

Devizes Air Quality and Transport Strategy Group Meeting

Tuesday 16th February 2021, via Teams

Notes:

Present: Cllr Richard Gamble (Chair), Cllr Peter Evans, Martin Aldam, Gary Tomsett, Andrew Jack, Jason Salter (JSa), Phil Grocock (Wiltshire Council); Martin Reed, Richard Ormerod, Jasper Selwyn, John Schofield (JSc) (Sustainable Devizes); Philippa Morgan (Trust for Devizes); Nigel Carter, Kelvin Nash, Ian Pennington, Simon Fisher (Devizes TC)

Item	Notes	Action
1. Apologies	None. Kate Freeman stepped down from the group following the previous meeting in December.	
2. Minutes of last meeting 15 th December 2020	RG asked for any changes or comments on the notes from last time. There were none.	
3. New cycle parking within Devizes town	<p>SF began by saying he understood the need for cycle parking but wanted to understand what initiatives this group wanted DTC to take. He explained that the current seating in the marketplace has been very popular and DTC wishes to continue this and are looking at installing temporary cycle parking at the marketplace for summer 2021.</p> <p>RO said how this had come from the cycling survey from summer 2020 and two issues arising for cyclists: safety whilst cycling on the road and having safe and secure parking at destination. The survey showed a need for more cycle parking in well supervised areas of town. Some of the current parking was felt to be unsafe due to being in areas of low footfall or out of the way, giving thieves an opportunity unseen.</p> <p>Sustainable Devizes' idea is to include parking spaces in well-frequented parts of the town – Maryport St, marketplace.</p> <p>It was agreed that the standard 'Sheffield hoop' design did not compliment the conservation areas and heritage aspect of Devizes. PM had found alternative designs that might be more appropriate.</p> <p>Suggestions for new locations included at The Brittox near the litter bins or benches, so as to not fill the space and create more obstacles. At the other end, near Britton News close to the bollards. At the marketplace near the bus stops and by the fountain. RO was happy with the idea of temporary parking as SF described.</p> <p>NC wanted to understand about security. Do new locations need to be covered by the town's CCTV, or in areas of high footfall? He asked if the idea is to install locked cycle cabinets? JSc pointed out cyclists like to park near to their destination. If they stop for a coffee, they like to keep an eye on their bike. This is especially true for tourists. MA followed up on NC's point; hoops sprinkled about a town allow cyclists to pop into many different shops quickly. Cycle cabinets tend to work best at e.g. rail stations, where cyclists leave their bikes for long periods. They do not work well in towns where they can be taken over by someone storing a bike or other items permanently. He confirmed parking works best in a well trafficked area to keep an eye on the bikes. CCTV is okay</p>	

	<p>but not necessary.</p> <p>PE wanted a suggestion from cyclists / Sustainable Devizes on where new parking should go for DTC to be able to discuss and decide.</p> <p>SF described the company DTC is working with over Streetscene work in town who will create the temporary cycle parking for the marketplace.</p> <p>RO liked the idea of the temporary parking to test out locations and whether they are used or if residents object. He asked if DTC would consider cycle parking attached to their buildings? NC was happy to consider this but pointed out many are shops with glass frontages. SF pointed out several reasons why this may not be suitable.</p> <p>PM said that Trust for Devizes would be happy with the temporary solution but would like to see this made permanent as soon as possible.</p> <p>JSc was happy to create a map of locations and pass to DTC.</p> <p>RG asked about possible funding? SF said that DTC has put money aside for the work in the summer, including the temporary parking but there is no budget for permanent cycle parking.</p>	<p>JSc</p>
<p>4. Update on Devizes bus services (JS)</p>	<p>JSa updated the group with news about public transport for Devizes town and the wider area.</p> <p>The bus network is currently operating at 40% of normal volumes due to Covid-19 restrictions, people working from home and being cautious of using public transport.</p> <p>Bus passes can now be used before 9.30am until schools go back.</p> <p>The bus industry is currently propped up by government subsidy and it will be tricky to ween off this subsidy.</p> <p>The Devizes town bus service has been re-tendered and awarded on a short, 2-year basis. This has involved S.106 choices and keeping an eye on the green agenda. Faresaver will begin new contract from 1st March. Under the Better Deal for Buses, Wiltshire received £671k in March 2020 to enhance services or restore lost ones</p> <p>There is a further £1.2m for demand responsive transport and will enhance the Connect2Wiltshire further up towards Marlborough and out to Devizes. This is at the verification phase.</p> <p>The National Bus Strategy is a roadmap for buses and will be published in next few weeks. The government is subsidising the bus industry by £27m per week.</p> <p>There is £550k of S.106 funding for buses, some of which is for Devizes Community Area. JSa will come up with a table of schemes for routes including an outline and costs to spend the S.106 allocation over the next 3-5 years.</p> <p>NC asked about Lay Wood and S.106 monies. PG replied that the Lay Woods development is in 2 parts. The 1st part of the estate is within walking distance of the 49 route and that service into Devizes town. The 2nd part of the estate, as of 12 months ago, is still being built. To extend the town service into Lay Wood, a 3rd vehicle would be needed and need to work out how best to integrate this into the service – it would spend a lot of its time stationary. Need to speak to Faresaver about how best to set their driver times. So there are no plans yet as most residents are still within walking distance of the 49.</p> <p>JSc asked about the town bus. If Faresaver have a 2-year contract, when will planning to re-new / re-tender it start? If it is a good service, it will</p>	

