

Trowbridge Highways Matters
18th January 2024

With the importance of cycling and walking cited, it was questioned whether for meetings such as Area Boards, the LHFIG item could be presented first to demonstrate that the Council's priorities are with those who are most vulnerable on the roads.

This can be raised at considered at the Area Board for consideration.

Southwick

There is a pavement from Trowbridge to Southwick, which residents have a desire to be made into a dual route for pedestrians and cyclists, however they had been told there was not a policy for such narrow strips of pavement, however in other counties there was such a policy.

New guidance has recently been provided by the Department of Transport which sets out minimum standards for cycleways (LTN 120). Within this guidance there are flexibilities; however it is important to balance the needs of different users and safety priorities. Also, in order to secure funding from Active Travel England that there is an expectation that investments will meet LTN120 standards.

It is hoped that the government will recognise that these standards, originally built for London, aren't always deliverable in rural areas.

20 years ago, Southwick obtained an award for Rights of Way walks and the Rights of Way Team did a fantastic job constructing this however it has gradually deteriorated as it has been maintained by rambler volunteer groups who need supervision. The Parish constantly writes to the Rights of Way Team but is lucky if they get a reply.

Unfortunately, this is a funding and prioritisation issue with insufficient funding available. Additionally, there has been a challenge in recruiting Rights of Way Officers. Volunteer groups have not been stood down but rather were paused temporarily as they need supervision as well as provision of equipment and materials.

This year the Council has started recycling planings from road maintenance on Rights of Ways and hopes to support an increase in the number of volunteer hours across the county.

It was questioned whether it was possible to use block paving for roads which might make maintenance easier with blocks able to be taken up and replaced.

Materials are chosen based on the location, budget and what technically would be the best materials to use for roads. The example of Castle Street was cited, which has slabs; however, these were of an asphaltic material. An approach only using block paving everywhere would not be the right approach – it would not contribute to

a sense of place and would be expensive and time consuming to repair with the joints in between also subject to weed growth.

Speed Limits

It was questioned why Trowbridge doesn't have a speed limit in the town centre like places such as Bath and London, who have 20mph speed limits. A further question was also asked as to why heavy-duty vehicles were allowed to pass through the town centre.

There is a speed limit in the town centre, which is the urban speed limit of 30mph. There is an option of introducing a 20mph limit as this has been done in a lot of towns through the LHFIG process and the Council would not be against this, although there are qualifying criteria. A traffic survey would have to take place and show average speeds of up to 24mph to enable implementation.

What are authorities doing about the growing trend of vehicles in the area that are fitted with modified exhaust systems, clearly intended to make more (anti social) noise and are often associated excess speed? One thing that needs to be addressed is a growing concern relating to car exhausts that are clearly above the legal decibel level in conjunction with excess speed in built up areas, especially Wiltshire Drive and sides roads off Wiltshire Drive. We live in Champion Drive which is a 20mph zone and the noise level and speed from several cars is extreme. We and our neighbours have complained to the individuals also reported 4 times to the Police with no action taken by the latter. Delivery drivers are also oblivious to speed signs. We believe Bath has a speed detector that also registers noise levels from exhausts, suggest this may be put up for discussion with possible further action for Wiltshire, especially Trowbridge.

There is a noticeable rise in the number of vehicles, both cars and motorcycles, operating with noisy exhaust systems in and around the town and is of particular note in the Wiltshire Drive/ White Horse Business Park area. Residents have raised complaints with the police but to date nothing has changed. These vehicles are the only ones audible when passing my house and they remain in earshot until they leave the White Horse Business Park. In my estimation there is possibly also a speeding component with the noise intensifying as the vehicles are accelerated hard.

The Motor Vehicle (Construction and Use) Regulations 1986 lay down maximum permitted noise levels from exhausts, and these regulations are enforced by the police and the Driver and Vehicle Standards Agency (DVSA). In the UK, the maximum legal noise level for a car's exhaust system is 74 decibels when measured from a distance of 0.5 meters from the exhaust pipe. This limit applies to all types of vehicles, including cars, motorcycles, and commercial vehicles. Assuming the offending vehicles are otherwise compliant with the regulations it raises the issue of how an MoT Certificate was obtained. I note the recent successful prosecution by DVSA of a garage actively altering vehicle exhausts to increase 'noise effects'.

