

## Meeting Note

Meeting Location: Grand Jury, Town Hall  
 Meeting Date / Time: 10 September @ 1.30pm  
 Subject: **Experimental Traffic Regulation Order Monitoring Group**

Participants:	Nick Dixon	Design Council, Independent Chair	ND
	Howard Davies	Regeneration Project Manager (Town Centre) CBC	HD
	Alan Lindsay	Strategy & Engagement Manager, Environment Sustainability and Highways, ECC	AL
	Claire Taylor	Tourism (Visitor Services Officer – CBC)	CT
	Cllr Nick Barlow	Renaissance policy holder – CBC	NB
	Robin Webb	Dutch Quarter Association	RW
	Denise Earle	George Hotel	DE
	Michelle Reynolds	CORBA	MR
	Jane Thompson	Transportation Officer, CBC	JT
	Jade Hamnett	Fair Access to Colchester	JH
	Paul Avison	Sustrans	PA
	Ruth Trapmore	Riverside Residents Assoc	RT
	Steve Miller	St Botolph's Area Business Assoc	SM
	Robert Leng	Essex Chambers of Commerce	RL
	Belinda Silkstone	CBC	BS
	Bob Finch	Churches in the Town Centre	BF
	Cllr Bill Frame	Castle Ward Councillor	BFr
	Distribution:	Nick Dixon	Design Council, Independent Chair
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Alan Lindsay		Strategy & Engagement Manager, Environment Sustainability and Highways, ECC	AL
Claire Taylor		Tourism (Visitor Services Officer – CBC)	CT
Cllr Nick Barlow		Renaissance policy holder – CBC	NB
Dimitri Murray		Dutch Quarter Association	DM
Denise Earle		George Hotel	DE
Michelle Reynolds		CORBA	MR
Jane Thompson		Transportation Officer, CBC	JT
Alan Morgan		Fair Access to Colchester	AM
Paul Avison		Sustrans	PA
Ruth Trapmore		Riverside Residents Assoc	RT
Steve Miller		St Botolph's Area Business Assoc	SM
David Burch		Essex Chambers of commerce	RL
Craig Lance		Colchester Community Voluntary Service	CL
Cllr Jo Hayes		Castle Ward Councillor	JH
Paul Wilkinson		CBC	PW
Graham Rayner		Sixth Form College, Education	GR
Lorraine Barnett		Williams & Griffin	LBa
Bob Finch		Churches in the Town Centre	BF
Jade Hamnett		Fair Access to Colchester	JH
Belinda Silkstone		CBC	BS
Tracey Rudling		Colchester Community Voluntary Service	TR
Dan Bassett		Network Colchester	DB
Pat McAuley		Colchester Hackney Carriage Ass,	PA
Iain Wickes		Federation of Small Businesses	IW
Steve Hartman		First Group – Bus Operators	SH
Barry Atkinson		Essex Police	BA

### 1. Welcome and Apologies

Nick welcomed the group. Apologies received from Will Bramhill (Paul Avison representing),

It was noted by the group that Bus Operators and Taxi representatives had not attending recent meetings. It was agreed that they are an important part of the

Action

<p>group as they would be able to supply/offer figures around the Objectives, particularly 1 and 4.</p> <p>It was agreed to re-double efforts to secure the attendance of representative on a regular basis  Moved to previous Minutes and Actions</p>	<p>HD</p>
<p><b>2. Previous Minutes/Actions</b></p> <p>Complete</p>	
<p><b>3. Revised Trial Update/AL</b></p> <p>The wording of the press release was circulated to the group. It is expected that the reintroduction will commence from early October, with a Sunday start. The advert is currently being prepared for the press. Once a firm date is known an e-mail will be sent to the group in advance of any press notification.</p> <p>For further clarification ANPR cameras are being installed and a white list is being put together.  Baseline traffic counts will be taken prior to the reintroduction and another after implementation.  Existing furniture will remain in place for the time being.</p> <p>BF – why are the bus lanes 24/7?  AL – The experimental order had 24/7 bus lane and these are element being reinstated from that original order. This maintains consistency and helps avoid some of the confusion experienced before.</p> <p>BFR – will the collected traffic data be available  AL – any available data will be circulated in due course</p> <p>There was some debate around the effect on residents, both negative and positive.  AL – stated that the experiment will continue to be monitored.</p> <p>RW – data following the suspension was never seen and there was no indication of numbers for the Dutch Quarter prior to the experiment  AL – Data will be made available and new monitors will include West Stockwell St</p> <p>MR – has been contacted by Priory St residents who are unhappy with the no right turn from the High St into Queen St. also, by North Hill businesses who have expressed concerns and by the Castle Pub. HD asked for contact details in order to make contact</p> <p>BF – there will be U turns into Lewis Gardens, especially HGVs. Can there be a no right turn into this street? Could there not be a traffic calming measure used in Cowdray Crescent rather than bollard the area off?  JH – it is not easy to turn a large vehicle on the roundabout at the bottom of East Hill  AL – there is a need for monitoring of these matters and that will be part of the process. It is important that delivery vehicles are aware of the changes and change their rotas accordingly.  MR – asked if rising bollards could be a solution at Cowdray Crescent  AL – anything will be looked at  AL – explained that visiting coaches or buses would not appear on a white list, but</p>	<p>AL</p> <p>AL</p> <p>MR -&gt; HD</p>

