

MINUTES

Meeting: Trowbridge Area Board
Place: The Atrium - County Hall, Bythesea Road, Trowbridge, BA14 8JN
Date: 18 January 2024
Start Time: 6.30 pm
Finish Time: 9.35 pm

Please direct any enquiries on these minutes to: Ben Fielding of Democratic Services, (Tel): 01225718656 or (e-mail) Benjamin.fielding@wiltshire.gov.uk. Papers available on the Council's website at www.wiltshire.gov.uk

In Attendance:

Wiltshire Councillors

Cllr Antonio Piazza, Drynham (Chairman)
Cllr Jo Trigg, Lambrok (Vice-Chairman)
Cllr Daniel Cave, Park
Cllr Ernie Clark, Hilperton
Cllr Mel Jacob, Paxcroft
Cllr Edward Kirk, Adcroft
Cllr Stewart Palmen, Central
Cllr Horace Prickett, Southwick
Cllr David Vigar, Grove

Wiltshire Councillors in Attendance:

Cllr Caroline Thomas, Cabinet Member for Transport, Street Scene, and Flooding

Wiltshire Council Officers

Liam Cripps, Strategic Engagement Partnerships Manager
Caroline LeQuesne, Area Board Delivery Officer
Dominic Argar, Assistant Multimedia Officer
Ben Fielding, Senior Democratic Services Officer
Sam Howell, Director Highways and Transport
Dave Thomas, Head of Highways Asset Management & Comm

Office of the Wiltshire and Swindon Police and Crime Commissioner

Perry Payne, Road Safety Partnership Manager

Total in attendance: 44

<u>Minute No..</u>	<u>Summary of Issues Discussed and Decision</u>
1	<p><u>Informal Networking</u></p> <p>Those in attendance had the opportunity to partake in an informal networking session with the Cabinet Member, Director and Highways Officers.</p>
2	<p><u>Welcome and Overview</u></p> <p>The Chairman welcomed those in attendance and provided an overview of the meeting. The Chairman also provided the Officers in attendance an opportunity to introduce themselves.</p> <p>It was outlined that a presentation would take place covering the following matters:</p> <ul style="list-style-type: none"> • Strategic Business Plan Priorities • Maintenance • Local Transport Plan • Congestion • Public Transport • Air Quality
3	<p><u>Highways and Transport Presentations</u></p> <p>The Area Board received a presentation from Sam Howell (Director Highways and Transport), Dave Thomas (Head of Highways Asset Management and Comms) and Cllr Caroline Thomas (Cabinet Member for Transport, Street Scene, and Flooding). The presentation covered, but was not limited to, the following matters:</p> <p>Introduction:</p> <ul style="list-style-type: none"> • An overview of the Wiltshire transport context was provided, including how the highway network represented the Council's largest and most valuable public asset with a replacement value of over £5billion including over 2,8000 miles of road. • The relation of Highways and Transport to the Wiltshire Council Business Plan was outlined. • Statistics were provided regarding asset management, including statistics of how many parts of the asset needed to be maintained. <p>Investment in the Network:</p> <ul style="list-style-type: none"> • An overview of the funding available to Highways maintenance was outlined, including that there was a Highways Maintenance fund of £21million, which was topped up by additional funds, such as an additional £3.6million pothole fund. • Other additional sources of funding top ups were covered, including

additional investment from Wiltshire Council and further Government funding to span a two-year period.

- It was noted that as a local authority, Wiltshire was robust and had a preventative eye with the importance of prioritising issues outlined.

The Local Transport Plan:

- The importance of having a Local Transport Plan was outlined, with it setting a framework for maintaining and improving transport in Wiltshire.
- The importance of the Local Transport Plan aligning with the Local Plan Review to help deliver Wiltshire Council's Business Plan priorities was stated, with key themes identified including decarbonisation, freight, and active travel.
- It was noted that there would be plenty of opportunities to be involved in the consultation of the Local Transport Plan.

Public Transport Review:

- An overview was provided regarding the public transport review, which would aim to shape the future bus policy as well as priorities for support.
- The consultation timeframe, which ended on 10 November 2023, was outlined as well as that there had been over 1,000 responses.
- The aim was for a new policy and network to be implemented from April 2024.

Highways Maintenance:

- It was outlined that the Council has three different approaches to maintenance:
 - Reactive Maintenance - Responding to issues as they arise, such as repairing potholes or replacing damaged signs.
 - Planned Maintenance - Scheduling regular maintenance tasks to prevent issues from arising in the first place or getting worse.
 - Asset Maintenance - Taking a long-term view of highways maintenance and involves evaluating the condition of roads and infrastructure and prioritizing maintenance tasks based on factors like condition, safety, cost, and rate of deterioration.
- An overview of benchmarking for Highways was provided following a 2022 South West Road condition scanner survey, with Wiltshire in a good position compared to other local authorities. Furthermore, it was noted that this data was used to prioritise investment.
- An explanation of why so many potholes have occurred was provided as well as detail regarding interim and permanent repairs.
- It was noted that officers have a defect dashboard which enables them to monitor real time data relating to reported and completed defects by area.
- Work regarding flood prevention was outlined, with it noted that the gullies of A and B roads are emptied annually with 5,500 gullies classed

as high risk.

Local Highway & Footway Improvement Group (LHFIG) – Cllr David Vigar:

- The role and makeup of the Trowbridge LHFIG was outlined as well as areas which they could fund.
- It was stated that currently the Trowbridge LHFIG has 25 live projects with a budget of £36,600.
- An overview of completed small-scale transport schemes was outlined including work in the Lambrok, Grove and Leap Gate areas. It was stated that work in Manor Road and Woodmarsh was currently on the agenda.

Parish Stewards:

- The role of Parish Stewards was outlined, with it noted that there is 18 Parish Stewards, one for each area, who work with representatives in their parishes to ensure all work requests are clear and are logged for review before they start the work.

Verge and litter clearance:

- It was outlined that grounds maintenance and street cleansing in the Trowbridge town and surrounding area was the responsibility of the Town Council.
- The surrounding area was the responsibility of Wiltshire Council, who had received an extra investment of £0.3m this year.
- Enforcement resources were being increased to tackle the issues of fly tipping and rural littering.
- The following Wiltshire Council campaigns were outlined 'We're Targeting Fly-Tippers' and 'Don't Mess with Wiltshire'.

The Area Board received a presentation from Perry Payne (Road Safety Partnership Manager, OPCC). The presentation covered, but was not limited to, the following matters:

Partnership Work and Community Road Safety Team:

- The role of Wiltshire and Swindon Road Safety Partnership working was outlined.
- It was stated that the PCC had recently recruited Perry Payne as the new Road Safety Partnership Manager, who would work with partner organisations to conduct work.
- An overview of the work conducted by the Community Road Safety Team was provided.

