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MELKSHAM WITHOUT PARISH COUNCIL

Clerk: Mrs Teresa Strange

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Tuesday, 16 July 2024

To all members of the Council Highway & Streetscene Committee: Councillors: John Glover (Council Chair), David Pafford (Council Vice-Chair); Alan Baines, Terry Chivers, Martin Franks, Mark Harris and Robert Shea-Simonds

You are invited to attend the Highway & Streetscene Committee Meeting which will be held on **Monday, 22 July 2024 at 7.30pm (after Planning Committee)** at **Melksham Without Parish Council Offices (First Floor), Melksham Community Campus, Market Place, SN12 6ES** to consider the agenda below:

TO ACCESS THE MEETING REMOTELY, PLEASE FOLLOW THE ZOOM LINK BELOW. THE LINK WILL ALSO BE POSTED ON THE PARISH COUNCIL WEBSITE WHEN IT GOES LIVE SHORTLY BEFORE 7PM.

Click link here:

<https://us02web.zoom.us/j/2791815985?pwd=Y2x5T25DRIVWVU54UW1YWWE4NkNrZz09&omn=87307261429>

Or go to www.zoom.us or Phone 0131 4601196 and enter: **Meeting ID: 279 181 5985** **Passcode: 070920**. Instructions on how to access Zoom are on the parish council website www.melkshamwithout-pc.gov.uk. If you have difficulties accessing the meeting please call (do not text) the out of hours mobile: 07341 474234

Yours sincerely

YOU CAN ACCESS THE AGENDA PAPERS HERE

Teresa Strange
Clerk



Serving rural communities around Melksham

AGENDA

1. **Welcome, Announcements & Housekeeping**
2. **Chairman & Vice Chair of Highways & Streetscene Committee for 2024/25**
 - a) To elect **Chair** of the Highways & Streetscene Committee for 2024/25.
 - b) To elect **Vice-Chair** of the Highways & Streetscene Committee for 2024/25.
3. **To receive Apologies and approval of reasons given.**
4. a) **To receive Declarations of Interest**

b) **To consider for approval any Dispensation Requests received by the Clerk and not previously considered.**
5. **To consider holding items in Closed Session due to confidential nature**
Under the Public Bodies (Admission to Meetings) Act 1960, the public and representatives of the press and broadcast media be excluded from the meeting during consideration of business, where publicity would be prejudicial to the public interest because of the confidential nature of the business to be transacted.
6. **Public Participation**
7. **To note Minutes of last Highways & Street Scene Committee meeting held on 8 April 2024 and updates on actions taken.**
 - a) **Condition of Footpath from Redstocks to Bowerhill.** To note update from Highways Officer and Wiltshire Councillor Nick Holder.
 - b) **New white lining request on A365/Hornchurch Road junction.** To consider response from Highways (if received).
 - c) **Replacement of halos on belisha beacons on Corsham Road, Whitley.** To note these will be replaced (Min 494b/24).
8. **Local Highways & Footpath Improvement Group (LHFIG)**
 - a) To note Minutes and action log of Local Highways & Footpath Improvement Group (LHFIG) meeting held on 7 May 2024.
 - (i) **Issue 9-22-17: Melksham Without (various roads) request for Parking Control Measures.** To approve 25% of £4,000 implementation costs.
 - (ii) **Issue 9-23-4: ANPR Camera, Semington Road.** To receive update on installation of the camera.
 - (iii) **Issue 9-23-10: Weight Limit Signage, Corsham Road, Whitley.** To note additional costs.
9. **To consider requests for support by the Parish Council including requests for the Local Highways & Footpath Improvement Group (LHFIG) next meeting on 15 August 2024 (deadline 18 July):**
 - a) **Valentia Court, Bowerhill and issues exiting driveway due to parked vehicles.** To

consider a request for an 'H' Bar opposite a resident's driveway.

- b) **New kissing gate, Beanacre.** To consider replacing stile with kissing gate
- c) To consider a request for a Brown Tourism Sign directing people to **community facilities on Top Lane, Whitley** and to note information from Principal Highway Engineer.
- d) To consider replacing rotten finger post on the canal tow path directing people to Tesco/Pilot Pub.
- e) **Semington Road, Berryfield.** To consider concerns re highway safety issues due to volume of parked vehicles restricting the view of drivers.

10. Road Safety (standing item)

- a) To approve the notes of the meeting held on 10 June 2024 and make recommendations to Full Council regarding Semington Road suggested improvements
- b) To consider any items/projects for review by the Road Safety Working Group.
- c) **Westlands Lane, Traffic Survey Results.** To note the results did not meet the intervention levels for Community Speed Watch or the deployment of a Speed Indicator Device (SID).
- d) To receive progress report on new Community Speed Watch team for Bowerhill.
- e) **Buckley Gardens.** To consider response (if received) on request for meeting to discuss S106 highway improvements.
- f) **New Road.** To consider how to discuss future improvements from proposed housing developments with Wiltshire Council
- g) **Berryfield Park.** To note Selwood Housing have undertaken resurfacing work.

11. Bus Shelters/Stops

- (a) To note response from Wiltshire Council to relocate the shelter adjacent to **Telford Drive** further back on Semington Road and consider a way forward.
- (b) **Real Time Information displays (RTI).** To consider suggested locations from various community groups and councillors within the parish.

12. Local Cycling and Walking Infrastructure Plans (LCWIP). To consider response to the consultation on improved networks: <https://www.wiltshire.gov.uk/news/have-your-say-on-cycling-and-walking-plans-for-calne-and-melksham>

13. Speed Indicator Device (SID) (standing item)

- a) To review the SID deployment schedule (as per point 16 of the Practice Notes – To review every 6 months)
- b) To receive update on SID Data programme – sending data directly to Police

14. Proposed A350 Bypass (Standing Item): To note any updates since the last meeting.

15. To note **Q & A list from Area Board Highways focused meeting** held on 6 Dec 2023.

16. Discretionary gully cleaning. To note cleaning undertaking and updates.

17. Weed Spraying. To note still outstanding in the parish due to weather, expected early August

Copy to: All Councillors

MINUTES of the Highways & Streetscene Committee of Melksham Without Parish Council held on Monday 8 April 2024 at Melksham Without Office Space (First Floor), Melksham Community Campus, Market Place, Melksham, SN12 6ES at 8.40pm

Present: Councillors Alan Baines (Committee Chair), Mark Harris, Shona Holt and Robert Shea-Simonds

In attendance: Councillor Peter Richardson (part of meeting)

Officers: Teresa Strange, Clerk

487/23 Welcome, Announcements & Housekeeping

Councillor Baines welcomed everyone to the meeting, noting those present were aware of fire evacuation procedures for the building and understood that the meeting was being recorded to aid the minutes, which would be published on YouTube and deleted once the minutes had been approved.

488/23 To receive Apologies and approval of reasons given

Apologies were received from Councillor Glover who was helping at the Guide HQ, with Councillor Holt substituting; Councillor Pafford who had been to a funeral out of County; Councillor Franks who was on holiday and Councillor Chivers who was back in hospital.

Resolved: To approve and accept the reasons for absence.

489/23 a) To receive Declarations of Interest

There were no declarations of interest.

b) To consider for approval any Dispensation Requests received by the Clerk and not previously considered

None received.

490/23 To consider holding items in Closed Session due to confidential nature *Under the Public Bodies (Admission to Meetings) Act 1960, the public and representatives of the press and broadcast media be excluded from the meeting during consideration of business, where publicity would be prejudicial to the public interest because of the confidential nature of the business to be transacted.*

There were no items to be discussed in confidential session.

491/23 Public Participation

There were no members of public present.

492/23 To note Minutes of last Highways & Street Scene Committee meeting held on 15 January 2024 and updates on actions taken.

Members noted the minutes of the Highways & Streetscene meeting held on 15 January 2024 and the various actions taken.

With regard to Min 377(d) and the response to the Local Cycling, Walking Infrastructure Plans (LCWIP), the Clerk informed the meeting she had heard earlier in the day that Wiltshire Council had been awarded £375,000 for active travel and mentioned Melksham in the list of schemes. She had therefore contacted Wiltshire Councillor Tamara Reay, Cabinet Member for Transport & Assets to ask what was happening in Melksham, explaining that the parish council had made a comprehensive reply to the LCWIP and looked forward to receiving an update.

493/23 Local Highways & Footpath Improvement Group (LHFIG)

a) To note Minutes and action log of Local Highways & Footpath Improvement Group (LHFIG) meeting held on 8 February 2024.

Members noted the minutes and action log of the LHFIG meeting held on 8 February 2024.

i) Issue 9-22-17: Waiting Restriction Requests

Councillor Baines raised concern the proposals regarding Mitchell Drive, Bowerhill did not seem to be in line with those proposed by the parish council.

The Clerk explained the various waiting restrictions would be included on the Full Council meeting agenda on 22 April, as they had been too late to include them on this agenda, for the parish council to respond to proposals by the 7th May deadline. Wiltshire Council were happy to meet with the parish council to discuss the various proposals and this would be arranged before the Full Council meeting.

ii) Issue 9-23-4: Semington Road Bus Gate

The Clerk explained it had been agreed to publish widely once the camera had been installed, including in the Melksham News, to forewarn people before tickets were issued to anyone who uses the gate illegally.

iii) Issue 9-22-22: Corsham Road, Shaw - reinstate louvre shutters on traffic lights.

Members noted the council's 50% contribution had increased to £378.59 which had been approved.

iv) Issue 9-23-17: – Installation of Realtime Information (RTI) on bus shelters on Mitchell Drive, Bowerhill

Councillor Baines explained the battery-powered RTI was not yet available and not accepted by Wiltshire Council as part of their contract, therefore LED RTI would be installed and would not cost as much as originally thought. Therefore, two more shelters on Halifax Road (Kestrel Court stops) can have RTI installed as they have an electric supply.

Unfortunately, the Market Place bus shelter does not have an electric supply and therefore cannot have RTI installed at present.

Funding for the RTI was coming from the shared Community Infrastructure Levy (CIL) pot with the Town Council.

v) Issue 9-23-11: A365 Bowerhill, Devizes Road junction with Hornchurch Road – request to introduce double white line system to prevent overtaking.

This request had been closed by LHFIG as the parish council had subsequently indicated that they did not wish to proceed with this request at present as it was noted a new site allocation in the draft Local Plan was included adjacent to the school which could affect the road layout. There was also a petition for 20mph at this location and it was therefore felt prudent to see what future road layouts were planned, rather than making changes now.

It was noted this section of road was due to be resurfaced as part of planned maintenance by Wiltshire Council and whether it was prudent to change any road markings once the road had been resurfaced.

Recommendation: To ask Wiltshire Council if the road markings could be examined to make it more obvious that people should not overtake at this junction on the right; as part of the planned resurfacing and therefore re-lining.

The Clerk highlighted that at the LHFIG meeting, Town Councillor Hubbard had raised concerns at the current level of third-party

Commented [L1]: As an item on the agenda. Clerk written to Western Highways, awaiting a response.

funding for Melksham Town Council and Melksham Without Parish Council, which was currently set at 50%, compared with 25% for other parish councils. It was understood this had been raised at a subsequent Area Board meeting, but deferred, and therefore the Clerk sought a steer from Members if they wished to review this council's share of funding for projects in the parish.

Recommendation: To place an item on the next Full Council agenda regarding this council's share of funding for LHFIFG projects in the parish.

494/23 To consider requests for support by the Parish Council including requests for the Local Highways & Footpath Improvement Group (LHFIFG) next meeting on 7 May 2024:

a) To note concerns of pedestrian safety on Top Lane, Whitley and consider a way forward

A resident of Whitley had written to the parish council concerned about pedestrian safety along Top Lane, West Hill and Purlpit due to the lack of pavement in places which meant people had to walk in the road.

It was noted the parish council had recently looked at the possibility of extending the footway, however, due to the costs associated with installing a footway c£100,000 they had not pursued this.

Councillor Baines noted the resident had suggested the installation of pedestrians in the road signage and noted such signage did exist on parts of Top Lane before footway works were undertaken some 5-10 years ago.

Councillor Richardson explained that Daisy Chain Nursery often walked young children along this road and that the speed limit changed to 60mph once reaching the village gates at Purlpit, the road became narrow at this point and queried if the speed limit here could be reviewed.

Councillor Baines highlighted Wiltshire Council had previously reviewed the speed limits not that long ago, with the conclusion the speed limit was appropriate.

Councillor Richardson noted on the village gateway signage coming into Whitley via West Hill, that on one side of the road, the sign stated 'Welcome to Whitley Please Drive Carefully', but there did not appear to be a sign on the other side, he was unsure if one had previously existed and had subsequently disappeared and suggested if similar signage on the other village gateway sign would help in slowing vehicles down when

Commented [L2]: Considered at Full Council meeting on 22 April when it was agreed to to keep the current funding contribution rate of 50% for LHFIFG projects.

entering the village from this direction.

It was highlighted if such signage had previously existed on the other village gateway sign and a request was submitted to LHFIG for new signage, there should be no cost to the parish council.

Recommendation: To submit a request for consideration to LHFIG for the installation of:

1. 'Pedestrians in Road' signage on Top Lane, beyond the First Lane junction with Top Lane for cars heading towards West Hill/Purpitt; and in the opposite direction for those vehicles coming up from Purpitt towards West Hill in the other direction.
2. 'Please Drive Carefully' signage be added to the Whitley Village gateway signage coming from West Hill/Purpitt.

Commented [L3]: Considered at LHFIG meeting on 7 May. (LHFIG minutes on the agenda to note)

Commented [L4]: Considered at LHFIG meeting on 7 May. (LHFIG minutes on agenda to note)

b) To note concerns of road safety on Corsham Road, Whitley and consider a way forward.

Councillor Richardson explained he had been contacted by a resident concerned at road safety on Corsham Road having witnessed a near miss with a vehicle and pedestrian.

Councillor Richardson was aware of various incidences having taken place on Corsham Road resulting in minor injuries, as well as numerous near misses. However, noted not all were reported, with himself nearly being knocked over recently by a car which had swerved to avoid something in the road. He asked what could be done to improve road safety on Corsham Road, noting another resident of Whitley had provided a list of possible road safety improvements.

- Re-activate the speed watch site nearer to the school entrance (Police action);
- Speed watch sessions are (deliberately) conducted to include drop off/pick up school times;
- Increase police presence during school run times;
- Hire a "Lollypop Lady";
- Creation of a permanent 20mph zone;
- Permanent radar speed signs (SID) closer to the school;
- Temporary 20 mph zone flashing lights;
- Serco-type speed camera (real or dummy) may do the trick;
- Temporary/permanent automatic speed cameras with number plate recognition and number plate display when speed exceeded;
- As above with registration numbers and speeds recorded and letters fines automatically issued.

With regard to the 20mph speed limit outside the school, Councillor Baines explained it was not Wiltshire Council's policy to have temporary 20mph speed limits outside schools on main roads during school times.

Councillor Richardson expressed frustration that the Shaw School needed to update their school travel plan in order for some highway improvements to be implemented.

On the crossing outside the school it was noted one of the 'belisha' beacons had a 'halo' on one side but not the other and asked if one could be included, which may help in slowing vehicles down.

It was noted that now a new contractor had been found to install the speed indicator devices and an eligible site on Corsham Road, that hopefully this would help in reminding people to drive within the speed limit.

Councillor Richardson explained that whilst driving to Frome he had noted 'slow' road markings painted on the road with 3 yellow lines under and above and queried whether similar lines could be added to the 'slow' road markings on Corsham Road to make them more obvious, but it was felt that no amount of extra road safety measures could compensate for bad driving.

