

Note of Bradford on Avon Community Area Transport Group held on 7 October 2011

Committee Room 8, County Hall, Trowbridge

Present:

Malcolm Hewson, Wiltshire Councillor (Chairman)

Rosemary Brown, Wiltshire Councillor

Trevor Carbin, Wiltshire Councillor

Linda Conley, Wiltshire Councillor

Gwen Allison, Bradford on Avon Town Council

Becky Stevens, Holt Parish Council

Simon Coombe, Limpley Stoke Parish Council

Matthew Midlane, Monkton Farleigh Parish Council

Ian Richardson, Westwood Parish Council

Robin Davies, Winsley Parish Council

Alan Mines, Wingfield Parish Council

PC Martin Barrett, Wiltshire Police

Andy Cadwallader, Area Highway Engineer, Wiltshire Council

David Thomas, Traffic Engineering Manager, Wiltshire Council

Spencer Drinkwater, Principal Transport Planner, Wiltshire Council

Peter Dunford, Community Area Manager for Bradford on Avon, Wiltshire Council

1. Apologies

Martin Moyes, Holt Parish Council

Richard Craft, Climate Friendly Bradford on Avon

2. Notes of CAT-G meeting on 8 July 2011

Agreed.

3. Successful outcome of bid to Substantive Highways Scheme for Zebra Crossing at Holt

Spencer Drinkwater confirmed that the Holt project was one of five applications to the £100,00 budget which had been recommended for approval to councillors and was very likely to be agreed having been ranked 2nd of the 5 bids overall against an assessment of cost-benefit and deliverability.

The £ 23,000 scheme, which covers the crossing and associated lighting, is jointly funded by Wiltshire Council £11,000, Bradford on Avon Area Board £5,000, Holt Parish Council £500, Friends of Holt School £500 and £6,000 fundraising through an 'Auction of Promises'. These contributions will now need to be called in before design work and implementation can commence.

The timeframe now is: local informal consultation (Autumn); formal advertisement of a Traffic Regulation Order (Winter); scheme design (Spring); with construction commencing before the end of the current financial year.

4. Response to the decision by Bath and North East Somerset Council to impose an experimental 18 tonne weight restriction on HGVs at A36 Cleveland Bridge in Bath

The decision taken by B&NES Cabinet on 14 September will come into effect in February/ March 2012. As this is an 'experimental order' for up to 18 months there is no formal advertisement period for objections from residents or other stakeholders. Instead, representations can be made at any time during the experimental period and the order will be made permanent or cancelled by the cut-off date.

The response from Wiltshire will need to include a robust monitoring regime for counting HGV movements and a meeting with contractors, Mouchel, has been instigated to agree the approach.

The Lorry Watch scheme to be introduced in the centre of Bradford on Avon is a local attempt to enforce the 18 tonne weight limit on Town Bridge using volunteer effort. The information gathered from this exercise will support the wider data-gathering programme.

Councillor Hewson asked for monitoring updates to be a standing item on the Area Board and CAT-G agendas. **ACTION: Peter Dunford**

Councillor Carbin requested records of the automatic traffic counts taken on Staverton Bridge which he has not seen for some time. He also asked that the B&NES address for objection be publicised widely. **ACTION: Spencer Drinkwater**

Councillor Brown expressed concern at the impact on the already poor air quality in the town centre and also at the cost of all the new signage that would be required. Spencer Drinkwater confirmed that B&NES had a budget of £ 30,000 for implementing the scheme and Andy Cadwallader commented that this may be a vast underestimate given the need to signpost traffic as far away as the M4 Motorway.

Ian Richardson commented that we need hard data to be able to support or object to the Traffic Order. Wishy-washy comments would hold no weight with B&NES.

Becky Stevens asked that a weight limit on Staverton Bridge be investigated as 'retaliation'. Spencer Drinkwater commented that this would only impact adversely on Wiltshire and would have no effect on Bath. The Freight Strategy for the sub-region needs to be re-visited to find a sustainable solution. **ACTION: Kingsley Hampton, Wiltshire Highways**

Alan Mines advocated the installation of number-plate-recognition cameras and was concerned that Wiltshire Council was not being strong enough in its condemnation of the action taken by B&NES Council.

5. Devolved Decision-making

Dave Thomas advised that, as part of Wiltshire Council's drive to devolve decision-making more locally, responsibility would be devolved in 3 policy areas from April 2012:

i) Speed Limit Reviews on C class and unclassified roads

A prioritised list will be presented to CAT-G groups on an annual basis for selection of up to 2 routes per year for speed limit reviews, with final decisions on targetting to be agreed by the Area Board.

ii) Speed Indicator Devices

Each Area Board will be allocated a SID and will be issued with a list of sites eligible for deployment. The CAT-Gs and Area Boards will be asked to identify priorities and a programme for deployment of the SID, to be reviewed every 6 months as a minimum. If necessary, additional equipment can be procured for the sole use of the particular Area Board, at its own cost for purchase and maintenance.

i) Waiting and Parking Restriction Reviews

Future requests for Waiting and Parking Restriction Reviews will be directed to the Town and Parish Councils for an annual assessment and priority ranking. Top ranking requests will be assessed against an agreed matrix and it is anticipated that all requests for a particular town or parish will be taken forward as part of an holistic approach.