Wiltshire Council does not have enforcement powers for noisy exhausts; however, they can be reported to the Driver and Vehicle Standards Agency (DVSA) or the Police who, along with speeding issues, may be able to take action based on a breach of Motor Vehicle (Construction and Use) Regulations.

Police are responsible for enforcement and information on their approach can be found via this link:

<https://www.wiltshire-pcc.gov.uk/about-us/campaigns/road-safety/>

Hilperton Road (A361) suffers from speeding traffic travelling at well over the 30mph speed limit, particularly between Stancomb Avenue and the Elizabeth Way roundabout.

Are any proposals being tabled to enforce the speed limit by the use of cameras, repeater signs etc.. I am sure that cameras would be cost effective with the revenue generated.

With the volume of heavy goods vehicles and the narrowness of the road in places together with the number of junctions, even walking on the footpaths leaves one exposed to the risk of being involved in an accident.

As speeding is a moving vehicle offence, the enforcement authority is the Police and not the Council.

Requests for a speed limit review needs to go through your Parish/Town Council who would then need to raise the matter at the Local Highway and Footway Improvement Group (LHFIG).

To make a request, you will need to complete a 'report a highway improvement issue' form, which can be accessed via the link below.

Going via the town council is essential as, under the LHFIG terms of reference, local councils must first endorse the request and many will be expected to contribute towards the overall cost. If the town / parish council agree to your proposal, the form is sent to Wiltshire Council, and it will go on the agenda for discussion at the next LHFIG meeting.

You can find out more here about LHFIGs and the request form here:

<https://www.wiltshire.gov.uk/article/6149/Local-Highway-and-Footway-Improvement-Groups>

If a speed limit assessment is to be undertaken, it starts with a traffic survey. The survey outcomes will dictate if action is required and may include Community Speedwatch (CSW) and/or the use of a Speed Indicator Device (SID). CSW is a Police led initiative whereby they provide support and training to local volunteers to enable them to undertake educational activities. Further details can be found at: <https://www.wiltshire.police.uk/article/782/Community-Speed-Watch>

Since 2015 the Council has delegated the deployment of temporary SID's to Town and Parish Councils in Wiltshire. You may wish to approach Trowbridge Town

Council direct to discuss this further with them and establish if they would be interested in deploying a SID.

Trowbridge High street/centre

It was questioned how long road works created by the work conducted because of the Trowbridge Future High Street Fund would last for as businesses were being affected with deliveries blocked and customers prevented from getting to businesses.

Early engagement and a significant amount of consultation has taken place with businesses affected and contractors have a mandate to work with all businesses affected to minimise disruption. Funding for the work has been received from the Department of Levelling Up's Future High Street fund and has been allocated to different parts of the county to improve high streets which have been affected by the Covid-19 pandemic, and change in retail for example, internet shopping and out of town shopping. Trowbridge has obtained £16.5million of this funding, with £8 million of this being spent on the town hall refurbishment. The council understands disruption can be frustrating and apologises for the temporary disruption caused at this location. We will continue to work with all businesses affected throughout the remainder of the works and will seek to ensure residents and visitors understand businesses are open as usual.

There was a weakness in communicating to businesses the work which was set to be carried out. Issues such as not having an alternative provision for unloading was cited as well as notices on loading bays.

There are often lessons that can be learnt and it was suggested that a conversation take place outside of the meetings as a retailer's group with the Director of Highways and Transport, and the project team; also to continue dialogue with the contractors who are seeking to minimise disruption throughout the works.

I'm writing as co-owner of Parade House, situated at 70 Fore street, Trowbridge BA14 8HQ, which suffers from major traffic issues. Parade House is a Grade I Listed Georgian townhouse and is one of the town's most iconic buildings. Having purchased the building to save it from dereliction and from being turned into an HMO, Parade House has since been restored to its former glory as a successful Events and Wedding venue with the recent addition of a Bar and Cinema thanks to a small grant from the Future High Street Fund. As such it attracts a lot of visitors on a regular basis, all needing to walk along Fore Street.

