



**Bradford on Avon  
Town Council**



**LOCAL COUNCIL  
AWARD SCHEME  
QUALITY GOLD**

Minutes of the Sustainable Travel Council meeting of  
BRADFORD ON AVON TOWN COUNCIL held

Tuesday 19<sup>th</sup> July 2022  
At 7 p.m. in St. Margaret's Hall

Attendance – Town Council

Cllr S McNeill-Ritchie  
Cllr J Parker  
Cllr T Trimble (Chairman)  
Cllr K Vigar  
Cllr J Vittles  
Sandra Bartlett (Town Clerk)  
Sarah Howe (Committee Clerk)  
Matthew McLaughlin (Communications Officer)

Apologies: Cllr S Blackwell, Cllr S Gibson, Cllr D Garwood

Members of the public: Jeremy Wire, Andrew Nicolson, Pete Harris, Barney Weston, Annette Seeking, Joyce Shaw, Beryl Turner, Louise Weissel and 7 others.

10). Auto Speedwatch Cameras (ASW) and Speed Indicator Devices (SIDs)

Talk by John Derryman from Police and Crime Commissioners Office on the use of these devices. He highlighted that speeding across Wiltshire and Swindon is a major issue both for the police and local communities. The Commissioner is proactive about reducing speeding and improving road safety and in the last year has increased the number of enforcement officers and police enforcement vehicles. The Speaker also thanked the local Community Speed Watch team (CSW). The local one is part of a network of around 115 county-wide and a partnership between the CSWs and police is helping reduce speeding and improve road safety. To assist, two types of automated devices are currently deployed across the county: 93 SIDs (visible to motorists) and 9 ASWs (hidden from motorists). The SIDs are devices with flashing smiley or sad faces and collect data which uniquely is forwarded to a police database to highlight speeding hotspots to which police units can then be deployed. The ASWs capture photos of speeding vehicles and provide data for those vehicles including insurance, MOT and tax. Cautionary letters can then be posted to offenders. Again, with data collected police speeding units can be deployed to hotspots.

The speaker then offered a Q & A session. A couple of locations around town were highlighted by members of the public as speeding hotspots and both the Chair and the Speaker confirmed that the use of a SID could certainly help in those locations, however Barney Weston suggested a whole town approach would be more appropriate for deployment. Cllr McNeill-Ritchie believed the Town Council should push harder for more money spent on enforcement of speed limits via police activity rather than the use of SIDs or ASWs to which the Chair confirmed that although the Town Council do not have the powers or resources to enforce speed limits the use of the automated devices would flag up hotspots to the police who can then act.

11). Declarations of interest – none

12). Minutes

After an amendment to the minutes was made, it was proposed by Cllr Vigar and seconded by Cllr Trimble **RESOLVED:** To accept the minutes of the last meeting held on 24<sup>th</sup> May 2022 as a true record.

13). Chairman's Report

(i) Continuing discussions with The Big Lemon electric bus operator. Three potential sites have been identified for bus storage and charge. Chair visited the Green Breather Day on June 18<sup>th</sup>, 2022, in Frome and viewed an E-bus The Big Lemon used in Brighton. A survey of potential bus use is planned for late summer/autumn. Routes could include Winsley, Westwood and Holt. Further discussions ongoing with The Big Lemon, Westbury TC, Frome TC, Option 24/7 and Wiltshire Council.

(ii) Co-Cars electric car/bike scheme. Wiltshire Council to host survey August-September and promote through Town newsletter and website. Car and bike locations identified including surrounding villages. Chair believes there is good support in town.

(iii) Two AeroQual monitors on Silver Street and Frome Road (also measure particulates), licenses have expired. There is a gap in coverage along Mount Pleasant/New Road. Chair in discussion with Wiltshire Environmental Officers regarding reinstating licences and plugging gap in New Road but £2500 annual licence costs may need to come from Town Council as WC say they have no budget. However, Mason's Lane monitor is due for renewal in next 12 months and WC, who have funding for this, say they are prepared to move unit if the town wishes.

(iv) No Engine Idling – Judith Holland has observed 'Please no engine idling' posters in Widcombe area of Bath on A36. Chair would like to adopt something similar in BoA. Cllr Vigar was interested in confirming who had produced the sign and what permissions are needed to display them. Cllr McNeill-Ritchie confirmed that the Bear Flat Association (who commissioned the signage) have not sought permission to display them. It was agreed voting for something similar around town would need to be moved to a future date and appear as an agenda item.

14). Access from Across the River

Proposal to set up a new working group to distil a single new design for a pedestrian bridge. The aim is to find a design which would find the support of the majority of town residents. A recent consultation showed, 69% support for such a bridge as a way to encourage people to walk and cycle. The owners of Lambs Yard are broadly supportive of a bridge on their land. This is likely to be a long-term project. Joyce Shaw from the Town Bridge Safety Group is supportive although the issue is still clearly contentious amongst residents concerned about need and finance. It was proposed by Cllr Trimble and seconded by Cllr Vigar and with all in favour **RESOLVED:** To set up a working group to find a single new bridge design that could be supported by the majority of residents.