Community Speed Watch in the Trowbridge Area:

- The role of the Community Speed Watch Team in the Trowbridge area was discussed, with data from July 2020 to January 2024 provided,

	<p>including that a total of 3,666 letters had been provided to offenders.</p> <ul style="list-style-type: none"> • The role of Traffic Surveys was discussed, with 3 areas in Trowbridge recognised as needing speed education. <p>Roads Policing Unit:</p> <ul style="list-style-type: none"> • The role of the Roads Policing Unit was discussed, with previous examples of their enforcement work cited with 1,800 tickets issued to motorists for road related offences. <p>Community Speed Enforcement Officers:</p> <ul style="list-style-type: none"> • The role of Community Speed Enforcement Officers was outlined, with it noted that though these were not police officers they do have power for enforcement. • County-wide statistics from January 2023 to January 2024 were provided, this included a breakdown of the Trowbridge area, where 140 speed awareness courses had been issued, 17 fines and points, and 1 court involvement.
4	<p><u>Q&A Session</u></p> <p>A question-and-answer session took place coordinated by the Area Board Chairman. Questions raised included:</p> <p>Question – Resident: 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.</p> <p>Answer: The resident was thanked for their passion on the topic. Currently with the Highways Matters Area Board meetings, the topics that were dominating presentations and discussions were investments and assets, however assurance was provided that the Council had a portfolio for climate change and travel choices. Additionally, the Council had made a commitment to better communicate the work that they are doing more effectively. It was stated that currently the Council was working on a Local Cycling and Walking Infrastructure Plan (LCWIP) for Trowbridge, with residents and businesses involved in consultation to identify where investments should be made in walking and cycling routes.</p> <p>Question – Resident: 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.</p> <p>Answer: It is challenging to balance the competing needs of users. New</p>

guidance has recently been provided by the Department of Transport which sets out minimum restrictions for cycleways. Within this guidance there are flexibilities however such a discussion would need to be taken away to balance the needs of users and safety priorities. As such, the Council does not have a policy for not having mixed used paths, however it is mindful when wanting 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 for London aren't always deliverable in rural areas.

Question – Resident: 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.

Answer: 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 wouldn't be the right approach as it would be time consuming to repair with the joints in between also subject to weed growth.

Question – Resident: 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.

Answer: 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 LHFIFG process and the Council would not be against this, although there is a qualifying criterion. Reference was made that a traffic survey would have to take place with 50% of traffic travelling less than 24mph.

Question – Resident: 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.

Answer: Recently funding had been provided by central government to deliver charging in Wiltshire, with work currently being conducted to produce a forward plan for delivery, which would be ready shortly. Currently the market is difficult, however the Council is having live conversations with infrastructure providers and is aware of the challenges around green energy. It has been identified that the cost of 55p per kilowatt unit has been decided following an extensive review of market costs.

Question – Resident: 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?

Answer: The Council would not be receiving any money from this.

Question – Resident: 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.

Answer: It is fully understood the impact that has been caused by the investment however it was surprised to be heard that this had occurred as early engagement and significant consultation had taken place in the public domain with contractors also having a mandate to work with the businesses affected. Residents were encouraged to speak with Sam Howell after the meeting. It was noted that the funding was separate to Highways and had come from the Department of Levelling Up and had been spread across the country to improve high streets which had been affected by internet shopping and out of town shopping. Trowbridge had obtained £16.5million of this funding with £8million of this being spent on the town hall refurbishment. Further apologies were provided for disruption caused to businesses.

Question – Resident: 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 ramblers volunteer groups who need supervision. The Parish constantly writes to the Rights of Way Team but is lucky if they get a reply.

Answer: This is a funding and prioritisation issue with not much funding available. Additionally, there has been a challenge in recruiting Rights of Way Officers. Volunteer groups have not been stood down but rather have been paused as they need supervision including provision of equipment and materials. This year the Council has started recycling plainings from road maintenance on Rights of Ways.

Question – Resident: 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.

Answer: This was noted and would be taken away.

Question – Cllr Stewart Palmen: 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.

Answer: There have been significant recruitment challenges in enforcement, but the Council will be fully staffed subject to new employees completing their training. Though additional work is taking place in Trowbridge, it's not possible for enforcement officers to be everywhere all the time. Additionally, Cabinet Members have discussed that they don't have a view on placing a limit on the number of enforcement officers that can be recruited as should the number rise, they tend to cover their hiring costs.

Question – Cllr Stewart Palmen: 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?

Answer: There is a Highways Assets page on the Wiltshire Council website which contains all the 7-year programmes subject to change depending on the deterioration of assets and funding. Additionally, a 12-month work programme is produced annually for the approval of the Cabinet Member. A website refresh requested by the Department of Transport is currently being undertaken with it expected to be complete by the end of March with pages fully updated.

Question – Cllr Edward Kirk: Comments were aligned with business owners who had previously spoken and that 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. A further question was also asked regarding free parking on weekends at County Hall having previously been told that this could not be promoted.

Answer: It was suggested that a conversation take place outside of the meetings as a retailer's group with Sam Howell also set to have conversations with contractors on what they should be doing. Assurance was also provided that conversations would take place regarding the free parking.

Question – Cllr Jo Trigg: 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?

Answer: Road safety around schools is dealt with by a combination of methods including education and delivering engineering. There is a difficulty as though parents say that parking is a problem, they often admit to parking improperly. Additional support will be going into schools to assist with this. It is acknowledged that post Covid a lot of school travel plans are now out of date, therefore the Council plans to speak to schools as quickly as they can about this. The Council wants to move forward in partnership with schools and parents.

5	<p><u>Session Summary and Next Steps</u></p> <p>The Chairman of the Area Board summarised session as well as next steps with key actions to be provided in due course. It was noted that written answers would be provided on the website with the presentation published as part of the minutes.</p>
6	<p><u>Apologies</u></p> <p>No apologies for absence were received.</p>
7	<p><u>Minutes</u></p> <p>The minutes of the meeting held on 5 October 2023 were presented for consideration and it was;</p> <p><u>Resolved:</u></p> <p>To approve and sign as a true and correct record of the minutes of the meeting held on 5 October 2023.</p>
8	<p><u>Declarations of Interest</u></p> <p>Cllr Stewart Palmen and Cllr Jo Trigg declared an interest in the Trowbridge Future grant application as they were Trowbridge Future Trustees. They stated that they would not vote on the application.</p> <p>Cllr Edward Kirk declared an interest in the Area Board Initiative grant application as a Town Council officer had come into his shop in regarding to potentially having a defibrillator device in the Wicker Hill area. Cllr Kirk stated that he would not vote on the application.</p>
9	<p><u>Area Board Funding</u></p> <p>The Strategic Engagement Partnerships Manager informed the Area Board of the opening balances for grant funding, after which the Area Board considered the following applications for funding:</p> <p><u>Area Board Initiatives:</u></p> <p>Cllr Antonio Piazza - £750 towards Defibrillator in Honour of Max George</p> <p><u>Decision:</u></p> <p>£750 was awarded towards a defibrillator in Honour of Max George.</p> <p>Moved – Cllr Antonio Piazza Seconded – Cllr Daniel Cave</p>

Reason – *The application met the Community Area Grants Criteria 2023/24.*

Cllr Kirk abstained from voting.

Community Area Grants:

Friends of Southwick Country Park - £479 towards Additional equipment for the Friends of Southwick Country Park Local Nature Reserve.

Decision:

Friends of Southwick Country Park was awarded £479 towards Additional equipment for the Friends of Southwick Country Park Local Nature Reserve.

Moved – Cllr Jo Trigg

Seconded – Cllr Stewart Palmen

Reason – *The application met the Community Area Grants Criteria 2023/24.*

YMCA Brunel Group on behalf of YMCA Green Shoots Nursery - £2,130 towards YMCA Green Shoots Nursery Development of Sensory Garden.

Decision:

YMCA Brunel Group on behalf of YMCA Green Shoots Nursery was awarded £2,130 towards YMCA Green Shoots Nursery Development of Sensory Garden.

Moved – Cllr Jo Trigg

Seconded – Cllr Mel Jacob

Reason – *The application met the Community Area Grants Criteria 2023/24.*

The Pump Trowbridge CIC - £1,800.24 towards The Pump Trowbridge equipment development.