This stretch of Fore Street is arguably the historic centre of Trowbridge, a thoroughfare that visually has not much altered in 300 years and is lined with important Grade I and Grade II buildings. It is the main pedestrian route from the train station and over the Town Bridge to the centre of Trowbridge. The front stonework of Parade House and the other historic buildings is steadily being eroded by the heavy rumble of goods vehicles and the stone has blackened from years of traffic fumes.

Cars, articulated lorries and motorbikes are used to tearing round the corner of Manvers Street into Fore Street and race down Wicker Hill. This is because there are: There are no speed limits and vehicles accelerate down the hill. Solution: install 20mph speed limits in the centre of Trowbridge as in all other towns and cities.

There is no pedestrian crossing: as a pedestrian, you take your life in your hands attempting to cross the road in Fore Street. Families with children leaving the Shires cannot cross from Market Square to Manvers Street/Fore street safely.

Solution: install pedestrian crossings at salient points such as Market Place to Manvers Street and Wicker Hill. There are no vehicle size restrictions:

Solution: all heavy goods vehicles should be banned from entering the centre of town unless delivering, especially on weekends and in the Summer tourist months. People park wherever they want:Solution: more parking fines, more signage, more double yellow lines.

If Trowbridge is to attract more business and more tourists, then the train station will be busier and the pedestrian route up Wicker Hill to Fore Street will be the essential pedestrian route. Therefore I strongly urge the Highways and Police to consider improvements to this important stretch of road.

Works to widen the pavements is beginning shortly, but that should be in conjunction with a clear traffic calming plan. Otherwise, the narrowing of the road will just cause permanent bottlenecks, with unnecessary traffic passing through the centre of town that could have circumvented Trowbridge via County Way. These traffic jams will give out noxious fumes dangerous to pedestrians and to the historic buildings either side.

May I strongly suggest that the Highways Department considers adding new signage throughout Trowbridge, restricting all big lorries and passing traffic to County Way and other circular routes, and imposing a 20mph speed limit in the centre of town.

I would also like to see Fore Street to Wicker Hill become pedestrianised at weekends, to allow for a weekly market similar to the highly successful Frome Independent, that would attract tourists from the surroundings areas. Finally, the multiple loading bays in Fore Street should be removed and restricted to certain hours only.

A 30mph speed limit is in place. It is not clear that HGV movements through the town centre are excessive and further work would be required to quantify and understand the concern being raised and identify an appropriate solution. Parking controls are in place in the Town centre and these are enforced by the Council's Parking team. Parking offences can be reported direct to the team who will attend the location when resources allow.. The introduction of further restrictions may not be the best option; it is a matter of getting a balance that is right for the area that supports trade and economy whilst ensuring that traffic can flow appropriately.

The original bid proposal for Trowbridge Future High Streets sought to remove traffic from Fore street and Wicker Hill; however, the scope of this project has altered. Given the complexity of delivery within the funding timescales, the two-way traffic aspect has been deferred and the council is focusing instead on improving the pedestrian arrival points and access to the town centre. This is not to say that a scheme similar to the original cannot be considered at a later date.

The current proposal retains the route for through traffic but allows the opportunity for this heritage area of the town centre to become a gateway for visitors and a vibrant commercial street. This will be achieved through improving the route for pedestrians, with wider footways, improved crossing points and better bus stop provision.

Whilst the proposal does not remove through traffic, changes to Manvers St, Wicker Hill and Fore St may bring about some behavioural change from motorists seeking alternative routes to avoid using these streets as a through route.

A 20mph speed limit across the town centre is not included as part of the Trowbridge Future High Streets Fund project but may be considered for future introduction.

The proposal includes the provision of informal crossing points through Manvers St, Fore St and Wicker Hill to help pedestrians cross safely. A Zebra crossing is already in place to connect the pedestrianised area of Fore Street (referred to in comments as Market Place) and the area of Fore Street open to vehicular traffic.

