

Holt Traffic Workshop

Consultation Report

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Holt Traffic Workshop

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Contents

1. Introduction..... 1

1.1 Background 1

1.2 Scope of the Holt Traffic Workshop..... 1

2. Stakeholder Consultation 6

2.1 Stakeholders..... 6

2.2 Methodology 6

3. Outputs from the Consultation 9

3.1 Workshop 1: Traffic Impact from the Tannery Site 9

3.2 Workshop 2: Transport and Streetscape in Holt..... 11

4. Discussion and recommendations 14

4.1 Discussion 14

4.2 Recommendations..... 16

Appendix A: Background information 1

Appendix B: Stakeholders 2

Appendix C: Workshop Handout..... 4

Appendix D: Outputs from Workshop 1 - Traffic Impact from the Tannery Site 5

Appendix E: Outputs from Workshop 2 - Transport and Streetscape in Holt 8

FIGURE 2.1: OUTPUTS FORM WORKSHOP SESSIONS 7

FIGURE 3.1: WORKSHOP 1- PRIORITISED OUTPUTS 9

FIGURE 3.2: WORKSHOP 2- PRIORITISED OUTPUTS 11

TABLE 3.1 WORKSHOP 1 – IDENTIFIED STRENGTHS 10

TABLE 3.2 WORKSHOP 1 – IDENTIFIED ISSUES 10

TABLE 3.3 WORKSHOP 1 – IDENTIFIED SOLUTIONS 11

TABLE 3.4 WORKSHOP 2 – IDENTIFIED STRENGTHS 12

TABLE 3.5 WORKSHOP 2 – IDENTIFIED ISSUES 12

TABLE 3.6 WORKSHOP 2 – IDENTIFIED SOLUTIONS 13

1. Introduction

1.1 Background

SKM Colin Buchanan (SKM CB) was appointed by Holt Parish Council and Holt Village Regeneration Limited to undertake consultation regarding the traffic impact of the development of the Tannery Site and to also undertake a review of traffic management, transport, parking and streetscape design issues and opportunities for the village of Holt, Wiltshire.

SKM CB was commissioned as independent transport consultants to facilitate the consultation event. A stakeholder engagement strategy was developed by SKM CB and agreed with Gerald Milward-Oliver (acting representative of Holt Parish Council Holt Village Regeneration Limited) and Chris Miles (of FMW Consultancy – traffic and transport advisors to the Tannery site development team) prior to the event.

This report outlines the outcomes of the consultation event held on 24th May 2012.

1.2 Scope of the Holt Traffic Workshop

1.2.1 Aims of the workshop

The aim of the workshop was to identify key traffic management, transport, parking, highways and streetscape issues and opportunities for the village of Holt and to set these out in order of priority. This would specifically identify potential responses that may fall within the scope of planning obligations for the Tannery development, and indeed would inform the design process for traffic and highways infrastructure and measures to facilitate the development.

The output from the workshop comprises this Consultation Report, which sets out details of the event, the consultation process, the responses and the priorities identified by Stakeholders. This report would inform the development of a wider traffic and transport strategy for the village of Holt as well as the developing master plan for the Tannery site, and is to be featured in the public consultation event that will be held in the village on 28 June 2012.

1.2.2 Preparation for the workshop

The invited Stakeholders were known to have significant interest and foreknowledge of the traffic management, transport, parking, highways and streetscape issues of Holt. This minimised the amount of scene-setting required for the workshop.

Nevertheless, background information was provided to the stakeholders prior to the event (see Appendix A), which consisted of:

- a background paper provided by Chris Miles of FMW Consultancy setting out details of the existing highway infrastructure, traffic, transport and parking issues and potential impact of the proposed Tannery Site;
- a copy of Traffic in Villages, a design guidance document produced by Dorset Council and Hamilton-Baillie Associates which shows possible solutions to common problems with traffic management and streetscape design in village communities.

1.2.3 Impact of the Tannery Site

The Tannery site is located to the northwest of the village, accessed via The Midlands from B3107 The Street. It is likely that the site will incorporate up to 70,000sqft of employment uses and 80 residential units. The site is expected to give rise to an approximate doubling of traffic flow on The Midlands, which is likely to warrant improvements to the local highway infrastructure and consideration to access issues. There is likely to be a requirement for up to around 200 parking spaces to be provided within the site, and extending to the field directly to the west of the Glove Factory Studios, with new access from The Midlands. The development will also generate a considerable number of new pedestrian and cycle movements in the village, and as such would benefit from improvements to highway infrastructure and crossing facilities.

A detailed master plan for the proposed redevelopment has yet to be prepared, yet the Tannery development team see the workshop as an opportunity to inform decisions on:

- How to improve the junction between the Midlands and The Street;
- How to provide for safe pedestrian crossing movements of The Street in the vicinity of The Midlands junction;
- How to improve the standard of The Midlands to accommodate the additional pedestrian traffic and pedestrian movements envisaged; and
- How to cater for the likely parking requirements of the site and to address existing Village Hall car park and on-street parking issues.