Concerning a lolly pop lady as mentioned, it was noted these had been taken away some time ago all over the Country, due to lack of funding as well as due to fears at the level of abuse they often received.

Recommendations: To ask Wiltshire Council why one 'halo' has been installed on one side of the crossing on Corsham Road and not the other.

Commented [L5]: Wiltshire Council have agreed to install new halos.

Councillor Richardson left the meeting after this item.

c) To note concerns of resident at the condition of the footway from Redstocks to Melksham.

Correspondence had been received from a resident concerned at the condition of the footway from Redstocks to Melksham.

It was noted the road surface was also in poor condition and was included in Wiltshire Council's resurfacing programme list.

The Clerk explained the condition of the footway had been put through on Wiltshire Council's app, however, no update had been received on what action if any, would be undertaken.

It was noted that given the condition of the road surface it would be a difficult job for the parish steward to undertake, without further damaging the surface.

Recommendation: To ask Wiltshire Council if they could repair/resurface the footway at the same time as they are resurfacing this stretch of road as part of their programme of resurfacing maintenance.

Commented [L6]: A separate item on the agenda.

495/23 Road Safety (standing item)

a) To consider any items/projects for review by the Road Safety Working Group.

Recommendation: To ask the Road Safety Working Group to look at road safety issues relating to Semington Road ie not being usable for cyclists, speeding and misuse of the traffic calming.

Commented [L7]: Notes from meeting on 10 June and recommendations on agenda.

b) To note correspondence to Michelle Donelan MP regarding road safety on Semington Road.

Members noted the correspondence from a resident of Semington Road to Michelle Donelan MP concerned about road safety on Semington Road and what pressure she could bring to bear to try and get the matter resolved.

496/23 Highway Maintenance:

a) To note Wiltshire Council have increased investment into filling potholes, resurfacing roads and tackling highways flooding.

It was noted Wiltshire Council were investing millions of pounds into filling potholes, resurfacing roads and tackling the causes of highway flooding throughout the County in 2024/25.

b) To note Highway Maintenance Programme for 2024/25-2029/30.

A list of the various roads to be resurfaced in Wiltshire between 2024-2030, which included various roads in the parish, had been circulated to the Highways Committee for their information.

497/23 Hilperton to Melksham Active Travel Route and Byways

Members noted the update from Wiltshire Council on the Hilperton to Melksham Active Travel Route and Byways audit, noting there had been a few issues with increased vehicle use on parts of the route with

Wiltshire Council proposing to introduce an Experimental Traffic Regulation Order to prohibit motor vehicles from using these routes unless for access.

The Clerk expressed disappointment the concerns the parish council had raised regarding the safety of cyclists had not been included in the audit, such as cyclists having to go back onto the road once they reached Longford Road in the town and therefore had put these comments through as part of the response to the Local Cycling, Walking Infrastructure Plan (LCWIP).

498/23 Rights of Way

Members noted improvements to rights of way MELW1 & MELW2 via S106 contributions from the Bowood View development had been undertaken in Berryfield.

The Clerk expressed disappointment that the Rights of Way officers had not sought improvements elsewhere in Berryfield, despite the parish council requesting monies be included in S106 agreements for Buckley Gardens, to improve rights of way in the area.

499/23 Bus Shelters

a) Semington Road Bus Shelters

i) To note concerns regarding the siting of bus shelters and consider any action

A resident of the mobile home park had contacted Councillor Holt concerned the bus stop had moved further up the road. Their mobility issues meant that they felt this was at the detriment of the Mobile Home residents, and that the residents in the new housing development were receiving preferential treatment.

Councillor Baines noted the parish council had tried to convince the owners of the mobile home park to allow a footway to be constructed adjacent to their site for their residents but this had been refused, also in places there was not sufficient distance between the fence and kerb to construct a footway.

Wiltshire Council Highways also felt if a footway was installed adjacent to the mobile home park it would be too narrow and didn't want to encourage residents to use it, therefore residents should be encouraged to cross the road to join the footway on the other side of the road and then cross back later on to access the bus shelter near Telford Drive.

Councillor Baines also noted that where the bus used to stop at the entrance to the mobile home park, there was quite a step down for people as there were no kerbs, which was not safe and therefore as funding was coming from the Bowood View development it was agreed to move the shelter where it would be safer to drop off passengers ie near Telford Drive.

It was noted the Townsend Farm development was funding a bus stop and there was therefore the possibility of having two bus stops close together with the possibility that passengers from the mobile home park could use a new one.

Recommendation: To arrange a site visit with Wiltshire Council regarding the siting of the new bus shelter and to discuss the location of the potential new bus stop.

Commented [L8]: Site visit took place on 25 April and options discussed.

ii) To note concerns regarding the side panels on the bus shelter near Telford Drive obscuring vision for vehicles exiting Telford Drive and agree way forward.

Correspondence had been received from a resident of Semington Road concerned the side panel on the bus shelter recently installed near Telford Drive was obscuring the vision of vehicles exiting Telford Drive.

Councillor Holt agreed drivers' vision was obscured by the positioning of the side panel, also drivers' vision was obscured in the other direction by an overgrown hedge.

The Clerk advised a letter would be going to the homeowner to ask that they cut back their hedge as it was obscuring the vision of drivers exiting Telford Drive.

Councillor Baines highlighted the bus shelter had been located in the visibility splay for Telford Drive, as shown in plans for Bowood View (17/10416), noting the bus shelter should have been placed at the back of the footway, which is highway land and therefore would have not have caused visibility issues.

It was noted David Wilson Homes (Buckley Gardens) had installed raised kerbs at the bus stop outside the New Inn, making it difficult for the bus to pull in safely to pick up passengers without hitting the kerb and therefore had not been installed correctly.

Recommendation: To ask Wiltshire Council why the bus shelter has been located in its current position, instead of further back in the footpath which is Highway Land and to arrange a meeting with Wiltshire Council to look at both bus shelters and the high kerbs outside the New Inn. Councillor Holt asked if she could be included in the site visit.

500/23 Proposed A350 Bypass (Standing Item):

In response to the request to Michelle Donelan MP to follow up on the parish council's behalf when an update on the M4 to Dorset Coast Connectivity report would be released in the public domain, a response had been received from Guy Opperman MP. He confirmed that the Department for Transport had received the final report from National Highways and that the findings would be reflected in a document due to be published later in 2024.

The committee expressed frustration as the report was originally due to be published in Summer 2023.

Meeting closed at 10.00pm

Signed:.....
Chair, Full Council, 22 April 2024

Commented [L9]: Site meeting held on 25 April with two options suggested by WC re bus shelter near Telford Drive and considered at Full Council on 13 May. With it agreed to write to WC asking that the bus shelter be installed so as not to intrude into the visibility splay of Telford Drive. Response from WC on agenda as separate item. It was agreed the high kerbs outside the New Inn are located in the wrong place and will be repositioned.

Teresa Strange

From: Baker, Dean <Dean.Baker@wiltshire.gov.uk>
Sent: 20 June 2024 13:12
To: Teresa Strange
Subject: FW: A365 Footpath Between Bowerhill Ln and Redstocks

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon, Teresa.

FYI, please see below, a reply to councillor Holder's email.

Regards

Dean

Dean Baker
Highway Engineer, Highways Central
Covering the Area Boards of Melksham and Bradford on Avon

Local Highways
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36 Lancaster Rd, Bowerhill Melksham, Wiltshire, SN12 6QT

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From: Nott, Denise <Denise.Nott@wiltshire.gov.uk>
Sent: Thursday, June 20, 2024 12:19 PM
To: Holder, Nick <Nick.Holder@wiltshire.gov.uk>
Cc: Baker, Dean <Dean.Baker@wiltshire.gov.uk>
Subject: RE: A365 Footpath Between Bowerhill Ln and Redstocks

Hello, Nick.

Just to clarify, we were looking to do some siding out of the footway where vegetation has encroached over the surface at the same time as the carriageway resurfacing work to make use of the road closure. We don't yet have a programmed start date for the carriageway resurfacing, but Dean will let you know once he has that information .

I am aware that the condition of the footway may mean that surface defects are exposed when the siding out work is done. These would have to be temporarily filled, but Dean is also working with Atkins to get a price for some form of resurfacing of the footway along that stretch. Due to the length of the path, this may have to be done in phases over more than one financial year.

I hope this information is helpful.

Kind regards.

Name: Denise Nott

Position: Area Manager (Central)

Covering the Area Boards of Bradford, Melksham, Chippenham, Corsham, Trowbridge, Westbury & Warminster

Team/Department: Local Highways

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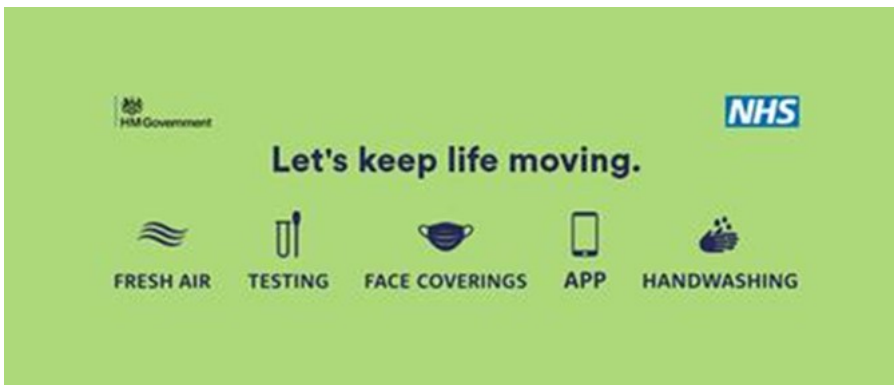
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From: Holder, Nick <Nick.Holder@wiltshire.gov.uk>

Sent: Thursday, June 20, 2024 10:53 AM

To: Baker, Dean <Dean.Baker@wiltshire.gov.uk>; Teresa Strange <clerk@melkshamwithout-pc.gov.uk>

Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>

Subject: RE: A365 Footpath Between Bowerhill Ln and Redstocks

Hi Dean,

I am bit confused as Sam Howell has previously told me she has agreed with Chris Clark for the work to be carried out at the same time as the carriageway is closed?

This is what Sam sent over.

Hi Nick,

I have reviewed this matter with the team and whilst there are some issues with the condition of footway under the encroaching verge, I am advised this is not insurmountable. Accordingly, we are seeking to align the works. Chris (copied) will be in touch with more details in due course.

I have also reminded the team of our 'One Council' approach.

Kind regards,

Sam

Can you please clarify this with Chris?

Nick

Nick Holder
Councillor for Bowerhill
Cabinet Member for Highways, Streetscene and Flooding
Wiltshire Council | County Hall | Trowbridge | Wiltshire | BA14 8JN

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Wiltshire Council

Tel: 07931 905520
Email: nick.holder@wiltshire.gov.uk
Facebook@Cllr Nick Holder for Bowerhill

From: Baker, Dean <Dean.Baker@wiltshire.gov.uk>
Sent: Thursday, June 20, 2024 10:07 AM
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Holder, Nick <Nick.Holder@wiltshire.gov.uk>; Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>
Subject: RE: A365 Footpath Between Bowerhill Ln and Redstocks

Good morning, Teresa.

I've got a meeting on site next week with the contractors to assess what needs doing so they can generate an estimate of costs, as mentioned previously depending on the costs will determine when this work is programmed.

Regards

Dean

Dean Baker
Highway Engineer, Highways Central
Covering the Area Boards of Melksham and Bradford on Avon

Local Highways
Highways and Transport

36 Lancaster Rd, Bowerhill Melksham, Wiltshire, SN12 6QT

Wiltshire Council

Mobile: 07767 932818

Email: dean.baker@wiltshire.gov.uk

Web: www.wiltshire.gov.uk

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From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>

Sent: Thursday, June 20, 2024 8:43 AM

To: Baker, Dean <Dean.Baker@wiltshire.gov.uk>

Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Holder, Nick <Nick.Holder@wiltshire.gov.uk>; Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>

Subject: RE: A365 Footpath Between Bowerhill Ln and Redstocks

Morning Dean

Just wondering where we are with this? we are keen not to miss the opportunity of this being done whilst the road is being resurfaced due to the Traffic Management already being in place.

With kind regards,

Teresa

From: Baker, Dean <Dean.Baker@wiltshire.gov.uk>

Sent: 06 June 2024 13:49

To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>

Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Holder, Nick <Nick.Holder@wiltshire.gov.uk>; Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>

Subject: RE: A365 Footpath Between Bowerhill Ln and Redstocks

Good afternoon, Teresa.

I've not heard anything back from our contractors yet so I have just chased them up, as soon as I hear anything I'll be in touch.

Regards

Dean

Dean Baker

Highway Engineer, Highways Central

Covering the Area Boards of Melksham and Bradford on Avon

Local Highways

Highways and Transport

36 Lancaster Rd, Bowerhill Melksham, Wiltshire, SN12 6QT

Wiltshire Council

Mobile: 07767 932818

Email: dean.baker@wiltshire.gov.uk

Web: www.wiltshire.gov.uk

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From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: Thursday, June 6, 2024 1:37 PM
To: Baker, Dean <Dean.Baker@wiltshire.gov.uk>
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Holder, Nick <Nick.Holder@wiltshire.gov.uk>; Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>
Subject: RE: A365 Footpath Between Bowerhill Ln and Redstocks

Hi Dean
Just wondered if you had any update on this please.
With kind regards, Teresa

From: Teresa Strange
Sent: 14 May 2024 15:10
To: Baker, Dean <Dean.Baker@wiltshire.gov.uk>
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Holder, Nick <Nick.Holder@wiltshire.gov.uk>; Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>
Subject: RE: A365 Footpath Between Bowerhill Ln and Redstocks

Hi Dean
Thanks very much for coming back to me on this.
Yes, the parish council has had several complaints over the years about this stretch of footpath, and there are always more in the summer months as it's a well used route for residents to access the Right of Way network to the canal – and the Barge Inn!
We note that the stretch of highway between Falcon Way and Redstocks is scheduled on the planned maintenance list which is why we raised it again; to see if it could be done at the same time as the highway resurfacing.
With best wishes, Teresa

From: Baker, Dean <Dean.Baker@wiltshire.gov.uk>
Sent: 14 May 2024 15:06
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Holder, Nick <Nick.Holder@wiltshire.gov.uk>; Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>
Subject: A365 Footpath Between Bowerhill Ln and Redstocks

Good afternoon, Teresa.

I believe you've expressed concerns about the A365 Footpath Between Bowerhill Ln and Redstocks, just to let you know this footpath is on my radar.

As you're aware an attempt to cut back the overgrown verge was made some time back, this led to the surface of the path breaking up which would have left the path in a poor hazardous condition, so the work was halted.

I've asked our contractors to carry out an inspection and prepare an estimate of costs to clear the verge from the footpath and resurface the footpath, depending on the cost of these works will determine if the work can possibly be programmed for this year using my remaining footpath budget or scheduled for future works.

I will update you once I receive the costs from the contractor.

Regards

Dear

Dean Baker
Highway Engineer, Highways Central
Covering the Area Boards of Melksham and Bradford on Avon

Local Highways
Highways and Transport
36 Lancaster Rd, Bowerhill Melksham, Wiltshire, SN12 6QT

Wiltshire Council

Mobile: 07767 932818
Email: dean.baker@wiltshire.gov.uk
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Lorraine McRandle

From: Teresa Strange
Sent: 15 July 2024 12:00
To: Christopher.Clark@wiltshire.gov.uk
Cc: nick.holder@wiltshire.gov.uk; Lorraine McRandle; Rose, Martin
Subject: FW: Maintenance Plans 2024/25 - 2029/30 for Melksham Community Area
Attachments: Melksham Area Board.pdf; LHFIG Issue 9-23-11.pdf

Dear Chris

I hope you are well, I wonder if you can advise me please....as I understand from Cllr Holder that you are dealing with our requests from April. The parish council are holding their next Highways meeting on Monday 22nd July, and it will be useful to update the members, or consider gain approvals if it has to go back to LHFIG.

