

Devizes Air Quality and Sustainable Transport Group Meeting - NOTES

Thurs 8th Feb 2024

Attending: Cath Read, Graham Martin, Jasper Selwyn, Jonathan Hunter, Tamara Reay, Richard Rogers, Simon Fisher, Gary Tomsett

Agenda Item	Notes
Apologies	<ul style="list-style-type: none">• Martin Aldam• Philippa Morgan• Martin Reed• Richard Ormerod• Paul Sanders• Phil Grocock
Air Quality	<p>Gary Tomsett gave an update on the current air quality situation. His report can be found at the end of these notes. Nationally, the focus is now upon PM2.5.</p> <p>The downwards trend in emission levels is due to several factors including electric cars, differing work patterns and a particular focus being upon reducing solid fuel burners.</p> <p>A research gap has been identified in the South West and Wiltshire is working with the researchers to help them fill it. Cllr Clewer has proposed that a large number of basic PM2.5 monitors are placed in strategic positions including in rural hot spots. However, it is too early to say whether this would fit with the researchers vision and aims.</p> <p>A question was asked about monitoring equipment for schools being available. Currently there is a lack of suitable mobile equipment, but this may form part of the research. Equipment can be purchased locally for as little as a few hundred pounds but there are oncosts and questions around their accuracy particularly as the cheaper ones do not allow for calibration.</p>

	<p>Generally, air quality problems occur mostly where a valley is formed by a narrow road and high buildings to the sides.</p> <p>It is unlikely that Gary T. will attend these meetings any more due to a new role. One of his team is likely to attend in his place.</p>
<p>Bus Services</p>	<p>Phil Grocock provided a written update regarding the town centre bus services. This can be found at the end of these notes. The existing contract expires at the end of March but break points can be added to allow alterations to the new contract once the sewage works have been completed in the town centre</p> <p>The main challenge is to find a company that would pick up the contract and to find sufficient drivers. Comments to feed back to Phil included:</p> <ul style="list-style-type: none"> • Consideration and discussion would be helpful around how we can get more people to use the bus services, how to promote them and greater community ownership. • Are any of the vehicles going to be e-vehicles? • The branding for the DRT service has been well received and allows greater localism. Can the buses be branded in a similar way? • How much of the local S106 funding will be used and is there any remaining that could work alongside the actual buses to help create behaviour change? • Will the timetable around Hopton Industrial Estate in line with shift patterns? • Are bike racks an option that could be considered? <p>There are no new changes to the DRT service.</p>
<p>LCWIP</p>	<p>A Cabinet Member report is being drafted setting out the consultation feedback and requesting that the draft LCWIP be approved by the council.</p> <p>In addition, the Cabinet Member has agreed that £20,000 of the council's Capability Funding is available to develop a priority scheme emerging from the Devizes LCWIP. Any proposal needs to be pragmatic and practical.</p> <p>Devizes Town Council have agreed to support the use of this funding to develop a detailed plan for cycling route DC1 (London Road). Additionally the proposed a partnership between the Area Board, DTC and</p>

	<p>Cycle Friendly Devizes for this project. The report submitted by Cath Read can be found at the end of these notes.</p> <p>The group discussed this proposal and were also supportive. It was also agreed that the whole route would need to be drawn up and planned and any shortfall to be made up potentially from the existing S106 funding.</p> <p>Graham led a discussion on what is partnership stressing that it was about doing and delivery, shared agenda and vision, equal voice as well as keeping the goal simple and understandable.</p> <p>ACTION – A meeting to be arranged with Martin Aldam to take this forward</p> <p>ACTION – To take this proposal to the March Area Board meeting including a partnership to be formed between the AB, DTC and SD. The air quality group could be that forum.</p>
Cycle Parking	<p>Providing secure bike lock up was discussed with two options being next to the paid toilets in the town centre as there is a person to keep an eye on things or the old toilets on the Green. Catherine will look into this and bring it back to a future meeting for discussion.</p>
Next Meeting	<p>It was felt that a meeting should be held quite quickly to discuss the London Road proposal as well as the town centre bus review.</p> <p>The date will be the 28st March at 4pm</p>

Devizes Air Quality Report – Gary Tomsett
8th February 2024

Raw diffusion tube results for Devizes.