6. Taking Action on School Journeys Challenge

Dave Thomas reported on 2 recently published school travel plan reports:

i) St Laurence School

The recommendations are for an awareness campaign to promote more sustainable modes of transport for school journeys including cycling, walking and public transport, and for council owned car parks to be designated as drop-off and pick-up points in order to reduce the number of vehicles accessing the school via Ashley Road.

Trevor Carbin requested that parking sites in the east of the town should be identified for parents from the Holt and Staverton direction. He preferred 'Park and Walk' as better terminology to 'Park and Stride'.

Andy Cadwallader reported that Well Path, a walking route to school between Newtown and Tory, is subject to an emergency closure order for the foreseeable future.

A recent Community Area Grant application from Climate Friendly Bradford on Avon, deferred by the Area Board, had proposed a walking, cycling and bus map of the town. The outcomes of these two projects were agreed to be mutually supportive. **ACTION: To request CFBOA and St Laurence School to work together on implementation of the TAOSJ recommendations towards a modal shift in school journeys**

ii) Fitzmaurice Primary School

The recommendations are for a new Puffin Crossing on Trowbridge Road and a Walk Safe training programme. A feasibility study into a shared use path linking the Primary School and Bailey's Barn Car Park concluded that further negotiation with land owners and ground investigations are required before any detailed design of the route is undertaken. Planning permission and alternative sources of funding would need to be secured.

The new crossing would require the loss of some on-street parking spaces which was likely to raise objection from residents. Gwen Allison asked that this be implemented in co-ordination with the proposed gateway to the Historic Core Zone in the same vicinity. Concern was expressed at the exact location of the proposed crossing which was considered not to be on the desire line of pedestrians. **ACTION: Dave Thomas to discuss further with Malcolm Hewson and Gwen Allison.**

Peter Dunford reported on a project to install 3 lighting columns and associated power supply on the path running alongside the Primary School to the Trowbridge Road, which was also part of the proposed town cycle network. Detailed plans and costings were awaited from the Council's lighting contractor.

7. Update on Priority Projects

i) Wingfield - provision of footways

Concern - lack of footways in the village

Solution – provision of new footways at Magdalen Lane – Phase 1 construction completed in July at a cost of £ 5, 000 and well received by residents – **a bid was made for Phase 2 funding to enable access to the bus stop, at a cost of £ 11, 500.**

ii) Trowbridge Road, Bradford on Avon - traffic calming

Concern - regarding pedestrian safety when walking along northern footway due to parked cars and traffic intrusion.

Solution – the footway is generally quite wide approx 1.8metres. In some areas it is less and there are some areas subject to overhanging vegetation that has been cut back. The use of vertical features such as bollards is considered inappropriate over this long a length.

Possible solution would be to create a margin strip, say 300mm wide, at the front edge of the footway to encourage pedestrians to stay away from the kerb. This could be achieved using road markings or an imprint material.

The margin strip has been investigated and a 'street print' pigmented asphalt has been costed at £ 12,000. Dave Thomas doubtful as to the cost-benefit of this solution. A cheaper solution would be a Traffic Regulation Order to ban on-street parking and replace with double-yellow lines, although this would be highly contentious with local residents.

Gwen Allison commented that the proposed Historic Core Zone gateway on the Trowbridge Road may achieve the same traffic calming outcomes which are sought.

ACTION: Further discussions to be held between Malcolm Hewson/ Rosemary Brown/ Gwen Allison/ Dave Thomas

iii) Bath Road/ Mount Pleasant, Bradford on Avon – traffic intrusion

Concern - narrow footways and generally unpleasant area for pedestrians and school children.

Solution – upgrade the existing walking route through the Mount Pleasant community centre car park and then through the church yard. This low cost solution could be achieved through a fingerpost and advisory footway markings on the tarmac. Negotiations would be necessary with landowners including the community centre and the Church. Include in School Travel Plans for Christchurch Primary and St Laurence secondary school.

A higher cost engineering solution could include setting back the wall to the community centre; resurfacing the carriageway and footways and building new kerbs; narrowing the road carriageway slightly where this can be achieved. Estimated cost of this is in excess of

£ 100,000.

Andy Cadwallader reported that he had had the vegetation cleared in that area. The footpath through the churchyard is not a public right of way and the Council has no control over it.

Ina Richardson suggested we speak to the Church and offer to maintain the footpath and vegetation. PC Barrett suggested that a footpath through a car park would be dangerous.