The master plan can then be developed in such a way as to not prejudice future aspirations for the wider transport strategy for Holt, and indeed will provide appropriate measures that align with the wider aspirations for improvements across the village.

1.2.4 Holt village

At present, there is no formal adopted plan or strategy for the improvement of traffic and highways infrastructure in Holt. The Wiltshire Core Strategy Pre-Submission Document (February 2012) refers to an 'area of opportunity' in Holt (designated in the West Wiltshire District Plan) being retained as it continues to offer a suitable location for mixed use development in accordance with Core Policy 1. It states that 'development of [the Tannery] site should be delivered through a comprehensive master planning process, and should be focused on providing live/work or local employment opportunities to help reduce the need for commuting'.

The Third Local Transport Plan workshops of November 2010 only identified that Holt was 'appalling served' by public transport. LTP3 does not contain comprehensive details of individual transport schemes or measures. Rather, it sets out a long-term transport strategy, a shorter-term implementation plan based on a realistic assessment of available funding and a number of supporting transport strategies. In addition, as a document developed through partnership working and extensive consultation, the LTP provides the framework for all other organisations with a direct or indirect involvement in transport in Wiltshire.

Holt Parish Council's Traffic Committee and the Neighbourhood Plan group have carried out consultation on a range of issues including traffic and transport. The main issues for local residents seem to be:

- Traffic volumes, vehicle speeds and number of heavy goods vehicle movements through the village;
- On-street parking and the impact on road safety and traffic congestion, particularly the perceived pressures placed on the availability of parking as a consequence of increased demand from visitors to The Courts;
- Safe crossing places over B3107 The Street

The latter issue has, to some extent, been addressed through the opening of the new Zebra crossing facility on B3107 The Common to the north of Station Road, yet there remains concern over other crossing locations, particularly at The Midlands junction outside The Courts.

1.2.5 Section 106 contributions

The redevelopment of the Tannery site is likely to be subject to planning obligations, in accordance with Section 106 of the Town and Country Planning Act 1990 (which is described in Office of the Deputy Prime Minister Circular 05/2005). This states that anyone with an interest in developing a site enters into a planning obligation by agreement or offer/ undertaking. It is known as an 'obligation' as there may be duties placed upon the developer other than by agreement. The items listed in the agreement might be positive (require action or provision) or negative (restrict action or provision). The requirements may be unconditional or subject to agreed conditions (ie., subject to certain provisions being made). The agreement can provide for payments or contributions to be made either as a lump sum or periodic, and payments are typically negotiated and can take some while to agree. The key issue with a Section 106 agreement is that matters agreed must be:

- relevant to planning;
- necessary to make the proposed development acceptable in planning terms;
- directly related to the proposed development;
- fairly and reasonably related in scale and kind to the proposed development; and
- reasonable in all other respects.

The use of planning obligations must be governed by the fundamental principle that planning permission may not be bought or sold. It is therefore not legitimate for unacceptable development to be permitted because of benefits or inducements offered by a developer which are not necessary to make the development acceptable in planning terms. Similarly, planning obligations should never be used purely as a means of securing for the local community a share in the profits of development, i.e. as a means of securing a "betterment levy".

There are likely to be planning obligations placed on the Tannery development that will result in the need for contributions to fund improvements to the local traffic, parking, highways and streetscape infrastructure, yet these will be limited by the need to relate the contributions, fairly

and reasonably, to the scale and kind of the proposed development. Nevertheless, it is in the developer's and local community's interests to ensure that the measures proposed align with local aspirations for improvements to the village, and are not just piecemeal solutions to isolated problems possibly exacerbated by the development. It is possible that the contributions would not, in entirety, be sufficient to fund the level of improvement desired by the community, and that alternative, gap-funding, would need to be sought through other means. This should not, it is suggested, preclude certain design solutions and wider transport strategies from being developed by the various parties.

1.2.6 Community Infrastructure Levy

Under the system of planning obligations only 6 per cent of all planning permissions brought any contribution to the cost of supporting infrastructure. In order to tackle this, the Community Infrastructure Levy (CIL) is a new charge that local authorities can choose to place on development in their area. CIL will contribute towards the "funding gap" between the total cost of infrastructure necessary to deliver new development and the amount of funding from other sources. CIL is charged in £/m² on the net additional increase in floorspace of new development. The Levy may only be applied to new developments of 100m² or more, or on any additional buildings. The CIL is fairer, faster and more certain and transparent than the system of planning obligations which causes delay as a result of lengthy negotiations. Levy rates will be set in consultation with local communities and developers and will provide developers with much more certainty 'up front' about how much money they will be expected to contribute.

CIL can be spent on a wide range of infrastructure in order to support development. The Localism Act allows a 'meaningful proportion' of CIL raised in a particular neighbourhood to be given back to that neighbourhood to decide what infrastructure it will fund. The amount of levy going to communities is yet to be set by the Government.