On the street improvements it is easier to see how the Church St. one may have improved the immediate area than say the cycle path near to the Tesco on the Devizes Road (I usually drive past the latter twice a day and in a few years cannot remember seeing a bicycle use the wide cycle lane there opposite the fire station) – is there any post assessment of “value for money” with the already completed street works? (it may be useful to look at those done to assess where next to improve?) I am wondering what the street works are in hand and planned for the next few years – I can imagine that given the Town Hall improvements and Hub creation, that seeking to improve the area lying across the centre from Innox/ForeSt., and out towards the park will help to keep the centre alive and well. Any live music and cultural events (eg the markets) also really help – that’s not a street works issue but I can see that allowing arts and creative industry to flourish should be borne in mind with planned works.

The Council has used the Active Mode Appraisal Toolkit developed by the Department for Transport to calculate the cost benefit ratio for the Hilperton Road project. This provides information on the monetised benefits relating to elements such as public health, wellbeing, road safety, noise and air quality amongst other things and derives a benefit to cost ratio (BCR) figure for the individual scheme. In the case of Hilperton Road, the BCR is 2.34 i.e. for every £1 spent on the project, there are monetised benefits of £2.34. Further details on the upcoming FHSF schemes can be found at <https://www.wiltshire.gov.uk/article/5882/Future-High-Streets-Fund-Trowbridge>

I own the Old Townbridge Garage on Wicker Hill.

I wanted to suggest a pedestrian crossing out the front of the old building as in the diagram below. I believe this will help connect the customers using the various businesses that will eventually be using my premises and as a side benefit, it will also help to slow the traffic coming through the area outside peak times (the traffic is already slow during peak times).

I would welcome it being located anywhere along the old 1915 building up to the end of the blind house but no further down as we have a dropped curb all the way along our boundary from that point and require vehicular access to the entirety of the forecourt for loading and parking.

As part of our 'Future High Streets' agenda (funded by the Government's Department for Levelling Up, Housing and Communities) extensive works are currently underway in this location which will improve pedestrian connectivity to the site in question.

Is the Council planning to do anything to mitigate the impact of road closures in Trowbridge Town Centre?

I am the lead of the Trowbridge Town Chaplains who support businesses, particularly the retail sector in the town, and we have been struck by how many independent businesses in particular have been affected by the recent challenges of altered access.

There seems little point in creating new, wider paths if there is nothing left in our town Centre to draw people in.

As we look around other West Wiltshire towns, so many have thriving centres, with lots of independent shops which bring variety and interest to attract people to visit

The road closures are temporary and alternative access arrangements are made. Businesses have been contacted individually to address their particular needs.

NEW ROAD SYSTEM: Would Wiltshire Council undertake to review the one way system and all traffic flows to address delays, speeding and pollution at several junctions? In particular a/the bottom of Wicker Hill and b/ the roundabout and pedestrian crossings outside The Shires which increasingly cause delays throughout the day with traffic backing up in 3 directions, plus the station. The economic impact of traffic delays there on the town centre's economy is severe, as is

the pollution from fumes caused by idling engines and HGVs on Wicker Hill.

The FHSF works on Manvers Street / Fore Street / Wicker Hill cover the bottom of Wicker Hill and will help to address concerns in this area. Further details can be found <https://www.wiltshire.gov.uk/article/5882/Future-High-Streets-Fund-Trowbridge>

TRAFFIC CALMING: Would Wiltshire Council work with the police to introduce some traffic

calming measures in the town centre where there are accidents or excessive speeding by cars and heavy good vehicles can be dangerous?

Suggestions of this nature are suitable for funding through the LHFIF route outlined in a previous question. The suggestion needs to be raised with Trowbridge Town Council in the first instance. If they support the request is then it is brought to LHFIF for prioritisation, investigation, and delivery.

WAYFINDING: What happened to the Trowbridge Trail, which was key part of the FHSF and was to include wayfinding, so that traffic, pedestrians and cyclists can find their way around town and its important landmarks? The concept is still there on the Wiltshire Council site as if it is to go ahead? Signage is lacking or out of date, which results in more traffic, as drivers try to find a way into, out of, or around the town centre and its car parks.

A wayfinding strategy for the town centre has been developed and delivery of elements of this are included in the public realm improvements included in the FHSF schemes. Implementation of which is due in the next 3 months.