	<p>encourage people to use it and make good use of 3 buses. Connect2Wiltshire – lots of work went into planning this for Pewsey Vale. Sad to think this is lost. JSa felt the future for buses is up in the air due and very hard to plan right now. PG mentioned that the 49 is currently hourly but PTU is looking at running this half-hourly. The link from Devizes town to Lavington School is hard with using public funding to take students from the town with a secondary school out to another school. The town network needs to be re-planned in order to take in the new health centre. The north and east of the town do have access. Shortening the loops will reduce access. PG asked how often people will need to go to the new health centre and what service it will provide? He needs to better understand this demand. It was recognised the post-Covid demand on public transport will be very different than before. With jobs having been lost, may need to improve links to nearby places with employment e.g. Bumpers Farm, Chippenham. There is a need to understand barriers to employment from local towns. Connect 2Wiltshire drivers are seeing new passengers on journeys but currently not seeing regulars. JS pointed out that being hourly, the 49 is not attractive to residents at Lay Wood. He was hoping route would be ready when the estate was complete. PG referred to the 1A and 1C across town. RG asked about links to Salisbury. To make a commercial link to Stonehenge and connect to Wiltshire Museum and, via 49, to Avebury would connect the whole heritage experience. PG responded that the review begins by asking if the service can run commercially. They did not feel this could make it. The service would have to speed up and miss South Newton, although this village has high passenger numbers. RG asked about community bus networks and forming a starter group to liaise with operators. JSa replied that the National Bus Strategy will be very heavy on bus networks and they will become local authorities' responsibility. RG thanked JS and PG for attending. JSa has an action to come back with a draft table of bus schemes for comment by this group. PE mentioned that Devizes LINK is not currently operating due to Covid-19 but they want to re-open and will serve the health centre.</p>	<p>JSa</p>
<p>5. New cycle routes within Devizes and linking to villages (MR)</p>	<p>MR updated on two cycle routes being looked at: The Devizes to Potterne route using bridleways will need to be put on hold. The Rights of Way team cannot get on site to cost up work, due to Covid-19 restrictions. MA confirms they are currently contacting landowners and starting to look into possibility of route. The route on the London Rd as a segregated route will be looked at by Atkins as a study. MA confirms the brief has gone to Atkins and Highways are waiting for them to respond. JSc mentioned the segregated path on London Rd and the need to look at other options. He described a scoring system for cycle routes and how it applied to a number being looked at here. He described a route from the Lay Wood area to Devizes School using residential area and off-</p>	

	<p>road routes that gave a higher score than anything else being looked at. MR discussed why London Rd is being concentrated on and listed to housing, employment and schools that are all along that route. The towpath is being discounted as it would bring cyclists into conflict with other users.</p>	
<p>6. Report on Devizes Air Quality data and Wiltshire Air Quality Strategy & Action Plan (GT)</p>	<p>GT stated that the action plan is in progress but is not yet published. There are currently some issues with Atkins. Defra has now tidied up their AQ website to better show AQMAs.</p> <p>Wiltshire Council is still collecting accurate data. GT mentions guidance for developers and AQ which will be useful to them.</p> <p>Wiltshire's data is currently being ratified before being published. GT showed a graph of AQ across Wiltshire. All areas in Devizes have complied with levels due to Covid-19 and reduced traffic. Defra has agreed that AQMAs cannot be revoked due to 2020 data which will show artificially low levels. Almost all areas within Wiltshire, bar two, will be low and comply.</p> <p>RO asked about January figures and GT discussed changes across the year.</p> <p>MA mentioned figures for Mason's Lane in Bradford on Avon and the 1-way system in place there. He is interested to see the effect of that.</p> <p>GT mentioned the effect of woodburners on AQ.</p> <p>For the AQ action plan, there will be modelling undertaken and he is in discussion about that.</p>	
<p>7. Report on S106 finances (MA) and CIL finances</p>	<p>MA reported there is no change in the levels of funding.</p> <p>He asked about the £10,000 allocated towards the business case study for Devizes Gateway rail station. RG replied that this is in case further funding is needed towards the outline business case. If this is successful and the project moves ahead, there will be a considerable amount needed for the full business case and other supporting documents.</p>	
<p>8. AOB</p>	<p>There were no items of AOB.</p> <p>RG thanked everybody for their work towards this group. Both he and PE will be stepping down as Wiltshire Councillors at the election in May, so this was their last meeting with the group. RG felt the group had made good progress.</p> <p>PE added his thanks too after the many years he has been on this group.</p>	
<p>Next meetings</p>	<p>Dates for futures meetings have not yet been set.</p>	