

DEVIZES AREA BOARD
24th November 2014

COMMUNITY AREA TRANSPORT GROUP
MEETING HELD ON MONDAY 10th November 2014

Purpose of the Report

To provide an update and recommendations to Devizes Area Board from the meeting of the Community Area Transport Group meeting held on Monday 10th November 2014.

Notes of Meeting

Present:

Peter Evans - Devizes Town Council
Kate Freeman – Chairman of DCAP Transport Sub-Group
Ann Lumb - Great Cheverell Parish Council
Kelvin Nash – Devizes Town Council
Kristian Price – Wiltshire Council
Gareth Rogers - Senior Engineer, Wiltshire Council
Richard Rogers - Community Area Manager for Devizes, Wiltshire Council
Steve Valentine – Roundway Parish Council
Philip Whitehead – Member of Devizes area Board and portfolio holder for Highways Contract

Also in attendance

Peter Baxter – Worton and West Lavington PC Clerk

Apologies

Rob Edwards – Potterne PC
Kelvin Nash – Devizes Town Council

Funding Update	GR presented the current funding situation: Total commitment 2014/15 - £48,483 Remaining budget - £12,485 The remaining budget if all schemes were to be completed from the CATG budget would be -£33,615 (Overspend)
Speeding on C20 – Worton Parish Council	5 parishes have a shared concern regarding speeding along the C20 from Seend to Worton. 2 of these parishes are in the Devizes Community Area and 3 are

	<p>in Melksham Community Area.</p> <p>The concern is that vehicles are travelling too fast along a road that includes 31 accesses points.</p> <p>Most of the concern is currently based upon perception and anecdotal evidence.</p> <p>ACTION – GR will look to see if we have historical information on actual speeds to support the claim</p>
<p>White line proposal on behalf of West Lavington Parish Council</p>	<p>The clerk of West Lavington presented a paper that requested the marking of a white line with appropriate ‘pedestrian’ logos along the length of the A360 from FP1/railway bridge to A’Becketts vineyard, approximately 400mm from the east verge.</p> <p>GR responded that this would not be possible as the highways department can’t encourage people to walk on a busy highway even if they do so at the moment.</p> <p>It was acknowledged that an alternative solution should be sought. One possibility may be a permissive path alongside the road. However it is unknown who owns the land and if permission would need to be given.</p> <p>ACTION – look at alternative solutions and bring back to the CATG if required (PB)</p>
<p>Crookwood Lane – Request for parking spaces for coaches</p>	<p>The request is for help with providing parking for parents and the community bus dropping off and picking up children from the school.</p> <p>The CATG can’t fund parking and therefore can’t help directly</p> <p>However, it has been noted that there may be a solution connected to a possible development close by.</p>

	<p>It was also requested that the school should ensure that it has an up to date travel plan and that this is included within it.</p> <p>DECISION – The CATG can't help with parking requests</p> <p>ACTION – PW will discuss a solution with the Parish Council</p>
<p>Narrowing of West End Farm Road - Rowde</p>	<p>The issue is concern that hedges are not being cut back and this is moving vehicles into the middle of an already narrow road. In addition, the road is close to being too narrow for white line markings in the middle of the road.</p> <p>It was unclear what exactly the Parish Council want help from the CATG with.</p> <p>ACTION – Discuss with the Parish Council the different options and bring back to the CATG if required (PW)</p>
<p>Crossing at Bath Road</p>	<p>The Town Council have not yet considered the request for the location near the shop but previously agreed the following minute regarding a crossing on the Bath Road</p> <p><i>There was much discussion and then it was proposed by Councillor Nash, seconded by Councillor Mrs Burton and agreed</i> <i>THAT “this committee urge Wiltshire Council to install a safe crossing point on Bath Road. The decision as to the precise position for the crossing should be left to the experts at Wiltshire Council.”</i></p> <p>It was noted that there is some opposition from the shop owner. However the group felt that the crossing is required as it will benefit pedestrians crossing the road and prevent any excess speed. It will also link the housing to the canal</p> <p>A request was made for the design to be enhanced if possible to reflect the surroundings. This could include the kerb line.</p> <p>ACTION – The crossing was agreed and</p>

	<p>funding options should be explored initially with the AQ and Transport strategy group (RR)</p>
<p>New Park Street Coach Parking Order</p>	<p>Comments were invited regarding whether the temporary coach drop off points should be made permanent. As one negative comment was received, a report is required for the Cabinet member to consider. The CATG have been invited to express their view.</p> <p>DECISION – The CATG unanimously agreed that the coach stops are being used regularly and have been successful and fully support it becoming permanent.</p>
<p>Rotherstone – Traffic calming and preventing it being used as a rat run</p>	<p>The police have said that they do not have the resources to police the proposal that prohibits motor vehicles except for access</p> <p>The only option that the police would support is the closing of the road. A letter has been put together by Devizes TC and this will be used to survey residents on this proposal. It would also include a mechanism for allowing access for service vehicle and others that need to legitimately enter.</p> <p>ACTION – Survey the residents (PE)</p>
<p>Long Street Freight Proposal</p>	<p>The Atkins report has been completed and the cost is @£7k to deliver the survey.</p> <p>The main cost is in the analysis of the data including working out the route of the HGV's and whether they are local.</p> <p>It may be possible to utilise the CCTV to help reduce costs</p> <p>ACTION – Speak to Simon Jacobs to explore ways of gathering more information about the issue (PW)</p>