PEDESTRIANISATION & CYCLING: Would Wiltshire Council like to reconsider and apply for funding for pedestrianisation of the road outside the Town Hall and the old Market Chambers so that those buildings, the Park and Civic Centre are joined to Fore Street. As well as creating an attractive piazza for markets, events and dining, there would then be a pleasant pedestrian route from one main area of the town to the other. A cycle route between the park, Town Hall and station is needed, and the ideas put forward by Atkins appear to be flawed eg the possibility of building a cycling contraflow up Wicker Hill would be unworkable unless the traffic is moved away.

The suggestion of pedestrianising the area outside the Town Hall has been considered in the past; however, is not being taken forward at this time. Whilst there are potential benefits, the practical issues of bus and taxi routing and stop provision are not easily addressed.

BYTHESEA ROAD BRIDGE: Would Wiltshire Council be able to work with the owners of the Shires and Gateway shopping centres to ease traffic flows and to make crossing Bythesea Road safer and more efficient for pedestrians? Is there any data about current delays, accidents, pollution, increased traffic turning into the Shire car park which could be eased by creating an extra lane there? We are informed that an aerial bridge linking the two centres should have been

built, and maybe this, or some other solution can now be found

Potential further redevelopment in the vicinity (East Wing, Innox Mill etc) will give cause to review capacity and facilities for all users - safety and convenience for pedestrians and cyclists will be central to that review.

electric vehicles

It was questioned what the plans for electric vehicle were charging points in the town centre and whether there had been analysis conducted on how the power for these could be generated by solar and wind.

Recently funding has been provided by central government to develop the charging infrastructure in Wiltshire, with work underway to produce a forward plan for delivery. The Council is having live conversations with infrastructure providers and is aware of the challenges around green energy. A charge of 55p per kilowatt unit has been agreed following an extensive review of market costs. This will enable costs to be covered but without any profit margin.

I would like to know what the plans are for Electric Vehicle charging points in and around the town, together with an analysis of how much of the power necessary for these points will be generated by solar/wind as opposed to diesel.

The Council is working towards developing a Countywide EV strategy, which will address issues relating to current and future demand, as well as resolving any energy supply issues.

County Hall carpark

There is a large carpark outside of County Hall which is free at weekends but very few people know about it. If this had signage perhaps people would park there and spend time in the town centre. A further question was also asked regarding free parking on weekends at County Hall having previously been told that this could not be promoted

The Council is undertaking a review of the Local Transport Plan for Wiltshire, which will include a car parking strategy. Further details can be found on the presentation slides and further engagement with local people will be undertaken later in the year.

A good thing for most businesses is that the centre still has plenty of parking including some for free – I see that the St Stephen's Place/Castle Place sale went through last month and wonder what the council's plan is around the multi-story a long running issue – without it though visitor traffic to the centre may fall somewhat there and even if there is some move to eventually demolish that site, the council needs to be cognisant that all edge of town residential developments require people to use cars and thus to park to retain a healthy and strong link with the centre – almost universally in the UK urban

development is to the reduction of parking and so inverse thinking about this could place Trowbridge in an enviable position in the region. Cars will not disappear, it is only that better fuels will emerge to power them in the next 50 years.

An early dialogue is being established with the new owners - it is too early to report on what those discussions might bring.

Why is there not better publicity about the availability of Wiltshire Council Car Parks being available at weekends??? You are only aware of it, if you read the entire parking notice at the entrance. Many local people don't know about this, so how can we attract visitors at weekend with free parking in our town centre, if it is not publicised??

The assumption is that this question relates to County Hall. Free car parking is also available in Wiltshire Council's car park at St Stephen's Place.

The Local Transport Plan for Wiltshire, including the car parking strategy, is being reviewed and further engagement will be undertaken later in the year.

It is understood that BaNES Council has received £7million from fines produced from their implementation of a clean air zone, would Wiltshire be trying to receive any of this money for the diversion created?

B&NES have not made any suggestion that this may happen. It is acknowledged that additional HGV traffic has been distributed to the network in Wiltshire as a result of the CAZ, particularly on the A350, and whilst recent meetings have been cancelled at short notice by B&NES, we continue to seek resolution to this issue. Wiltshire Council is undertaking a review of the Local Transport Plan, including freight strategy, and further engagement with local people will be undertaken over the summer.