Decision:

The Pump Trowbridge CIC was awarded £1,800.24 towards The Pump Trowbridge equipment development subject to the provision of their most recent Safeguarding Policy.

Moved – Cllr Stewart Palmen

Seconded – Cllr David Vigar

Reason – *The application met the Community Area Grants Criteria 2023/24.*

Busy Bees Playgroup - £5,000 towards Playground canopy installation and outdoor activity enhancements including sensory water flow area.

Decision:

Busy Bees Playgroup was awarded £5,000 towards Playground canopy installation and outdoor activity enhancements including sensory water flow area.

Moved – Cllr Mel Jacob

Seconded – Cllr Horace Prickett

Reason – *The application met the Community Area Grants Criteria 2023/24.*

Cllr Kirk and Cllr Cave abstained from voting.

Older and Vulnerable Grants:

We Hear You - £3616.65 towards We Hear You cancer counselling in Trowbridge.

Decision:

We Hear You was awarded £3,616.65 towards We Hear You cancer counselling in Trowbridge, with the funding split between the Older & Vulnerable Grant funding and Youth Grant funding pots.

Moved – Cllr David Vigar

Seconded – Cllr Stewart Palmen

Reason – *The application met the Community Area Grants Criteria 2023/24.*

Arts Together - £2,500 towards Arts Together Projects for Isolated and Vulnerable Older People in Trowbridge.

Decision:

Arts Together was awarded £2,500 towards Arts Together Projects for Isolated and Vulnerable Older People in Trowbridge.

Moved – Cllr Jo Trigg

Seconded – Cllr Stewart Palmen

Reason – The application met the Community Area Grants Criteria 2023/24.

Youth Grants:

Trowbridge Future - £5,000 towards Mill Street Youth Provision.

Decision:

Trowbridge Future was awarded £5,000 towards Mill Street Youth Provision.

Moved – Cllr Antonio Piazza

Seconded – Cllr Mel Jacob

Reason – The application met the Community Area Grants Criteria 2023/24.

Cllr Palmen and Cllr Trigg abstained from voting.

The Equivalent Project CIC - £1,805.56 towards Self harm support programme.

Decision:

The Equivalent Project CIC was awarded £1,805.56 towards Self harm support programme.

Moved – Cllr Daniel Cave

Seconded – Cllr Jo Trigg

Reason – The application met the Community Area Grants Criteria 2023/24.

Trowbridge Town Hall Trust - £5,000 towards Giving Youth A Voice.

Decision:

Trowbridge Town Hall was awarded £5,000 towards Giving Youth A Voice subject to the receipt of £40,000 funding from Arts Council England and the provision of their most recent Safeguarding Policy.

Moved – Cllr Jo Trigg

Seconded – Cllr Daniel Cave

Reason – The application met the Community Area Grants Criteria 2023/24.

	<p>The Pump Trowbridge CIC - £1,200 towards The Future Sound of Trowbridge.</p> <p><u>Decision:</u></p> <p>The Pump Trowbridge was awarded £1,200 towards The Future Sound of Trowbridge subject to the provision of their most recent Safeguarding Policy.</p> <p>Moved – Cllr Antonio Piazza Seconded – Cllr David Vigar</p> <p><u>Reason</u> – <i>The application met the Community Area Grants Criteria 2023/24.</i></p>
10	<p><u>Local Highways and Footpath Improvement Group (LHFIG)</u></p> <p>Cllr David Vigar introduced the minutes and recommendations from the LHFIG meeting held on 30 November 2023.</p> <p>After which, it was;</p> <p><u>Resolved:</u></p> <p>The minutes of the Local Highways and Footway Improvement Group meeting held on 30 November 2023 were agreed as a correct record and the spending recommendations within were approved.</p>
11	<p><u>Urgent items</u></p> <p>There were no urgent items.</p>
12	<p><u>Close</u></p> <p>The date of the next meeting was 14 March 2024.</p>

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Highways Matters Trowbridge

18th January 2024

Agenda and Housekeeping

1. Welcome and Introduction – Chair
2. Highway Matters Presentation
3. Update from Office of Police and Crime Commissioner
4. Q&A
5. Close

Wiltshire context

Modern transport has transformed our society and economy. It has enabled us to take advantage of a wide range of dispersed opportunities and to keep in contact with family and friends. Advances in road haulage and distribution methods have stimulated economic growth by helping to provide us with unparalleled consumer choices, a 24-hour society and just-in-time deliveries.

At the same time, however, our reliance on the private car and the lorry has led to busier and more congested roads. This, in turn, has resulted in fewer people keeping healthy through walking and cycling, increased concerns with regard to noise and other community aspects, accessibility issues for people who rely on public transport, and significant environmental impacts such as air pollution and climate change.

So, while transport can be viewed as simply a 'means to an end' (i.e. it just gets us from A to B), in reality it's a key element of a modern society with impacts on the economy, climate change, people's health, social exclusion, street scenes and the countryside.

Wiltshire Context

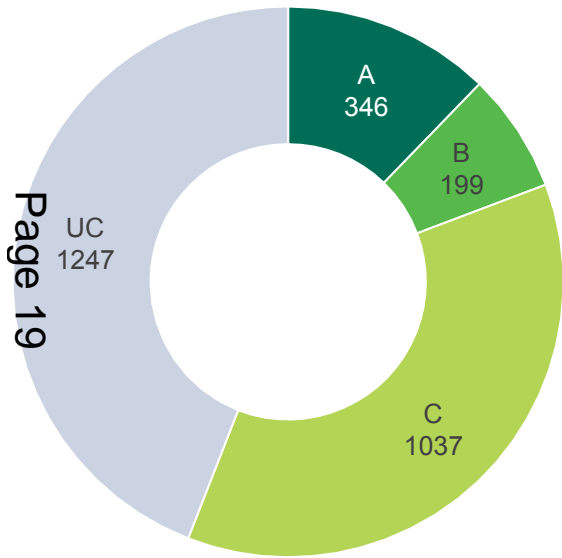
- The highway network – roads, bridges and related infrastructure – represents the Council's largest and most valuable public asset with a replacement value of over £5 billion.
- Over 2,800 miles of roads, and extensive public rights of way network;
- Extensive public transport network, which we have sustained despite financial challenges and changing travel patterns

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Asset Management - some numbers

Over 2800 miles of road by class



50,000 street lights and 6000 sign lights



65 signal controlled junctions



145 signal controlled pedestrian crossings



293 Belisha beacons



981 highway bridges



85000 road gullies

Investment in our network

Highways Maintenance Fund - £21m

Additional £3.6m pothole fund

Integrated Transport Funding - £2.1m

Bus Service Improvement Plan - £4.2m

Local Electric Vehicle Infrastructure - £4.7m

Additional Investment by Wiltshire Council - 2022

- £150,000 pa over three years to tackle fly-tipping
- £200,000 per year for next three years for white-lining
- £333,000 per year to help prevent flooding, directed to gully cleaning

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2023

- £500,000 for signing strategy
- £510,000 for flyposting removal and enforcement, litter picking rural highways, cleaning multi-story car parks and communications

2023/24/25 - additional £10m for preventative maintenance

2023/24/25 - additional £5.228m from cancellation of HS2



Local Transport Plan

- The Local Transport Plan sets the framework for maintaining and improving transport in Wiltshire;
- It needs to align to our Local Plan Review and will help deliver Wiltshire Council's Business Plan priorities for transport across the County;
- We carried out an 'issues and options' consultation during 2023 and are currently drafting core and theme documents.
- Key themes will include:
 - Road Safety;
 - Public Transport;
 - Car Parking Strategy;
 - Freight;
 - Active Travel
 - Decarbonisation.
- Public Consultation will follow in Spring/Summer 2014 with final adoption later in the year.