On sight of the Maintenance Plans and the work planned on the A365 from Bowerhill to Redstocks, Melksham Without Parish Council asked for two things (at the bottom of the email trail but repeated here).

976479	A365	MELK_24_003	DEVIZES	FALCON WAY	REDSTOCKS	SURFACING	1850	2024/25
			ROAD/BATH	ROUNDAABOUT	CROSSROADS			
			ROAD					

1. We had an LHFIG issue that we didn't proceed with due to the potential for changes in the future. See issue 09-23-11 attached.
However, as the road is being resurfaced as part of your maintenance scheme, the parish council asks that the road markings be reviewed to make it more obvious that vehicles should not overtake on the right, as cars approach the junction with Hornchurch Road
Can this happen please? I understand from Ray McKenzie that we would have to put this to LHFIG; its been considered by LHFIG, we agreed to postpone as there is a housing allocation in the draft Local Plan (Policy 19) here that will require road changes and a petition for 20mph for the Secondary school too, both will necessitate new line markings, but as you are resurfacing the road can these changes be incorporated now?
2. We have had complaints over the years about the poor state of the footway from Redstocks towards Melksham, and a recent one from someone who fell into the road due to the poor surface. We have this logged on the app as ref 00160567 and it says it's being investigated. In the past we know that there have been issues trying to scrape back the creep of vegetation making the footway narrow, due to its poor surface – any attempts to do this have been stopped as was removing the surface of the pavement too (please refer to Stuart Renfrew who we have liaised with this at the time; it means we can't put on the list for the parish steward). Therefore, the parish council ask that when you resurface the highway as part of planned maintenance, you please repair and resurface the footway too. **Cllr Holder has shared correspondence with Sam Howell and yourself that the vegetation is being cleared, but the parish council are asking that the footway be resurfaced when the road is being resurfaced please.**

We look forward to hearing from you.....

With kind regards, Teresa

Teresa Strange
Clerk & Responsible Financial Officer
Melksham Without Parish Council
First Floor
Melksham Community Campus
Market Place, Melksham
Wiltshire, SN12 6ES
01225 705700
www.melkshamwithout-pc.gov.uk

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On twitter: [@melkshamwithout](#)

On Instagram: [melkshamwithoutpc](#)

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From: Holder, Nick <Nick.Holder@wiltshire.gov.uk>
Sent: 20 June 2024 09:34
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: FW: Maintenance Plans 2024/25 - 2029/30 for Melksham Community Area

Sorry, I thought I had sent this on. See below, Chris Clark is dealing with Ref Falcon Way I will chase again, and I know Mark B says he is asked regularly, not sure what they ask him, but I have not been contacted by any of the residents in Kingfisher about this at all. Nonetheless we do need and answer.

Nick

(Thought you were off?)

Nick Holder
Councillor for Bowerhill
Cabinet Member for Highways, Streetscene and Flooding
Wiltshire Council | County Hall | Trowbridge | Wiltshire | BA14 8JN

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Tel: 07931 905520
Email: nick.holder@wiltshire.gov.uk
Facebook@Cllr Nick Holder for Bowerhill

From: Howell, Samantha <Samantha.Howell@wiltshire.gov.uk>
Sent: Thursday, May 16, 2024 11:01 AM
To: Holder, Nick <Nick.Holder@wiltshire.gov.uk>

Cc: Clark, Christopher <Christopher.Clark@wiltshire.gov.uk>; Roberts, Noreen <Noreen.Roberts@wiltshire.gov.uk>
Subject: RE: Maintenance Plans 2024/25 - 2029/30 for Melksham Community Area

Hi Nick,

I have reviewed this matter with the team and whilst there are some issues with the condition of footway under the encroaching verge, I am advised this is not insurmountable. Accordingly, we are seeking to align the works. Chris (copied) will be in touch with more details in due course.

I have also reminded the team of our 'One Council' approach.

Kind regards,

Sam

Samantha Howell
Director of Highways and Transport - Place



Email: samantha.howell@wiltshire.gov.uk
Web: www.wiltshire.gov.uk
Phone: 01225 713403

From: Holder, Nick <Nick.Holder@wiltshire.gov.uk>
Sent: Tuesday, May 14, 2024 10:08 AM
To: Howell, Samantha <Samantha.Howell@wiltshire.gov.uk>
Subject: FW: Maintenance Plans 2024/25 - 2029/30 for Melksham Community Area

Morning Sam,

If you follow the email trail below, you will see there is a request from Melksham Without to ask the highways team to carry out some clearance work to pavements etc along the A 365 whilst it is closed for resurfacing. This request has been pushed back, and I would ask as the local member, not in my cabinet capacity, if this could be re-looked at to see if the work to both the carriageway and the footpath can be carried out simultaneously, appreciating it might require different gangs.

Thanks,

Nick

Nick Holder
Councillor for Bowerhill
Cabinet Member for Highways, Streetscene and Flooding
Wiltshire Council | County Hall | Trowbridge | Wiltshire | BA14 8JN

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Tel: 07931 905520
Email: nick.holder@wiltshire.gov.uk
Facebook@Cllr Nick Holder for Bowerhill

From: McKenzie, Ray <Ray.McKenzie@wiltshire.gov.uk>
Sent: Monday, May 13, 2024 11:50 AM
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; westernhighways <westernhighways@wiltshire.gov.uk>
Cc: Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>; Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Rose, Martin <martin.rose@wiltshire.gov.uk>; Holder, Nick <Nick.Holder@wiltshire.gov.uk>
Subject: RE: Maintenance Plans 2024/25 - 2029/30 for Melksham Community Area

Dear Theresa

Apologies for not having responded to your email sooner.

The works that I undertake in relation to surfacing involve maintenance of existing carriageway and lining. Any changes to the current lining come under the remit of our Traffic Engineering Team.

In respect of the footway, this type of work does not form part of the works that our surfacing contractor undertakes. Footway surfacing schemes come under the remit of the Local Highways team.

Kind regards

Ray

Ms Ray McKenzie
Highways Principal Technical Officer
Highways and Transport

Wiltshire Council

Tel: 01722 438915
Email: ray.mckenzie@wiltshire.gov.uk
Web: www.wiltshire.gov.uk

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From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: Monday, May 13, 2024 10:55 AM
To: McKenzie, Ray <Ray.McKenzie@wiltshire.gov.uk>; westernhighways <westernhighways@wiltshire.gov.uk>
Cc: Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>; Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Rose, Martin <martin.rose@wiltshire.gov.uk>; Holder, Nick <Nick.Holder@wiltshire.gov.uk>
Subject: FW: Maintenance Plans 2024/25 - 2029/30 for Melksham Community Area

Dear Ray
CC to Cllr Nick Holder as Bowerhill Ward Member (and not Cabinet member)

I wonder if you had been able to look at these request please.

I have had another complaint about the very narrow width of available footway to walk on the route from the Turnpike Garage towards Redstocks, it's a popular route to get to the canal vis the Rights of Ways, especially in the summer months, and it's effective a narrow strip of gravel at the moment.

With kind regards, Teresa

From: Teresa Strange

Sent: 23 April 2024 17:24

To: Ray.McKenzie@wiltshire.gov.uk; westernhighways@witlshire.gov.uk

Cc: Councillor Alan Baines (alan.baines@melkshamwithout-pc.gov.uk) <alan.baines@melkshamwithout-pc.gov.uk>;

Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Rose, Martin <martin.rose@wiltshire.gov.uk>

Subject: FW: Maintenance Plans 2024/25 - 2029/30 for Melksham Community Area

Dear Ray

Melksham Without Parish Council have a couple of highways requests from residents, that the parish council support, and they both relate to a major maintenance scheme that is scheduled in 2024/25 in the attached document, and so would like to see if the requests can be considered under your planned maintenance, rather than through LHFIG.

976479	A365	MELK_24_003	DEVIZES	FALCON WAY	REDSTOCKS	SURFACING	1850	2024/25
			ROAD/BATH	ROUNDAABOUT	CROSSROADS			
			ROAD					

3. We had an LHFIG issue that we didn't proceed with due to the potential for changes in the future. See issue 09-23-11 attached.

However, as the road is being resurfaced as part of your maintenance scheme, the parish council asks that the road markings be reviewed to make it more obvious that vehicles should not overtake on the right, as cars approach the junction with Hornchurch Road

4. We have had complaints over the years about the poor state of the footway from Redstocks towards Melksham, and a recent one from someone who fell into the road due to the poor surface. We have this logged on the app as ref 00160567 and it says it's being investigated. In the past we know that there have been issues trying to scrape back the creep of vegetation making the footway narrow, due to its poor surface – any attempts to do this have been stopped as was removing the surface of the pavement too (please refer to Stuart Renfrew who we have liaised with this at the time; it means we can't put on the list for the parish steward). Therefore, the parish council ask that when you resurface the highway as part of planned maintenance, you please repair and resurface the footway too.

With many thanks for your consideration of these requests.

With kind regards,

Teresa

Teresa Strange

Clerk & Responsible Financial Officer

Melksham Without Parish Council

First Floor

Melksham Community Campus

Market Place, Melksham

Wiltshire, SN12 6ES

01225 705700

www.melkshamwithout-pc.gov.uk

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Lorraine McRandle

From: Elford, Kirsty <Kirsty.Elford@atkinsrealis.com>
Sent: 21 May 2024 14:28
To: Lorraine McRandle
Subject: RE: Crossing outside Shaw School, Corsham Road, Shaw

Hi Lorraine,

My error, this is what is on order – It is high visibility for this location and this is the new type halo.



Kirsty Elford

Technician
AtkinsRéalis
United Kingdom

From: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Sent: Monday, May 20, 2024 4:22 PM
To: Elford, Kirsty <Kirsty.Elford@atkinsrealis.com>
Cc: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: RE: Crossing outside Shaw School, Corsham Road, Shaw

Hi Kirsty

Thanks for getting back to me.

From the Highway's meeting when this was discussed Members would prefer to see 'halos' installed as a means of trying to encourage vehicles to slow down.

Is this an option?

Lorraine

Lorraine McRandle
Parish Officer
Melksham Without Parish Council
First Floor
Melksham Community Campus
Market Place, Melksham
Wiltshire, SN12 6ES
01225 705700
office@melkshamwithout-pc.gov.uk
www.melkshamwithout-pc.gov.uk

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From: Elford, Kirsty <Kirsty.Elford@atkinsrealis.com>
Sent: 20 May 2024 15:45
To: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: RE: Crossing outside Shaw School, Corsham Road, Shaw

Hi Lorraine,

It will not be fitted with a halo – This is what it will look like.



Kirsty Elford

Technician
AtkinsRéalis
United Kingdom

From: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Sent: Monday, May 20, 2024 3:04 PM
To: Wiltshire Street Lighting <streetlightinginWiltshire@atkinsrealis.com>
Cc: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: RE: Crossing outside Shaw School, Corsham Road, Shaw

Hi Kirsty

Thanks for getting back to me and confirming new belisha beacons will be installed at the crossing near Shaw School.

Are you able to provide me with details of their design and whether they will include 'halos'.

Best Regards

Lorraine McRandle
Parish Officer
Melksham Without Parish Council
First Floor
Melksham Community Campus
Market Place, Melksham
Wiltshire, SN12 6ES
01225 705700
office@melkshamwithout-pc.gov.uk
www.melkshamwithout-pc.gov.uk

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From: Wiltshire Street Lighting <streetlightinginWiltshire@atkinsrealis.com>
Sent: 20 May 2024 14:30
To: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: RE: Crossing outside Shaw School, Corsham Road, Shaw

Hi Lorraine,

Sorry for the delay in replying.

Both these Belisha Beacons did once look the same. One has since become defective and has been replaced with a different model as such.

I have raised and issued two jobs for both of these to be replaced. This may take several weeks.

Kirsty Elford

Technician
AtkinsRéalis
United Kingdom

From: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Sent: Friday, May 10, 2024 11:45 AM
To: Wiltshire Street Lighting <streetlightinginWiltshire@atkinsrealis.com>
Subject: FW: Crossing outside Shaw School, Corsham Road, Shaw

Streetlighting

Please see email below forwarded to yourselves from Dean Baker.

Sorry to chase, but just wondering if you are able to provide a response.

We are due to have a Highways meeting shortly and it would be useful to provide an update on this query.

Thanks

Lorraine McRandle
Parish Officer
Melksham Without Parish Council
First Floor
Melksham Community Campus
Market Place, Melksham
Wiltshire, SN12 6ES
01225 705700
office@melkshamwithout-pc.gov.uk
www.melkshamwithout-pc.gov.uk

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From: Baker, Dean <Dean.Baker@wiltshire.gov.uk>
Sent: 24 April 2024 13:41
To: Streetlighting <Streetlighting@wiltshire.gov.uk>
Cc: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: RE: Crossing outside Shaw School, Corsham Road, Shaw

Good afternoon, Streetlighting.

Please see the email below from Lorraine at Melksham Without Parish Council.

Please could you reply to Lorraine regarding the query about the 'belisha' beacons.

Regards

Dean

Dean Baker
Highway Engineer, Highways Central
Covering the Area Boards of Melksham and Bradford on Avon

Local Highways

Highways and Transport
36 Lancaster Rd, Bowerhill Melksham, Wiltshire, SN12 6QT

Wiltshire Council

Mobile: 07767 932818

Email: dean.baker@wiltshire.gov.uk

Web: www.wiltshire.gov.uk

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From: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>

Sent: Wednesday, April 24, 2024 1:25 PM

To: Baker, Dean <Dean.Baker@wiltshire.gov.uk>

Cc: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>

Subject: Crossing outside Shaw School, Corsham Road, Shaw

Hi Dean

Hope you are well.

In discussing highway safety on Corsham Road at a recent Highways meeting, members queried why there was only one 'halo' covering one of the 'belisha' beacons on the crossing outside Shaw Primary School (picture below).



Do you know if 'halos' had been installed on both sides of the crossing and one has subsequently disappeared and needs replacing.

If only one was installed, the parish council have asked that an additional one be installed on the other side of the crossing, as this might help in slowing vehicles down.

Look forward to hearing from you.

Best Regards

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Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
	Melksham LHFIG – Meeting Notes for Tuesday 7th May at 18:00 hrs (Via MS Teams)			
1.	Attendees and apologies			
	Attendees:	Cllr Mike Sankey (Chair) Cllr Jon Hubbard, Cllr Nick Holder Cllr Phil Alford, Malcolm Jones – Steeple Ashton PC Colin Wade – Semington PC, Pat Aves - Melksham TC Pat Tucker - Keevil PC Alan Baines – Melksham Without PC, Mary Winterburn - Great Hinton PC, Dean Baker – Area Highway Engineer, Martin Rose – Principal Traffic Engineer	To note	AB
	Apologies:	Cllr Nick Holder Cllr Jonathan Seed Jonathan Tapper (Steeple Ashton PC) Sarah Dow – Clerk to Keevil PC		
2.	Notes of last meeting			
		The notes and recommendations of the previous LHFIG meeting held on 08/02/24 were presented to the Area Board at its 06/03/24 meeting and agreed.	To note.	All

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The meeting minutes can be found:
<https://cms.wiltshire.gov.uk/ieListDocuments.aspx?CId=166&MId=14926&Ver=4>

3. Financial Position

The closing balance for 2023/24 is now confirmed at **£53,247.47** (see Appendix 1 -End of Year Account). This surplus is carried forward to this financial year.