15). Traffic Consultation

Chair confirmed that this moving forward at a glacial pace with Wiltshire Council which is creating some frustration. Ongoing correspondence between Cllr Dr McClelland (Wiltshire Council cabinet member for Transport) and Town Council has now been published and Town Council now awaiting a further response from Cllr Dr McClelland. Cllr Vigar suggested that Cllr Dr McClelland may be consulting with the Cabinet Office, hence the hiatus. Whilst Councillors are working towards improved safety for pedestrians and cyclists as a priority some members of the public are concerned that reduced traffic flows and improved air quality should have been the priority. The Chair and Cllr Vigar confirmed that the correspondence above was circulated amongst the town councillors with 9 of 12 in favour of the emphasis on cyclist and pedestrian safety as these are achievable goals in the short to medium term. Barney Weston asked for evidence that the majority of the councillors supported this view. Chair to see if he can supply this.

16). Wiltshire Council Local Highway & Footway Improvement Group (LHFIG)

(i) The report was noted.

(ii) LHFIG have not met since previous ST meeting. LHFIG next meets on 25<sup>th</sup> July 2022 at 4pm.

17). Wiltshire Council's Highways Improvement Forms

There was a discussion instigated by Cllr Vittles around the use of WC's Highways Improvement forms and role the Town Council plays in the process. Chair confirmed the following:

- BoA residents could and should put in forms requesting minor repairs/alterations/improvements,
- the Town Council are obliged to ratify any suggestions before they move along to LHFIG for consideration, the procedure is as requested by WC so we must work with what we have got.

Cllr McNeil-Ritchie suggested dealing with each individual form at the ST Committee meetings was possibly not a good use of the Committee's time, Cllr Vigar thought a working group could be set up to delegate approval and the ST Chair should visit the sites, perhaps with any volunteers, to which the forms relate then the group consider the improvements for approval. The Chair should then note the decisions at the ST committee meetings. The Chair suggested he would email for delegated volunteers. It was also noted that for BoA residents a covering sheet with the form would be a good idea with WC contact information so residents can follow up.

(ii) Kingston Road/Norden junction application: this road has been adopted and Chair has been in discussion with engineers at WC who suggest arrow heads to highlight the raised road surface at the junction.

(ii) Resident in Silver Street has some issues with the blind bend roadside of 18-22 Silver Street. He would like warning signs further up Silver Street towards Holt where there is a tight bend. An advised/enforced speed limit of 20mph for this road section and the kerb to be widened or raised to prevent HGVs/buses mounting kerb when misreading the bend. As this was deferred from a previous meeting it was proposed by the Cllr Trimble and seconded by Cllr McNeil-Ritchie and with all in favour **RESOLVED:** to forward this application to WC/LHFIG.

(iii) Applications from Andrew Nicolson to be deferred until next meeting as forms submitted on the day the agenda was published.

18). Auto Speedwatch Camera

Following on from the talk by John Derryman, the Chair proposed that he would like to purchase a single ASW camera at £600 plus £80 for a booster pack for low light conditions for use in town. There is also an annual software support cost of £150 after the first 12-month period. Following a discussion, it was proposed by Cllr Trimble and seconded by Cllr Vigar and with all in favour **RESOLVED:** to purchase a single Auto Speedwatch Camera at £600 plus booster pack at £80. The Chair confirmed he would like to purchase a SID device too (c. £2-3K) so the town would have one of each and has put the purchase out to tender. Cllr McNeil-Ritchie asked for data collected from the new ASW camera to be presented to the next ST committee meeting before any further ASW or SID purchases.

19). Date of next Meeting

The next meeting has been arranged for 27<sup>th</sup> September 2022.

The meeting closed at 9.07p.m.

## APPENDIX 1

### Members of the public who spoke at the Sustainable Travel Committee meeting on the 19<sup>th</sup> July 2022

1). Pete Harris asked whether the Town Council shares his concerns about some aspects of the recently installed pedestrian improvement scheme at Station Approach mini roundabout:

Firstly, yet again Wiltshire has installed bright yellow parking control lines rather than the pale primrose colour which should be used in environmentally attractive areas. Does the Town Council accept this unnecessary environmental intrusion?

Secondly, no coloured tactile paving has been introduced at the crossing points to aid the visually impaired. The Dept of Transport document 'Guidance on the use of Tactile paving surfaces' states what layout should be installed at controlled crossing points. Is the Town Council happy that the needs of this group of vulnerable residents have been ignored?

Thirdly, no dropped kerb has been installed across the one-way section of St Margaret's Street so wheelchair users, those with walking aids, and those pedestrians pushing pushchairs are denied the ability to use the shortest route from the east side of St Margaret's Street to the Station and vice versa. Is the Town Council happy that this group of users has been disadvantaged? As this was quite a detailed set of queries the Chair asked for a copy of the questions for consideration, and he would respond in due course.

