

COMMUNITY AREA TRANSPORT GROUP ACTION / NOTES LOG

	Item	Update	Actions and recommendations	Who
	Date of meeting: 12th November 2020			
1.	Attendees and apologies			
	Present:	Cllr Horace Prickett (Chair), Cllr Ernie Clark, Cllr Peter Fuller, Cllr Andrew Bryant, Cllr Steve Oldrieve, Cllr Roger Evans, Cllr Jo Trigg, Cllr Stuart Palmen, Cllr Edward Kirk, Cllr David Halik, Kirsty Rose, Lance Allan, Pat Whyte		
	Apologies:			
2.	Notes of last meeting			
		The notes from the last meeting were agreed at the October Area Board meeting and can be viewed here: https://cms.wiltshire.gov.uk/ieListDocuments.aspx?CId=171&MId=13231&Ver=4		
3.	Financial Position			
		The budget allocation at the start of this meeting for £23,644		

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4.	Top 5 Priority Schemes			
a)	Issue 4824 – Speeding Westbury Road/Woodmarsh, North Bradley	It was agreed at the last meeting that a substantive bid would be made again for this project for funding in the 2021/22 financial year, with a £5000 contribution from CATG. This will be made when the bid process opens.	KR to submit bid once process is open.	To note
b)	16-19-3 Broadcloth Lane, Clothyard and Weavers Drive, Trowbridge	It was agreed to proceed with this scheme. CATG allocated £4125 with the remaining £1375 contributed by Trowbridge Town Council. The TRO documents are with the TRO team for processing. There is a delay on processing due to the national lockdown. KR will circulate the advert dates to the CATG when known.	Await TRO advert.	To note
c)	Issue 6573 Pedestrian Crossing Relocation, Southwick Road North Bradley.	<p>KR presented a plan showing a more detailed of the proposed crossing relocation to the group. This plan has been shared with the parish council. It is proposed that the crossing be relocated to the west of Ash Drive with widening of the footway into the grassed areas to the north and south of Southwick Road and the alteration of existing overground utilities. The widening of the footway into the Common requires approval from the Parish Council and legal agreements would be required.</p> <p>The estimated cost of the proposal, including the removal of the existing crossing, is £111,000. Funding for this would need to be sought from various sources such as TAOSJ, Substantive CATG bids and possibly the traffic signal maintenance budget.</p> <p>Concerns have been raised regarding the impact of the crossing on no27 Southwick Road in relation to parking and</p>	Proposal to be considered by North Bradley Parish Council.	NBPC

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		<p>visual amenity. KR has responded to these concerns and suggested further widespread consultation be undertaken by the parish council should they support the proposal.</p> <p>AB expressed concern about the visual impact of the crossing and the potential for light or noise to affect the nearby properties. KR explained that the audible signal can be turned off in the evening and volume controlled. The signal heads would not be positioned such that they would shine on to windows of the properties, but should there be any issues the signal heads can be shielded to manage light spill.</p> <p>EK asked if there is any potential for traffic volumes to be reduced with road building in the area. HP explained that the projects in the pipeline at present would make no difference to traffic flow on Southwick Road.</p> <p>EC asked if the parish council would be considering an increase in their precept in order to raise a contribution to the cost of implementation.</p> <p>RE said the parish council will be considering the proposal at the next PC meeting to determine whether the proposal is supported. If it is supported, further consultation will be undertaken, and the PC contribution will be considered.</p> <p>PF expressed a general concern about pedestrian crossing schemes and the implementation costs associated with them. There is a concern regarding the impact of funding</p>		
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		contributions on the town and parish councils as a result of these schemes.		
d)	16-19-13 Newton Pedestrian Crossing and Wesley Road Junction	<p><u>Crossing upgrade – Taking Action on School Journeys</u> The school are working with our travel plan advisor to update their travel plan. An application to TAOSJ can then be made by the school.</p> <p><u>20mph Assessment</u> The traffic surveys were due to take place after the half term break, however have now been postponed for the duration of the national lockdown.</p>	Await outcome of 20mph assessment once surveys are complete	To note
e)				