Note: The closing balance for 23/24 includes a number of committed schemes totalling **£49,263.69**, less agreed 3rd party contributions of **£17,073.57**. These have been carried over to 24/25.

The current balance for 24/25 is £45,395.35.

Below is an extract from the latest financial summary prepared for 7th May 24 meeting:

FINANCIAL SUMMARY (as of 12/04/24)			
LHFIG Budget 24/25	£24,338.00		
Carry F/wd from 23/24	£53,247.47		
	£77,585.47	A	
Current Projected Spend 24/25	£49,263.69	B	
Balance	£28,321.78	C (A-B)	
3rd Party Contributions (Details below)	£17,073.57	D	
Current Balance	£45,395.35	E (C+D)	

Refer to **APPENDIX 2** for 2024/25 for latest finance sheet.

To note

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4.	Live Priority schemes			
a)	<p>Issue 9-20-9 Melksham Sandridge Road – request to improve footway link to Maple Close</p>	<p>The Legal Team report that the final document was issued to the Landowner via his solicitor for sign-off at the end of May, but this has yet to be returned. The Town Clerk has since advised that the landowner has passed away, but his partner will now oversee matters. For legal reasons, it is likely to further delay this project.</p> <p>Once the legal process has been completed, Highways will instruct the arborist team to remove the hedgerow and root system and erect Haras fencing to maintain a boundary between the highway and private property. This work is anticipated to take place in November. Once completed, the Town Council can mobilise their builder to construct the new boundary wall.</p> <p>Work to widen the path is programmed to commence on 2nd January next year and should be completed within 10 days, although the programme might be affected should the legal process stall. https://www.google.com/maps</p>	<p>Town Council to continue to liaise with the landowner’s legal team to move this matter forward.</p> <p>Works on hold whilst Legal issues (probate) relating to free dedication with new owners is resolved. Completion unlikely in 23/24.</p> <p>07/05/24 - No progress update to report from Feb meeting. Probate issues ongoing. Legal team pressed. LHFIF agreed that Commitment of £20k will be carried over into 24/25. (Line 1 Finance sheet)</p>	
b)	<p>Issue 9-22-17 – Melksham Without (various roads) Request for Parking Control Measures</p>	<p>Issue Submitted by Melksham Without Parish Council</p> <p>Request for a Parking Review at the following locations:</p> <ul style="list-style-type: none"> • Semington Canal Bridge • Lancaster Road Bowerhill • Avro Way Bowerhill • Merlin Way Bowerhill 	<p>07/05/24 Initial review for sites completed (17 no.) Draft consultation documents issued to town and parish councils on 4/4/24. Deadline for response 7th May. Mark Stansby has met with MWPC to discuss proposals. MJR to send copy of Semington proposal to Colin Wade</p> <p>Agreed - TRO / Implementation costs at a cost of</p>	MS

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	To also include Issues 9-23-3 Beanacre, 9-23-5 Bowerhill and 9-23-7 Melksham	<ul style="list-style-type: none"> Mitchell Drive Bowerhill <p>It was noted that the canal forms the boundary between Melksham Without and Semington Parishes and that measures would be needed on both sides of the bridge.</p> <p>Semington Parish confirmed that they are content for measures to be included on their side of the bridge, but no other sites have been identified for review within their Parish.</p> <p>Mark S has commenced review. Update to be provided at next meeting.</p>	£4,000.00. 3 rd party contribution of 25% for TRO costs to be split evenly across Melksham TC, MWPC and Semington PC. 25% of Implementation costs to be allocated according to number of sites.	
c)	Issue 9-22-11 A350 Beanacre - request for measures to control entry speed at north end of village	<p>Issue submitted by Melksham Without Parish Council</p> <p>Design work now underway. Proposals and an estimate will be issued to the Parish in advance of the next meeting.</p> <p>https://www.google.com/maps</p> <p>Plans submitted to Melksham Without for consideration. Projected cost of both road markings / Gates, Signs is £13,300.</p> <p>Alternate option to omit Central Hatching / road Studs and only install gates, signs, yellow transverse base at a cost of £6600. Remaining work to be picked up as part of future MM.</p> <p>MWPC have confirmed their preference for this option and member agreed for this to progress to implementation. MWPC 50% contribution.</p>	<p>07/05/24 Works Ordered on 08/01/24 with target completion date of 15/02/24. This has slipped due to Milestone resource issues and will likely take place in May. Update at next meeting.</p> <p>Order Value £4,267.36, HIAMS M00751.</p>	MS
d)	Issue 9-23-3 – Beanacre Westlands Lane – request to prohibit parking at the access to	<p>Issue submitted by Melksham Without Parish Council</p> <p>Parking would need to be restricted on both sides of the lane, from the A350 to the new access.</p>	<p>07/05/24 MJR - Mark Stansby has included this location as part of parking review under Issue 9-23-5.</p> <p>See comments for Issue 9-22-17 above. Update at next meeting</p>	MS

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	the new water pumping station.	Refer to Item 4i of the agenda. https://www.google.com/maps		
e)	Issue 9-23-4 Bus Gate at Semington Road – request for Camera Enforcement.	<p>Mobile Site has been put forward for possible mobile enforcement by ANPR camera, however approval for the necessary powers from the DfT not expected until spring 24. (site would require local consultation)</p> <p>Fixed ANPR camera will require costs to relocate existing camera (Salisbury) approx. £10,000 and annual running costs £10,000. Cost would have to be borne by LHFIFG less any fine revenue.</p> <p>Member agreed that given the commitment from the police to undertake enforcement, the forthcoming Jan 24 metro count and imminent removal of the Staverton Road closure to review the situation at the Feb 24 meeting. https://www.google.com/maps/ Summary Results of metro count 7th -13th Dec 2023:</p> <p>Total number of vehicles (both directions) 1198 Southbound – 520 Northbound - 678</p> <p>5 Day Average Combined – 201 7 Day Average Combined - 171</p> <p>Breakdown by Class of vehicles 2 Axle Rigid HGV – 23.96% 3 Axle Rigid HGV – 0.42% 4 Axle Rigid HGV – 0.17% 3 Axle Artic – 0.33% 5+Axle - 0.17% Bus – 1.34%</p>	<p>07/05/24 - Costing for ANPR camera are as follows:</p> <ol style="list-style-type: none"> 1. ANPR Camera Set up costs (including discount for 1x RDS, 1 x POE4 and 1 4G Data Sim) = £11,071.00 Agreed 3rd party contribution from Semington PC = £2,767.75 2. Annual re-occurring cost Year 2+ £5,321.00. Note Semington PC and MWPC have agreed to contribute £1,000 each. WC to fund remainder of annual cost (£3,321). To be reviewed at end of Yr2 3. Sign costs = £771.31 (M2/0015) <p>Parking services have placed the order with 'Videalert' (Marston Holdings) Awaiting Install date. Est May / June 24.</p> <p>Draft press release prepared by communications team.</p>	MR

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		<p>Cycle – 13.77% Car – 37.56% LGV – 13.36% 2 wheeled MV - 8.93%</p> <p>Members discussed the ongoing concern with the high level of non-compliance and the need for direct enforcement action.</p> <p>It was provisionally agreed to carry out further work on the provision of ANPR enforcement at the site, subject to confirmation of costs. Semington PC have agreed to contribution to the overall cost. (% TBC)</p> <p>MR to undertake further work re. set up and ongoing maintenance costs and report back to group.</p>		
f)	Issue 9-23-5 – Bowerhill various sites – request for Parking Review	<p>Issue submitted by Melksham Without Parish Council.</p> <p>Parking concerns have been raised at the following sites at Bowerhill:</p> <ol style="list-style-type: none"> 1. Pathfinder Way 2. Westinghouse Way 3. Lancaster Road <p>Refer to Item 4i of the agenda. Mark S has commenced review. Update to be provided at next meeting.</p>	07/05/24 - See comments for Issue 9-22-17 above. Update at next meeting	MS
g)	Issue 9-23-7 – Melksham various roads – request for Parking Review	<p>Issue submitted by Melksham Town Council</p> <p>Parking concerns have been raised at the following locations:</p>	07/05/24 - See comments for Issue 9-22-17 above. Update at next meeting.	MS

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		<ol style="list-style-type: none"> 1. Union Street – could parking be permitted to create chicanes? 2. Cranesbill Road – issue at school times 3. Skylark – no details submitted. <p>Highways to request further details of these issues from Town Council, prior to the review.</p> <p>Highways to write to Town Clerk. 2. The City / Alms Houses request for residents parking scheme to be removed from list.</p> <p>Mark S has commenced review. Update to be provided at next meeting.</p> <p>Request made that the review be extended to include area on Woodrow Road (opposite Littlejohn Avenue) MR to speak to Mark Stansby</p> <p>It was noted by Dean Baker that the junction n of Skylark / A3102 Sandridge Common (Western End) is currently unadopted and the developer is seeking to include 'No waiting at any time' prior to adoption. MS commented the other junction onto Eastern way and junctions in between will need to be included in the review.</p>		
h)	<p>Issue 9-23-9 Speeding traffic on A365 Shaw and Whitley Corsham Road – request for SLOW road markings</p>	<p>New issue submitted by Melksham Without Parish Council</p> <p>Request is for SLOWs to be painted at.</p> <ul style="list-style-type: none"> • Folly Lane, Shaw nr Beltane Place (inbound) • Shaw Hill just after signals (outbound) • Whitley Corsham Road near Malvern House 	<p>07/05/24 Works Complete (M00819). Note increase in costs from £985.09 to £1,393.38 due to increased TM costs. Remove from next tracker</p>	To note

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		<p>Following a discussion, it was agreed that Highways should investigate and formulate a proposal with ballpark costings, ahead of the next meeting.</p> <p>Speeding concerns.30mph roundels not possible. Amended request for 3no. SLOW markings at locations indicated.</p> <p>Group agreed to move to progress sites without need for 3rd party contribution. Agreed to combine with other LHFIFG sites required lining work to reduce establishment costs.</p> <p>MR – Order issued which includes other ad hoc road marking sites at Halifax Road (H bars), Sandpits Lane (SLOW). Combined Order Value £985.09. No 3rd party contribution</p> <p>Agreed - Discussion by members re. road markings and decision taken to allocate £3500.00 for adhoc markings in 2024/25</p>		
i)	<p>Issue 9-23-10 – A350 Beanacre – request to review the signs which indicate the weight limit on Westlands Lane</p>	<p>New issue submitted by Melksham Without Parish Council</p> <p>Request for signing review.</p> <p>Following a discussion, it was agreed that Highways should investigate both ends of the lane, and formulate a proposal with ballpark costings, ahead of the next meeting.</p> <p>https://www.google.com/maps/A350 https://www.google.com/maps/</p> <p>Proposal presented to group. Estimated cost including 20% contingency. £3134.00 (western end only) Advance signing already in place at Corsham Road end of Westlands Lane.</p>	<p>07/05/24 - B3353 Corsham Road advance HGV signs has been agreed by MWPC. This is chargeable to LHFIFG (less 50% MWPC contribution).</p> <p>Order issued 12/04/24 M2/00178, £1,036.73. (MWPC 50%) Awaiting implementation.</p> <p>Main A350 works undertaken via routine sign maintenance</p>	MR

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		<p>Additional advance signs B3353 on likely to cost an additional £800-£1,000.</p> <p>After discussion with MWPC / Mark S it was agreed to proceed with A350 Westland Lane sign work via routine budget. This will be issued as a separate order with no cost to LHFIG.</p>		
j)	<p>Issue 9-23-12 Steeple Ashton, Sandpits Lane – request for signing measures and SLOW marking</p>	<p>New issue submitted by Steeple Ashton Parish Council</p> <p>Concerns over speed of vehicles in the vicinity of access into playing field, which is also a ROW. The speed limit at this point is National Limit.</p> <p>Following a discussion, it was agreed that Highways should investigate and formulate a proposal with ballpark costings, ahead of the next meeting.</p> <p>https://www.google.com/maps/</p> <p>Request for Village gateway sign, SLOW markings, pedestrians in road signs. Refer to proposal.</p> <p>Cost Estimate including 20% contingency = £1077.14.</p> <p>Group agreed to move to 'Live priority schemes' subject. SLOW marking to be picked up alongside Issue 9-23-9 to reduce establishment cost.</p> <p>Works ordered on 19/12/23 with target date of 16/02/24. More likely to be done towards end of February. Estimated value = £450.33, HIAMS M00750</p>	<p>07/05/24 – Works complete. Awaiting billing. Remove from next tracker</p> <p>Note- 'SLOW' marking picked up alongside Issue 9-23-9 and Issue 9-23-15 under Melksham LHFIG adhoc Road Markings</p>	

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k)	<p>Issue 9-23-15 Halifax Road Bowerhill 'H' Bar Marking request.</p>	<p>New issue submitted by MWPC. Following a request via LHFIG, dropped kerbs have recently been installed on Halifax Road to enable those with wheelchairs/mobility scooters to access facilities on Bowerhill, such as Tesco and the Pub. However, vehicles are regularly parking in front of the dropped kerb and therefore stopping anyone with mobility issues crossing the road at this point. https://www.google.com/maps/</p> <p>Group agreed to move to live priority schemes with no requirement for 3rd party contribution.</p> <p>H bars x 3 to be picked up alongside Issue 9-23-9 and 9-23-12 to reduce establishment cost</p>	<p>07/05/24 - Works Complete (M00819) alongside issue 9-23-9. Remove from next tracker</p>	
l)	<p>Issue 9-23-13 Steeple Ashton Sandpits Lane – request to improve access / egress into the playing field</p>	<p>Request for hard standing and footpath surface improvements into playing field access. https://www.google.com/maps/</p> <p>Refer to proposal Plan - New steps constructed using timber, stakes, type 1 subbase and compacted road plannings. Non-scheduled work so standalone price will be required - Wessex Tree Care Estimate £2.5k - £3.5k</p> <p>NOTE: Investigate option to create new entrance in playing field via existing footway east of current entrance.</p> <p>Steeple Ashton PC to consider option including new entrance into field and report back,</p> <p>Wiltshire RoW team have no objection to new access into field however SASH2 will still need to have its exit onto Sandpits Lane as this is recorded on the definitive map and statement. It would cost in the region of £3,000 to stop up the</p>	<p>07/05/24 - Order raised to Wessex Tree Care (PD300010592) on 14/04/24. Site meeting undertaken on 07/05/24. Estimated start date from contractor is the end of May. Approx 2-3 days' work</p>	

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		<p>section parallel with Sandpit Lane and would be open to public consultation and possible objections.</p> <p>Wessex Tree care have quoted to Install curb, concrete hardstanding and steps. £2,200.00 + VAT. (£2,640.00) Steeple Ashton have agreed their 25% contribution. Agreed – Proceed with proposed scheme at existing access a cost of £2,640.00 (SAPC 25%). Note: to be progressed as 2024/25 scheme</p>		
m)	<p>Issue 9-23-14 Steeple Ashton Common Hill / Newleaze – request for pedestrian barrier at exit of children’s play area</p>	<p>The play area is a thoroughfare for residents accessing Common Hill and a barrier would give protection for children who are witnessed running from this area towards the main road.</p> <p>https://www.google.com/maps</p> <p>Existing path from play area 1.0m wide. Width insufficient for provision of pedestrian barrier. Main footway only 1.2m wide which is insufficient to accommodate barrier at 450mm offset.</p> <p>Option 1 - Provide splay at end of existing footpath to maintain through width and install single pedestrian railing 1.0m wide on existing footway. Cost approx. £1800. Group agreed to move to live priority schemes subject to confirmation from Steeple Ashton PC</p>	<p>07/05/24 - Delay to works due to programming issues with Milestone. Order to be issued in early May. Works likely May / June 24.</p>	