Public Transport Review - consultation

- Aim is to help shape future bus policy and priorities for support
- Will help ensure we are providing value for money whilst delivering on Business Plan priorities and objectives of the National Bus Strategy
- Bus market has changed since COVID 19 - lower patronage levels
- Driver shortage and inflationary pressures
- Stakeholder consultation June 2023 - 163 responses
- Wider public consultation until November 10th
- Over 1000 responses to date
- Aim for a new policy and network for implementation from April 2024
- <https://wiltshirebusreview.commonplace.is/>



Local Issues

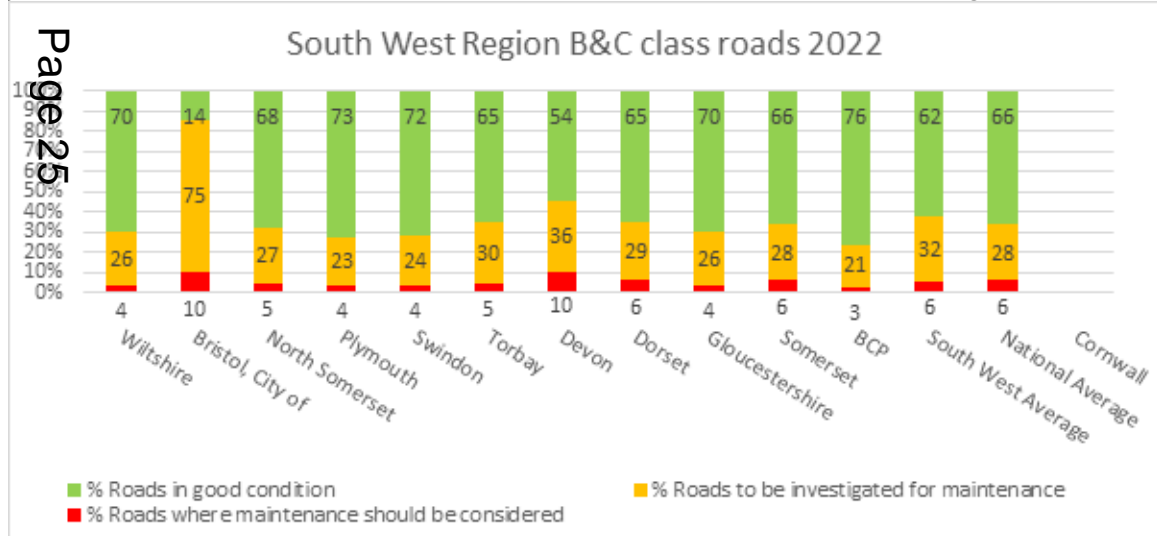
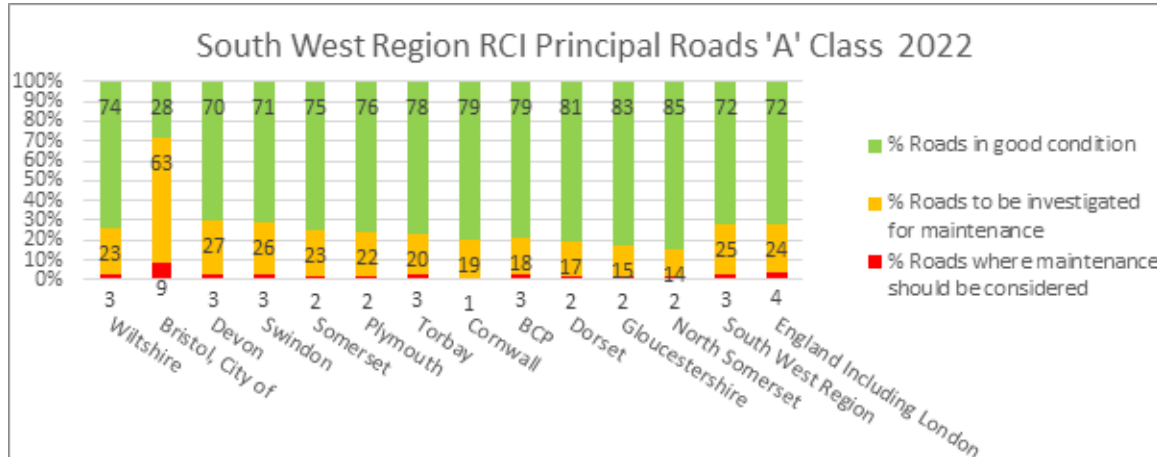
- Highway Maintenance
- Current traffic conditions and Future High Street Fund Schemes
- Local Cycling and Walking Infrastructure Plan
- Parish Steward Scheme
- Flooding

Highways Maintenance

Highways maintenance typically refers to the upkeep and repair of public roads, pavements, and other related infrastructure. This can include tasks such as filling potholes, resurfacing roads, repairing bridges, road signs and markings, traffic signals and street lights.

- 1. Reactive maintenance:** This approach involves responding to issues as they arise, such as repairing potholes or replacing damaged signs. Reactive repairs are primarily driven from our scheduled inspections but also public reports such as via the MyWilts app. When assessing defects, we apply intervention levels as laid out in our Highways Inspection Manual – in other words, we prioritise the response based on specific safety criteria.
- 2. Planned maintenance:** This approach involves scheduling regular maintenance tasks to prevent issues from arising in the first place or getting worse. For example, regular road resurfacing or bridge inspections to identify and address issues before they become more serious.
- 3. Asset management:** This approach involves taking a long-term view of highways maintenance, and involves evaluating the condition of roads and infrastructure and prioritizing maintenance tasks based on factors like condition, safety, cost, and rate of deterioration.

Highways Maintenance - Benchmarking



2022 South West Road condition scanner survey benchmarking

Scanner surveys provide a consistent method for measuring road surface conditions. The data is used to help inform maintenance decisions. The Scanner survey collects surface and geometric data using vehicle mounted lasers and cameras. Forty three parameters are collected and the results reported to the Department for Transport on an annual basis.

Potholes Why so many?



Summer 2022 Dry & Hot

Road Surface Temperatures in Excess of **55 degrees C**



Autumn 2022 Wet

November – 145% of normal rainfall



Winter Dec Onwards – long periods Sub Zero

Road Surface Temperatures fell below **-9 Degrees C**



Interim Repair

- Undertaken to keep road safe
- Can provide a durable repair
- Enables more extensive repairs to be programmed efficiently