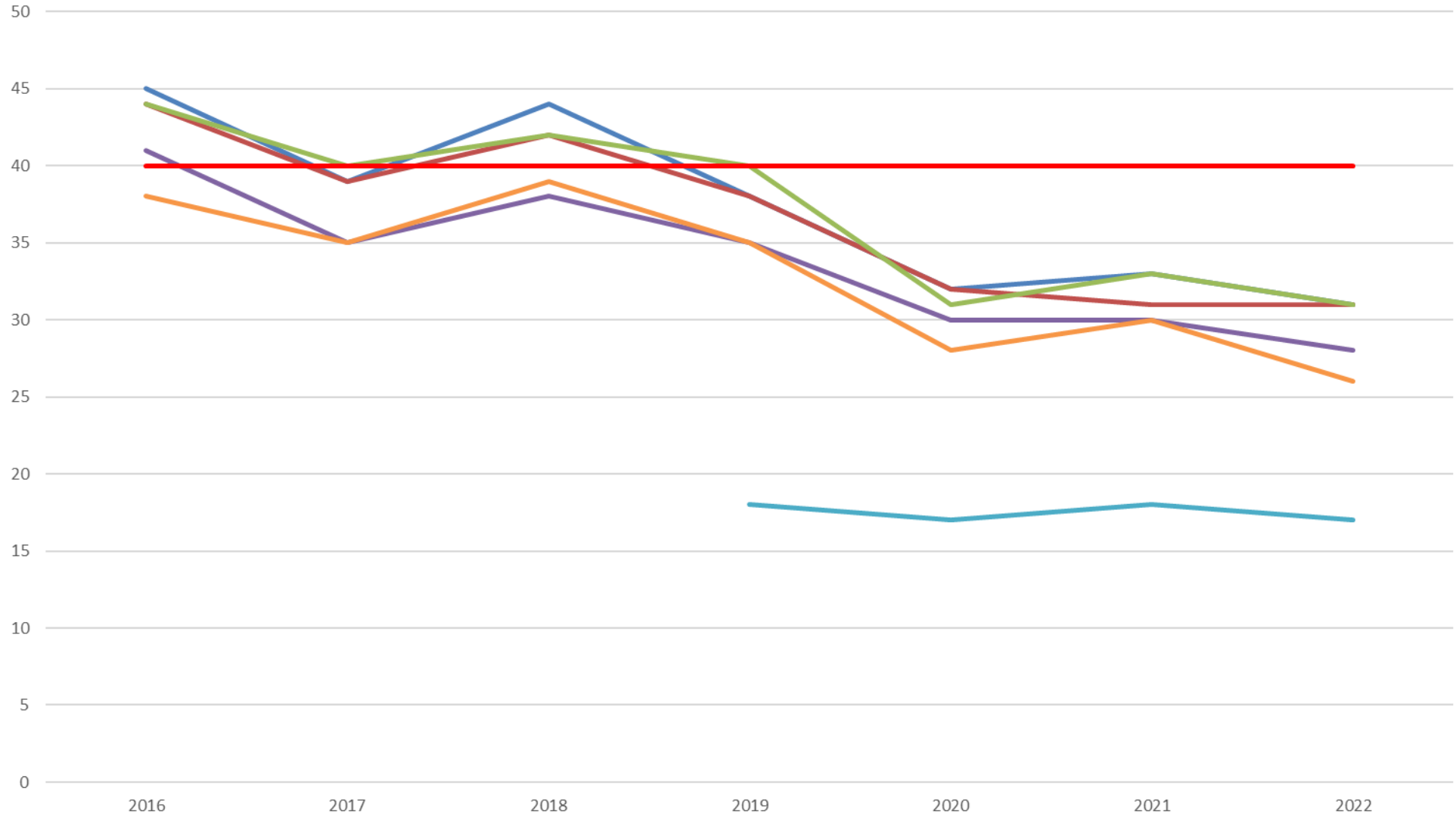
Diffusion tubes are known to over estimate nitrogen dioxide levels. The raw data is indicating no exceedances of the annual mean objective for nitrogen dioxide in 2024, which is the parameter that led to the declaration of the Air Quality Management Area.