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n)	<p>Issue 9-23-16 Magister Road, Bowerhill</p> <p>Request for 'Children at play sign'</p>	<p>Residents had previously sought a change in the grass-cutting regime from wildflower cut on the green at the bottom of Magister Road, in order to create a play area at the front part of the green for children to play and kick a ball etc. Subsequently residents had contacted Wiltshire Councillor Nick Holder with concerns that drivers were not necessarily aware that children may be playing on the green and therefore not aware of the potential for children to run out into the road, chasing a ball for instance.</p> <p>https://www.google.com/maps/</p> <p>Group agreed to move to 'Live priority schemes' Estimated Cost £100.00</p>	<p>07/05/24 - Order issued 24/01/25. Awaiting works start. Order M2/00221 (previously M00832) Milestone chased for install date.</p>	
o)	<p>Issue 9-23-17 Mitchell DR, Bowerhill Estate, Market Place Melksham</p>	<p>The installation of Realtime Information (RTI) on Mitchell Drive, Bowerhill and Market Place x 2 bus shelters.</p> <p>https://www.google.com/maps/Mitchell Drive https://www.google.com/maps/Market Place</p> <p>Approx cost per site £6000.</p> <p>Group agreed to move to 'Live priority schemes' for RTPI at 3 sites, Market Place Street, Melksham x2, Mitchell Drive, Bowerhill with match funding (50%) where necessary.</p> <p>R2P have assessed the sites at Mitchell Drive and Market Place x 2. Mitchell Drive - Mains power available and Shelter RTPI ready.</p> <p>Market Place – No readily available mains supply to shelter. Battery option available.</p>	<p>07/05/24 Orders raised by R2P by PTU for RTPI at the following locations:</p> <p>Market Place x 2 (Papercast 23") £7,076.00 each</p> <p>Mitchell Drive x1 (3-line LED) £5,736.67</p> <p>Kestrell Court x 2 (3-line LED) £11,473.34</p> <p>Awaiting date for installation.</p> <p>Melksham TC and Melksham Without PC have been invoiced for their 50% contribution.</p> <p>No financial contribution from LHFIG.</p>	MR

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		<p>Meeting took place 23/01/24 with R2P, WC, MWPC and MTC to look at Market Place sites and examine options for Battery Powered RTPI Paper Cast https://www.papercast.com/</p> <p>Papercast units £7,076.00 (the 23" E-Paper battery display including audio)</p> <p>LED 3-line Bus Shelter display (Mains Powered) £6,806.33.</p> <p>Agreed to progress with sites at Market Place x 2 (Papercast) and Mitchell Drive x 1.(3-line LED)</p> <p>Consideration to be given to installing papercast at Michell drive instead of 3-line LED. MR to raise issue with PTU.</p> <p>Further request for sites at Kestrell Court, Bowerhill, subject to confirmation by MWPC.</p> <p>Note- Cost agreed of 50% PTU and 50% by town / parish council) No funding requirement from LHFIG.</p> <p>Agreed - Proceed with RTPI at Market Place Melksham x 2 and Mitchell Drive (type TBC) as indicated above.</p>		
p)	<p>No issue number</p> <p>Ad-hoc road markings Melksham community Area</p>	<p>Allocation of £3,500 agreed at Feb meeting to cover ad-hoc road marking requests. Sites to be collated and orders issue 1 or 2 times per year depending on numbers. Note this should not be used for routine road marking maintenance.</p>	<p>07/05/24 - Awaiting further submission of sites from town / parish councils. Current Sites agreed at Feb meeting listed below:</p> <ol style="list-style-type: none"> 1. Issue 9/24/04 Semington Road, Melksham (near Mobile Home Park), Berryfield Cycle Ln 2. Issue 9/24/03 - Give way markings Berryfield Lane and Winston Rod / Padfield Gardens 	

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<p>q)</p>	<p>Issue 9-23-8 Melksham Bank Street – request for railings and / or other measures to improve safety</p>	<p>Issue submitted to Melksham Town Council</p> <p>The unprotected high pavement offers a risk of falling, particularly for those who are visually impaired. Suggestion is for railings and / or tactile paving.</p> <p>This has been explored before and it was requested that Highways circulate previous information concerning this, for further discussion. Please refer to Appendices 4 and 5 for background information. Appendix 6 indicates work previously undertaken on behalf of this group in 2014.</p> <p>Whilst noting the previous actions and reports, the Town Council asked that this matter be given further consideration. Highways suggested that this be passed to their consultants who are considering various measures as part of the A3102 Road Safety Study, and that no costs would be incurred by the LHFIFG.</p> <p>The LHFIFG were content to follow this suggestion. Request made to Atkins to include Bank Street for feasibility work as part of A3102 Safer Roads Study. Cllr Sankey has asked that ideas for improvement are considered away from Safer Roads study. MR to examine options and report back to Feb 24 meeting.</p> <p><u>Feb 24</u> - Discussion by group on merits of trialling a free-standing barrier but discounted over safety concerns. Plastic blister paving resin bounded fixed to warn of edge of pavement also suggested. MR to investigate and report back to group.</p>	<p>07/05/24 – Bank Street is included in the A3102 safer roads route study proposal. Package 8. Likely summer / autumn 24.</p> <p>Meeting held on site with Cllr Hubbard on 26/03/24 to look at the issue at Bank Street.</p> <p>Suggestion made to install surface mounted ‘Manchester style’ bollards with metal chain link between (Bollards to match existing bollards on east side). Bollards to act as visual deterrent rather than provide physical barrier.</p> <p>https://www.google.com/maps/</p> <p>https://www.heritagestreetfurniture.co.uk/bollards/steel-bollards/bollard-chains-for-steel-decorative-bollards/</p> <p>Bollards spaced at approx. 2.5m centres with chain link in between.</p> <p>Bollards with eyelets = £380.00 Metal Link Chain approx. £150.00</p> <p>Approx ‘34’ bollards and 17 lengths of chain required. = £15,470.00</p> <p>Install cost per bollard £150 x 34 = £5,100.00</p> <p>Total £20,570.00.</p> <p>Note - Safety Audit would be required (£1,390)</p> <p>The group agreed that whilst no accidents have been recorded, the high pavement continues to cause some</p>
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			local concern. Group agreed that £20,570.00 represented significant cost to group / MTC and as such it would be prudent to waiting until the outcome of the A3103 Safer Roads study before agreeing to further action by the LHFIFG.	
r)	<p>Issue 9/24/01 Main Street, Keevil / Great Hinton</p> <p>Joint request from Keevil PC and Great Hinton PC</p>	<p>Joint request from Keevil PC and Great Hinton PC for additional Single Track Road signs to be placed on the Main Street. "The reason for this request is due to recent road closures and increase in traffic issues which highlighted that the village was being used as a regular cut through"</p> <p>https://www.google.com/maps/</p> <p>Existing 'road narrows sign' at Great Hinton (south) north of crossroads. No sign at northern end (Keevil)</p> <p>TSRGD will not permit '<i>unsuitable for diverted traffic</i>' supplementary plate. Suggest '<i>Single track road</i>' for 1 mile as best option. MOD signs to be replaced at same time.</p> <p>2no. signs in temporary 'A' frames to be provided to PCs to be used when local closure is in operation.</p> <p>Agreed - proceed with scheme at approx. cost £780.00 (25% to be paid by Great Hinton PC)</p>	<p>07/05/24 - Order issued for permanent single track road signs x 2 at Great Hinton M2/000135 Value £636.59. Awaiting install</p> <p>Order for temporary signs x (unsuitable for diverted traffic) M2/00212, £118.23 Order held pending further discussion with PC re. storage of signs and placement / removal with PC.</p> <p>Dean Baker will speak to major maintenance team re. closure of C233 Keevil on 10th June (5 Days) for Verge Overrun works to see if '<i>unsuitable for diverted traffic</i>' signs can be erected to discourage traffic from using Great Hinton as a short cut.</p>	
s)	<p>Issue 9/24/02 Footbridge between Westbury View and Primrose Drive</p>	<p>The issue concerns a footbridge which crosses Clackers brook. "<i>The surface is often slippery, even when cleared of wet leaves. In freezing conditions, the surface is very slippery and treacherous with a number of residents reporting slips and falls recently. This even though the bridge deck has recently been cleaned and cleared of wet leaves</i>".</p>	<p>07/05/24 – Site inspection undertaken, and plan prepared. Low spot on bridge needs to be addressed with a scratch coat. Work to take place Summer 24 MJR speaking to Structures team to see if they can take this project forward.</p>	

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		<p>https://www.google.com/maps/</p> <p>Bridge deck 15m x 3.5m</p> <p>Option 1 - overlay with HFS material in grey or buff (with Temp bridge closure) Est cost £4,500.00</p> <p>Option 2 - Overlay existing bridge surface with new tarmac surface laid an increased crossfall to better disperse surface water Est. cost £4,850.00</p> <p>Issue raised over ownership of bridge deck – MR to check. Agreed – Allocate £4,500 for HFS across bridge deck (Option 1) with 50% contribution from Melksham TC. (TBC)</p>		
t)	No issue number Ashton Common Steeple Ashton	<p>A Verbal request from Steeple Ashton PC for additional SID retention socket in the village. Formal submission to follow, but PC have asked if this issue can be considered as part of the Feb 24 meeting.</p> <p>Agreed - Proceed with implementation of NAL retention socket and new 4m post at a cost of £450.00. (No 3rd party contribution as under £500 threshold)</p>	07/05/24 – Exact location to be agreed on site with Steeple Ashton PC before order is placed.	
u)	Issue 9-24-05 Kissing gates x 2 at Keevil	<p><i>“Installation of two Kissing Gates, both on public footpaths. One on the White Horse Trail at the end of Towmead Lane, Keevil, the other to a field that has livestock on it in the summer.</i></p> <p><i>The first one has caused many safety issues with walkers leaving the gate open, and the risk of livestock misusing the field. the second , the stile is very unsteady and beyond repair”</i></p>	07/05/24 - 1 no. gate has been installed. Remaining gate will take longer as work required first on adjacent drainage ditch. Discussion with drainage team ongoing.	

Melksham Local Highways & Footway Improvement Group

		<p>Alison Rasey (Countryside Access Officer) has agreed the installation. Cost for 2no. gates is £855.00 including delivery. Countryside team will arrange installation but have asked for an extra £100 to cover concrete. Total £955.00</p> <p>Agreed – Proceed with Kissing gates x 2 at a cost of £955.00 (Keevil PC 25% TBC) MR to speak to Alison Rasey to expedite work in current financial year.</p>		
5.	Non LHFIFG Funded Schemes (Section 106, Active Travel etc)			
	Melksham Dunch Lane – funded by Section 106 monies from George Ward Gardens development	<p>Consultation on full closure over rail bridge or one way operation from east to west and new parking controls to be carried out by the Town Council.</p> <p>Town Council to undertake consultation in the New Year (2023). Section 106 monies Expires 1/11/2026 Ongoing discussion re. consultation for Dunch Lane to be held with Melksham Town council. Consultation on options for Dunch Lane anticipated during Spring 24</p>	07/05/24 - Further discussion to be held with town council re. options and local consultation once resource permits	
	Active Travel Scheme - Signing to promote use of shared use cycle routes in town	<p>Scheme to be funded from a third tranche of Section 106 money from the George Ward Gardens development. There are funds remaining (£13,034.35) specifically to improve cycleway signing within the town.</p> <p>Town Council to submit a list of locations for signing improvements.</p> <p>MR to work with Melksham TC to look at sites within the town for cycle signing improvements. Likely early 2024.</p>	07/05/24 - MJR to undertake initial design work summer / Autumn 24 and report back to Melksham Town council for comments. No further action at this stage	MR

Melksham Local Highways & Footway Improvement Group

6. New Requests and ongoing Issues				
a)	<p>Issue 09/23/21</p> <p>Main Street Keevil adjacent to 18a</p> <p>Road edge Erosion.</p>	<p>Road adjacent to 18a main street Keevil.</p> <p><i>“Erosion of tarmac and subsequent reduction of grass verge. Parked cars cannot open nearside doors because of the steep angle of verge. Children are being moved in and out on the ROADSIDE. This is very dangerous at busy times, when road is restricted with buses, coach and many cars”.</i></p> <p>https://www.google.com/maps/</p> <p>Typical road width =5.22m. Kerbing Section 1 – 27m (to steps to #19) Kerbing Section 2 – 26m (steps to Blagdon House) Section 1 is worst due to parked vehicles.</p> <p>Note: Temp road closure may be required due to restricted road width.</p> <p>Est Cost with road closure = £9100.00 (+10% contingency) = £,10,010.00.</p> <p>Keevil PC to discuss options at their next meeting and report back to group</p>	<p>07/05/24 - Keevil PC have now agreed their preferred option. Works require temp road closure for approx. 1 week and must be moved to school holidays to reduce disruption. MJR to speak to programming officer to see if Oct ½ term is available for construction</p> <p>Agreed – Allocate £10,010.00 for works with 25% contribution from Keevil PC</p>	MR
b)	<p>9-24-06</p> <p>Roundponds, Southbrook Road, Addison Road and Dunch Lane</p>	<p>Request for 20mph limit to cover the estate listed.</p> <p>https://www.google.com/maps/</p>	<p>07/05/24 - Speed limit assessment would first be required to check if site meets the necessary criteria for 20mph limits (mean speed 24-25 mph). MJR to look at sites across the estate to agree speed survey locations and agree with Cllr Alford.</p> <p>Cllr John Hubbard suggested that other sites in the town could be considered for 20mph limits and will</p>	MR

Melksham Local Highways & Footway Improvement Group

			submit locations in due course.	
			Mary Winterburn has asked that if 20mph sites go ahead in Melksham area that Great Hinton be considered to combine legal process and reduce overall costs to LHFIG / Town Council / Parish Councils	
c)	9-24-07 Top Lane, Westhill, Whitley & Purlpit	Request for pedestrian improvement measures, incl possible footway, warning signs, 30mph repeater signs, reduction of speed limit (currently national speed limit). https://www.google.com/maps/ https://www.google.com/maps Parish council would like to request the following: <ol style="list-style-type: none"> 1. Pedestrians in Road' signage on Top Lane, beyond the First Lane junction with Top Lane for cars heading towards to West Hill/Purlpit; and in the opposite direction for those vehicles coming up from Purlpit towards West Hill in the other direction, where there is no footway. 2. Welcome to Whitley 'Please Drive Carefully' signage to be added to the Whitley Village gateway signage coming from Westhill/Purlpit on the right-hand side. 3. Councillor Richardson explained that Daisy Chain Nursery often walked young children along this road and that the speed limit changed to 60mph once reaching the village gates at Purlpit, the road became narrow at this point and queried if the speed limit here could be reviewed. 	07/05/24 - Some footway works have taken place previously along the length in question but could not continue due to contentious land ownership issues. MJR to look at proposal for 'pedestrians in road' signs and additional <i>Whitley 'Please Drive Carefully'</i> sign missing from village gate on West Hill and report back to next meeting with plan/ costs.	MR

Melksham Local Highways & Footway Improvement Group

6.	Other items			
a)	Pavement and Footway Improvement Schemes (pre-LHFIG)	Update on upcoming footway maintenance schemes from Local highway engineer	Dean Baker discussed issues relating to Georg George V footway and confirmed that discussions were taking place with structures team to see if they can this project forward.	AB to note
b)	Deadline for submitting LHFIG Requests	All requests are to be submitted two weeks prior to a meeting taking place. Requests received after the deadline will be deferred until the following meeting. Requests to be sent to LHFIGrequests@wiltshire.gov.uk The deadline for our next meeting is 18th July 2024		To note
c)	For information Email address to submit requests to the LHFIG.	Wiltshire Council has a specific email address for submitting requests. Effective immediately, please submit requests to LHFIGrequests@wiltshire.gov.uk . Requests for Traffic Surveys should continue to be sent to trafficsurveys@wiltshire.gov.uk Please forward this information to all who submit requests on behalf of your Council.		To note
7.	Any other business			

Melksham Local Highways & Footway Improvement Group

Recap of Issues from Feb meeting

1. King George V playing field footpath – Concern was raised about the deteriorating condition of the path and the impact on public safety. Dean Baker to look on site and report back to next meeting. Possible substantive scheme for 2024/25 was also mentioned. See above under ‘*Pavement and Footway Improvement Schemes (pre-LHFIG)*’
2. Level of TC/ PC funding - Cllr Hubbard raised concerns about the current level of 3rd party funding for Melksham Town Council / Melksham without Parish council, which is currently set at 50%, compared to 25% for other Parish Councils. It was agreed to raise this matter as an agenda item for discussion at the next Area Board meeting.