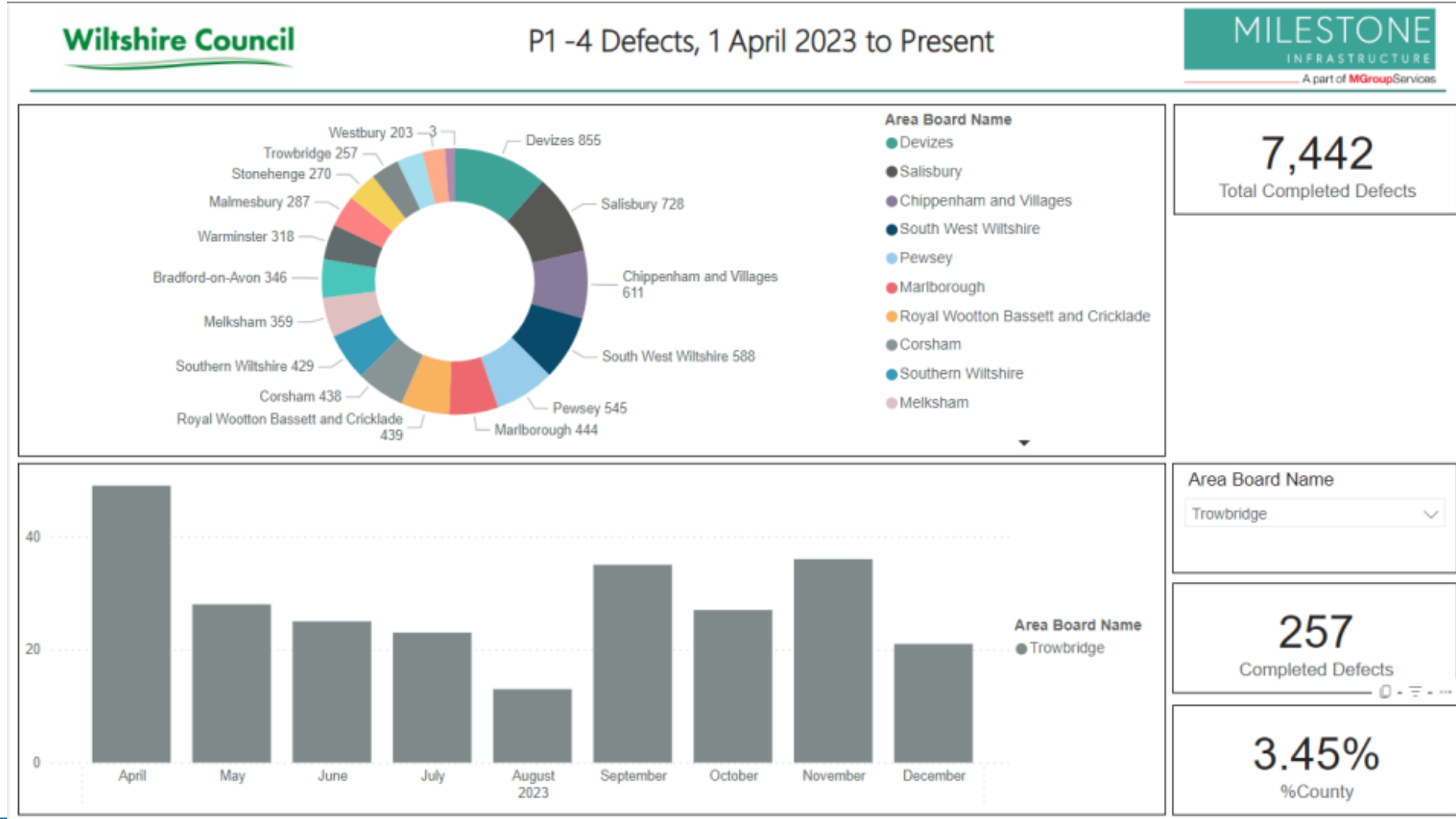
Permanent Repair

- Failed Area Cut out using a mini planer
- Reinstated using “hot” material hand laid



Innovation – Defect dashboard

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Flood Prevention

- A & B Roads Gullies Emptied Annually
- Along with around 5500 gullies classed as High Risk
- Remaining Gullies emptied on a 3 year cycle
- Grips cut annually



Tractor Mounted Grip
Cutting Head



Gully Tanker/Vactor

Local Highway & Footway Improvement Group (LHFIG)

- 18 Groups across the County aligned to the Area Boards.
- LHFIGs exist to enable local communities to raise local highway issues, prioritise them, and provide a mechanism for these issues to be addressed.
- The Groups have an annual funding allocation to allow delivery of solutions.
- Representation at the Group is through Parish & Town Councils.
- Lots of detail on the Wiltshire.gov website on the Highways pages.

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Trowbridge LHFIG

- Current budget £65,751 Commitments £76,638
- 25 live projects

Local Highway & Footway Improvement Group (LHFIG)

LHFIGs can fund the following:

Pedestrian improvements: including dropped kerbs, new footways, substantive improvements to existing footways, pedestrian crossings (including assessments).

Cycle improvements: new cycle paths, cycle parking / storage.

Bus infrastructure: new and replacement Shelters (subject to agreement on future maintenance liability), bus border kerbs, bus stop road markings.

Traffic signing: new and replacement signs (including signposts), street name plates, village gateways.

New road markings: new and replacement of existing markings.

Speed limits: assessment and implementation.

Waiting restrictions: assessments and implementation.

Footpath improvements: styles, gates, surface improvements to rights of ways (council maintainable only).

Drainage: minor improvements, new gullies.

Street lighting: new installations.

Traffic management measures: including Sockets and posts for SID (Speed Indication Device) equipment.

Parish Steward Scheme

- Our team of Parish Stewards are specially trained to complete small-scale discretionary local highways priority works to town and parishes.
- There are 18 Parish Stewards, one for each community area, who work with representatives in their parishes to ensure all work requests are clear and are logged for review before they start the work. We also have a support gang that works with the Parish Stewards on larger-scale projects, based on demand.
- Tasks include proactive and reactive works. For example, verge siding out, vegetation clearance, pothole repair, drain and gully clearance.

Verge and litter clearance – extra funds

- Grounds maintenance and street cleansing in the Trowbridge is the responsibility of the Town Council.
 - The surrounding area is the responsibility of Wiltshire Council and this has received an extra investment of £0.3m this year.
 - Enforcement resources are being increased to tackle the issues of fly posting, fly tipping and rural littering.
- Page 33
- Loan cleaning equipment is provided by the council's street cleaning contractor, idverde, to town and parish councils to support community events.
- Idverde are also available to support community groups with street scene improvement works.
 - **'We're Targeting Fly-Tippers'** and **'Don't Mess with Wiltshire'**

Thank you for listening.

There will time for questions from the floor;

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**All questions received, in advance and this evening,
will be responded to;**

Answers will be made available on our website.

Q&A

WILTSHIRE POLICE

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Road Safety update – Trowbridge Area Board