Whereas planning obligations are used to make individual planning applications acceptable in planning terms, CIL is based on a non-negotiable charge intended to provide infrastructure to support new development. After a CIL Charging Schedule is adopted, planning obligations will still be used to deliver site-specific mitigation requirements, without which a development should not be granted planning permission. At the moment Section 106 will continue to be used to fund affordable housing but this may change in the future. When a local authority starts charging CIL there should be no 'double charging' for infrastructure through both CIL and Section 106 Agreements.

At the moment, although Wiltshire Council has decided to implement the Levy, it must decide on a 'charging schedule' and are in the process of drafting the preliminary draft. This will then be the subject of detailed consultation and scrutiny and is intended to be adopted by the summer of 2013. For this reason, the CIL is not relevant to the Tannery development, yet might be used in the near future to gap-fund transport infrastructure plans for Holt.

1.2.7 Neighbourhood Planning

The Localism Bill enables Neighbourhood Planning, which came into effect in April 2012. This is to be carried out through the Parish Council and means that the community can draw up a

'neighbourhood development plan' and/or a 'neighbourhood development order'. A plan would set out, for example, where development should be sited and what form it should take, whereas an order allows the community to grant planning permission for developments that comply with the order. The plans and orders will not contradict local and national planning policy and they couldn't be used to block particular development, but are intended to provide a guide. Plans and orders will be independently examined and approved, and then local consultation and a referendum will be held to ratify them. If more than 50% of those voting support them, the plan and order will then be adopted and form a legal obligation for developers.

Holt Parish Council are now in the process of developing the Neighbourhood Plan and though, once again, this is unlikely to affect directly the Tannery development, there is clearly an opportunity to use the output from workshops to identify the sort of infrastructure that might be supported or facilitated by the plan, and to inform the process.

1.2.8 Traffic in Villages, Manual for Streets 2 and Shared Space

There is now plenty of new guidance and advice on ways of dealing with traffic in villages, the movement of people, the streetscape, public realm and environment, including in some cases solutions that are far less than conventional. These documents provide considerable background, guidance, case studies and evidence of how sustainable, deliverable, workable, attractive traffic management and streetscape solutions can be developed through community engagement and good design. This has already been demonstrated locally through the work of the Bradford on Avon Priority for People and, subsequently, the Historic Core Zone Action Groups. The scheme developed for BoA is in the process of delivery and, now that it has formally been adopted by the Town Council and the Area Board, provides a focus for funding as and when it becomes available through, among other sources, Section 106 and CIL in the future.

Stakeholders at the workshop were actively encouraged to consider the opportunities for broader, innovative and less conventional solutions to the local transport issues through application of current guidance and practices. It is hoped that the output from the workshop will be used to develop a common transport strategy and traffic management and streetscape master plan that may be adopted and used by the Parish and County Councils as a means of identifying how the community wishes to enhance the village of Holt over coming years.

2. Stakeholder Consultation

2.1 Stakeholders

To obtain a representative view of the community, a broad range of Stakeholders were invited to the consultation event by the Parish Council and Holt Village Regeneration Limited. The Stakeholders who attended the consultation event are listed in Appendix B. – This list needs checking and those who did not attend removing.

2.2 Methodology

2.2.1 Agenda

The event followed the subsequent schedule:

13:30	Welcome and introduction from Gerald Milward-Oliver
13:40	Background presentation from Keith Firth (SKM CB)
14:05	Update on latest position from Becky Stevens (Holt Parish Council Traffic Committee)
14:20	Information on traffic impact form the Tannery Site development form Chris Miles (FMW – transport consultants)
14:50	Workshop 1: Traffic impact from the Tannery Site
15:30	Tea break
15:45	Workshop 2: Transport and Streetscape in Holt
16:45	Feedback from workshops
17:15	Session close

2.2.2 Presentations

The facilitators (Keith Firth and Victoria Watkins) were introduced to the stakeholders and how the consultation fits in with the development of the Tannery site and the review of traffic impact on Holt was described. Presentations were given by:

- Keith Firth (SKM CB, transport consultant and workshop facilitator) outlining context and background to the workshop sessions and outlining the planning process.
- Becky Stevens (Chair of Holt Parish Council Traffic Committee) update on the latest position of the traffic committee and outlining specific traffic issues in Holt. (See Appendix XX)
- Chris Miles (FMW, Tannery Site transport consultant) discussing the Tannery Site and traffic impacts of the development.

2.2.3 Workshops

Following the presentations, the Stakeholders worked in two groups for the workshop sessions. The Stakeholders were guided by an independent transport consultant who acted as facilitator for each group. In addition, each stakeholder was given a handout to provide guidance for the session. A copy is included in Appendix C.