1	Location	X	Y	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	Average	Bias	Corrected average
2	West View Crescent, Devizes	400000	161109	12	9	-	6	5	4	4	6	6	8	11	5	7		0
3	5 The Nursery, Devizes	399924	161729	39	37	33	35	25	29	30	-	38	40	37	30	34		0
4	Shanes Castle, Devizes	399763	161717	39	38	33	36	32	35	29	34	38	36	38	26	35		0
5	Opp Wadsworth, Northgate St, Devizes	400210	161623	41	37	34	37	25	30	35	38	41	40	39	-	36		0
6	Windsor Dr, Devizes	401778	162414	25	42	17	15	17	15	16	14	15	16	19	16	19		0
7	12 Southgate, Devizes	400635	160982	41	35	30	30	25	27	26	28	34	34	35	29	31		0
8	105 St James Place, Devizes	400807	161389	37	28	33	33	25	27	32	30	33	35	39	32	32		0

We will be looking to finish the ratification of the real time data from Sidmouth Street in the coming weeks and that will enable us to carry out the QA/QC of the Diffusion tube data. We will report on these results in due course in the Annual Statement Report to DEFRA.

The results look to continue the trend we have observed in recent years:

Devizes Nitrogen Dioxide Difusion tube Annual mean 2016- 2022



Shanes Castle The Nursery Opp Wadworths St James Place Windsor Drive Southgate Objective

DEFRA's criteria for moving to revoke an AQMA is either.

- 3 years data 10% under the objective (36 $\mu\text{g}/\text{m}^3$ in this case) or
- 5 years data under the objective.

There is specific guidance where data from 2020 is used due to anomalies in traffic flow during the year.

It should be noted that PM2.5 objectives are national targets for central government to achieve. They will look to local authorities to play a major role in achieving these targets. We are working with DEFRA at present with regard to monitoring and have ambitions with regard to contributing to the monitoring data for Wiltshire.

We are looking to get reports put on the AQ monitoring website hosted by Ricardo for us. Diffusion tube data is being added to the site.

Public Protection Services is in the process of restructuring. My portfolio now includes Community Safety & ASB as well as Environmental Protection. Going forward I will not be attending AQ groups. Once the restructure is complete, I will be in a better position to determine which officers will be supporting groups.

Regards

Gary

Town Centre Bus Changes – briefing note

Phil Grocock

Thursday 8th February 2024

Notes on forthcoming changes to Devizes Town service changes

The current contract for the Devizes Town services 1A & 1C comes to an end on 31st March 2024 and cannot legally be extended further.

We are therefore tendering a new contract for this service which will start from 1st April, but the results of the tender will not be known until late February.

The tendered timetable is similar to the existing one but will include the following additions that were requested in the survey.:

- All journeys on service 1C (London Road & Marina Meadows) will serve Lay Wood estate.
- On weekdays there will be one earlier and one later journey on the 1C service.
- Most buses on the 1C service will continue to run via Devizes Town Centre onto route 1A to give a through link to the Marshall Road Health Centre. However a change of bus may be required on the way back.
- Early and late journeys on service 1C will also serve Hopton Industrial Estate.
- Late afternoon journeys on services 1A and 1C will no-longer be combined on weekdays, giving residents on the 1C section a faster journey home.
- Additional journeys would run on service 1A (Marshall Road and Brickley Lane) on Saturday mornings to give a half-hourly service between 10.30am & 12.30pm (instead of hourly). It may be possible to make additional improvements at a later date but we are still experiencing driver shortage issues and as the forthcoming Wessex Water works in the Market Place in May and June are also likely to cause reliability problems, we really need those to be out of the way before we go any further.