Yellow lines have been put down in order to keep traffic from parking in bad positions however there seems to be a perception that there are not many traffic wardens to enforce them. People seem to be taking risks as they don't feel that they will get caught, especially around schools and drop off points.

There have been recruitment challenges in parking enforcement service; however, the Council aims to be fully staffed shortly, subject to new employees completing their training.

Additional enforcement activity is taking place in Trowbridge; however, we do have to prioritise tasks and it is not possible for enforcement officers to be everywhere all the time.

With planned highways maintenance on specific roads, is it possible to find out when work is happening in areas so that residents can be provided with advanced notice?

There is a Highways Assets page on the Wiltshire Council website which contains all the 5-year programmes by Area Board. These are subject to change depending on the deterioration of assets and funding. A 12-month work programme is produced

annually for the approval of the Cabinet Member. A website refresh is currently being undertaken and is expected to be complete by the end of March, with pages fully updated. We will publish the links to these pages in future Area Board meetings.

Queries have been received regarding safety at school pick up times with parking becoming more reckless. Is there an investment approach to support schools particularly in a condensed area, such as going into schools to assist with comms to parents.

Road safety around schools is dealt with by a combination of methods including education and use of parking restrictions. Post Covid many school travel plans are out of date, and the council is intended to work with all schools to address this as quickly as possible. It is important that the Council moves forward in partnership with schools and parents to ensure long term health and environmental benefits of Active Travel initiatives and interventions.

I have noted that some adults collecting their child from school in the afternoon now traverse Quaterway Lane (off the Hilperton Road) on electric scooters with the child holding on as a passenger. This is illegal as electric scooters are not to be used on public areas. What steps are being taken at local schools to advise parents/guardians that this is an offence and also a danger to others and possibly themselves. The perpetrators should be identified, the scooters confiscated and then destroyed.

Information leaflets have been produced by Wiltshire and Swindon PCC aimed at young people, parents and schools which informs them of the legalities around riding electric scooters on the streets. There is signposting for parents to further information including the Wiltshire Police Website at the link below.

<https://www.wiltshire.police.uk/advice/advice-and-information/rs/road-safety/advice-escooters/>

I appreciate that Hilperton Road was repaired/resurfaced only a few years ago but there a number of metal works that have subsided thus making the surface hazardous, particularly to two wheeled transport. I understand the criteria for raising and repairing such metal work is quite specific but would ask if any inspections are carried out to monitor these items and if so what action is proposed.

We would encourage residents to report defects using the MyWilts app. All reported defects are assessed and prioritised based on our Highway Inspection Manual with repairs scheduled based on the severity of the defect.

Details of our intervention levels for defects can be found on our Website:

https://www.wiltshire.gov.uk/media/1360/Highway-inspection-manual/pdf/Wiltshire_Highways_Safety_Inspection_Manual_September_2018.pdf?m=1601049759780

When pot holes are now repaired the hole is cut out with a disc cutter. The damaged material is removed and the hole refilled with new tarmac.

The tarmac is then rolled giving a level and smooth surface leaving a joint between the new and the existing road surface.

The Joint used to be sealed using hot tar that sealed the joint stopping the ingress of water.

This method does not seem to be used now.

How is the joint now being sealed?

Where material is removed and vertical cuts made to the existing surface, the vertical face is painted with a cold applied bitumen. In the past the joint was also overbanded with a hot bitumen sealant. However, current guidance has moved away from this approach due to the potential skid hazard that the overbanding can present to motorcycles.

By the sea road/gateway shopping area - install a collection/short term waiting bay as so many people are illegally parking/ waiting already it is causing an almost continuous obstruction.

Suggestions of this nature may be suitable for funding through the LHFIG route described in response to an earlier question. The suggestion needs to be raised with Trowbridge Town Council in the first instance. If they support the request is then it is brought to LHFIG for prioritisation, investigation, and delivery.

Installation of a roundabout at the junction of Dursley road and County way to stop turning at the next junction or around the Bradley road roundabout.

Installation of an all movements junction at this location would lead to a significant increase in through traffic using local residential roads as an alternative to Bradley Road/County Way. As such it would not be supported.