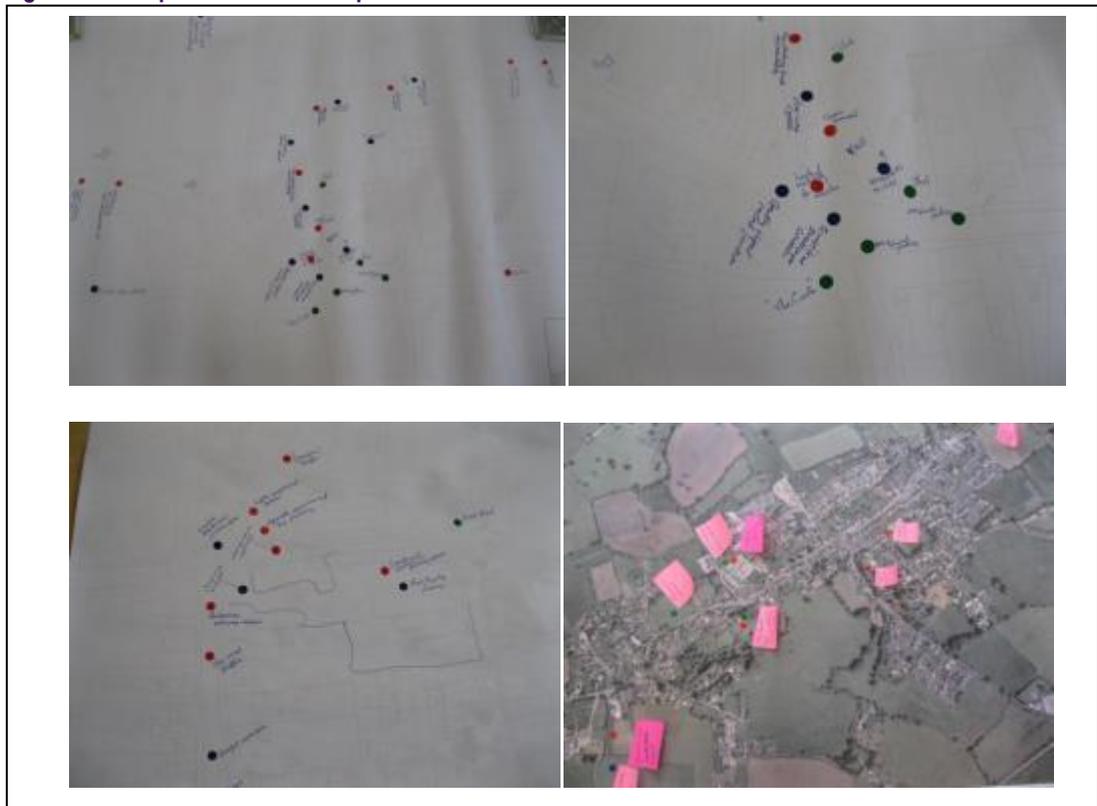
The workshop sessions focussed on the following:

- Workshop 1: Traffic impact from the Tannery Site
- Workshop 2: Transport and Streetscape in Holt

2.2.4 Within each workshop, the stakeholders were asked to focus on Strengths, Issues and Solutions. Plans of the areas under review in each workshop were used as a basis and for reference for the workshop sessions. Stakeholders were asked to identify on the plans any specific locations of strengths, issues and solutions and identify the location using green, red and blue dots respectively. The stakeholders were also encouraged to annotate the plans and provide explanation to the views given.

A sample of the output is presented below in Figure 2.1. This figure demonstrates the method used through the workshop events. The comments noted on the plans are listed in Appendices D and E.

Figure 2.1: Outputs form workshop sessions



- 2.2.5 Towards the end of each workshop, the groups were asked to identify the top three responses for each category i.e. the top three strengths, issues and solutions.
- 2.2.6 These responses were then prioritised by the stakeholders. This was undertaken by a voting system where all responses for each category were pinned on boards and each stakeholder given a single vote for each category. These outputs are summarised by workshop in the subsequent sections of the report.

3. Outputs from the Consultation

This chapter summarises the outputs given by the two groups in the workshop sessions. The tables below summarise the prioritised outputs from the sessions, ie. the top three outputs from each category from each group. The remaining outputs from the sessions, for example comments noted on the plans, are included in Appendix D for Workshop 1 and Appendix E for Workshop 2.

3.1 Workshop 1: Traffic Impact from the Tannery Site

Workshop 1 focussed on the traffic impact from the Tannery Site and reviewed the area of The Midlands near to the site and The Street/Midlands junction. Stakeholders then voted on the outputs. Each Stakeholder was given a single vote per category.

Figure 3.1: Workshop 1- Prioritised outputs.



3.1.1 Strengths

The following strengths were prioritised by the Stakeholders. Three outputs were given by the two groups. The votes listed represent one vote by each Stakeholder.

Table 3.1 Workshop 1 – Identified strengths

Identified strengths	Number of votes
Access and availability of Village Hall car park	0
Opportunity for and provision for parking outside and opposite village shop	2
On-street parking restricts speed – Traffic calming	6
Off road pedestrian network	0
Village shop and facilities	11
Parking is available	0

The stakeholders prioritised the strengths as the Village shop and facilities (11 votes) followed by on-street parking restricts speeds (6 votes).

3.1.2 Issues

The following issues were prioritised by the Stakeholders. Three outputs were given by the two groups. The votes listed represent one vote by each Stakeholder.

