

Devizes Air Quality and Transport Strategy Group Meeting

Tuesday 6th October 2020, via Teams

Notes:

Present: Cllr Richard Gamble (Chair), Cllr Peter Evans, Martin Aldam, Gary Tomsett, Andrew Jack (Wiltshire Council); Richard Ormerod (Trust for Devizes), Jasper Selwyn, Jeremy Cross (Sustainable Devizes), Cllr Kelvin Nash, Cllr Nigel Carter (Devizes TC); Philippa Morgan

Item	Notes	Action
1. Apologies	none	
2. Recap / Funding Summary	<p>RG ran through the notes of the previous meeting on 30th July and asked for any comments, in particular about parking at Victoria Rd.</p> <p>PM mentioned putting questionnaires through residents' doors asking about satisfaction with the current arrangements, such as layout of parking and speeding. No results have been received back.</p> <p>RO has dealt with the action from last time to send a written update on residents' parking, especially at New Park Rd. This has gone to KN. This established a problem on New Park Rd, made worse by residents' parking on Victoria Rd.</p> <p>There is a new cycling document from central government, Local Transport Note (LTN) 1/20. This has been circulated before this meeting and is discussed later in the agenda.</p> <p>There was an action for Kate Freeman to send RG a cycle map of Devizes. This has been done but the map is out of date and needs renewing.</p>	
3. Group's Terms of Reference	<p>The Terms of Reference (ToR) document was circulated before the meeting.</p> <p>RG read through the document and made comments of possible changes to it:</p> <p>Where the ToR describe the area covered and mentions Devizes town, it was agreed to include the wider Devizes community area.</p> <p>Where the ToR mention policies and other documents to work within, it was agreed to remove Devizes Community Area Plan.</p> <p>It was agreed to change the paragraph: "In order to inform its action plan the Group will assess the work already completed or on progress across the town <i>and community area</i> with regard to air quality <i>and sustainable transport</i>"</p> <p>At the membership section, it was agreed to remove Devizes Community Area Partnership and Roundway Parish Council and to include parish council representatives.</p> <p>MA raised concerns about blurring the distinction between this group and CATG.</p> <p>RO added that the group's name refers to the transport strategy from 2012, which is for the town only.</p> <p>JC asked about bringing Ariane Crampton and her Carbon Reduction team to look at these issues within the wider context of climate change.</p>	

	<p>This was felt to be a good idea.</p> <p>RO asked about reviewing the strategy and referring to wider plans or policies. RG described the Local Plan and other documents.</p> <p>PM asked for Trust for Devizes and Sustainable Devizes to be added to the membership list. This was agreed.</p> <p>RG referred to membership from Wiltshire Council officers. GT is from Public Protection but there is no-one from Public Health.</p> <p>GT said that PM₁₀ levels within Devizes are currently compliant and are not a problem, so there is a case for removing this pollutant from the ToR.</p> <p>MA felt the purpose of this group will need to be clear if/when other parishes join. These changes will need to go to Devizes Area Board for ratification and RG agreed this could be November or January.</p>	
4. Devizes air quality data	<p>GT presented data on air quality in the area. 2019 was positive; most locations were below objective levels. Wadworth's corner is probably the only area of exceedance. 2020's levels are different from other years and are likely to be significantly lower due to lockdown and fewer journeys being made. Highest levels of nitrogen dioxide are shown to be 32 against a target of 40 µg/m³</p> <p>Wiltshire's Air Quality Strategy is an umbrella for county work and the eight Air Quality Management Areas (AQMA). It acknowledges policies and allows air quality to be taken as an issue for housing developments and mitigation expected from developers. The Air Quality Action Plan is being reviewed. It addresses the impact on health, damage to infrastructure and the costs of health. Wiltshire seems to be compliant on PM₁₀ and the strategy is being amended to show this.</p> <p>The strategy focuses on four priorities:</p> <ul style="list-style-type: none"> • Secure Air quality objectives in the 8 AQMAs • Maintain good Air Quality across the county • Wiltshire Council's own Actions • Communication & Dissemination of information <p>as well as 12 further outcomes. The revision of the AQ Action Plan include problems being faced in each of the AQMAs now.</p> <p>GT's team is currently going out to area boards to talk about their work and can come to this group or Devizes Area Board.</p> <p>Targets are based on health data, which was poor in the 2000s but evidence is now good. There is an environment bill going through government which will introduce new targets, including PM_{2.5}. This target looks okay for Wiltshire. Particulates in this range can include brake dust and also pollen, which for a rural county like Wiltshire can be naturally high.</p> <p>MA asked about requirements and if they are enforced. GT said it is currently sufficient to be "working towards". The new bill will be more specific about what local authorities have to achieve and will bring in sanctions. Residents will be able to complain about their authority to government.</p> <p>RG commented about similar action with the climate agenda as well. He would like to get to the point of removing AQMAs but still wants to continue this work with a climate and carbon reduction agenda.</p>	