Dates of future meetings:

8.

15th August 2024.

Meetings to commence at 18:00 hrs and will be held on-line until further notice.

Melksham Local Highways & Footway Improvement Group

Highways Traffic Officer – Martin Rose

Area Highway Engineer – Dean Baker

1. Environmental & Community Implications

1.1. Environmental and community implications were considered by the LHFIG during their deliberations. The funding of projects will contribute to the continuance and/or improvement of environmental, social and community wellbeing in the community area, the extent and specifics of which will be dependent upon the individual project.

2. Financial Implications

2.1. All decisions must fall within the Highways funding allocated to Melksham Area Board.

Melksham Local Highways & Footway Improvement Group

2.2. If funding is allocated in line with LHFIG recommendations outlined in this report, and all relevant 3rd party contributions are confirmed, Melksham Area Board will have a remaining Highways funding balance of: **£34,887.85. Refer to APPENDIX 2**

3. Legal Implications

3.1. There are no specific legal implications related to this report.

4. HR Implications

4.1. There are no specific HR implications related to this report.

5. Equality and Inclusion Implications

5.1 The schemes recommended to the Area Board will improve road safety and accessibility for all users of the highway.

6. Safeguarding implications

6.1 There are no specific Safeguarding implications related to this report.

7. Recommendations to Melksham Area Board

7.1 To add the following Issues to the Priority Schemes List with funding (where indicated) Refer to APPENDIX 2

- Melksham Town / Melksham without / Semington village - Allocate the sum of **£4000.00** for the formal advertisement and implementation of parking controls (Waiting restrictions) at various agreed sites. 3rd Party contribution of 25% (£1,000) to be agreed with town / parish councils.
- Keevil Kerbing works. – Allocate sum of £10,010.00 with 25% contribution (£2502.50) from Keevil Parish council.

FINANCIAL SUMMARY (as of 12/02/24)

LHFIF Budget 23/24	£24,338.00	
Carry F/wd 22/23	£51,247.70	
	£75,585.70	A
Projected Spend 23/24	£81,623.69	B
Balance	-£6,037.99	C (A-B)
3rd Party Contributions (Details below)	£59,285.46	D
Current Balance	£53,247.47	E (C+D)

SCHEME	ORIGINAL ESTIMATE	LHFIF COMMITMENT	EXPENDITURE TO DATE 23/24	FINAL SPEND 23/24
1 Broughton Gifford Traffic Calming – bollards	£1,060.00	£1,060.00	£1,181.96	£1,181.96
2 A365 Shaw / Dunch Lane Footway imp	£29,177.93	£0.00	£25,249.91	£25,249.91
3 Melksham Sandridge Rd / Maple Cl Footway	£20,000.00	£1,000.00	£0.00	£0.00
4 Bowerhill Halifax Road – drop kerbs / Footway Imp	£6,000.00	£6,000.00	£6,452.73	£6,452.73
5 Bowerhill Portal Road – Village Gateway	£3,000.00	£1,500.00	£0.00	£1,710.79
6 Melksham The Crays – drop kerb	£2,500.00	£1,250.00	£2,388.78	£2,388.78
7 A350 Beanacre – Gateway treatment	£10,000.00	£5,000.00	£0.00	£6,600.00
8 Keevil Martins Road Footpath improvements	£10,650.00	£7,987.50	£1,752.77	£14,000.00
9 Shaw Corsham Road – Traffic Signal Louvres	£750.00	£757.18	£757.18	£757.18
10 Great Hinton - ROW Kissing Gate	£500.00	£500.00	£0.00	£500.00
11 Berryfield Semington Road – 2 x Bus Shelters	£20,000.00	£0.00	£20,383.06	£20,383.06
12 Melksham Snarlton Lane Crossing Point	£2,909.15	£1,454.58	£1,005.90	£1,005.90
13 Sandpits Lane Signing and Lining	£1,077.14	£1,077.14	£0.00	£0.00
14 Ashton Common Hill/ Newleaze pedestrian barrier	£1,800.00	£1,800.00	£0.00	£0.00
15 H bar markings Halifax Road Bowerhill (see line 21)			£0.00	
16 Magister Road Children warning sign	£100.00	£100.00	£0.00	£0.00
17 A365 Shaw / Corsham Road SLOWs x 3 (see line 21)				
18 RTPI Sites Melksham / Melksham without (No LHFIF funding)	£0.00	£0.00	£0.00	£0.00
19 Westlands Lane / Corsham Road B3353 Advance Advisory HGV signs x 2	£1,000.00	£1,000.00	£0.00	£0.00
20 Sandpits Lane Steps / Hardstanding at Kissing gate	£2,640.00	£2,640.00	£0.00	£0.00
21 Melksham LHFIF Adhoc road markings (Cover items 13, 15 & 17)	£985.09	£985.09	£1,393.38	£1,393.38
22 High Street Semington Bus Gate ANPR camera relocation (to include 1st year set up and maintenance cost) & new Signs	£12,500.00	TBC	£0.00	£0.00
23 Melksham LHFIF Adhoc road markings 2024-25	£3,500.00	£3,500.00	£0.00	£0.00
24 Great Hinton / Keevil Single track Road signs x 2 (includes temp signs unsuitable for diversionary traffic)	£780.00	£780.00	£0.00	£0.00
25 Footbridge between Westbury View and Primrose Drive. High Friction Surface.	£4,500.00	£4,500.00	£0.00	£0.00
26 Kissing Gates x 2 at Keevil (Countryside team to supply and install)	£955.00	£955.00	£0.00	£0.00
27 SID retention socket and post for Steeple Ashton PC	£400.00	£400.00	£0.00	£0.00
	£136,784.31	£44,246.49	£60,565.67	£81,623.69

3rd party Contributions	Contribution	Notes	Invoice request raised
A365 Shaw / Dunch Lane footway	£20,077.54	Section 106 funded	N/A
A365 Shaw / Dunch Lane footway	£7,000.00	Melksham AB contribution	N/A
Melksham Sandridge Rd / Maple Cl Footway	£0.00	Melksham TC (50% subject to confirmation)	
Bowerhill Halifax Road Drop kerbs / Footway Imp	£3,226.37	Melksham without (50% invoice upon completion)	30/10/23
Bowerhill Portal Road Gateway	£855.40	Melksham without (50% invoice upon completion)	15/11/23
Melksham The Crays Drop kerb	£1,194.39	Melksham TC (50% invoice upon completion)	01/11/23
A350 Beanacre Gateway Treatment	£3,300.00	Melksham without (50% invoice upon completion)	
Keevil Martins Road Footpath /Barrier	£2,750.23	Keevil PC (invoice upon completion)	29/01/24
Shaw Corsham Rd Signal Louvres	£378.59	Melksham Without TC (50% invoice upon completion)	24/01/24
Berryfield Semington Road – 2 x Bus Shelters	£20,000.00	Section 106 funded LHFIF to be reimbursed upon completion	
Melksham Snarlton Lane Crossing Point	£502.95	Melksham TC (50% invoice upon completion)	19/02/24
Sandpits Lane Signing and Lining	£0.00		
Ashton Common Hill/ Newleaze pedestrian barrier	£0.00	Steeple Ashton (25% invoice upon completion)	
Westlands Lane / Cosham Rd – B3353 Weight limit advance signs x 2	£0.00	2024/25 scheme Melksham without (50% invoice upon completion TBC)	
Sandpits Lane Steps / Hardstanding at Kissing gate	£0.00	2024/25 scheme Steeple Ashton PC (25% invoice upon completion TBC)	
Semington Bus Gate ANPR	£0.00	2024/25 scheme Semington PC (25% Confirmed)	
Great Hinton / Keevil Single track road signs x 2	£0.00	2024/25 scheme Keevil / Great Hinton PC (25% invoice upon completion TBC)	
Footbridge between Westbury View and Primrose Drive	£0.00	2024/25 scheme - Melksham TC (50% TBC)	
Kissing Gates x 2 at Keevil	£0.00	2024/25 scheme - Keevil PC (25% TBC)	
SID retention socket and post for Steeple Ashton PC	£0.00		
	£59,285.46		

NOTE: Schemes to be carried over & implemented in 24/25

Melksham LHFIF EXPENDITURE 2024 / 25

APPENDIX 2

FINANCIAL SUMMARY (as of 08/05/24)

LHFIF Budget 24/25	£24,338.00	
Carry F/wd from 23/24	£53,247.47	
	£77,585.47	A
Current Projected Spend 24/25	£63,273.69	B
Balance	£14,311.78	C (A-B)
3rd Party Contributions (Details below)	£20,576.07	D
Current Balance	£34,887.85	E (C+D)

SCHEME (Carryover from 23/24)	ORIGINAL ESTIMATE	LHFIF COMMITMENT	EXPENDITURE TO DATE 24/25	PROJECTED FINAL SPEND 24/25
1 Melksham Sandridge Rd / Maple CI Footway	£20,000.00	£20,000.00	£0.00	£20,000.00
2 Sandpits Lane Signing and Lining	£1,077.14	£1,077.14	£0.00	£1,077.14
3 Ashton Common Hill/ Newleaze pedestrian barrier	£1,800.00	£1,800.00	£0.00	£1,800.00
4 RTPI Sites Melksham / Melksham without (No LHFIF funding)	£0.00	£0.00	£0.00	£0.00
5 Magister Road Children / Playground sign	£100.00	£100.00	£0.00	£100.00
Westlands Lane / Corsham Road B3353 Advance				
6 Advisory HGV signs x 2	£1,000.00	£1,036.73		£1,036.73
7 Sandpits Lane Steps / Hardstanding at Kissing gate	£2,640.00	£2,640.00		£2,640.00
High Street Semington Bus Gate ANPR camera relocation (to include 1st year set up and maintenance cost) & new				
8 Signs	£12,500.00	£12,500.00		£12,500.00
9 Melksham LHFIF Adhoc road markings 2024-25	£3,500.00	£3,500.00	£0.00	£3,500.00
Great Hinton / Keevil Single track Road signs x 2				
10 (includes temp signs unsuitable for diversionary traffic)	£780.00	£780.00		£754.82
Footbridge between Westbury View and Primrose Drive.				
11 High Friction Surface.	£4,500.00	£4,500.00	£0.00	£4,500.00
Kissing Gates x 2 at Keevil (Countryside team to supply				
12 and install)	£955.00	£955.00	£0.00	£955.00
13 SID retention socket and post for Steeple Ashton PC	£400.00	£400.00	£0.00	£400.00
Waiting restrictions Melksham Town, Melksham without				
14 & Semington - Legal + Implementation costs	£4,000.00	£4,000.00		£4,000.00
15 High Street Keevil Kerbing works	£10,010.00	£10,010.00		£10,010.00
	£63,262.14	£63,298.87	£0.00	£63,273.69

3rd party Contributions

Contribution

Notes

Melksham Sandridge Rd / Maple CI Footway	£10,000.00	Melksham TC (50% subject to confirmation)
Sandpits Lane Signing and Lining	£0.00	No contribution
Ashton Common Hill/ Newleaze pedestrian barrier	£450.00	Steeple Ashton (25% invoice upon completion)
Westlands Lane / Cosham Rd – B3353 W limit signs x 2	£518.37	2024/25 scheme Melksham without (50% invoice upon completion TBC)
Sandpits Lane Steps / Hardstanding at Kissing gate	£660.00	2024/25 scheme Steeple Ashton PC (25% invoice upon completion TBC)
Semington Bus Gate ANPR	£2,767.75	2024/25 scheme Semington PC (25% Confirmed)
Great Hinton / Keevil Single track road signs x 2	£188.71	2024/25 scheme Keevil / Great Hinton PC (25% invoice upon completion TBC)
Footbridge between Westbury View and Primrose Drive	£2,250.00	2024/25 scheme - Melksham TC (50% TBC)
Kissing Gates x 2 at Keevil	£238.75	2024/25 scheme - Keevil PC (25% TBC)
SID retention socket and post for Steeple Ashton PC	£0.00	No contribution
Waiting Restrictions - Various sites Melksham Area	£1,000.00	implementation costs to be split between 3rd parties according to number of sites
High Street Keevil Kerbing works	£2,502.50	Keevil PC
	£20,576.07	D

NOTE- Schemes carried over from 23/24

Lorraine McRandle

From: Teresa Strange
Sent: 16 July 2024 14:30
To: Lorraine McRandle
Subject: FW: Semington Bus Gate ANPR camera

From: Rose, Martin <martin.rose@wiltshire.gov.uk>
Sent: 10 July 2024 11:21
To: Peter Smith <pnmssmith@icloud.com>
Cc: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; clerksemingtonparishcouncil@gmail.com; Sankey, Mike <Mike.Sankey@wiltshire.gov.uk>; Holder, Nick <Nick.Holder@wiltshire.gov.uk>; Colin Wade <wcolin32@gmail.com>; Seed, Jonathon <Jonathon.Seed@wiltshire.gov.uk>; Perrett, David <David.Perrett@wiltshire.gov.uk>
Subject: RE: Semington Bus Gate ANPR camera

Thanks Peter,

I'm pleased to say the issue with the RDS for the ANPR camera has now been resolved. We are now in the final stages of testing and the site will go live very soon, possibly this Friday.

Since installation the camera has captured a large number of drivers who continue to contravene the bus gate, despite its visible presence and the traffic enforcement signs.

Regards

Martin Rose IEng, FIHE, MCIHT, CMgr MCMI
Principal Engineer – Traffic Engineering
Highway Asset Management and Commissioning
Wiltshire Council ,
County Hall, Bythesea Road
Trowbridge BA14 8JN

Wiltshire Council



Email: martin.rose@wiltshire.gov.uk
Web: www.wiltshire.gov.uk

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<http://www.wiltshire.gov.uk/mywiltshire-online-reporting>

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From: Peter Smith <pnmssmith@icloud.com>
Sent: Wednesday, June 26, 2024 4:40 PM

To: Rose, Martin <martin.rose@wiltshire.gov.uk>

Cc: clerk@melkshamwithout.co.uk; clerksemingtonparishcouncil@gmail.com; Sankey, Mike <Mike.Sankey@wiltshire.gov.uk>; Holder, Nick <Nick.Holder@wiltshire.gov.uk>; Colin Wade <wcolin32@gmail.com>; Seed, Jonathon <Jonathon.Seed@wiltshire.gov.uk>

Subject: Re: Semington Bus Gate ANPR camera

Hi Martin,

Thanks for the update.

