

Note of Bradford on Avon Community Area Transport Group held on 8 July 2011

Orkney Room, East Wing, County Hall, Trowbridge

Present:

Malcolm Hewson, Wiltshire Councillor (Chairman)

Rosemary Brown, Wiltshire Councillor

Trevor Carbin, Wiltshire Councillor

Gwen Allison, Bradford on Avon Town Council

Martin Moyes, Holt Parish Council

Bill Bailey, of Limpley Stoke

Matthew Midlane, Monkton Farleigh Parish Council

Allan Parker, Westwood Parish Council

Alan Mines, Wingfield Parish Council

PC Martin Barrett, Wiltshire Police

Andy Cadwallader, Area Highway Engineer, Wiltshire Council

David Thomas, Traffic Engineering Manager, Wiltshire Council

Spencer Drinkwater, Principal Transport Planner, Wiltshire Council

Peter Dunford, Community Area Manager for Bradford on Avon, Wiltshire Council

1. Apologies

Linda Conley, Wiltshire Councillor

Richard Craft, Climate Friendly Bradford on Avon

2. Notes of CAT-G meeting on 18 April 2011

Agreed with one amendment re. Grit Bins. "Alan Mines from Wingfield Parish Council asked for an update on the position re the purchase and supply by Wiltshire Council in 2011/12 of grit bins in order that the outstanding bids after the allocations made at the November 2010 CATG meeting could be met. Andy Cadwallader stated that the funding had not yet been allocated and no orders had been placed". It was subsequently confirmed by Bill Parks, Head of Service Local Highways and Streetscene (Central), that Councillor Tonge had decided that no grit bins would be purchased in the current financial year due to budget constraints.

3. Balancing Traffic and People in Smaller Communities

Martin Moyes presented his paper, the detail of which had been the subject of a prior meeting with Spencer Drinkwater and Peter Dunford. Highways Officers raised no objection in principle to trialling a local assessment of this kind.

The concept of a 'Severance Index' was explained. It would be an additional criteria for the assessment and ranking of highways schemes to recognise the circumstances of smaller settlements, such as in the Bradford on Avon community area. Applicants would be expected to demonstrate severance through providing information on local circumstances, data on perceptions, evidence from local surveys etc.

David Thomas confirmed that the Council has access to data collected by the Police regarding 'collision data' but only where personal injury has actually occurred.

It was noted that the index did not measure the 'frequency' of the severance issue and that issues such as car parking could not be measured by the index. The terminology "the number who make an inappropriate choice" should be changed.

ACTION: Paper to be revised and embellished with examples of the use of the index in practice, for discussion next time (Martin Moyes)

4. Budget Update and opportunities for joint funding

Spencer Drinkwater confirmed the budget for 2011/12 to be £ 20,125 of which £ 1,080 had been spent to date. The Chairman reminded all of the opportunities to top up this fund with contributions from other sources - the Area Boards, the Town and Parish Councils and the new Substantive Highways Scheme.

ACTION: Consider establishing a joint-fund budget for minor capital highway schemes (Peter Dunford/ Spencer Drinkwater)

Note on SHSA: A sum of £100,000 has been made available to fund more substantive priority highway schemes that are emerging from the Community Area Transport Groups (CAT-Gs). This funding will be eligible to any Area Board that has a priority transport issue

where the cost of implementing the identified infrastructure solution exceeds the discretionary highways budget available.

As the number of substantive highway scheme bids is likely to exceed the £100,000 budget, a mechanism is being developed to ensure that the limited funding is awarded to those schemes that deliver the best outcomes in terms of value for money, transport benefit and deliverability. It is anticipated that the mechanism will be the subject of a forthcoming Cabinet Member Report.

Details at <http://moderngov.wiltshire.council/ieDecisionDetails.aspx?ID=424>

5. Update on Priority Projects

i) Wingfield - provision of footways

Concern - lack of footways in the village

Solution – provision of new footways at Magdalen Lane - construction to commence on 18 July - Phase 1 costs are approximately £ 5, 000.

ii) Holt - pedestrian crossing

Concern – pedestrian danger in crossing the busy main road.

Solution – a Feasibility Study, part-funded by the ‘Taking Action on School Journeys’ programme, is now published and recommends a zebra crossing solution on the main road at a cost of approximately £18,000 plus lighting etc – total estimate £ 22,000.

A 144 signatory petition has been submitted and public meetings are planned.

The next steps are local informal consultation (Autumn); formal advertisement of a Traffic Regulation Order (Winter); scheme design (Spring); and construction 2012/13.

It was suggested that the zebra crossing project could form the basis of an application to the Substantive Highways Scheme. Martin Moyes confirmed that a local funding contribution from the parish towards the scheme costs would be likely.