Thursday 18 January 2024



• #FATAL5 education



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In the UK, more than

200 people die

every year, in a drink-drive related crash

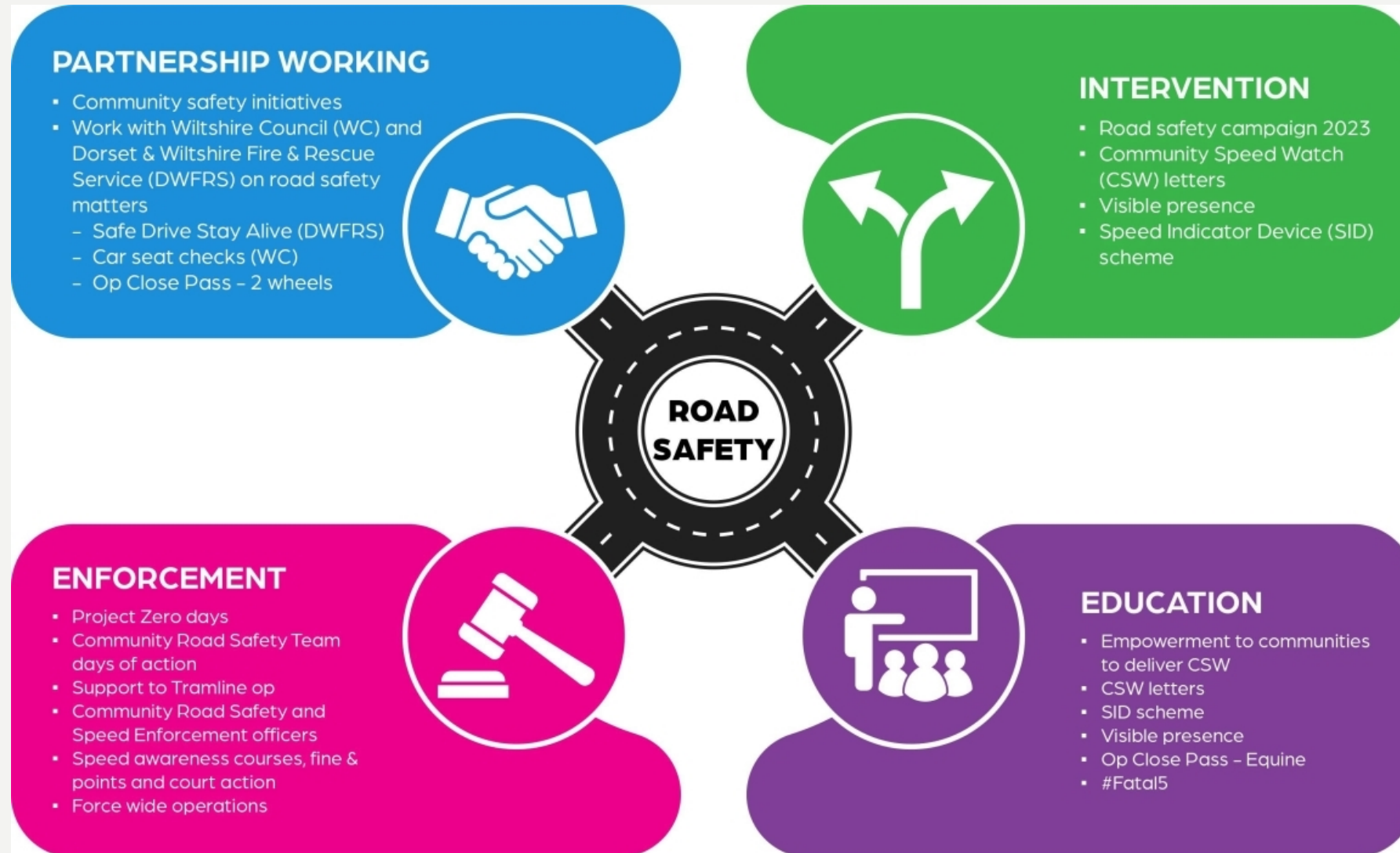
It's simple, if you're going to drive, don't drink and if you've had a drink, never drive. Any amount of alcohol impairs your driving.



CrimeStoppers.
Speak up. Stay safe.

0800 555 111
100% anonymous. Always.

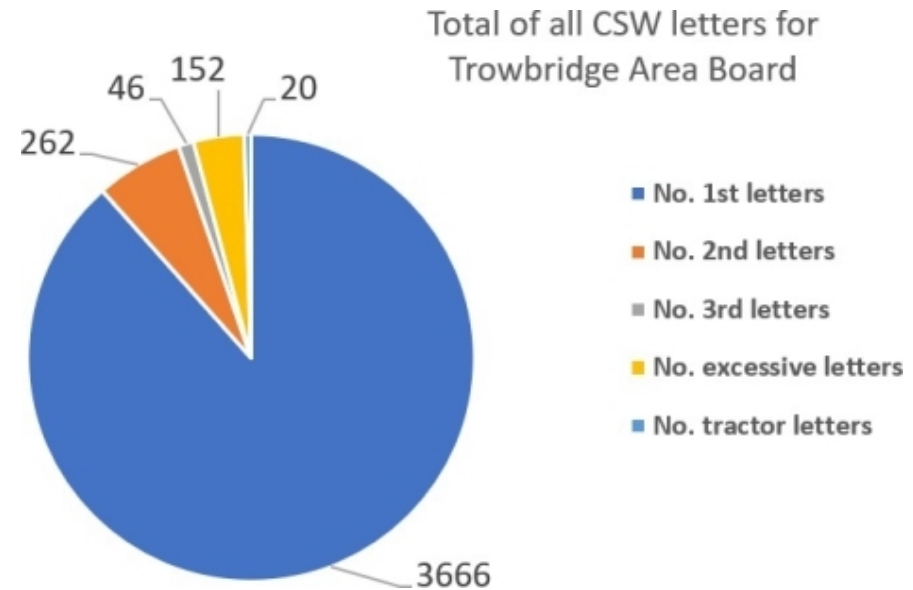
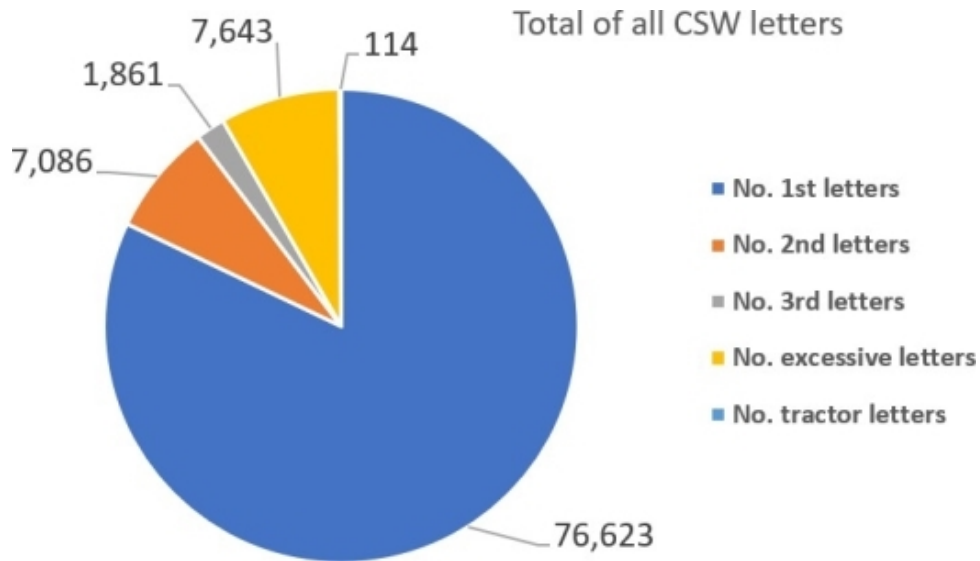
• Community Road Safety Team; what we do



• CSW Trowbridge area - Data since July 2020 to 5 January 2024

Team	No. 1st letters	No. 2nd letters	No. 3rd letters	No. excessive letters	No. tractor letters	Total letters	No. of watches	Average speeders %
Hilperton	163	19	0	7	1	190	44	9.9%
North Bradley	1607	83	11	72	18	1791	106	2.2%
Southwick	348	18	2	10	0	378	124	0.9%
Steeple Ashton	685	104	26	45	1	861	89	4.7%
Trowbridge - Cockhill	758	32	3	16	0	809	41	2.8%
West Ashton	105	6	4	2	0	117	53	2.2%
Grand Total	3666	262	46	152	20	4146	457	3.1%

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• Traffic surveys – Trowbridge since October 2020 to September 2023