Table 3.2 Workshop 1 – Identified issues

Identified issues	Number of votes
Traffic –size of vehicle, volume and speed	12
Layout, capacity and safety of the junction into The Midlands	2
Car parking management for The Courts	2
Impact of parking in The Midlands	2
Pedestrian safety	0
Parking – signage, management and capacity	0

Traffic- size of vehicle, volume and speed (12 votes) was voted as the greatest issue out of the outcomes of the first workshop session. This was followed equally by layout, capacity and safety of the junction into The Midlands (2 votes), car parking management for The Courts (2 votes) and impact of parking in The Midlands (2 votes).

3.1.3 Solutions

The following solutions were prioritised by the Stakeholders. Three outputs were given by the two groups for this category. The votes listed represent one vote by each Stakeholder.

Table 3.3 Workshop 1 – Identified solutions

Identified solutions	Number of votes
Vehicular access management in The Midlands	1
The Midlands one-way flow	5
Increase number of parking areas and make more environmentally acceptable	5
Streetscape enhancement (Road surfaces)	1
Create shared space at junction of The Midlands and The Street	4
Traffic calming and speed restrictions	3

Votes for the preferred solutions were spread across the suggested outcomes. The Midlands one-way flow (5 votes) and increasing the number of parking areas and make more environmentally acceptable (5 votes) received the greatest number of votes from the Stakeholders. These solutions were followed by the desire to create shared space at the junction of The Midlands and The Street (4 votes) and traffic calming and speed restrictions (3 votes).

3.2 Workshop 2: Transport and Streetscape in Holt

Workshop 2 focussed on transport and streetscape in Holt and reviewed the Holt area. The outputs were voted on by the Stakeholders. Each stakeholder was given a single vote per category to prioritise the workshop outputs. .

Figure 3.2: Workshop 2- Prioritised outputs.



3.2.1 Strengths

The following strengths were prioritised by the Stakeholders from Workshop 2. Three outputs were given by the two groups. The votes listed represent one vote by each Stakeholder.

Table 3.4 Workshop 2 – Identified strengths

Identified strengths	Number of votes
Protect and maintain village green	0
Maintain access to Post Office	0
Opportunity to develop sustainable work (employment) and community	6
On-street parking	0
Off-road footpath networks	0
Village amenities –Hall/Shop/Pub	13

Votes were given to two outputs identifying the Village amenities (13 votes) as the top strength of Holt which was followed by the opportunity to develop sustainable work (employment) and community (6 votes).

3.2.2 Issues

The issues identified by the Stakeholders are listed below. Three outputs were given by the two groups. The votes listed represent one vote by each Stakeholder.

Table 3.5 Workshop 2 – Identified issues

Identified issues	Number of votes
Management of parking for The Courts	6
Safety of major road intersections – cars and pedestrians	0
Traffic – speed, size of vehicle, volume and satellite navigation directions	10
Management of off-street parking	1
Condition of footways and footway parking	2
Driver behaviour and traffic speed on B3107	2

The issue which received most votes was traffic, speed, size of vehicle, volume and satellite navigation directions (10 votes). The issue that received the second highest number of votes was management for parking for The Courts (6 votes).

3.2.3 Solutions

The following solutions were prioritised by the Stakeholders in Workshop 2. Three outputs were given by the two groups for this category. The votes listed represent one vote by each Stakeholder.

Table 3.6 Workshop 2 – Identified solutions

Identified solutions	Number of votes
Change of priorities on junctions with B3107 and form of junctions	10
Village wide 20mph speed limit	9
Improve pavement quality	0
Alternative gateways to village	0
Reinstate kerbs	0
Comprehensive review of signage	1

The solutions that received the highest number of votes from the stakeholders were change of priorities on the junctions with the B3107 and forms of junctions (10 votes) and a village wide 20mph speed limit (9 votes).

4. Discussion and recommendations

4.1 Discussion

4.1.1 Strengths

It was clear from discussions that the amenities of Holt are very important to locals. The shop, post office, pubs, school, village hall, recreation ground and Triangle green are all key meeting places, access to walks around and out of the village are valued and though The Courts gives rise to parking management issues, it is recognised as a key element to the character of Holt.

Nevertheless, it was difficult for Stakeholders to agree on what defines the centre of the village, and it was suggested by the facilitators that this should be considered as part of any wider plan for the village, perhaps with the prospect that the heart of the village might alter over coming years. Key elements to this would include an appropriate accessibility strategy linked to consistent and high quality way-finding (signing). As part of a de-cluttering exercise, it might be appropriate to consider consistent, perhaps bespoke street furniture and surface materials to help define the character of the village, perhaps utilising cues from the village's past in some areas, and using the opportunity of the Tannery development to establish a fresh 21st Century approach in others.

Another key strength was the fact that the on-street parking acts as an unregulated form of traffic management and calming, and thus keeps traffic speeds down in those areas where parking is concentrated.

Nevertheless, where The Street is narrow there are concerns for road safety with the risk of collisions and scrapes and, during periods of peak parking demand, poor parking behaviour can give rise to traffic congestion and delays, exacerbated by the manoeuvring of large vehicles. It was suggested by the facilitators that this might be improved through formal marking or control of parking spaces in key areas and could feature in any wider master plan for the village.