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5.	Other Priority schemes			
a)	Issue 7071 B3105 Devizes Road Hilperton	<p>KR has again contacted the fire and ambulance services for their informal comments on the proposal to prevent through traffic on Devizes Road, Hilperton. There has been no response.</p> <p>KR explained that a bid made via Tranche 2 of the Emergency Active Travel Fund seeks to introduce a cycle route from Trowbridge to Melksham via Devizes Road and as such the point closure would be funded as part of that scheme, should the bid be successful.</p>	KR to update on outcome of Tranche 2 bid.	
b)	16-19-9 West Ashton Road, Trowbridge	The works programme for this financial year is currently fully committed, therefore it is likely that construction of this scheme will take place early 21/22 financial year.	Works pack to be issued and await works completion.	To note
c)	16-20-01 30mph Area – West Ashton	There are two traffic calming measures implemented on Bratton Road. The volume of traffic has increased, one might describe it as a ‘Rat Run’. To safely manage the speed of traffic it would be sensible to implement two but at least one more traffic calming measure. A request has already been made to carry out a metrocount.	Await outcome of traffic survey to identify current speeds. KR to identify options for additional calming measures to be discussed at the next CATG meeting.	KR
d)	16-20-6 Pedestrian crossing request - Wiltshire Drive, Trowbridge	The pedestrian survey has been postponed until after the national lockdown.	Await pedestrian survey and assessment	
e)	16-20-2 Pedestrian Crossing – Bradley Road Nr Aldi, Trowbridge	The pedestrian survey has been postponed until after the national lockdown.	Await pedestrian survey and assessment	
f)	16-20-3 Pedestrian crossing – Bradley Road nr Spitfire Retail Park.	The pedestrian survey has been postponed until after the national lockdown.	Await pedestrian survey and assessment	

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g)	16-20-4 The Halve, Trowbridge – mini roundabout redesign	<p>SO and AB explained that vehicles regularly ignore the roundabout at Duke Street, driving straight through, particularly when entering The Halve from County Way. It was asked if the coloured surfacing at the informal crossing could be reinstated. KR explained that due to concerns and complaints received following its introduction, it had previously been agreed that the surfacing would be allowed to wear away. Some members of the group felt that the surfacing encouraged drivers to stop to allow pedestrians to cross, however others expressed concern that this led to uncertainty for drivers and pedestrians alike.</p> <p>The group discussed options for consideration including raising the roundabout, restoring a T-junction and the inclusion of the St Thomas Road roundabout in the review. KR agreed that all options would be considered and plans drawn up for discussion.</p>	It was agreed that KR would investigate feasibility of changes to the mini-roundabout	KR
h)	16-20-5 Jct of Green Lane and Barons Crescent. Trowbridge – near misses	<p>KR has undertaken a site visit as a result of concerns the vehicles are entering Barons Crescent too quickly from Green Lane. KR explained that while Green Lane is very straight, it is obvious from some distance that the road ends, with the bollards marking the change being clearly visible. The road markings lead vehicles into Barons Crescent. Vehicles must reduce their speed in order to make this manoeuvre. It was discussed that drivers who are likely to be undertaking this manoeuvre at inappropriate speeds are likely to be more familiar with location, hence any signing changes would not be effective. Drivers should be aware they are in a residential area where children may be playing and as such should be taking appropriate care when driving.</p> <p>This was discussed by the group and it was agreed that no further action would be taken</p>	No further action to be taken	AB to note

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6.	New Issues			
a)	16-20-06 Blackball Bridge, West Ashton Road – Request for pedestrian crossing	<p>Nature of Issue: Need for a Pedestrian crossing, with new developments on both sides of the road and more development planned, increases in walking and cycling.</p> <p>How long has it been an issue? Increasingly an issue with new developments in recent years.</p> <p>What would you like done to resolve this issue? Pedestrian crossing</p> <p>It was agreed that a pedestrian assessment would be undertaken once the footway extension has been constructed, as this may alter crossing patterns. The potential for CIL or S106 monies from nearby planning applications was discussed. KR to discuss with planning officers to determine if any funding is available.</p>	KR to determine funding opportunities	KR
b)	16-20-07 – White bar marking, 58 Rodwell Park, Trowbridge	<p>Nature of Issue: parking in front of newly extended driveway (with highways licence for extended dropped kerb)</p> <p>How long has it been an issue? Short term, following extension of driveway.</p> <p>What would you like done to resolve this issue? White Bar Marking (The resident is prepared to fund the works.</p> <p>EK explained the issue relating to parking near the dropped kerb. KR and EK to meet on site to review the location.</p>	KR and EK to meet on site	KR/EK