Wiltshire Council

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Title	Result	Survey start date	Speed limit	85th percentile	CPT	Area Board
Forest Road Melksham	No further action	21/11/2021	30	22	Trowbridge	Trowbridge
Hilperton - Whaddon lane	No further action	11/09/2021	30	28	Trowbridge	Trowbridge
Melksham - A365 Bath Road,	Speed education	10/12/2020	30	35.8	Trowbridge	Trowbridge
Melksham - Badre Park	No further action	01/12/2021	30	26	Trowbridge	Trowbridge
Semington, C395, High Street	Speed education	25/04/2022	30	35.28	Trowbridge	Trowbridge
Shaw - Bath Road,	No further action	10/12/2020	40	38.4	Trowbridge	Trowbridge
Spa Road Melksham	No further action	12/10/2021	30	29.6	Trowbridge	Trowbridge
Steeple Ashton - C19 Ashton Common 042-024	Speed education	15/05/2023	30	36.7	Trowbridge	Trowbridge
Steeple Ashton - Common Hill	Speed education	08/05/2022	30	37.89	Trowbridge	Trowbridge
Steeple Langford - Duck Street	No further action	29/11/2021	30	25.8	Trowbridge	Trowbridge
Trowbridge - College Road,	No further action	10/12/2020	20	22.5	Trowbridge	Trowbridge
Trowbridge - Drynham Road	Speed education	18/11/2020	20	26.9	Trowbridge	Trowbridge
Trowbridge - Dursley Road,	No further action	02/11/2020	20	22.6	Trowbridge	Trowbridge
Trowbridge - Silver Street Lane,	No further action	10/12/2020	30	32.5	Trowbridge	Trowbridge
Trowbridge - Union Street	No further action	14/11/2021	30	27.7	Trowbridge	Trowbridge
West Ashton - Bratton Road	No further action	12/10/2021	30	31.9	Trowbridge	Trowbridge
West Ashton - Bratton Road,	No further action	02/11/2020	30	30.5	Trowbridge	Trowbridge
Wingfield - B3109 Bradford Road	No further action	20/03/2023	40	43.1	Trowbridge	Trowbridge

Community Road Safety Officers

CRSO's

Your officer is Charlotte Sartin

• CRSO's

Recent activity

Community Road Safety Day of Action

- **26 September - Swindon**
 - 5 Community Road Safety Officers & Staff
 - 11 Neighbourhood Officers
 - 6 RPU
 - 40+ different locations targeted
 - 2 CSW team supported
 - 150+ offences caught
- **17 October - Chippenham, RWB & Devizes**
 - 4 Community Road Safety Officers & Staff
 - 12 Neighbourhood Officers
 - 5 RPU
 - 40+ different locations targeted
 - 3 CSW team supported
 - 98 offences caught



Tier 1

 National Roads Partnership Calendar 2022-2023

6 September

Vulnerable Road Users

 12th Sep - 25th Sep Comms

 19th Sep - 25th Sep Enforcement

 Project Edward

 19th - 23rd Sep

 #ProjectEDWARD



Chat Café visit

Child Car Seat Checks with:

Wiltshire Council



CHILD SEAT SAFETY

• THE CAR SEAT EXPERTS •

Accredited in car seat training

RESULTS:



Upcoming activity

Tier 1

 National Roads Partnership Calendar 2022-2023

9 December

Fatal Four

 National Alcohol and Drugs Operation

 1st Dec - 1st Jan Comms

 1st Dec - 1st Jan Enforcement

• Wider work recently

All offences below made national news.

Our Roads Policing Unit (RPU) in the last quarter, covering July to September, issued over **1800 tickets** to motorists, for numerous road related offences.



Page 43

Wilts Specialist Ops
@WiltsSpecOps

#RPU 'caught' this freshly stolen bus from Bristol on the M4 'hiding' in the services. Some help from the public and a swift foot patrol by RPU arrested the driver sus TWOC, drug drive plus other driving offences. You wait and wait for a bus and then....a stolen one arrives!




11:32 AM · Sep 27, 2023 · 196.5K Views

View post engagements

122 167 1,288 11

Wilts Specialist Ops
@WiltsSpecOps

#RPU managed to get 5 Mclarens stopped on the A303 after the pack were driving in excess of 100mph and close proximity driving to themselves and the public. This isn't a race track so take your 'driving experience' and sign the traffic offence report (push hard it's 3 copies)



2:04 PM · Sep 25, 2023 · 922.8K Views

View post engagements

243 269 2,381 41

Wilts Specialist Ops
@WiltsSpecOps

#RPU caught the driver of this BMW travelling at 103mph along the M4 today. Driver also had no insurance and gave a positive roadside breath test blowing 54. Driver arrested and failed to provide in custody. Driver will be charged and disqualified #Fatal5 #Arrested #RoadSafety



7:40 PM · Sep 30, 2023 · 34.5K Views

View post engagements

46 24 823 2

Community Speed Enforcement Officers

CSEO's



• CSEO – Dashboard overall – 1 January 2023 to date

CSEO Activity Dashboard

Outcomes are dependent on previous convictions and history

7,297.00

No. Speed awareness co...

979.00

No. Fine & Points

88.00

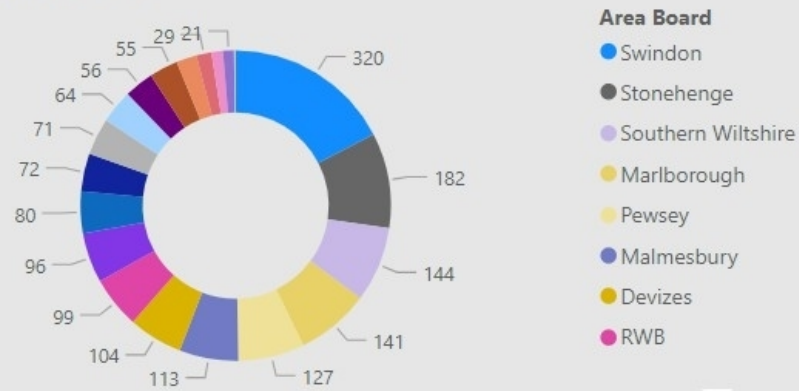
No. Court

685

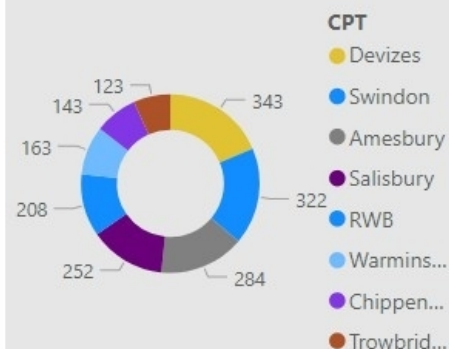
No. of Locations

Location	Year	Month	Speed awareness course	Fine & Points	Court	CPT	Area Board
Swindon - Thamesdown Drive	2023	December	251.00	54.00	0.00	Swindon	Swindon
Shaw and Whitley - A365 Folly Lane	2023	November	115.00	11.00	0.00	Trowbridge	Melksham
Wilton - The Avenue	2023	August	102.00	31.00	4.00	Salisbury	South West Wi
Harnham - Lime Kiln Way	2023	November	97.00	11.00	0.00	Salisbury	Salisbury
Wilton - The Avenue	2023	November	84.00	33.00	8.00	Salisbury	Southern Wilts
Cricklade - Spital Lane	2023	April	80.00	10.00	0.00	RWB	RWB
Tilshead - Candown Road	2023	August	78.00	10.00	1.00	Amesbury	Stonehenge
Coombe Bissett - Deegan House	2023	November	72.00	10.00	0.00	Salisbury	Southern Wilts
Coombe Bissett - Deegan House	2023	July	71.00	9.00	0.00	Salisbury	Southern Wilts
Harnham - Lime Kiln Way	2023	October	71.00	7.00	0.00	Salisbury	Salisbury
Coombe Bissett - Deegan House	2023	August	69.00	9.00	0.00	Salisbury	Southern Wilts
Ogbourne St Andrew	2023	December	69.00	9.00	0.00	Swindon	Swindon
Coombe Bissett - Deegan House	2023	June	64.00	8.00	0.00	Salisbury	Southern Wilts
Coombe Bissett - Deegan House	2023	September	64.00	5.00	1.00	Salisbury	Southern Wilts
Sutton Benger - B4069 Downton Road -	2023	November	62.00	13.00	0.00	Chippenham	Chippenham
	2023	September	61.00	2.00	1.00	Salisbury	Salisbury
Total			7,297.00	979.00	88.00		