ACTION: The Community Area Manager and Divisional Member to work with Holt Parish Council to put together an application to the SHS once full details of the scheme are published (Peter Dunford/ Trevor Carbin/ Martin Moyes)

iii) Trowbridge Road, Bradford on Avon - traffic calming

Concern - regarding pedestrian safety when walking along northern footway due to parked cars and traffic intrusion.

Solution – the footway is generally quite wide approx 1.8metres. In some areas it is less and there are some areas subject to overhanging vegetation that could be cut back. The use of vertical features such as bollards is considered inappropriate over this long a length.

Possible solution would be to create a margin strip, say 300mm wide, at the front edge of the footway to encourage pedestrians to stay away from the kerb. This could be achieved using road markings or an imprint material.

The margin strip has been investigated and a 'street print' pigmented asphalt has been costed at £ 12,000. Dave Thomas doubtful as to the cost-benefit of this solution. A cheaper solution would be a Traffic Regulation Order to ban on-street parking and replace with double-yellow lines, although this would be highly contentious with local residents.

Gwen Allison commented that the proposed Historic Core Zone gateway on the Trowbridge Road may achieve the same traffic calming outcomes which are sought.

ACTION: Overhanging vegetation to be cut back (Andy Cadwallader)

Further discussions to be held (Malcolm Hewson/ Gwen Allison/ Dave Thomas)

iv) Bath Road/ Mount Pleasant, Bradford on Avon – traffic intrusion

Concern - narrow footways and generally unpleasant area for pedestrians and school children.

Solution – upgrade the exiting walking route through the Lambert Rooms community centre car park and then through the church yard. This low cost solution could be achieved through a fingerpost and advisory footway markings on the tarmac. Negotiations would be necessary with landowners including the community centre and the Church. Include in School Travel Plans for Christchurch Primary and St Laurence secondary school.

A higher cost engineering solution could include setting back the wall to the community centre; resurfacing the carriageway and footways and building new kerbs; narrowing the road carriageway slightly where this can be achieved. Estimated cost of this is in excess of £ 100,000.

ACTION: School Travel Plan Adviser to establish who to contact at the Primary and Secondary schools in order to deliver this solution (Ruth Durrant)

Cut back vegetation (Andy Cadwallader)

Monitor programme of major highways upgrades to Bath Road/ Mount Pleasant

6. Other matters on the schedule of requested traffic and transport schemes

Newtown, Bradford on Avon

Concern – pedestrian safety due to narrow footways or no footways.

Solution – site visit held on 22 March 2011 to consider concerns re pedestrian safety due to narrow footways or no footways. Plastic bollards may be suitable.

Amendments to the alignment of the existing double yellow lines may help but measures need to be low key in keeping with the environment. Priority traffic flows not possible due to lack of intervisibility.

ACTION: Local member to consult (Malcolm Hewson)

Agree plastic bollard design - hold site visit at 17/18 Newtown

Ashley Road, Bradford on Avon

Concern – opposing vehicles are mounting the footways to get by each other due to parked cars

Solution – introduce short lengths of waiting restrictions to create passing bays. St Laurence School Travel Plan proposes to introduce yellow lines and to designate drop-off points.

Feasibility report due soon; school to support findings with promotional and educational activities

ACTION: Local member to consult (Rosemary Brown)

School Travel Plan Co-ordinator to advise next steps once feasibility report is published (Ruth Durrant)

Holt – advisory white lining

Concern – car parking nuisance in the village

Solution - the use of non-enforceable white lining (raised with David Bullock at the previous meeting).

ACTION: Officers to discuss with Holt Parish Council (Dave Thomas/ Andy Cadwallader / Martin Moyes)

Holt - Footpath 55

Concern – footpath requires resurfacing to enable disabled access to the primary school

Solution - footpath surface needs to be covered with scalplings to allow wheelchair access

ACTION: Officers to discuss with Holt Parish Council (Paul Millard - Rights of Way/ Andy Cadwallader)

Limpley Stoke

It was queried and agreed by the chairman that 'A36 issues' should certainly be included in the schedule of Requested Traffic and Transport Schemes at July 2011. Surprise was shown that this was not already an issue for inclusion, for this had been raised formally and informally with the Area Board over the past 2 years, and it was directed by Cllr Hewson that the principal concerns regarding the A36T be reflected in the schedule.

There are 3 positions of primary concern. The problems are compounded by density and speed of traffic, and by blind bends at each of those positions.

- At the Church Lane/ Midford Lane/ A36T staggered intersection: The nature of the blind bend and fast approaching (unseen) traffic hazards vehicles exiting both minor roads creating hazard and causing 'community severance'.

