ
11. AOB	There was further discussion about the results of Healthwatch's survey about travel to the new care centre.	
Next meetings	3 rd November at 2.00pm venue tbc	