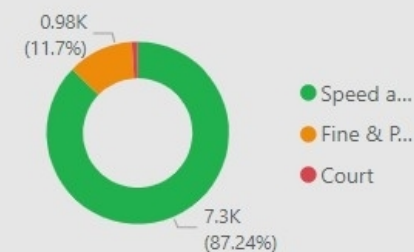
Activity by Area Board



Activity by CPT

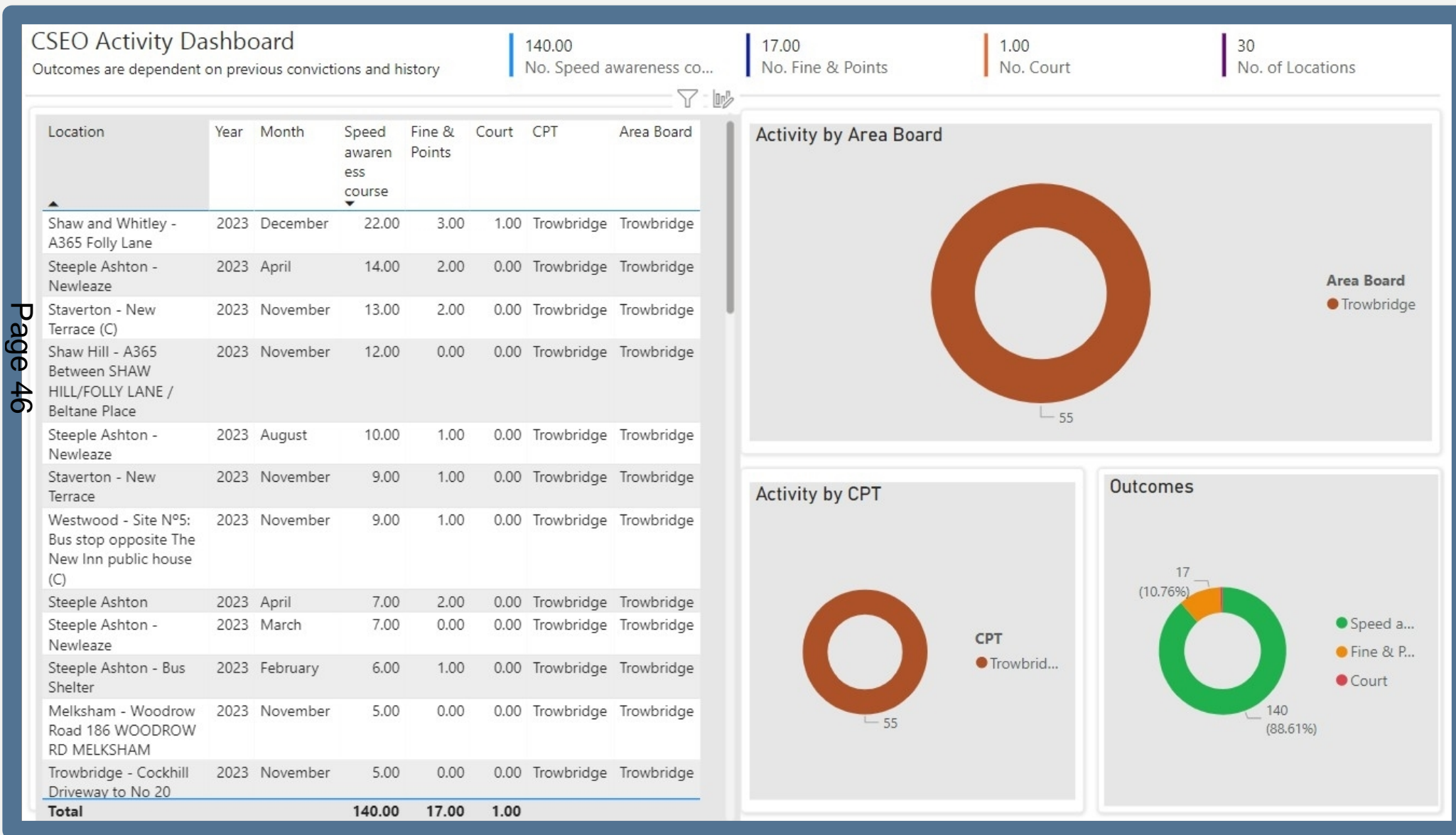


Outcomes



• CSEO – Trowbridge Area Board - 1 January 2023 to date

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• Your Force | Your Area | Follow us

For information on Road Safety in Wiltshire visit:
[Road safety campaign 2023 | Wiltshire Police](#)

[Road Safety \(wiltshire-pcc.gov.uk\)](http://wiltshire-pcc.gov.uk)



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[Wilts Specialist Ops \(@WiltsSpecOps\) / X \(twitter.com\)](#)

[Wiltshire Specials \(@wiltspolicesc\) / Twitter](#)



Urgent Area Board Business

Minutes for Approval

Please
Page 4/9
to approve and sign as a correct record the minutes of the meeting held on 5 October 2023.

Declarations of Interest

Councillors are requested to declare any personal or prejudicial interests or dispensations granted by the Standards Committee.

Grants for Local Groups

Applications for Community Area Grants



Area Board Initiatives

- Cllr Antonio Piazza - £750.00 towards Defibrillator in Honour of Max George

Community Area Grants

- Friends of Southwick Country Park - £479.00 towards Additional equipment for the Friends of Southwick Country Park Local Nature Reserve.
- YMCA Brunel Group on behalf of YMCA Green Shoots Nursery - £2130.00 towards YMCA Green Shoots Nursery Development of Sensory Garden.
- The Pump Trowbridge CIC - £1800.24 towards The Pump Trowbridge equipment development.
- Busy Bees Playgroup - £5000.00 towards Playground canopy installation and outdoor activity enhancements including sensory water flow area.

Older & Vulnerable Grants

- We Hear You - £3616.65 towards We Hear You cancer counselling in Trowbridge.
- Arts Together - £2500.00 towards Arts Together Projects for Isolated and Vulnerable Older People in Trowbridge.

Young People Grants

- Trowbridge Future - £5000.00 towards Mill Street Youth Provision.
- The Equivalent Project CIC - £1805.56 towards Self harm support programme.
- Trowbridge Town Hall Trust -£5000.00 towards Giving Youth A Voice.
- The Pump Trowbridge CIC - £1200.00 towards The Future Sound of Trowbridge.

Local Highways and Footway Improvement Group (LHFIG)



Urgent Items

Next meeting

14 March 2024



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 LHFIG 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 LHFIG 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 it's 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.