Noting the traffic congestion that one meets in and around Trowbridge throughout the major part of the working day, is the Area Board satisfied that extra population in the town can be properly catered for? Since COVID, it seems to me that the traffic peaks have shifted and the old traffic model may well need to be readjusted.

Wiltshire Council have consulted on the revised Local Plan and will be undertaking further engagement on the new Local Transport Plan for Wiltshire over the summer. The purpose of the Local Plan is to ensure sustainable growth across the county, along with the delivery of necessary infrastructure required to support that growth. Each site within the Local Plan has been subject to detailed assessment, including the Local Highway Authority, and as progresses through the planning process, officers will seek guidance from within the plan and supporting materials to ensure relevant mitigation is secured against each planning application.

Every planning application received is considered by the Council in the context of its transport impacts. Developments of an appropriate scale are required to submit transport assessments or statement, and these are used to define and determine

appropriate transport mitigation measures to be secured through the planning process.

With regards to Covid and model adjustment, the Department for Transport released in November 2023, guidelines on accounting for Covid impacts upon travel movements. Wiltshire Council will take consideration of these Covid guidelines as we seek to develop policy and transport assessment across the county.

Remembering that Wiltshire Council's Transportation Plan relies on more walking and cycling, why are our footways and footpaths in such a bad condition? Walking from North Bradley into Trowbridge after it has been raining is a real problem. There is such a large pool of water by the football ground that one has to estimate a sufficient gap in the passage of vehicles so that one passes the pool between cars to avoid getting drenched

Priority is given to dealing with defects in the carriageway over those in footways as there is an increased risk of serious injury when vehicles are involved. However, the council does undertake repairs to footways and does have a program of works.

If one decides to take a bus, there are a number of bus stops where water pools. North Bradley Rising Sun and Bradley Road barracks are two of them I can mention.

The council does seek to clear all highway drains; it is required to clear drains on a priority bases.. Where there is internal flooding to property or ponding on a high-speed road this will take precedence. There has been a significant increase in the funding for drainage clearance enabling a more reactive approach to drainage issues by the provision of an additional high pressure jetting tanker. New funding has been prioritised to keep drainage systems clear and ensure additional preventative maintenance.

Woodmarsh from the Rising Sun to the A363 roundabout is included in the 2024/25 resurfacing programme. This should help address any carriageway ponding that occurs currently.

Can more attention be paid to bus timings? For example, at times, route 67 to north Bradley is only a few minutes different from Route D1.

FirstBus (D1) is a commercially operated, inter-urban service and the timetable is scheduled to offer an hourly bus to customers between Bath and Warminster, whilst effectively managing journeys times in both the peak and off peak periods throughout the day. and

The Faresaver service 67 is an integral part of the town bus network in Trowbridge and the buses interwork with other town routes such as the 66/63/65/68A. Altering the timetable of the 67 service will require the retiming of the whole town bus network if it were to try and better alternate with the D1; we believe this would be an unpopular option with the regular town bus passengers. A new D1x service is being introduced from April 2024, so the D1/D1x will have an improved service frequency

from that date onwards providing more journey options for passengers in and around Trowbridge.

In North Bradley there is a lot of concern over traffic in Woodmarsh. When the A363 through the White Horse Business Park gets congested, as frequently happens, a lot of cars use Woodmarsh. It is not only the number, but their speed. A Neighbourhood Speed Watch is carried out by the Parish Council but this is not sufficient to deal with the problem. A traffic calming scheme has been discussed with Wiltshire Council officers over many years. I understand that the Parish Council has been expected to match fund the cost. As there are only around 1000 properties in the village, it is difficult for the Parish Council to raise sufficient money to construct an effective and attractive scheme. The problem will be exacerbated when the development H2.2 has been built, as it will add extra interference with the A363 and worsen the congestion. The problem traffic passing through Woodmarsh is not being caused by the actions of the parish council, so why should the parish be expected to fund half of it? Surely, this is very unjust?

The request for traffic calming on Woodmarsh has previously been considered by the Parish Council & LHFIG but funding bids have so far been unsuccessful. Through the LHFIG alternatives are actively being considered. It may be possible to secure funding from future development proposals to help and reduce or remove any burden on the Parish Council.