5. Buses to/from Lay Wood	<p>RG passed on an update from Jason Salter of the Passenger Transport Unit, which he will also circulate:</p> <ul style="list-style-type: none"> -There is approx. £671,000 available to improve bus services in Wiltshire and new services from Marlborough to Devizes and Devizes to Salisbury are being considered. -There is money available for the Connect2Wiltshire service – web link circulated after meeting. -PTU is reviewing the Devizes town bus service. -There is approx. £5bn nationwide for bus and cycle projects. -Funding towards a study into the Devizes Gateway rail station and bus services. <p>RG felt this is positive but there is no reference to bus services to the new health centre at Marshal Rd. PM said the Trust for Devizes has raised this issue as part of their response to the planning application. JS asked about Lay Wood and there was no mention of this. RG mentioned some bus routes that could link to the area.</p>	RG
6. S106 & CIL finances	<p>MA reported on the funding situation. Since the last meeting, a payment towards the latest phase of work to the towpath has gone out. S106 funding included £563,404 towards public transport, including £70,000 for sustainable transport schemes.</p> <p>Of CIL, £333,000 has been passed to DTC from Wiltshire Council. The town council could come back with some ideas on how to spend this, especially around sustainable transport. PE stated there had been no discussions around how to spend this money, but it would be good to bring this up.</p> <p>RG recognised there is pressure within this group and CATG to do work but the CATG budget is only small.</p>	
7. Contribution towards study for Devizes Gateway station	<p>RG described the funding contribution of £12,000 needed towards the overall cost of this latest study. He asked if the group needs to recommend this payment? MA pointed out there was already a payment of £3,000 towards a previous study.</p> <p>RG asks this group to confirm this payment, which is passed. Devizes Area Board will need to ratify this at its next meeting.</p>	RG/AJ
8. Sustainable Devizes' report on cycling	<p>This report was circulated prior to the meeting. RO spoke about the report – it is based on a survey from Sustainable Devizes, with over 200 responses, from this summer and was meant to build on the increase in cycling seen due to Covid-19 and changes in travel.</p> <p>Most respondents answered that they were already interested in cycling. Obstacles to further cycling included fear of traffic and aggressive drivers and also about safe cycle parking at their destinations. A feature of respondents is that they were almost all adult and results suggest almost no young people cycle to school. The former result may be due to how the survey was distributed and then answered.</p> <p>The group agreed this is a good report and insight into cycling in Devizes. NC had some questions about the report, particularly about safe cycle parking, wondering about the type being asked for. He felt lockers were not suitable at most points in Devizes, especially at the market place. He pointed out covered parking at the back of M&S. The town council</p>	

	<p>needed to better understand what is expected of it. On a personal note, he said how disappointed he is of many cyclists not keeping to the highway code and wanted to remind cyclists and drivers of their duty of care both ways. He felt there was need to see the pattern of cycle routes needed across town and any preferred routes. He felt few roads are easily adapted.</p> <p>JC is in favour of cycling but agreed the behaviour of some (younger) cyclists was poor. He felt if cycle routes are to be separate, as per LTN 1/20, this would be impossible within Devizes.</p> <p>JS agreed about younger cyclists and asked if anything can be done through schools, such as school travel plans.</p> <p>RG mentioned his plans for a new cycle route linking Potterne to Devizes, in particular to Devizes School, pointing out the village is only 1 mile from town but has no cycle or walking route.</p> <p>RO felt that cycle lockers are for long-term parking, for at least a whole day. He had in mind providing more 'Sheffield Hoop' style parking. (AJ posted an image of these during meeting) RO said that Sustainable Devizes would be contacting local schools about cycling to school and how to encourage it. AJ pointed out that Devizes Area Board has good contact with local head teachers and they normally attend meetings. If Sustainable Devizes could wait until the next area board meeting (16th November) then an introduction to the heads could be made.</p> <p>MA said that this group could make money available for local schools for Taking Action On School Journeys type work to make cycling easier, safer and more attractive to young people.</p> <p>RG described Melksham rail station and the approx. eight hoops installed there to encourage cycling to the station.</p> <p>The group agreed to discuss this report and cycling further at the next area board meeting.</p> <p>MA pointed out that if this group wanted to create a large shift towards cycling, they needed to note that each Sheffield Hoop can take two cycles, then think about how many car parking spaces there are in town and think how many hoops will be needed.</p> <p>NC pointed out the conservation area in town and long lines of hoops would not be acceptable.</p> <p>RG mentioned that MA has already responded to many of the points raised within the cycling report and reads some out. These were circulated to members after the meeting.</p> <p>It was felt that a good way to take this work forward is for Sustainable Devizes to audit the number of cycle parking spaces that are needed and where they need to go.</p> <p>If new cycle routes cannot be separated as per LTN 1/20, they will not receive funding from DfT.</p>	
9. DfT Local Transport Note 1/20	<p>LTN 1/20 describes how cycling or walking should be everyone's first choice of transport for short distances, at least. It describes cycles as 'human powered vehicles', they are not safe on roads or pavements and that facilities for them should be segregated from other modes of transport and pedestrians.</p> <p>This raises challenges in that previous LTNs have promoted shared space, but this is no longer fit for purpose. It is not clear if this document will</p>	

	<p>start a retrospective look at existing facilities and expect those to change to segregated.</p> <p>RG felt the document could inform new developments and about putting in new, separate facilities in those in future.</p> <p>It was agreed that there will be very few streets in Devizes where it is possible to have separate lanes for pedestrians, cyclists and cars in both directions.</p> <p>JC raised the question about a one-way system through Devizes. This would create space within the existing width of the road for these different users. MA responded that this had been looked at through modelling and would result in worse congestion and that is something this group needs to prevent.</p> <p>PM felt this was a document for urban areas, not rural ones.</p>	
10. AOB	There were no items of AOB.	
Next meetings	<p>Dates for futures meetings have been set as:</p> <p>15th December at 2.00pm.</p> <p>It is very unlikely Devizes Library will be available, so this meeting will be held via Teams.</p>	