4.1.2 Issues

By far the greatest area of concern was the volume of traffic on the B3107 through the village, the size of vehicles (proportion of HGVs) and the speed of traffic through areas that weren't informally controlled by on-street parking. This was felt likely to be exacerbated by the proposals for the Tannery site and so was seen to be the key issue to be addressed by any mitigation measures associated with the development. An increase in traffic flow around The Midlands is considered likely to be difficult to manage, due to the high levels of parking along the route by the village hall and in the vicinity of the Tannery site.

Nevertheless, it was suggested by the facilitators that traffic volumes of between 800-900 vehicles (two-way) are not necessarily excessively high for the class of road, and traffic surveys show that the volume of HGVs is around 4%, with a small proportion of these being very large vehicles. On The Midlands, the route to the north seems more accessible, despite the bend midway along, due to the lower volume of on-street parking during the day.

What is noticeable is that pedestrian and cyclist amenity did not feature highly as specific concerns, however the broader issues of traffic volume, speed and on-street (on-footway) parking were seen to be the causes of problems for pedestrians. There was discussion on the form of pedestrian crossing, and it was suggested by the facilitators that perhaps the use of a Zebra crossing at the Station Road junction might set a precedent for any other crossing locations, and weaken the case for 'courtesy' crossings as drivers would be less keen to recognise their validity.

Also, though public transport was described as 'appalling' in the Wiltshire Core Strategy consultation, this issue was not felt to be a significant problem and was described as adequate by one regular user.

4.1.3 Solutions

The popular solution to the possible traffic issues on The Midlands as a consequence of the Tannery development is to convert the street to one-way, however there is no consensus on which direction this should be. The Stakeholders recognised that each had benefits and possible issues, and indeed that this could encourage higher traffic speeds and an increased risk to pedestrians.

Another popular solution is to increase availability of off-street parking, which would provide solutions to the issue of over-flow from The Courts, as well as provide the opportunity to manage parking on The Midlands in order to keep the street as two-way.

Though improvements for pedestrian amenity were not rated too highly in the workshop, key features suggested that are worthy of note are a proposal to formalise the pedestrian route through the Village Hall car park and to improve the condition of the footway and kerbs along The Midlands opposite the Village Hall.

In a wider sense, there is consensus on the need for consistent traffic calming along The Street and The Common. The concept of a shared space or simplified streetscape solution for each of the key junctions along the corridor, reinforced with a 20mph speed limit throughout the village and possible change of priorities, is widely supported. It was recognised that this would involve management of parking around the junctions in order to ensure appropriate accessibility and visibility. The idea of raised junction solutions was supported, yet it was acknowledged that ramps would need to be gentle in order to overcome issues for emergency services. There was support for the idea of courtesy pedestrian crossings, yet the precise form and expected behaviour of drivers and pedestrians would need careful consideration.

It was suggested by the facilitators that this strategy could form part of a wider master plan that also considered the entries to the village, with appropriate and consistent signing and road and footway materials to manage traffic throughout the village and provide a sense of place. It is considered important that such measures are not seen as isolated solutions, but form part of a strategic approach. This is perhaps already demonstrated in Holt with the high quality and successful improvements to the junction of Bradford Road and Staverton Road, which nevertheless seem unrelated to other junctions throughout the village.

4.2 Recommendations

The key recommendation, when considering the outcomes of the workshops, and the interpretation of discussions and observations of the facilitators, is for the Parish and Wiltshire Councils to consider preparation of a Holt Village Traffic Management and Streetscape Master Plan which would set out clearly the traffic, transport, parking, highways and streetscape strategy for Holt. This plan would identify options for:

- the preferred form of junction arrangement, traffic calming and pedestrian crossing facility and amenity at key locations, including specifically that of The Street and The Midlands, but also other locations along the B3107, likely to be of simplified and possibly unregulated, shared space form, including a traffic circulation plan to identify extent of possible one-way streets;
- a strategy for parking management, incorporating any proposals for The Courts over-flow parking, scope for new off-site parking as part of the Tannery development, review of on-street and footway parking, possible control or marking of parking spaces;
- a carriageway, footway and kerb materials, street furniture and infrastructure (lighting, signing, etc.) strategy and/or specification, including treatment of the entries to the village and possible scope for bespoke gateway features and way-finding infrastructure, raised junction and entry treatments and bus stop infrastructure;
- a wider accessibility strategy, incorporating pedestrian, cycle and equestrian links and routes around the village and to adjacent towns and villages, identifying treatment of crossings and any specific on and off-street facilities;
- a public realm strategy, identifying important buildings and entrances, open spaces and meeting places, landmarks and identifiable places in the village, and possible methods of treatment and enhancement;
- introduction of a 20mph zone throughout the village, with associated traffic calming and infrastructure (signing).

