

## **Malmesbury COVID 19 Safe Distancing Town Centre Operation**

### **Notes to Support Map**

#### **A. Situation:**

1. Malmesbury has an historic vibrant town centre with narrow roads and pavements.
2. To enable this town centre to be enjoyed and to operate safely and economically in accordance with government guidelines during the COVID 19 emergency, temporary adjustments are required to allow safe distancing and effective access for shoppers and service users.
3. These notes support the detailed streetscape changes we have illustrated and highlight the traffic, parking and parking control changes we are requesting are implemented under the terms of the latest guidance published by the Secretary of State and taking account of the requirements of the Equalities Act.
4. Our overall proposals have been discussed, encouraged, shaped and supported at the Northern Area Board meeting on 15<sup>th</sup> May, which included the members of CATG and Martin Rose from Wiltshire Highways and Environment.
5. The streetscape proposals are being developed with professional input from Street Dressing Limited, our retained marketing advisors, and with continuing consultation and support from the local business community including retailers and hospitality providers.
6. The project is being managed by Malmesbury Retailers and Business Recovery Task Force lead by Malmesbury Town Team and Malmesbury Town Council.
7. Our cost estimate to deliver the streetscape proposals is £10,000 plus VAT. We understand these costs can, in principle, be funded from COVID 19 related allocations available to Wiltshire Council.
8. To achieve implementation to meet the timescales indicated by the government's COVID 19 recovery plans, including the increase commercial and social activity already allowed, and to secure resources in limited supply chains, we are on a critical path and time is of the essence. On the basis of the and advice and greenlighting received on the 15<sup>th</sup> May NAB critical purchasing actions – at this stage the ordering of design and street dressing signage and materials – will be progressed by Malmesbury Town Council on the 16<sup>th</sup> May.
9. Variables in costs currently include the number, style and source of supply of planters, cones and barriers and we are keen to understand the direct supply of these materials available from Wiltshire Council.
10. The priorities for the traffic, parking and parking control changes we are requesting are:
  - a) Removal of streetside parking in the Upper High Street
  - b) Widening of pavements in the Upper High Street and the south side of Oxford Street.
  - c) Reintroduction of the control of parking in controlled parking spaces (in some instances taking account of the particular circumstances of the impact of the COVID 19 emergency to increase domestic parking and increased vehicle use to travel to work.
  - d) Increase in parking opportunities at specific points where it is safe to do so.
  - e) Permissions for the placement of bollards, planters and barriers in designated areas to increase the welfare, health and safety and to achieve an overall welcoming ambience in the high street and other locations.
  - f) Permissions for temporary signage on pavements, lampposts, street furniture and on a stand-alone basis to increase the welfare, health and safety and to achieve an overall welcoming ambience in the high street and other locations.

- g) Support to achieve increased off-road parking at in WC car parks and the Leisure Centre, and at other locations such as the Old Bell, The Kings Arms, Waitrose, and Malmesbury School.

## **B. Detailed Change Requests**

**1. High Street:** To allow for safe access to shops, queuing outside the smaller shops (including pharmacies and food shops), the areas safely used by pedestrians must be widened.

The proposals are:

- (i) All car parking spaces in the upper High Street (approx. 30) are suspended on a temporary basis. (North of the zebra crossing).
- (ii) The areas vacated are operated as temporary pavements. Existing pavements become queuing areas. In addition, the pavement on the south side of Oxford Street to be widened at least as far as Market Lane. These new areas to be delineated by planters and or cones or barriers. Effort made to get deliveries to shops out of peak hours, with possible loading area also created in Cross Hayes/ adjacent to Town Hall.
- (iii) Signs to be lamp-posts and other street furniture.

**2. Car parking:** Adequate short stay car parking in the town centre is currently blocked by long term parking. Car parking in the areas shown on the map must be brought under control with regulated parking time to be enforced at the current level of time limit. Specifically at the Lower High Street, Cross Hayes, Market Cross, Abbey and Triangle. Parking in the Cross Hayes to be free to support the re-emergence of the High Street.