<p>Market Lavington response to CATG decision on Fiddington Clay and Town Centre</p>	<p>Market Lavington Parish Council have written asking the CATG to reconsider their response.</p> <p>The group discussed the issues again and felt that their original responses were the correct ones.</p> <p>It acknowledged that there may have been an issue in clearly communicating its deliberations and it was felt that a letter outlining the reasons for its approach should be drawn up and sent to the Parish Council. This should include:</p> <ul style="list-style-type: none"> i. That the evidence was not sufficient to warrant the CATG redirecting its funding to the Fiddington Clay roundabout ii. There are several possible developments in the area that are being considered, even if they have not been submitted for planning permission. At least one has included possible proposals for improvement and a public meeting. iii. Undertaking the improvements via a local development would be the preferred option. However if this fails to materialise then the CATG will look again at possible ways forward with the Parish Council <p>ACTION – Write to Market Lavington PC to clarify the CATG’s position and explain the reasons for its decisions(PW)</p>
<p>Speed Indication Devices</p>	<p>This funding was removed from the 2014/15 budget. The parish Councils have been asked whether they wish to fund them in the future. The police have already said that they will not</p> <p>There was mixed reactions from the CATG members as to their value. However, it</p>

	<p>was felt that Parish Councils (Of which 4 were represented at the meeting) would not wish to pay for them. This is revenue funding so the Area Board and CATG could not pay for them as their funding is almost entirely capital.</p> <p>There was a feeling that Speed Watch may be more affective and funding could be put in.</p> <p>ACTION – Email parish Councils for their response including if they use them and how affective they have found them (RR)</p>
<p>Urchfont – Hard bus standings and crossing point</p>	<p>The total cost came to £13k for the three proposals of bus stops and a crossing point.</p> <p>Urchfont Parish Council has discussed this and written to say that they would contribute £7,100 and have requested that the CATG fund the rest.</p> <p>It was agreed that this scheme is a positive one and that the CATG should look to support it. However the CATG can only contribute £5k and this would leave no more than £8,100 for the Parish Council to provide.</p> <p>It was requested that correct posts and bus information should be included in the works.</p> <p>DECISION – The CATG agreed that they would put in £5k and the PC would need to pay a maximum of £8,100. This offer to be taken back to the Parish Council for agreement (PW)</p>
<p>Wedhampton – Parish Council request to install a hard standing at the bus stop</p>	<p>DECISION – The parish council pay full costs and they are given dispensation to carry out the works as long as an approved contractor is used.</p>
<p>Great Cheverell</p>	<p>Two signs have been looked at and either corrected or removed. The third large sign</p>

	<p>has not been removed despite the Parish Council seeing it as unnecessary, as it was deemed to be required.</p> <p>The informal crossing point near Bartletts is now in the programme of works</p> <p>The Parish Council felt that the on-carriageway footway should not now go ahead as locally in the village there was no clear majority support for it.</p> <p>A possible engineering solution near to the south entry to Great Cheverell has been deferred as there is no funding for this at the moment. It should be looked at again later in the new financial year</p> <p>ACTION - GR to look at putting white markings by no 33 High Street to deter HGV's from hitting the property. This was previously agreed with the Parish Council.</p>
<p>AOB</p> <p>Windsor Drive / Marshall Road Path</p> <p>Cycle Parking</p> <p>Caen Hill crossing point</p> <p>DCAP Transport group</p> <p>One way system request in Devizes</p>	<p>There is a lack of a cycle path on part of this route and a need to convert it all to a combined pedestrian/cycle path.</p> <p>ACTION – Put on to the AQ and Transport Strategy agenda as part of the transport strategy</p> <p>The order will be placed at the end of November and everything in place by end of March 2015</p> <p>The works will probably occur around February to April but needs to link into major travel works happening at the same time. Due to this the date could move.</p> <p>KF reported that there is a need to rethink the DCAP transport group that she will still be the DCAP rep on the CATG</p> <p>Residents in the vicinity of Brickley Lane have expressed via Cllr Peter Evans their</p>

wish for the Junction from Meadow drive to London Road to be made into a one way system going into town

ACTION – PE to discuss this with GR and if required bring it to the CATG

The date of the next CATG meeting is Monday 12th Jan 2015 at 10am in the Uffington Room upstairs in Kennet House, Devizes

Recommendations to Devizes Area Board

The area board is asked to agree the following three recommendations:

- **New Park Street Coach Parking Order** - The CATG unanimously agreed that the coach stops are being used regularly and have been successful and fully support it becoming permanent.
- **Urchfont bus stops and crossing** - The CATG agreed that they would put in £5k and the PC would need to pay a maximum of £8,100. This offer to be taken back to the Parish Council for agreement
- **Wedhampton Hard Bus Stop** - The parish council pay full costs and they are given dispensation to carry out the works as long as an approved contractor is used.

Report Author: Richard Rogers, Devizes Community Area Manager