With regard to the Tannery site and implications for the development master plan, it is recommended that focus should be placed upon:

- proposals for the improvement of the junction between B3107 The Street and The Midlands, with an emphasis on simplified streetscape design, possibly shared space and consideration of either a raised junction solution or horizontal deflection (to act as traffic calming and speed reduction feature), incorporating courtesy or Zebra style crossings;
- treatment of The Midlands, in terms of vehicle circulation (full or partial one-way options), possible prohibition of access by HGVs through The Midlands (west), parking management (especially close to the junction with The Street), footway improvements for the route between The Street and the Tannery site and enhancement of kerbs, formal treatment to the pedestrian route through the Village Hall car park;
- provision of increased off-street car parking, with associated high quality landscaping in order to minimise environmental impact and due regard to access and the impact on the pond and recreation grounds.

Signature

A handwritten signature in blue ink, appearing to read 'Keith Firth', written in a cursive style.

Name Keith Firth BEng CMILT MCIHT

Position Technical Director - Traffic Engineering

Company SKM Colin Buchanan

Date 30 May 2012

Appendix A: Background information

Holt Tannery - Background Paper on Transport Issues.

(Technical Note produced by Chris Miles, Transport consultant from the Tannery Site)

Traffic In villages, Safety and Civility for Rural Roads

(Available on line at <http://www.dorsetaonb.org.uk/our-work/rural-roads/traffic-in-villages-toolkit.html>)

Appendix B: Stakeholders

GMW to confirm attendance of stakeholders

Member of Holt Parish Council Traffic Committee – Becky Stevens, Chair

Member of Holt Parish Council Traffic Committee – Martin Moyes

Member of Holt Parish Council Traffic Committee – Barbara Tucker

Member of Holt Parish Council Traffic Committee – Jane Grant

Member of Holt Parish Council Traffic Committee – Helen Quilliam

Member of Holt Parish Council Traffic Committee – Andrew Pearce

Member of Holt Parish Council Traffic Committee – Basil Ash

Holt Parish Council – John Palmer, Chair

Holt Parish Council – Steve Siddall, Chair Planning Committee

Holt Parish Council – Bob Mizen

Holt Parish Council – John Fletcher

Holt village – Tony Whitfield

Holt village – Richard Goodman

Holt village – Paul Bloomfield

Holt village – Don MacKenzie

Holt village – Terry Hopkins

Holt village – Amy Propert

Holt village – Desiree/Pieter Eksteen

Holt village – Christine Flannery

Holt Magazine – Tina Davies

Holt Village Plan – Heather Morris

Friends of Holt School – Kate Nash, Chair

Holt Village Hall Trust – Roy Quilliam, Chair

Holt SuperStore – Paul/Trish Rai

Holt Luncheon Club – Denis Pollard, Chairman

Firlawn Nursing Home – Chad Doveton

Holt Sports & Recreation Committee – Meg Slade

Holt minibus - John Love

Kevin/Susie Mulvany

PJH Services – Pete Hulbert

Holt Joinery – Paul Smith

Box Steam Brewery – Andrew Roberts

National Trust – Graham Heard

Wiltshire Council Highways – Spencer Drinkwater

Wiltshire Council Spatial Planning – Anna Lee

Wiltshire Council – Cllr. Trevor Carbin

Tannery project team – James Child

Tannery project team – Chris Beaver, Planning consultant

Tannery project team – Chris Miles, Transport Consultant

Glove Factory Studios – Nick Kirkham

J&T Beaven – Frank Holmes

Tannery project team – Gerald Milward-Oliver

Appendix C: Workshop Handout

Appendix D: Outputs from Workshop 1 - Traffic Impact from the Tannery Site

Strengths

Comment	Location
Recreation Ground Sports Court Bowls Club Pavilion Village Hall The Courts URC Hall Shop (local amenity) Playground Pond J&T Bevan	Holt facilities and amenities
Parking here is traffic calming	Southern side of B3107 opposite Recreation Ground
Bus Stops	On the B3107
New crossing	B3107 east of Station Road
Short term parking for the shop	The Street outside and opposite the shop east of the junction
Required parking	
Footpath	Running north of the Recreation Ground and Sports Court
The Walk	Running from The Courts to the west
Footway	The Midlands
Car parking reduces speed	
Only car park in the village open to the public	Village Hall car park
Temp overflow parking for The Courts (underused)	Tannery Site
Parking	

Issues

Comment	Location
Double yellow lines are not ideal in a village environment	General
Too much traffic	B3107
Driving on footpath	B3107 near to number 355
Event driven parking here is dangerous	Southern side of B3107 between number 355 and The Manse
Traffic speeds up on straight	B3107 between shop and crossing
Speeding	
'Speeding' traffic	B3107 by number 89
	B3107 by number 340
Footway overrun by HGVs	B3107 by Recreation Ground
Vehicle accidents	
Too fast	
Courts traffic impact on local parking	Southern side of B3107 opposite Recreation Ground
Obstruction to visibility and manoeuvrability	
Parking –narrowing	The Midlands (near Village Hall,between Brook Lane and Lions Orchard and near to The Elms)
Car parking limits accessibility	
-Danger	Corner of The Midlands by Brook Lane
Pedestrians in street	
1 lane bend	
prevention of lorry access	
Crossing	Junction of The Street and The Midlands
Lack of visibility for vehicles	
Safety compromise of queues	
Capacity compromised by parking	
Pedestrian crossing issues	
Coaches visiting the Courts	The Midlands
Parking for residents required	
Narrow route for HGVs	The Midlands (east)
Narrow pavement	Adjacent to Village Hall
Significant pressure on parking spaces	Village Hall car park
Mixed access in one location	Tannery site entrance/The Midlands