2). Barney Weston – from the motion of 29<sup>th</sup> March 2022 the committee agreed unanimously to request WC develop options for a road scheme, which would serve the three aims of preserving pedestrian and cyclist safety, reducing traffic volumes and improving air quality no outcome should be improved at the expense of another and although not explicit, implied this would be whole town approach. Following a couple of exchanges with Cllr Vigar and Cllr McClelland from WC this has been watered down to prioritise cyclists and pedestrians with one-way working in town centre and some mitigations on other roads around town which might subsequently experience an increase in traffic. Reducing traffic volumes and improving air quality are now overarching long term objectives and Town Council is not seeking engineer changes. Please can committee explain how this most recent request meets the conclusions in Future of transport consultation and confirm that they are not being steamrolled over by WC Cabinet member who according to Twitter posts is pro car as a 'stimulus for growth and is anti-low neighbourhoods as a middle-class ghetto which stymies drivers and keeps out undesirables'. The Chair said he is very aware of the needs to reduce traffic volumes improve safety of pedestrians and cyclists and improve air quality identified as a result of the consultation. However, with a bypass the only way to drastically reduce volumes and improve air quality likely taking 5-10 yrs to build there is no fix for these issues. Engineers cannot immediately deal with traffic volumes but can do things to help with pedestrian and cyclist safety and comfort. WC will not shift traffic elsewhere to help BoA. Barney asked if Pedestrian and Cyclist safety now ahead of traffic flow to which the Chair said yes and the use of traffic calming to reduce how easy travelling through town might become. Cllr McNeil-Ritchie suggested that political will is lacking not technology to reduce traffic flow and improve air quality but Chair stated that the ANPR initiative in Bath only just breaks even and requires a lot of admin so that a small town like BoA would be swamped with overheads. Louise Weissel thought 20mph signs through town should help and would like the committee to push for such signage. Cllr Vigar stated that the Town Council, WC and Wiltshire Highways are all working on it together and will engage and discuss plans with the public in due course.

3). Annette Seekings: Re Agenda item 8. The Future of Transport Consultation 'A new bridge for pedestrians and cyclist' As the question did not specify a location for a new bridge I indicated 'Yes' as I would like to see two new bridges (located at Bridge Street to Sully and Railway Station car park to Barton Orchard path, both parallel to the railway bridges, neither of which run from library car park to Lambs Yard. Can you reassure me that my response is not included in the 69% you have assigned to supporting 'a new bridge'.

Also, my memory of the river crossing preference survey organised by Sarah Gibson is that by far the most favoured crossing was across the Town Bridge. Why then do you state the preferred crossing place was the library car park to Lambs Yard and is it for pedestrians and/or cyclists.

Chair stated that for the first part of the question that no he could not give that assurance and that Cllr Gibson, who ran the 2017 survey, had informed him that the Lambs Yard to Library Car Park was the most popular site. Cllr McNeil-Ritchie speculated on the appropriateness of the methodologies used to construct these surveys.

4). Joyce Shaw re agenda item 8. We do need a new pedestrian bridge and she is very supportive of the Lambs Yard to Library Car Park location.

5). Beryl Turner – There is no ‘No Cycling’ sign between Culver Close and Timbrell’s Yard along the river although cyclists use it and should not. Chair to investigate – there should be a sign.

6). Jeremy Wire Agenda item 9 and what type of scheme we want from Wiltshire Council and also about the Town Bridge

Because so much traffic is funnelled across the town bridge, we need to accept that our town will always have congestion. On the positive side, it does mean that the traffic goes slowly at busy times, benefitting pedestrians, cyclists, mobility scooters etc and sightseers. No traffic scheme for narrow streets will do away with congestion and so revisions may make car journeys longer. If we make traffic flow smoother, it will bring in new drivers who were using other routes before. But we can adapt to the congestion. Slowing traffic down in places other than bridge doesn’t reduce overall road capacity but does improve journey time reliability and encourage walking/cycling. Townspeople are asking for wider pavements and safer routes and we should grant these wishes: Questions; Do committee members accept that BoA will have congestion for foreseeable future? Do you agree that we must cut straight to improving the walking and cycling experience, not fix congestion. Referring to Agenda item 8, the bridge, do you agree that even if we get another bridge, pedestrians must still be able to use the town bridge as freely as they do now? The Chair stated that some of these points have been covered but that pedestrians should always be able to use the town bridge, but he wanted as few as possible there for safety reasons.

7). Andrew Nicolson – Do all the Committee members have confidence in the WC Highway/traffic engineers? Other counties do things very differently and Wiltshire is one of the biggest road builders in the western gateway area and very reluctant to use 20mph signage and slow the traffic down. The BoA-Winsley road narrowing and cycle track: 25cm is how much wider the carriage way will be on that stretch of road than the carriage way on the town bridge and traffic will be allowed to travel at 40mph, no streetlights, and the footpath and cycle track will be as wide as the two footpaths on the town bridge put together delivered by Wiltshire traffic engineers and he fears it will not be fit for purpose once finished. Cllr McClelland will not accept that when reduce capacity of a road in town it does reduce traffic flows and vehicles melt away. Chair has full confidence in our local traffic engineer. Cllr Vigar stated that we have to work with the engineers as no other choice, so we need to make it work.