ACTION: Dave Thomas to seek highway and footpath surfacing upgrades along Bath Road and Mount Pleasant

ACTION: Rosemary Brown to facilitate a meeting with the committee of the Mount Pleasant community centre, which includes Vicky Landell–Mills, Jocelyn Feilding and Jim Lynch

De-prioritise from list.

iv) Newtown, Bradford on Avon

Concern – pedestrian safety due to narrow footways or no footways.

Solution – site visit held on 22 March 2011 to consider concerns re pedestrian safety due to narrow footways or no footways. Plastic bollards may be suitable.

Amendments to the alignment of the existing double yellow lines may help but measures need to be low key in keeping with the environment. Priority traffic flows not possible due to lack of intervisibility.

ACTION: Local member to consult (Malcolm Hewson)

Agree plastic bollard design - hold site visit at 17/18 Newtown

v) Holt – Zebra Crossing

See item 3 above.

vi) Westwood – on carriageway footpaths (virtual pavements)

A bid was made for signs, posts, surface treatment, patches, road markings and junction bellmouth alterations at Orchard Close – cost estimate £ 2,672. 85

Speed limit trial for 12 months although the TRO will last for 18 months. 'Before and after' counts taken, one more due in November and one next year. There will also be a questionnaire sent to all village residents.

8. Budget Update and opportunities for joint funding

Spencer Drinkwater confirmed that, of the budget in 2011/12 of £ 20,125, only £ 6,500 had been spent to date. There would be no roll-forward of any unspent monies at the year end, unlike last year.

Peter Dunford reported that he had written out to the parish councils, as requested, to request interest in a jointly funded budget for minor capital highway schemes such as dropped kerbs. To date he had only had one response and it was suggested that the wording of the letter had been off-putting to the parish councils.

9. Review of other matters on the schedule of requested traffic and transport schemes

Historic Core Zone

A contractor has been appointed to carry out the detailed design for the scheme at the Church Street/ Market Street junction which has included surveys of street furniture, signing and lighting and proposals for a controlled parking zone. The 'governance' to oversee this project is being put in place.

Requested Traffic and Transport Schemes at October 2011

See updated schedule, attached.

10. Dropped Kerbs and Grit Bins

i) Dropped Kerbs

ACTION: Request for one dropped kerb at Kingsfield, Bradford on Avon agreed.

Another request at 8 Priory Close to be investigated and reported back next time.

ii) Grit Bins

Answers to questions raised at the last meeting:

1. How many grit bins are there in the council? Just over 1400
2. How much did it cost to carry out one complete fill cycle in 2010/11? I was unable to obtain this as the representative from finance for winter was out of the office.

3. How long did the fill cycle take 2010/11? Around 70 days to complete. 5 grit bins can be filled by one gang in one day (due to the restrictions of salt on the vehicle) 4 gangs would take an average of 70 days

4. Is there a report of how the winter maintenance service performed last winter that is available for the public? Yes there is, but unsure if it is publically available at present

5. How many parishes asked for bags? 70 Parishes

6. What are the restrictions on having bags? Need to be stored in an undercover location, and the location needs to be suitable for delivery. Also someone as a contact to monitor the salt bag.

7. Will this service be offered next year? Yes, there was an article in the Parish Newsletter explaining this (also available on the Wiltshire Council website) but requests needed to be received by the end of August. Requests should be sent to Sarah.peterson@wiltshire.gov.uk

8. Is there a risk assessment involved with the use of the bags and parishes fill grit bins themselves? No

11. Recommendations

Priorities for funding in 2011/12 from the £ 13, 625 underspend were confirmed as:

- i) Wingfield - footways at Magdalen Lane, Phase 2 - £ 11,500
- ii) Westwood - on carriageway footway and protection bollard - £ 2, 500

If the budget estimates over-run, it was agreed to seek the shortfall from the respective Parish Councils.

12. Any Other Business

- i) A large pothole had appeared on Frome Road, near the crossroads, at Wingfield. **ACTION: Andy Cadwallader to investigate**
- ii) No kerbs near Comptons/ The Plough pub at Bradford Leigh. **ACTION: Trevor Carbin to supply further details**
- iii) PC Barrett reported parking abuses at The Midlands, Holt, from traffic visiting the National Trust 'Courts'. Cars are parking on the pavement on the bend and cones are having to be placed there on a daily basis to control the nuisance. Can we put down yellow lines? **ACTION: Refer to Parking Manager and copy in Becky Stevens**

13. Date of Next Meeting

Representations had been received from Winsley Parish Council that day time meetings were not suitable for their representative, but that late afternoon would be possible. Accordingly the date and time of the next meeting was changed to:

Monday 9 January 2012 at 4pm, venue to be notified.

Note taken by Peter Dunford, Community Area Manager for Bradford on Avon

October 2011