Solutions

Comment	Location
Complete redesign of signs	Holt
Ban HGVs	
Priority 20mph	
Quiet surface on B3107	B3107
Traffic calming	
Weight restriction	
Parking bays	B3107 near to number 371
Extra pavement (to be built)	Northern side of B3107 east of Recreation Ground (near to the Pavilion)
Alternative footpath	Recreation Ground
Shared space	Junction of The Street and The Midlands
Possible roundabout	
Some type of crossing needed	
Simplified streetscape solution	
Gently sloped raised junction	
Improve materials/junction form	
Midlands one way traffic (westbound)	The Midlands
Yellow Lines	
Possible access point	Northern side of The Midlands to the east of Lions Orchard
Close The Midlands	East of The Elms
Need for 120%+ absorption of own parking needs in any development	General
Parking	In the field adjacent to the Glove Factory
Opportunity for car park (general use) Access across pond?	
Remove cycle restriction	Path north of The Courts
Pedestrian access	Between shop and Village Hall
Pedestrian entrance	Northern end of Village Hall car park
Car parking	Area east of Village Hall car park
Pay and Display parking	Village Hall car park
Opportunity for parking?	Village Hall car park and area between Village hall and Shop.

Appendix E: Outputs from Workshop 2 - Transport and Streetscape in Holt

Strengths

Comment	Location
Post Office	Holt
Playing field	
Ham Green (historic area, visual amenity, character, significance)	
Holt Halt	
Pubs	
Green (visual amenity)	
Conservation area	
Recreation Ground	
Brewery	
The Courts	
Bus services good	
The Walk –Pleasant footpath	
Traffic calming gates	B3107 west of mini roundabout
	B3107 east of West Parks
Mini Roundabout	B3107/B3106 junction
On road parking	Southern side of B3107 by Recreation Ground
Bus shelter	Southern side of B3107 by number 347
Safe crossing for school <ul style="list-style-type: none"> - Right place near school - Calms traffic - Good for older residents at east end of Holt 	B3107 east of Station Road
On road parking	B3107 The Common by number 169
	B3107 The Common by number 204
Bus Stop	B3107 west of Little Parks
Green Space	Little Parks
Listed buildings/Historic Factory	Tannery sites
Cycling between Melksham and Holt	B3107
New crossing	B3107 east of Station Road

Issues

Comment	Location
Review signage throughout	Holt
Lack of kerbs	
Lack of public transport accessibility	
The Courts – causes problem without benefit to village especially Village Hall	
Speeding vehicles	
Freight vehicles	
Fly posting	
Gateway doesn't work to manage traffic	B3107 west of mini roundabout
No gateway	B3106 south of mini roundabout and Leigh Road
Traffic	B3107 by recreation ground
Traffic speed round bend	B3107 by Ham Green
Noisy road surface	B3107 east of Ham Green
Footway parking	B3107 southern side of road by Recreation Ground
Danger	The Street/The Midlands junction
Street clutter	
Footway quality throughout – low kerbs	B3107
Traffic volume and speed	
Parking affecting lorry access to The Midlands industrial estate	The Midlands (east)
HGV reversing	At B3107/Little Parks junction
Crash zone	
Speed	Staverton Lane
Footway parking	The Midlands near to Tannery Site/Industrial estate
School Parking/School drop off	Near to the school
Mobility vehicles have problems	B3107 west of post office
Footway parking and obstructions	
High Speed/driver behaviour	B3107 near Beckerly Lane and Little Parks junctions
Function of gateway treatment	B3107 east of Great Parks

Solutions

Comment	Location
Signage Review	Holt
20mph zone	
Cycle Ways	
More and More appropriate off road parking for: 1)Businesses 2)General amenity	
Provide kerbs wherever possible/lacking	
Investigate alternative gateway treatments	
Holt Station	
Weight limit to limit freight	
Common location for advance notices (variable message)	
Right turn lane required	B3107 right to Leigh Road
Cycle route one way	Staverton Lane northbound
Facilitate on road parking to make less hap-hazard for traffic flow	B3107 west of The Midlands junction
Improve	The Street/The Midlands junction (west)
Address	
Mini roundabout or similar	
Buildouts and alternate yellow lines to slow cars	B3107
Cycle way to Bradford on Avon	
Allow cycling	The Walk
Mini roundabout or similar	B3107/The Midlands junction (east)
	B3107/ Station Road
	B3107/Beckerly Lane
	B3107/Little Parks
	B3107/Great Parks
Chicane where vehicles drive in the centre of the road	B3107 west of Station Road