Pedestrians who require to cross the A36T for access to nearby village facilities - e.g. children walking to school, others to attend the surgery - and/or to await a bus at the nearby bus stop are similarly hazarded. There is significant 'severance' of the community in Upper Stoke from the main village by intimidating traffic on the A36T. There have been several Road Traffic Collisions with vehicles stopped, or pulling out, at the 4 cottages immediately adjacent to the bend. Several of those have involved waste collection vehicles employed by Wiltshire Council.

- At the Woods Hill/Middle Stoke/A36T junctions:

Pedestrians who require to cross the A36T for access to nearby village facilities - e.g. children walking to school, and/or to await a bus at the nearby bus stop are similarly hazarded. A registered AONB footpath exits onto the A36T roadway here, and walkers are similarly hazarded. There have been multiple Road Traffic Collisions with vehicles stopped, or pulling out of the minor roads here.

- At the multiple bends adjacent to Highways Agency A36T road marker '65'/private entrance to Monkton House and others:

The nature of the blind bend and fast approaching (unseen) traffic hazards vehicles exiting the multiple-user access driveway. No warning sign exists. There continues to be multiple-vehicle Road Traffic Collisions here, with multiple casualties. There have been 2 deaths here in recent years where excessive speed is considered contributory, and 1 'other cause'.

Additionally, continuing difficulty was noted in communicating effectively with the Highways Agency and its sub-contractors regarding these and other, more temporary hazards - such as fallen trees - on this stretch of the A36T in Wiltshire. Wiltshire Council officers have jurisdiction. The suggestion was made that the relevant Member of Parliament, Duncan Hames, be asked to help identify which HA official should best be addressed by representatives of the community. Chairman Malcolm Hewson requested that Duncan Hames MP be approached with that request.

ACTION: Wiltshire Council to write to the Highways Agency and MP requesting a roundtable meeting with the Limpley Stoke Parish Council to discuss the issues (Peter Dunford to facilitate).

Monkton Farleigh

Concern – PC Barrett reported that traffic congestion and parking near the school, caused by agricultural vehicles and parents on the school run, was putting children at risk when walking and crossing in the road. Richard Mortimer, Parking Services Manager, had been on site to see the problem.

Solution – Dave Thomas felt that a zig zag ‘Keep Clear’ sign in the road would help. This was a matter for the Road Safety team, led by Judith Billingham, and an issue for the School Travel Plan – rather than for the Parking team.

ACTION: Officers to investigate further (Judith Billingham/ Ruth Durrant)

South Wraxall

Report of a recent fatality on the road between South Wraxall and Box – awaiting coroner’s report for any recommendations re. highways or safety improvements

ACTION: Include in the schedule (Peter Dunford)

Woolley Green

Dangerous double bend.

ACTION: Local councillor to provide detail of issue (Rosemary Brown)

Staverton

Need for pedestrian crossing at Hammond Way. Link to School Travel Plan process.

ACTION: School Travel Plan Co-ordinator to advise (Ruth Durrant)

Westwood

Westwood is part of the initial 20mph trial sites in Wiltshire. The Parish Council are keen to see other measures introduced within the village to reinforce and supplement the 20mph speed limit which would enhance pedestrian safety and encourage compliance with the 20mph limit. A site meeting was held on the 22nd June 2011 to discuss the Parish Council’s ideas. The meeting was attended by John Bishop, Ian Richardson, Allan Parker representing Westwood Parish and Gareth Rogers representing Wiltshire Council.

i) Upper Westwood Road to the New Inn

Request made for on carriageway footway along the whole length, predominantly on the northern side but moving to the southern side at the eastern end. No practical alternative route exists.

Visibility along this length is acceptable and a footway would form a link to existing infrastructure. Traffic characteristics are met as is forward visibility however some on street parking takes place at the eastern end. Carriageway condition through narrow section is very poor and requires resurfacing to allow footway installation. Main concern is lack of safety areas for pedestrians to step into if they encounter vehicles in the on carriageway footway due to the presence of high walls. On carriageway footway would be formalisation of existing pedestrian practise.

ACTION: Detailed design and costing of on carriageway footway to be undertaken (Dave Thomas)

Costs – length of on carriageway footway is approximately 280metres. Road markings, symbols, signs and coloured surface at termination points, indicative cost £800. Note - no resurfacing or traffic management costs included.

ii) Orchard Close

Concerns raised about vehicles overrunning the footway on north eastern corner. Vehicles on main road use the junction bellmouth as a passing area and overshoot onto footway.

ACTION: Detailed design of minor amendments to kerbline with installation of bollard to be undertaken (Dave Thomas)

Costs - Works costs £2000 but road closure required. Indicative closure costs in the order of £3000.

iii) The Pastures to Iford Manor

Request made for on carriageway footway along whole length most likely on southern side. No existing practical alternative route exists.