With the following additional changes:

### **Cross Hayes specific:**

- (i) Two additional spaces are designated for disabled use.
- (ii) A loading area may be marked out near the Griffen Alley entrance.
- (iii) The south entrance to the car park is made exit only. This will create @4 additional spaces and improve overall traffic flow/ movement.
- (iv) Short term parking is allowed on the taxi rank in front of the Town Hall unless space required for Town Hall use/ Blood Transfusion service or booked loading/unloading. This will create 3 extra spaces.
- (v) Short term parking is allowed on the north side of St Dennis lane. This will create @6 additional spaces.
- (vi) The **bus stop** on the south side (outside Armano's) is temporarily moved to the East side. This will enable Armano's to operate safely.

### **Upper High Street specific:**

Temporary pavement to extend over yellow line areas where safe on both sides of the Upper High Street at junction with Oxford Street.

### **Market Cross specific:**

- (i) Temporary additional short-term parking is allowed around the Market Cross and in the taxi bays, with removal of yellow line restrictions. This will create @6 additional spaces.
- (ii) 3 of the total spaces in Market Cross should be designated for disabled users (or yellow line areas marked as 'open' for disabled users).
- (iii) Temporary additional bays to be marked.

### **Abbey/ Old Bell:**

Suspension of the yellow lines and marking out of temporary parking bays in alignment with current bays.

### **Long term parking:**

**Station Yard:** Priority to be given to workers in Malmesbury and residents plus a Primary School drop off zone. (TBD: Stickers to be issued?). Approx. 6 additional long-term spaces to be created by old recycling point.

Routes to and from the long stay car park to be marked, with possible segregation/ one-way system up steps and Mill Lane.

### **Additional temporary long-term parking to be established by agreement:**

- i. **Waitrose:** approx. 30 spaces to be designated for residents/ workers use. (Peak trading exceptions may apply).
- ii. **Old Bell Hotel:** Use of car park by residents/ workers while Hotel closed. Approx. 28 spaces. (Note: Already agreed in principle).
- iii. **Kings Arms:** Use of car park by residents/ workers while Hotel closed. Approx. 12 spaces.
- iv. **Leisure Centre:** Use of car park by residents and workers while leisure centre closed. Approx. 40 spaces (tbc).
- v. **Secondary school:** Use of car park by residents and workers outside of designated areas or return to 'normal' school days. Approx. 30 spaces (tbc).

Note: It is expected that these spaces will be offered on a registered and in car signed basis to designated users with appropriate terms and conditions; the process would be assisted via the Town Council.

### **New Parking Place summary:**

The changes above proposed would create approx. 19 temporary 'new' short term car parking places car parking spaces in the town centre, leaving a deficit of just 11 short term spaces.

There is potential to create @140 temporary long-term parking places in reasonable proximity to the town centre as a replacement for the current use of the High Street and Cross Hayes for long term parking. Each of these spaces will offset pressure in WC controlled parking and other street parking caused by COVID 19 related changes in car use.

### **3. Other changes:**

#### **Pedestrians:**



- i. **Oxford Street (south side):** (as noted in High Street summary: pavement to be widened.  
(Note: New public toilets in Cross Hayes will be opening soon)
- ii. **Market Lane:** to be pedestrian only
- iii. **The Gant/ Griffin Alley:** To be one way only (in conjunction with Oxford Street and Market Lane changes)
- iv. **Abbey Row:** Each pavement to be one way only.
- v. **Triangle:** Pavement area to be marked up.
- vi. **Malmesbury Primary School (near Long Stay car park):** TBC: To avoid congestion/  
breakdown in social distancing: Drop off in Station Yard to be enforced. School crossing control to be re-established.

#### **Cycling:**

Additional bike parking in Birdcage Walk and Cloister Gardens. Subject to demand additional bike parking may also be added in motorcycle spaces in the Cross Hayes car park and in pop up spaces adjacent to the Town Hall.

#### **Open Space:**

Subject to agreements, Cloister Gardens to be made available for additional outdoor café space.