I don't think a few days will matter much, so next week would be fine. I guess we'd start getting twitchy if the delay drifted on much beyond that.

Anecdotally, I think having the signs up and the kit on the lamppost has already seen a fall in "drive throughs"...at least, that's what people in the village are observing.

Best wishes,

Peter

Sent from my iPad

On 26 Jun 2024, at 11:29, Rose, Martin <martin.rose@wiltshire.gov.uk> wrote:

Dear all,

I'm sorry to inform you there will be a delay in the 'go live' date for the Semington Bus Gate ANPR camera, originally scheduled for the 28th June.

Unfortunately, there is an issue with the camera's Single Redeployable Server unit (RDS). This is the unit which sends the images remotely via 5G to a separate server for processing. Until the fault is resolved we cannot enforce the restriction.

The supplier Videalert have tried different RDS units on site without success and are now rebuilding this aspect from scratch with the aim to install sometime next week. Hopefully, all will be well, and we'll be up and running soon.

I will inform you of the revised 'go live' date in due course.

Regards

Martin Rose IEng, FIHE, MCIHT, CMgr MCMI
Principal Engineer – Traffic Engineering
Highway Asset Management and Commissioning
Wiltshire Council ,
County Hall, Bythesea Road
Trowbridge BA14 8JN



Email: martin.rose@wiltshire.gov.uk

Web: www.wiltshire.gov.uk

Highways Fault? Report it here:
<http://www.wiltshire.gov.uk/mywiltshire-online-reporting>

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From: Rose, Martin
Sent: Wednesday, June 19, 2024 3:00 PM
To: Teresa Strange (clerk@melkshamwithout.co.uk) <clerk@melkshamwithout.co.uk>; clerksemingtonparishcouncil@gmail.com; Sankey, Mike <Mike.Sankey@wiltshire.gov.uk>; Holder, Nick <Nick.Holder@wiltshire.gov.uk>; Colin Wade <wcolin32@gmail.com>; Seed, Jonathon <Jonathon.Seed@wiltshire.gov.uk>; Peter Smith <pnmssmith@icloud.com>
Cc: Perrett, David <David.Perrett@wiltshire.gov.uk>
Subject: FW: Semington Bus Gate ANPR camera

Dear all,

Please be advised the ANPR camera and enforcement signing has been installed at Semington Bus gate today. (Please see photos below).

We are now in the camera setup and calibration phase and the intention is to go live at 00.00 hours on the 28th June

Regards

Martin Rose IEng, FIHE, MCIHT, CMgr MCMI
Principal Engineer – Traffic Engineering
Highway Asset Management and Commissioning
Wiltshire Council ,
County Hall, Bythesea Road
Trowbridge BA14 8JN



Email: martin.rose@wiltshire.gov.uk
Web: www.wiltshire.gov.uk

Highways Fault? Report it here:
<http://www.wiltshire.gov.uk/mywiltshire-online-reporting>

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From: Martin Rose <martinj.rose@tiscali.co.uk>
Sent: Wednesday, June 19, 2024 11:14 AM
To: Rose, Martin <martin.rose@wiltshire.gov.uk>
Subject:









Sent from my iPhone

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Lorraine McRandle

From: Teresa Strange
Sent: 06 June 2024 17:00
To: Rose, Martin
Cc: Marianne Rossi; Lorraine McRandle
Subject: FW: Corsham Road B3353 Advance Advisory HGV signs x 2
Attachments: 2024-064 - Corsham Road Whitley (Westlands Lane) - SITE INFO.pdf

Hi Martin

Thanks for this, yes, happy to approve the final amount.

Re New Road, can we have a chat tomorrow or Monday please – I am both days, but do have a meeting from midday tomorrow.

All the best, Teresa

From: Rose, Martin <martin.rose@wiltshire.gov.uk>
Sent: 03 June 2024 14:19
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: FW: Corsham Road B3353 Advance Advisory HGV signs x 2

Teresa,

Sorry, the extra is £218.23. I forgot the MWPC contribution is 50%

Regards

Martin Rose IEng, FIHE, MCIHT, CMgr MCMI
Principal Engineer – Traffic Engineering
Highway Asset Management and Commissioning
Wiltshire Council ,
County Hall, Bythesea Road
Trowbridge BA14 8JN

Wiltshire Council



Email: martin.rose@wiltshire.gov.uk

Web: www.wiltshire.gov.uk

Highways Fault? Report it here:

<http://www.wiltshire.gov.uk/mywiltshire-online-reporting>

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From: Rose, Martin
Sent: Monday, June 3, 2024 2:16 PM
To: Teresa Strange (clerk@melkshamwithout.co.uk) <clerk@melkshamwithout.co.uk>
Subject: Corsham Road B3353 Advance Advisory HGV signs x 2

Hi Teresa,

Firstly, the work on the B3353 Corsham Road is now complete. The bill has come back a little higher than the Original order value. There was an extra £436.46 for TM as Milestone used some Stop / Go to erect the signs. The overall increase to the PC is £109.12. I hope this is ok?

Secondly, my apologies. I was supposed to ring you re. New Road. Sorry, this slipped of my radar. If you can let know the best time I will endeavour to call you to discuss.

Regards

Martin Rose IEng, FIHE, MCIHT, CMgr MCMI
Principal Engineer – Traffic Engineering
Highway Asset Management and Commissioning
Wiltshire Council ,
County Hall, Bythesea Road
Trowbridge BA14 8JN



Email: martin.rose@wiltshire.gov.uk

Web: www.wiltshire.gov.uk

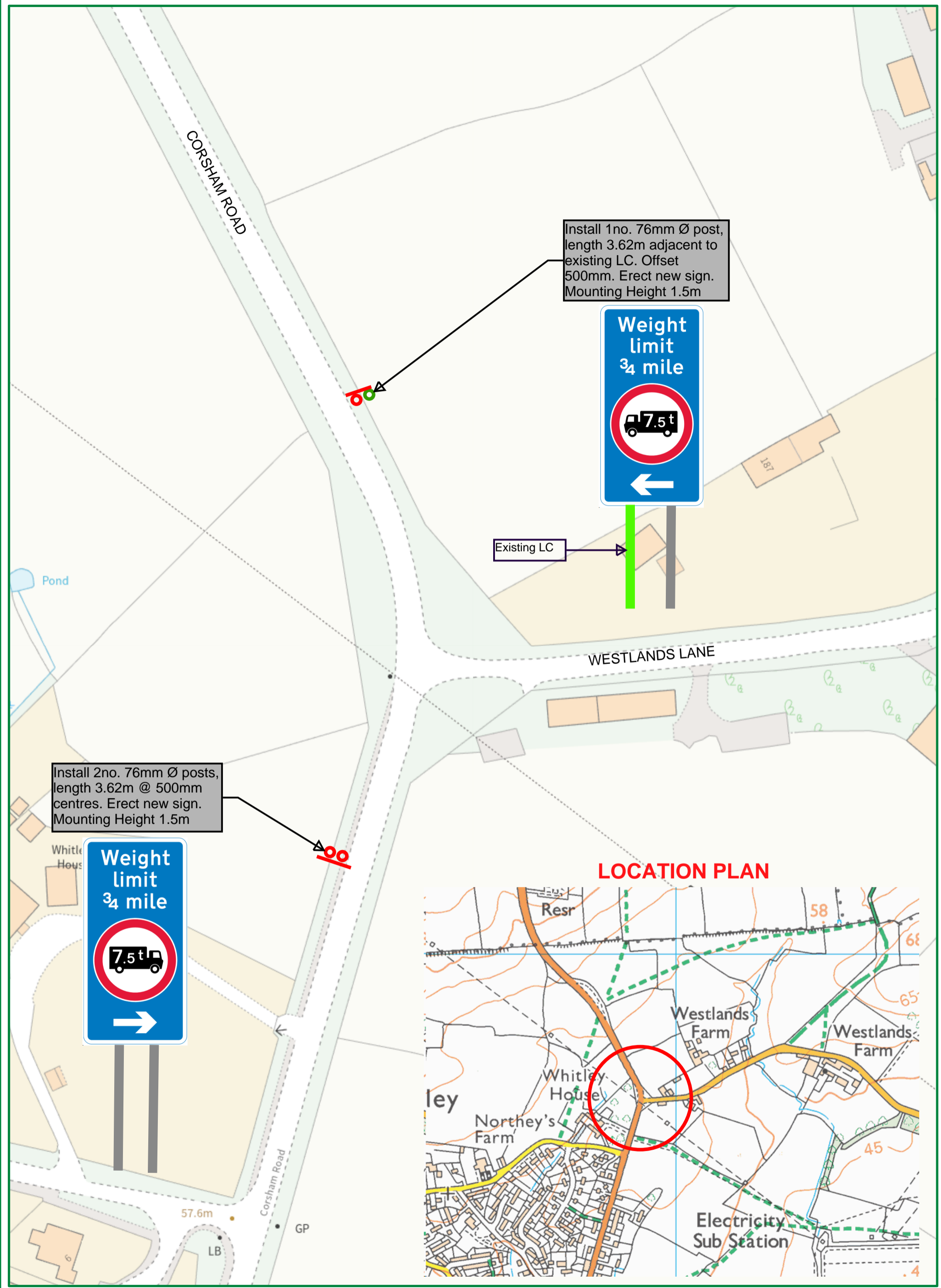
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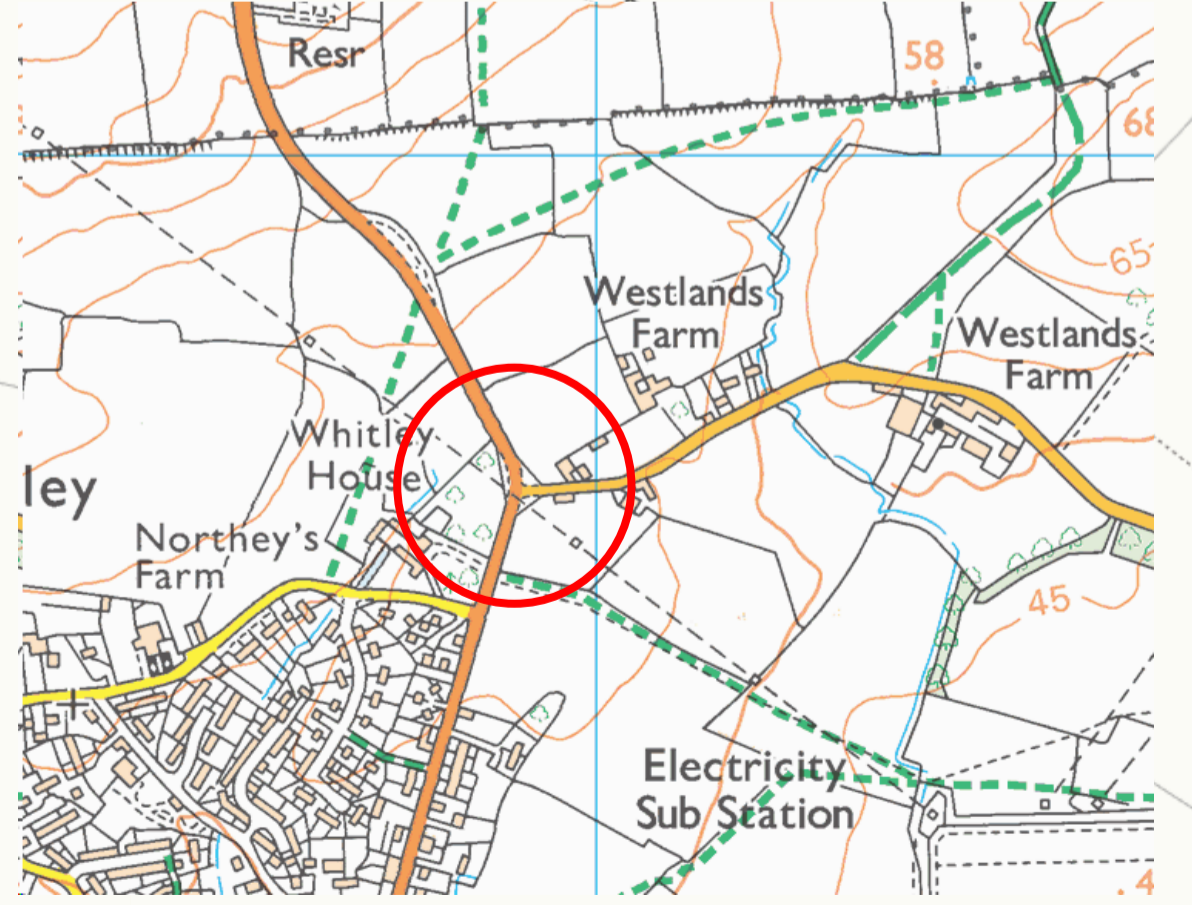
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LOCATION PLAN



Lorraine McRandle

Subject: FW: H Bar

From: [REDACTED]
Sent: Wednesday, June 26, 2024 9:46:31 AM
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: H Bar

Good morning,

I have recently moved to 4 Valentia Court in Bowerhill.

My problem is that people keep parking opposite my drop down curb which means I cannot exit my drive. Is there a convenient time I can call at your office to discuss this further.

Kind regards

[REDACTED]

Sent from my Galaxy

Lorraine McRandle

Subject: FW: Unsafe stile

From: [REDACTED]
Sent: 27 May 2024 20:01
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: Unsafe stile

Further to my conversation last week with Lorraine McRandle regarding the broken and dangerous stile on the footpath off the A350 by the bus stop pull in at Beanacre.
Also I requested if there was any possibility of changing it to a Kissing Gate to allow easier access to our horse yard as I am disabled and the owner is struggling with Parkinsons.
This would be very much appreciated, however if not, the stile still needs rebuilding as it's rotten and unsafe.
Regards
[REDACTED]

Lorraine McRandle

From: Teresa Strange
Sent: 08 July 2024 17:30
To: Rose, Martin
Cc: Lorraine McRandle; Marianne Rossi
Subject: RE: Bus shelter Query - Telford Drive / Semington Road, Melksham, Wiltshire

Hi Martin

Thanks for the advice on this, I will seek if the parish council support the request in the first instance.
All the best, Teresa

From: Rose, Martin <martin.rose@wiltshire.gov.uk>
Sent: 05 July 2024 08:58
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Marianne Rossi <admin@melkshamwithout-pc.gov.uk>
Subject: RE: Bus shelter Query - Telford Drive / Semington Road, Melksham, Wiltshire

Hi Teresa,

Previously all requests for Brown Tourism signs on the council's highway network would go in the first instance via the 'Visit England website'. This has since disbanded, and the responsibility has returned to local authorities. Mark Stansby's team deal with the requests, however I'm told there is currently a hiatus on all new requests whilst our economic generation team put a new policy together for the agreement by the Cabinet member for Highways and Transport, Cllr Holder.

In the past brown tourism signs have been paid for by the applicant and wouldn't normally go via the LHIFG. Whether or not this will change under the new policy is unknown. I will of course update you when I have more information.

As for the finger post at Bowerhill, replacement would normally go via local highways, however as its off-highway we may need to look to the LHFG for fund.

I hope this helps.