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c)	16-20-08 – 4no Dropped Kerbs, Longfield Estate	<p>Request for dropped kerbs for pedestrians at the following locations:</p> <ul style="list-style-type: none"> 2no. at Both Sides of Home Close 1no. opposite 46 Orchard Road 1no. 11/13 Cherry Gardens <p>Photos circulated with note tracker.</p> <p>PF explained that he had met with a resident who uses a wheelchair and who had difficulty travelling around the estate on the footways due to the lack of dropped kerbs on the route. The dropped kerbs required have been identified above.</p> <p>It was agreed that KR would prepare plans and cost estimates for the dropped kerbs for discussion at CATG.</p>	Prepare plans and cost estimates	KR
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d)	16-20-09 – Reduction of speed limit, Cockhill, Trowbridge	<p>There has been an identified speeding issue on Cockhill for some time. A speed monitoring exercise highlighted excessive speeds and a community Speedwatch group is being set up and together with placement of a temporary SID</p> <p>Traffic speeds into Trowbridge from Bradford on Avon dropping from 50 to 40 to 30 MPH limits. There is not a huge space between the 40 and 30 speed limits The change from 40 to 30 happens at the top of hill – traffic continues to accelerate down the hill. Need to slow traffic before the current 40 to 30 change</p> <p>Remove the 40mph limit altogether and move the 30mph to start in its place. Signage already lit.</p> <p>The group discussed the request and JT outlined the concerns of residents regarding the speed of vehicles along this section. KR explained that to change the speed limit, an assessment would need to be undertaken at a cost to CATG of approx. £2500. An alternative would be for KR to review the area and determine if any other measures would be beneficial at improved pedestrian safety and reducing vehicle speeds. Changing the speed limit alone is unlikely to influence driver behaviour and therefore speeds would be unlikely to decrease significantly.</p> <p>It was agreed that KR would review the location and prepare plans for discussion.</p>	Site visit to be undertaken and plans prepared.	KR
7.	Other items			

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a)	Reallocation of road space – social distancing schemes.	<p>KR presented a plan showing Manvers Street and the swept path of buses turning from Manvers Street into Wicker Hill. This showed that there was no available road space to be reallocated for pedestrian use. It is possible to remove the bollards close to the cash point to remove a pinch point however these bollards are in place to prevent parking on the footway.</p> <p>The group discussed the issues for pedestrians and agreed that the most appropriate course of action would be to install temporary signing to warn drivers that pedestrians may step into the road and stickers on the footway to remind pedestrians to social distance. KR is to speak with the economies team regarding the availability of stickers and funding.</p>	KR to prepare social distancing scheme plan and cost estimate and circulate for approval.	KR
b)	Union Street Trowbridge	PF raised concerns regarding the operation of the signals at Union Street/Church Street. A delay in the timings is resulting in vehicles contravening the red light. EC confirms this. KR explained that the traffic signals team at Atkins are aware of a faulty detector and have been considering options for repair due to the age of the signals. KR will report the red-light contravention to them and ask for action to be taken.	KR to speak with traffic signals	KR
c)	Dropped Kerbs, Southview	PF expressed the concerns of residents regarding the footpaths on the Southview estate and changes to the layout and issues around dropped kerbs. The roads are yet to be adopted and discussion with development control are ongoing, but this may become a future issue for CATG if it remains unresolved.	To note	AB

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d)	Longmeadow Primary School	PF asked for an update re school warning signs at Longmeadow Primary. KR stated that a review of the existing signing would take place as part of the 20mph speed limit implementation and any changes would be included as part of that project.	To note	AB
e)	Church Lane North Bradley	RE asked for an update re a 20mph limit on Church Lane, North Bradley. KR explained that no travel plan update or TAOSJ request had been received from the school and she would email the school to prompt this. An alternative would be to request an assessment via CATG, but this would have budgetary implications for CATG and the PC.	KR to email school	KR
f)	Speed limits	JT asked if a plan exists showing speed limits in the community area. KR will find out. JT also asked if 'after' surveys of the 20mph in the Studley Green area will be undertaken. KR said they would be, once traffic patterns etc return to normal.	KR to find out if a plan of speed limits is available.	KR
g)	Walwayne Court School	JT explained that the school no longer have a crossing patrol and would like to explore the possibility of a formal pedestrian crossing. KR explained that TAOSJ would be the most appropriate route for this request. The school have previously made a successful bid so should be aware of the process.	To note	AB
h)	Parklands and Grasmere	EK raised maintenance concerns regarding surfacing on Parklands and a drainage gully on Grasmere. PW to discuss further with EK.	To note	AB
8.	Date of Next Meeting: 11th February 2021, 10:30am – MS Teams			

Trowbridge Community Area Transport Group

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Report author- Kirsty Rose, Senior Traffic Engineer

1. Environmental & Community Implications

1.1. Environmental and community implications were considered by the CATG during their deliberations. The funding of projects will contribute to the continuance and/or improvement of environmental, social and community wellbeing in the community area, the extent and specifics of which will be dependent upon the individual project.

2. Financial Implications

2.1. All decisions must fall within the Highways funding allocated to Trowbridge Area Board.

2.2. If funding is allocated in line with CATG recommendations outlined in this report, and all relevant 3rd party contributions are confirmed, Trowbridge Area Board will have a remaining Highways funding balance of £23644

3. Legal Implications

3.1. There are no specific legal implications related to this report.

4. HR Implications

4.1. There are no specific HR implications related to this report.

5. Equality and Inclusion Implications

5.1 The schemes recommended to the Area Board will improve road safety for all users of the highway.