There is a link to existing infrastructure at the eastern end. Visibility is acceptable and there is no on street parking taking place. Characteristics of road need further investigation in terms of traffic volume, vehicle speed and pedestrian numbers to establish if scheme is warranted. Carriageway surface okay some repairs required. Alternative of standard footway on existing grass verge needs to be investigated. Further to the site visit it may be possible to provide a footpath within the field on the north side of the road. Main concern relates to pedestrian vulnerability due to volume of vehicles, their speed and the overall pedestrian usage levels.

ACTION: Undertake pedestrian and vehicle counts to establish if scheme is justified and establish costs of all options (Dave Thomas)

Wingfield

See comments under Item 5.

Winsley

No representation or comments made.

7. Dropped Kerbs and Grit Bins

i) Dropped Kerbs

Andy Cadwallader reported that the budget for 2011/12 was only £ 830 which would provide for one dropped kerb only – not even a pair. The Chairman suggested that the Area Board together with the town and parish councils could joint fund a programme of dropped kerbs, as has been done elsewhere.

ACTION: The Town and Parishes Councils to be invited to nominate suggested sites and funding towards a joint programme of dropped kerbs across the community area (Peter Dunford)

The Chairman had recently been around town in a motorised disabled scooter and was very aware of the difficulties for wheelchair, scooter and pushchair users.

Peter Dunford had received one request for a dropped kerb from a disabled resident at Kingsfield, Bradford on Avon.

ACTION: Local councillor to investigate location at Kingsfield (Rosemary Brown)

ii) Grit Bins

Site near war memorial at Winsley now agreed.

Andy Cadwallader confirmed that there was no budget for grit bins in 2011/12.

Alan Mines reported that Wingfield Parish Council was shocked and disappointed at the situation. The village has only 1 grit bin to service 6 lanes and 2 ½ sq. miles and experienced serious problems last winter.

Gritting routes follow the main roads, hospitals and schools as a priority. 'C' class roads are a lower priority. AC reminded all of the gritting helpline for emergency situations. He also hold a list of farmers who may be able to help.

At Avoncliff there is one bin at the bottom of the hill. The Parish Council paid for a new bin and sited it on private land. Local residents fill it with salt supplies.

Wingfield has an unmet request for 8 grit bins and there are a total of 26 unmet requests across the Bradford on Avon community area. AM asked whether requests would be carried forward into 2012/13 for possible implementation.

The Council had a duty to maintain and supply the existing network of grit bins but no duty to make further provision. The issue is not the purchase but is the cost of the filling and maintenance required by the contractor, Ringway.

Concern was expressed at the wisdom of a zero budget for grit bins and the potential impact of another 'arctic winter'.

ACTION: Requests were made for the following information (from Bill Parks):

1. How many grit bins are maintained by the council?
2. How much did it cost to carry out one complete fill cycle in 2010/11?
3. How long did the fill cycle take 2010/11?
4. Is there a report of how the winter maintenance service performed last winter that is available for the public?
5. Is there any information on the 1 tonne bags of grit that were available to parish council's
 - i. How many parishes asked for bags?
 - ii. What are the restrictions on having bags?
 - iii. Will this service be offered next year?
 - iv. Is there a risk assessment involved with the use of the bags and parishes fill grit bins themselves?

8. Any Other Business

- i) The Chairman requested that the Schedule of Requested Traffic and Transport Schemes for the Bradford on Avon community area be published on the Council's website
- ii) A presentation is to be made to the Area Board on 20 July in Westwood, to feature the work of the CAT-G and the 20 mph and virtual pavement projects in Westwood.

ACTION: Site visit to be hosted by Westwood Parish Council at 6pm prior to the Area Board meeting on 20 July, to walk the Lower Westwood Road (Allan Parker). Hi-viz jackets to be supplied (Andy Cadwallader)

9. Dates of Next Meetings

Friday 7 October 2011 and Friday 6 January 2012.

Post Meeting Note: Cleveland Bridge, Bath

Concern – a proposed Experimental Traffic Road Order for a 16 tonne weight limit for HGVs and re-routing from M4 Bristol via Avon Ring Road and Keynsham Bypass and Lower Bristol Road in Bath then via A36 through Wiltshire. Concern that HGVs will instead seek a quicker route via the A363 or A350 through Wiltshire. The issue is at an early stage of investigation

and as yet there is no impact assessment or formal consultation with neighbouring authorities/ partners.

ACTION: Head of Service - Sustainable Transport and Portfolio Holder to discuss with counterparts in B&NES (Allan Creedy/ Councillor Dick Tonge)

Issue to be discussed at the Bradford on Avon Area Board on 20 July 2011

Note taken by Peter Dunford, Community Area Manager for Bradford on Avon

July 2011