What are authorities doing to manage/prevent the use of e-scooters in and around the town?

Background

On several occasions (>6) over the last few months I have observed an increase in the use of e-scooters in public areas. The most recent was on the bridge walk from Marks and Spencer to the Odeon where myself and others narrowly avoided being hit by an e-scooter ridden by two youths - yes, two on the same scooter. I have also regularly observed an e-scooter being ridden on the road, at night without lights, at the County Way end of Dursley Road. As well as being illegal it is highly dangerous to all.

Government data shows that in 2022, there were 1,402 collisions involving e-scooters in Great Britain and 12 deaths caused as a result. E-scooter riders bear the brunt of this. Eleven of the 12 people killed were riders, as were 1,106 of the 1,446 people injured. Last June, a woman was killed after a 14-year-old boy collided with her while riding a private e-scooter on the pavement. She is thought to be the first pedestrian killed in an e-scooter collision in the UK. Currently the law states it is illegal to use a privately owned electric scooter on public roads, pavements or cycle lanes. Electric scooters can only be legally used as a part of an authorised trial or on private land with the permission of the landowner. Until the government concludes its review of the e-scooter regulation the extant rules should be enforced.

Enforcement rests with the Police not Wiltshire Council so issues need to be reported with them directly.

Cycling

What are authorities doing to manage/prevent irresponsible use of bicycles?

Background

I fully support aims to encourage more use of cycling. However, this must be against a background of safe use. The Highway Code sets out rules for the conduct of cyclists on our roads (Rules 59 - 82). But how many follow these rules and how many are enforced by the authorities? For example, Rule 60 specifies lighting at night yet a lot of cyclist think it is safe to ride around at night without any lights. Rule 63 deals with sharing of space with pedestrians but I see irresponsible riders speeding around pedestrian areas some even contravening Rule 64 - 'Must not cycle on a pavement'. Other examples are available!

Enforcement is a matter for the Police. However, the Council's Road Safety Team delivers education and training initiatives to improve road user safety, including programmes for schools and the general public. A range of walking, cycling and scooting initiatives are in place to give practical skills and confidence, as well as learning 'rules of the road'.

I live near the Clarendon Academy/swimming pool and find it surprising there isn't:

- **Safe cycling route into town for children to go their school (not just a line on a too-narrow pavement), especially as the council has been publicising their cycling scheme for school children.**
- **Safe cycling route from town into Southwick park which is such a wonderful asset to Trowbridge but the only safe way to go with children is driving - cars are VERY fast on that road and the pavement goes quite narrow (or is narrowed by overgrown trees/bushes from properties along the way). (The access to the park from the back may seem quieter/safer but isn't very visible - nor accessible as it goes through an estate and uneven pavement.) It might mean having a one-way driving route into / out of town, and it would lower air and noise pollution. At the same time, ensuring more regular buses to key towns like Frome/Westbury/BoA/Warminster/BoA/Devizes would help reduce the need for cars... I do not own a car and rely on public transport and cycling. I either have to be extremely precise with my bus timings and plan one or two buses ahead to be on time, go through many back streets to feel safe or get a lift...**

I would love to see a more global commitment to prioritising walking and cycling from key points of value in the town - from the canal that goes to BoA/Devizes to town / town to train station / station and town to Southwick park... It's not all about getting people to cycle to work. I also understand that the station to town is already being tackled with the High Street fund, which is a great first step.

The council has produced a Local Cycling and Walking Infrastructure Plan (LCWIP) for Trowbridge which identifies the infrastructure that is needed to support an increase in walking and cycling. This plan will enable the council to bid for government funding to deliver the identified schemes. The council is committed to promoting Active Travel with increasing walking and cycling/wheeling. It has also published a Wiltshire wide LCWIP which identifies the inter-urban infrastructure that

is needed in the county to connect towns to other towns and villages to their nearby towns.

Trowbridge – Melksham cycle route; the re-surfacing of the two by-ways between Hilperton and Semington. What action can be taken to stop the by-ways being used as roads – which they legally are?’

Consideration is being given to the use of a Prohibition of Use by motor vehicles type order. Further details will be available shortly.