Please be aware that as part of the tender process, it is quite possible that operators will submit options to operate a slightly different timetable to the one that we have tendered, which they could run more economically. We will therefore not be circulating details of the changes to the

public until everything has been sorted in mid-March and so we would therefore ask for this note not to be circulated to the general public just yet to avoid confusing the existing passengers.

Phil Grocock

Bus Network Manager

Wiltshire Council

Proposed Cycle Route to be taken forward for detailed plans and costing.

Cycle Friendly Devizes report to Air Quality & Sustainable Travel Group

Intro

The draft Devizes Local Cycling & Walking Infrastructure Plan (LCWIP) was published in Feb 2023. It was consulted upon in the summer of 2023 and is awaiting sign off by Wiltshire Council.

Wiltshire Council have indicated that they will fund the next stage of getting a Devizes priority cycle route fully costed and planned. This is essential to apply for government funding from Active Travel England and to then get the route constructed.

Devizes Area Board -air quality and sustainable transport group, also have finances available to spend on sustainable travel to improve the air quality in Devizes (as detailed below). These funds have come from section 106 developer contributions and are approaching the time limit for spending. Almost £500,000 (discretionary sustainable transport allocation) that could fund a stand alone project or contribute toward a bigger project.

DEVIZES S106 SUMMARY

06/09/2023 10:16

s106 THEMES	AVAILABLE £
Non Discretionary Sustainable Transport	£5,000
Discretionary Sustainable Transport	£473,464
* Public Transport	£534,969
**Highways	£64,870
	£1,079,887

NOTES

* £70,739.40 CAN BE USED FOR SUSTAINABLE TRANSPORT

** SHANES CASTLE HIGHWAY WORKS ONLY

We have a short window to take advantage of the opportunity to deliver safe active travel, whilst reducing traffic and air pollution in our town.

Priority Routes

To move to the next stage of improving the cycle infrastructure, a decision needs to be taken on which route should be taken forward to release the funding from Wiltshire Council.

The LCWIP identified five priority routes following a detailed study of data and consultation.

Cycle Friendly Devizes have looked at those routes in detail and are making a recommendation to the Town Council on which route to take to the next stage based on our assessment of the advantages and benefits to the community of Devizes. We considered routes that were close to, or connected to major employment sites, leisure, school sites and where people live. Additionally, which route would have in our view, the greatest impact for increasing active travel.

The shortlisted routes were DC1, DC2a and DC4. These routes are further split into smaller sections and we looked at DC1-1, DC1-2, DC1-3, DC2a-2, DC2a-3 and DC4-5.

- DC1-1 West end towards Bishops Cannings
- DC1-2 London Road
- DC1-3 Southbroom
- DC2a-2 The Green Nursteed to Southbroom Infants
- DC2a-3 Nursteed to intersection Windsor Drive
- DC4-5 Sidmouth Street

Advantages and Benefits of DC1

- There are four major employment sites along London Road.
- There is retail (Lidl, B&Q), leisure (rugby and tennis), school and strategic developments along London Road(DC1).
- There is a greater propensity to cycle along London Road .
- Presently only 3% of people commute to work by cycle, compared to 50% of children who already walk to school. Effectively there is more potential to convert the work commute to cycling as 68% of people live and work in Devizes.
- Connecting to Retail/employment along Sidmouth Street and centre of Devizes
- High profile and visible route

Potential to Improve

- Safety: Reduction in casualties (Bikes 0-1% of all traffic and yet 18% are casualties)
- Air Quality: Reduction in traffic: less pollution : cleaner air.

Conclusion

CFD recommends DC1, it has more employment sites with greater potential to increase cycle commuting by bicycle and forms a direct route from town centre to school, leisure, housing and retail sites. London road takes you out to the recent residential development of Laywood and to further two proposed developments, potentially increasing traffic along London Road. Investing in a route along London Road that is safe will encourage more users.

This report was presented to Devizes Town Council on Feb 6th 2024 Planning meeting, where they a voted to support conclusions of this report:the prioritisation of route DC1 from West End towards Bishops Cannings along London Road and Estcourt Street to Sidmouth Street. putting forward route DC1.

Cycle Friendly Devizes

January 2024