

CALNE AREA TRANSPORT STRATEGY – UPDATE FOR DECEMBER 2019 MEETING

1. There was a meeting of the Calne Transport Strategy working group on Thursday 7th November to review the draft report and to critically assess the proposed long and short list of schemes developed from the open evening held in the summer and assessed against the agreed objectives by Atkins, the Wiltshire Council appointed consultants supporting the work. As a reminder the objectives are to:
 - a. Promote sustainable access to key amenities in the Calne area through delivering and promoting a transport network which makes walking, cycling and bus travel a safe and convenient option
 - b. Ensure development sites provide appropriate on-site and off-site transport infrastructure / services to accommodate and mitigate travel demand generated by the development and to tie into existing transport networks.
 - c. Manage car parking (on and off-street) so that it supports the local economy and sustainable access and provides an appropriate scale and type of parking provision.
 - d. Provide and promote sustainable transport options for inter-urban travel to key commuting destinations, and wider long-distance trips.
 - e. Work towards measures that manage traffic to reduce the negative effects of congestion on key routes and on through traffic on inappropriate routes through villages...
 - f. Improve road safety for all transport network users and reduce the number of casualties in Calne and Calne Without.
 - g. Reduce transport-related air pollutants and emissions.
 - h. Reduce the dominance of traffic, including HGVs and cars.
2. Some 35 schemes to deliver the objectives had been identified and were broken down into four key types: Smarter choices; Pedestrian and cycle network improvements; Public transport network improvements; and Highway schemes. These have been assessed against four scoring criteria: alignment with objectives, deliverability, cost and affordability.
3. From this work a short-list of schemes, at a high level, have been identified to meet the strategy's objectives and to address the local transport issues and challenges in Calne, there is limited direct impact on Calne Without. The schemes contained in the draft strategy are concept schemes and will need to be subject to a full process of scheme development, including option assessment. They will need to be developed in further detail as part of transport assessments or business cases as appropriate. Detailed scheme development will need to consider safety, equality, quality of life, environmental and carbon reduction implications. The schemes are split into four types:
 - a. Smarter choices;
 - b. Pedestrian and cycle network improvements;
 - c. Public transport network improvements; and
 - d. Highway schemes.
4. The only schemes directly affecting Calne Without that satisfied the criteria were to Improve footpaths on A4 including Quemerford and Black Dog Hill, footpaths between Marden Farm and the Leisure Centre and Cycle infrastructure improvements from the A4 at Derry Hill and Studley to NCN – although given this currently uses lanes it is difficult to

understand what the improvements might be aside from signage.

5. Schemes that did not satisfy the criteria included: improvements to the junction of Old Derry Hill and the A4, improvements at Studley Crossroads, improvements to the A3102/A342 junction; Southern and Eastern By passes for Calne. We registered our concern and disappointment that these schemes, related to safety, did not satisfy the criteria and assessment.
6. A further concern is that whilst the document is termed a 'strategy' it fails to meet the key criteria of such a document. A strategy is a series of actions that deliver an outcome. None of the schemes listed have any funding and there is no specified outcome or targets that can be achieved. The schemes included are effectively a 'wish list' that might be funded or might not. Wiltshire, as the highway authority, will have no commitment to implement any of it.
7. Next Steps. Working Group has been invited to submit comments on the draft report and in light of these Atkins will review and revise the draft for a further review. We would plan to circulate the final draft to the Calne Without Parish Council for comment ahead of any formal move to adopt the report. Once adopted it will be a document to be referenced in the Area Plan and ideally used to assess in future development plans, which may attract some funding for some of the schemes.
8. **RECOMMENDATION:** That Calne Without Parish Council note the update and the intention to circulate the final draft version of the strategy for comment.