<p>this would be picked up when the number plate details were received back from the DVLA</p> <p>PA – asked about foreign plates and whether they were liable to prosecution whilst ignoring a camera.</p> <p>AL – suggested he thought from 1/4/13 European details were available, but would check</p> <p>ND – suggested there should strong publicity around the changes, in order to let visitors know too. ND had received a request that the meeting consider a communications strategy around the changes, to avoid mis-understanding and minimise negative comment. Communication is being issued regularly</p> <p>RW – relocating the Dutch Quarter bollards was not reintroduced, why have the Cowdray Crescent bollards</p> <p>AL – as much around safety as anything, with cars using the Crescent to make a right turn.</p> <p>JH – thought this group should have had input as this had come up regularly at meetings</p> <p>AL – All reintroduced elements will be monitored as part of the order</p> <p>RL – what about a left turn only from Cowdray Crescent</p> <p>AL – this would require an additional order</p> <p>RL – could start this order now though</p> <p>AL – Cowdray Crescent without a bollard set up poses a Highway risk</p> <p>SM – lets give things a go then monitor.</p> <p>ND concluded that the meeting should record that a number of the group has mis-givings about the introduction of bollards – but that the predicted impacts could be monitored within the trial period</p>	<p>AL</p>
<p><b>4. Performance Indicators and Monitoring Methods/ND discussion</b></p> <p><u>Objective One</u></p> <p>MR presented the plan put together by her sub group of MR/DE/DB/IW/RT. This looked at monitoring objective one and included traffic monitoring and economy monitoring (see attached)</p> <p>ND – asked “what was the reasoning behind measuring 1”. Traffic flows around town and on peripheral.</p> <p>MR – The reasoning behind the traffic monitoring was to calculate the time taken to get to town.and how easy it was to get to town car parks, to enter the town centre to shop/work/visit.</p> <p>ND – asked for a brief explanation of the CACI measure.</p> <p>MR – this is a recognised ‘league table’ of commercial centres – based on retail spending. The group agreed it was a useful indicator - one of several ways of assessing town centre retail spend. The groupwere also keen to encourage the larger stores to recommence their original plan to make comparisons with other like stores (Fenwick/Debenhams and M&amp;S). It was agreed that Lorraine Barnett should be invited to the group organised by MR</p> <p>MR – asked whether the pedestrian element of the traffic lights at the Castle could be changed to ‘on demand’</p> <p>AL – no change planned, but moving toward P&amp;R there may be changes. The lights in this location are not new and that means that tweaks like this are difficult.</p>	<p>MR/HD</p> <p>AL</p>

ND – asked if the baseline traffic data would available to the group at the next meeting  
AL – Yes

Objective Three

ND – asked that an update on the strategy requirements was needed  
BS – The Council is about to start work on the baseline for emission strategy. This looks at all pollutants, with data received from the NO2 tubes, plus data from ECC. All this data will be put into a model, currently under construction. This will give information about AQMA hotspots. Once the baseline model is clear then different scenarios can be feed into it, for example P&R. it will take approx 4 months to construct the model. Day to day collection will continue.  
RT – to confirm then the raw data is available but the model is not.  
BS – yes data is available for 2012, 2013 and the model will be ready in Feb 14.. preliminary results will be available in April '14 and then September '14

Objective Three

ND – reducing street clutter on the High Street will go a long way to improving the public perception of it.

CBC has undertaken some prior public realm strategy street audit work – which Howard agreed to circulate to the group  
AL- Much of the clutter is Highway clutter, plus the A-Frame, tables and smoking areas. ECC have a policy in this regard and the local authority implement their take on the overarching policy. CBC are grappling with this currently

SM – some of this highway clutter removal has taken place on St Botolph's Street

The group agreed that the original audit could be updated by a small team carrying out a walk round Head St/High St and Queen St as a pilot study Head St, High St, Queen St

ND to provide an outline brief

Objective Five

JH – the meeting which included JH/CCVS and HD had not happened as JH had been ill

JH - that the reintroduction proposed did not have the same impact on this group. There is no planned change to the parking. However, there would be a change to some peoples route as there was a no right turn from the High Street into Queen Street, but this means a change of habit for some..

Agreed that CCVS would continue to collect data from their volunteer drivers about the route changes – throughout the period of the revised trial

It was suggested that the group should try and meet to discuss how this can be collected and shown, in advance of the next monitoring group meeting

Objective Four

AL – ECC have points where they monitor cycle counts which he can supply.

Was there any mileage in carrying out pedestrian day counts? ECC are not

HD

HD/NB/BFr/Highway Engineer

ND

JH/CCVS/HD

AL

<p>intending to carry out pedestrian counts</p> <p>BF – could we carry out a monitoring process through Lion Walk?</p> <p>ND – re-iterated the need for engagement with the bus operators – increases in bus patronage and journey reliability are key elements of the trial.</p> <p>MR – said it might be more useful to arrange something with the press, but it depends on the readership</p>	
<p><b>4. Next Meeting</b></p> <p><i>Date of next meeting – 6 November 2013 1.30pm Town Hall</i></p>	HD