

## Devizes Air Quality and Transport Strategy Group Meeting

Tuesday 15<sup>th</sup> December 2020, via Teams

### Notes:

Present: Cllr Richard Gamble (Chair), Cllr Peter Evans, Martin Aldam, Gary Tomsett, Andrew Jack (Wiltshire Council); Martin Reed, Richard Ormerod, Jasper Selwyn, (Sustainable Devizes); Philippa Morgan (Trust for Devizes)

Item	Notes	Action
1. Apologies	Nigel Carter, Kate Freeman.	
2. Minutes of last meeting 6 October 2020	RG said he did not want to go through the notes item-by-item but take them as they arise in the meeting. JS asked about the 2012 Devizes Transport Strategy and the future for it and any possible revision. MA said that this will be wrapped up in the new Local Plan which will be consulted upon in the new year. There will be amounts of funding for market towns and for transport assessments within that.	
3. Review of amended Devizes Air Quality Group Terms of Reference	The group looked at the latest changes to the Terms of Reference document which had been discussed previously. A number of further changes were suggested. These can be made and another 2 <sup>nd</sup> draft circulated.	AJ
4. Report on Devizes Air Quality data and any associated issues	GT presented air quality data and said there is not a lot to report. 2020 has been a very unusual year for air quality levels (and vehicle journeys). He showed data giving a low average and below the 40µg/m <sup>3</sup> threshold. The air quality (AQ) action plan is being updated, which sits beside the AQ strategy for Wiltshire, which is complete. This is likely to concentrate on NOx. Devizes' levels are going in the right direction. Shane's Castle is okay but brewery corner shows exceedance. Aecom has been contracted to carry out specialist modelling for the AQ action plan. They will be modelling AQ and road traffic. RO asked if they will be working on options, since he has a number of suggestions he wanted to feed in. GT said the contract does include this and asked RO to send him these options. GT pointed out this is early work and Aecom will filter all options / ideas. MA asked if Aecom will model any suggested options? GT replied yes, and can bring in Highway's own modelling too.	RO
5. Report on S106 finances and CIL finances	MA showed the budget spreadsheet showing levels of Section 106 funding available. There is: £0 in non-discretionary funding £563,404 with Passenger Transport Unit £64,870 for development of projects at Shane's Castle £486,546 for sustainable transport options There is a further £333,418 of Community Infrastructure Levy with Devizes TC. PE pointed out the CIL funding is not allocated yet. RG mentioned that Jason Salter from PTU will be speaking at the area board meeting on 11 <sup>th</sup> January and Phil Grocock from PTU has offered to come to this group's next meeting in February. They will update on	

	<p>their work, especially about access to the new urgent care centre at Marshall Rd.</p> <p>JS asked if there is a date by which the money needs to be spent? MA replied that there are return dates; the Lay Wood money is in different tranches between 2027-29 and the Shane's Castle money in 2030.</p> <p>JS pointed out the £64k for Shane's Castle was not very much for work there. MA replied this is for development of projects only and other funding could go the implementation.</p>	
<p>6. Request for £10,000 contingency contribution to Restoring Your Railway study for Devizes Gateway station</p>	<p>RG gave background to this request as creating a contingency for the development team to give them headroom within which to work.</p> <p>This was agreed by the group. The area board still need to ratify this funding at their meeting in January.</p>	
<p>7. Discussion on Cycling in the Devizes area and suggested presentation to Area Board on 11 January 2021</p>	<p>MR gave background to the work on cycling – based on survey responses about why people cycle or what made them stop cycling after lockdown ended. Difficulties given were traffic volume, lack of cycle parking and potholes. London Rd was mentioned frequently as both a residential area and with lots of businesses there – Hopton Estate. Also mentioned was the difficulty in cycling from outlying villages into Devizes.</p> <p>Looking at secure and safe cycling parking and enforcement of speeding vehicles, Sustainable Devizes (SD) has come up with alternatives.</p> <p>RO discussed London Rd – much of it is wide and wondered if this was wide enough for the segregated cycle lanes raised by LTN 1/20. He has measured London Rd by striding across. It varies in width from 13m by canal bridge to 25m by Moonrakers / Folly Rd junctions. This width includes pavement and any verge, so should be Highways' land. MA felt the group needs to look at London Rd in light of new guidance in LTN 1/20 and in plenty of detail. He also said this group would have some brave decisions to make about London Rd and linking town centre and Hopton Estate – the whole length would need treatment to make it all useable, not just piecemeal sections.</p> <p>RO also looked at the canal path. He now needs to go through the guidance as this is complicated, especially about towpaths, and needs to look in more detail.</p> <p>MR agreed that continuity is the key, so cyclist know what to expect on their journey, especially into town and onwards. He mentioned Sustrans concentrate on leisure routes, rather than commuting, but will be a useful ally.</p> <p>RG felt the rural routes are easier to address. MA looks like getting a list of options at this stage.</p> <p>MA thought it better to move on a quick assessment of the secure cycle parking in the town, especially if it's of the correct style (conscious of conservation areas) and is fairly cheap. Once this is achieved, then move on to either London Rd or the village routes. The latter might be easier to implement but could use lots of funding for less benefit towards improving AQ.</p> <p>RG asked MR for a list of options and challenges they represent. MR has</p>	

	<p>looked at this. He has ridden the Potterne route and it is do-able – it is longer than the road route but is a lot safer. He agrees the cross-country route is the better option.</p> <p>MR has also looked at the number of cycle parking spaces in town – 140. He felt they are not all in places where people want to go. He is also aware of conservation areas and Sheffield hoops are not always appropriate. He felt locations need to be conspicuous and is speaking with the town’s CCTV people about camera coverage. MR knows people want an eye kept on their bikes. He felt any new cycle parking needs to be eye catching and obvious. MA pointed out Devizes TC has strong views on where cycle parking cannot go! PM said that as long as the correct street furniture is used, Trust for Devizes would be okay. JS pointed to the amount of car parking throughout town and wondered if it was any less obtrusive than lines of parked cycles?</p> <p>RG asked for an agenda for London Rd to define how to deal with the situation there. Also to look at side roads as an option to send cyclists down safely. MA recommended needing a consultant’s assessment of London Rd, in light of LTN 1/20 and what is possible or realistic. He can draft those parameters for Atkins and get a quote for this work in time for the February meeting. MR will talk to Rights of Way. PM offered to speak with Devizes TC about cycle parking</p> <p>RG thanked everyone for a positive response.</p>	<p>MA</p> <p>MR</p> <p>PM</p>
<p>8. AOB</p>	<p>There were no items of AOB.</p>	
<p>Next meetings</p>	<p>Dates for futures meetings have been set as: 16<sup>th</sup> February 2021 at 2.00pm.</p> <p>It is very unlikely Devizes Library will be available, so this meeting will be held via Teams.</p>	