Regards

Martin Rose IEng, FIHE, MCIHT, CMgr MCM
Principal Engineer – Traffic Engineering
Highway Asset Management and Commissioning
Wiltshire Council,
County Hall, Bythesea Road
Trowbridge BA14 8JN

Wiltshire Council



Email: martin.rose@wiltshire.gov.uk
Web: www.wiltshire.gov.uk

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From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: Thursday, July 4, 2024 2:51 PM
To: Rose, Martin <martin.rose@wiltshire.gov.uk>
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Marianne Rossi <admin@melkshamwithout-pc.gov.uk>
Subject: RE: Bus shelter Query - Telford Drive / Semington Road, Melksham, Wiltshire

Thanks Martin

It was on my list to ask you about, as we have a highways meeting coming up on 22nd July.

I have another question on signage!

I have been to Whitley this morning – do you know the bike shop with the café, and now the new community shop in the pub car park opposite, on Top Lane?

They asked me this morning how they get a highway brown sign directing the public to the facilities – I am putting on the agenda for the next highways meeting but wondered if there was any criteria for such signage and if it goes to LHFIG.

Similarly we had a finger post one on the canal at Bowerhill that directed the public to the Tesco/Pilot pub although I think it just said local shop/pub – it was rotten and put aside whilst a new post arranged and its disappeared. I think at the time there was a grant that the local community group applied for – does that sit with LHFIG now, it previously was a PIGS grant that was done by Paul Millard ?

Thanks, just trying to get ducks in a row so we know what we actually need the parish council to make a decision on when they meet.....

All the best, Teresa

PS I saw a Wiltshire Council facebook post that the LCWIP plans are out for consultation so will have a look!

From: Rose, Martin <martin.rose@wiltshire.gov.uk>
Sent: 04 July 2024 14:41
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: RE: Bus shelter Query - Telford Drive / Semington Road, Melksham, Wiltshire

Hi Teresa,

I have been contacted today via email by a [REDACTED] of Jessop Close asking for an update re. the above.

I now have a quote from GW shelters for taking down and relocating the shelter and I've asked my engineer to price up the cost of clearing the foliage behind the existing shelter and providing a section of footway in which to locate the shelter. Once I have the final costs I will contact you and we can seek to find a way forward.

Regards

Martin Rose IEng, FIHE, MCIHT, CMgr MCMI
Principal Engineer – Traffic Engineering
Highway Asset Management and Commissioning
Wiltshire Council ,

Teresa Strange

From: Martin Franks
Sent: 10 July 2024 10:41
To: Teresa Strange
Subject: Berryfield Lane Scaffolding company and Semington road parking.

Teresa,

Sorry,there is more!

One just to follow up on our brief chat on Monday around the Scaffolding company operating from the chicken farm in Berryfield lane.

Complaints from residents on noisy early hours loading of lorries at 5am, and also driving standards thorough Berryfield Park and Lane. I also wonder if they have operators licencing for those vehicles.

My other question whilst those pictures I took of Semington road and the volume of parking that is restricting the view and evidenced and has advised at Monday planning meeting [REDACTED] mirror being damages on his car. Would those pictures and the issue perhaps be better considered for the highways meeting?

Thank you

Martin

PARKING ON SEMINGTON ROAD



**NOTES of Road Safety Working Group of Melksham Without Parish Council
held on Monday, 10 June 2024 at Melksham Without Parish Council Offices
(First Floor), Melksham Community Campus, Market Place,
Melksham, SN12 6ES at 8.35pm**

Present: Councillors Mark Harris, Shona Holt, Peter Richardson (**Chair**) & Robert Shea-Simonds

Officer: Teresa Strange, Clerk and Lorraine McRandle, Parish Officer

1. To receive apologies

There were no apologies.

The Clerk informed the meeting whilst former Councillor Stefano Patacchiola had been invited to join the meeting, he had not responded.

2. To appoint a Chair for the Group

Councillor Shea-Simonds nominated Councillor Richardson as Chair which was seconded by Councillor Harris.

3. To note notes from last working party meeting held on 29 January 2024.

Resolved: Noted as a true record.

4. To note Police Road Safety Update from Area Board Meeting held on 22 May 2024

Councillor Richardson noted the number of people who received letters was directly proportionate to the number of Speedwatch or Police with speed guns deployed.

The Parish Officer provided an update on the SID Data pilot roll out having attended a meeting earlier in the day which had highlighted 756 locations across the County in a year had been visited by Police enforcement. In 2021 only c1000 tickets, speed awareness courses or points had been issued, however, this had risen to 12,000, particularly since the SID data pilot had been rolled out.

5. To note log of highway issues and actions

The Parish Officer explained the log was still work in progress with some issues/actions still to log.

It was felt the log was a useful piece of evidence to help set context and find out whether there were trends when the group are tasked to do something. It was noted there were a few tweaks to be made to the document such as

the inclusion of a column to highlight if an issue was open or closed and to include traffic survey data.

Thanks were given to the Parish Officer for collating the information.

6. To consider highway safety issues on Semington Road.

The Road Safety Working Group had been tasked by the Highway & Streetscene Committee to look at residents' concerns of road safety on Semington Road ie:

1. Speeding traffic using Semington Road as a cut-through/rat run instead of using the bypass to access businesses on Hampton Park West.
2. Totally ineffective and inadequate traffic calming chicanes which do not work and encourage bad driving and drivers to race, resulting in near misses.
3. Non existent cycleway provision, despite Semington Road forming part of the National Cycleway between Melksham and Trowbridge, meaning cyclists use the pavements.
4. Police driving at speeds with sirens.

The working group discussed what could be done to try and resolve the issue, noting Semington Road was already included on the Speed Indicator Device (SID) schedule and had an active Community Speedwatch Scheme.

Solutions were discussed including installing speed humps, however, concern was expressed these could cause vibrations to nearby residences and the X34 bus also used Semington Road.

Suggestions to improve the situation to put to the Highways Committee for consideration were as follows:

- Installation of welcome to Berryfield sign with please drive carefully at the southern end (north of the roundabout).
- Installation of white village gates/planters.
- Additional Community Speedwatch signs.
- Reduce your speed bin stickers (A4 size) (to discuss with BASRAG to possibly fund).
- Slow roundels painted on the road (either end and in the middle) on stretch of road between Mobile Home Park and Hampton Park West.
- Write to Highways to ask they look at the feasibility of putting in a footpath where the width of the road allows.
- Write to businesses on Hampton Park West informing them as a considerate employer, given complaints received regarding road safety on Semington Road, they ask their employees to bear these concerns in mind. To also let them know speaking to others on what could be done to try and reduce speeding along Semington Road.
- Write article/survey for Berryfield Buzz on road safety issues raised and

what has been/is being considered, including traffic speed humps (include pros and cons for having them) and to seek views of residents on installing speed humps in particular and to also seek more volunteers for Community Speedwatch.

- Councillor Wood to write an article on Semington Road issues in his next Councillor Corner issue.

7. To agree date of next meeting.

Date to be arranged.

Meeting closed at 9.27pm

Councillor Richard Wood
Councillors Corner – July 2024

It has been the usual busy time for the Parish Council since my last Councillors Corner, one of the most significant being the progress being made on the Neighbourhood Plan, now out for consultation before being submitted to Wiltshire Council, before Examination and eventual Referendum. Teresa Strange, our Clerk, has been working heroically on the Plan, along with our friends at Place Studio.

All those who, like me, live in Berryfield, will know of the traffic issues along Semington Road. They are a mixture of dangerous speeding at some times of the day, combined with serious congestion caused by lack of off-road parking and poorly managed site management for the new Buckley Gardens development on the other. With another 50-house site due to start soon at Townsend Farm we need to address the problems.

A recent Parish Council working group on road safety recently considered our options, and I would be interested to hear your thoughts. Amongst many ideas councillors considered were: -

- A welcome to Berryfield sign at the southern end of the road with a “Drive Carefully” message.
- White village gates
- SLOW roundels on the road
- Urging Wiltshire Council to look at the feasibility of a footpath on the eastern side of the road, where space allows.
- Enlist support from Hampton Park West in asking their employees to bear road safety concerns in mind on their way to and from work.
- Consider the existing placement of chicanes.
- Consider the installation of speed bumps (no consensus on this one, not universally popular)

The above issues and possible solutions will be debated at the Highway meeting on Monday July 22nd, after the Planning Committee, likely to start at 8pm (please check the agenda or website nearer the time).

Local residents, ably led by Gill Horrigan, staff a Community Speedwatch group which is often a very visible presence on the road. Surprisingly, their Hi-Viz jackets are a strong deterrent to speeding when they are out, but of course they can't be there for more than an hour at a time.

We need to start a serious discussion about our options, and the best people to do so are frequent the users of the road.

Finally, welcome to our new councillor, Bowerhill resident Anne Sullivan who was welcomed at our last meeting on June 17th.

Highways Improvement Request Form

Contact Details

Name:		Date:	
Address:			
Telephone No:			
Email Address:			

Issue Details

Location of Issue:	
Community Area:	
Parish or Town Council:	
Nature of Issue: (Max 600 characters)	
How long has it been an issue?	
What would you like done to resolve this issue? (Max 600 characters)	
Have you been in touch with your local Wiltshire Councillor? (Yes/No)	

***This form needs to be completed and e-mailed or sent to your local Town or Parish Council.
Town and Parish contact details are available via the link below:***

<https://cms.wiltshire.gov.uk/mgParishCouncilDetails.aspx>

Town or Parish Council Comments: (To be completed by Town or Parish Council only - Max 600 characters)

Wiltshire Council

Lorraine McRandle

From: Traffic Surveys <TrafficSurveys@wiltshire.gov.uk>
Sent: 14 May 2024 13:16
To: Lorraine McRandle
Cc: Rose, Martin; Community Speed Watch
(communityspeedwatch@wiltshire.police.uk); Road Safety
(RoadSafety@wiltshire.police.uk)
Subject: Traffic Survey Results - 052-022 - C221 Westlands Lane, Beanacre, Melksham
Attachments: 052-022 - C220 Westlands Lane, Beanacre, Melksham SUMMARY.pdf; Community Speed Watch Criteria for intervention.pdf

Good afternoon

Further to your traffic survey request for the C220 Westlands Lane in Beanacre, Melksham, please find attached the results for your records along with details of the criteria that we follow for intervention.

The survey results demonstrate that the combined 85%ile was **31.7 mph**.

Where sites do not meet the eligibility criteria for Community Speed Watch, there may be other engineering solutions which can help mitigate against concerns or further reinforce the current speed limit. If there is a desire to consider this, you are encouraged to discuss with your local Town and Parish Council in the first instance, ahead of seeking advice from the Local Highway Footway Improvement Group (LHFIG). To submit a request for consideration by the LHFIG, please complete the relevant form which is available here along with guidance on these groups [Local Highway and Footway Improvement Groups - Wiltshire Council](#).

Please Note - forms can only be submitted where they have support from your Town or Parish Council.

For further information regarding Speed Indicator Devices (SID), please see the ['Practice Note – CSW/SID and ANPR Deployment'](#) download on our Road Safety Education Page.

Kind regards

Emma Painter
Transport Planning Assistant
Sustainable Transport Team
Transport & Development

Wiltshire Council



Tel: 01225 756196
Email: trafficsurveys@wiltshire.gov.uk
Website: www.wiltshire.gov.uk

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ATC Traffic Analysis Report

Author:	Smart Transport Hub
Contract:	Wiltshire Council
Job Number:	052-022
Location:	https://what3words.com/tender.suffice.exclusive
Road Name:	Westlands Lane
District:	Beanacre
Coordinates (X,Y):	390220 166424
Start Date:	15.04.2024
End Date:	21.04.2024
Speed Limit:	30 mph



STH carried out a 7-day ATC on Westlands Lane commencing the 15/04/24. The number of vehicles exceeding the speed limit of 30mph was 1868 which is 24.39% of the total vehicles recorded in both directions which was 7659.

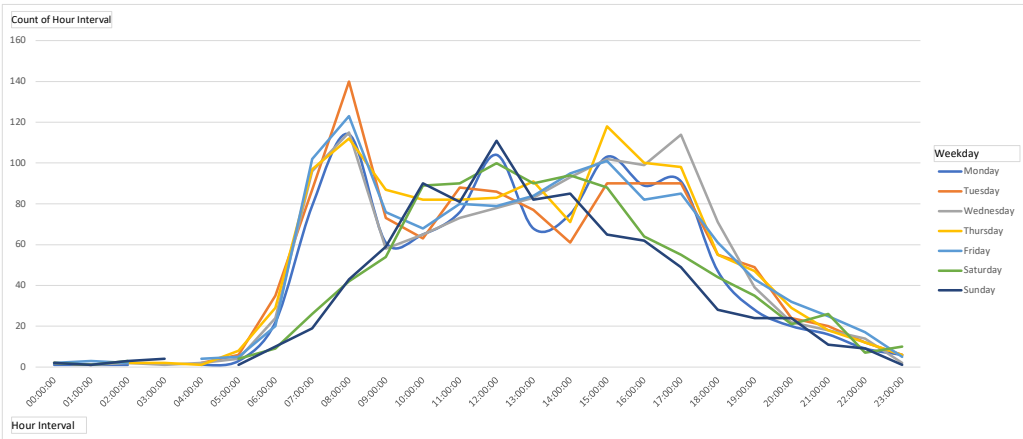
Week Commencing
15 April 2024

Total	Sum of % Over PSL	Sum of % Over ACPO	Sum of % Over DFT
7659	24.39%	4.94%	0.30%

Count of	Compass direction	Column Labels		
Row Labels	E0	W1	Grand Total	
15 April 2024	3602	4057	7659	
Grand Total	3602	4057	7659	

Compass direction
E0
W1

Class
A3
A5+
BUS
C
CAR
LGV
O
R2
R3
R4



Count of	Compass direc	Column Labels		
Row Labels	E0	W1	Grand Total	
Monday	524	556	1080	
Tuesday	535	622	1157	
Wednesday	581	597	1178	
Thursday	581	651	1232	
Friday	557	637	1194	
Saturday	429	525	954	
Sunday	395	469	864	
Grand Total	3602	4057	7659	

Row Labels	Count of Class	Count of Class	Count of Class
A3	21	0.27%	
A5+	2	0.03%	
BUS	5	0.07%	
C	45	0.59%	
CAR	6075	79.32%	
LGV	1243	16.23%	
O	65	0.85%	
R2	197	2.57%	
R3	5	0.07%	
R4	1	0.01%	
Grand Total	7659	100.00%	

Average of	Compass direction		
Row Labels	E0	W1	
Minimum Value	395	469	
5 Days Average	556	612.6	
7 Days Average	514.5714286	580	

Average of	Speed	Column Labels		
Row Labels	E0	W1	Grand Total	
Monday	26.25	26.44		
Tuesday	26.13	26.96		
Wednesday	26.67	27.05		
Thursday	26.93	26.41		
Friday	27.25	26.74		
Saturday	26.83	26.23		
Sunday	25.75	26.17		
Grand Total	26.58	26.59		

% Over PSL	% Over ACPO	% Over DFT
24.39%	4.94%	0.30%

vehicles are travelling over posted speed limit (30mph) vehicles are traveling 10% +2 over PSL (35mph) vehicles are 15mph over PSL (45mph)

Westlands Lane (30mph speed limit)							
Direction	Number of Vehicles	Average speed over 7 days	85 percentile speeds	Percentage of vehicles complying with the 30mph speed limit	Percentage of vehicles under enforcement threshold of 35mph	Percentage of vehicles complying with a proposed signed only 30mph speed limit	Percentage of vehicles complying with a proposed signed only 30mph speed limit
E0	3602	26.6mph	31.6mph	77.2% (2781)	95.4% (3437)	77.2% (2781)	77.2% (2781)
W1	4057	26.6mph	31.8mph	74.2% (3010)	94.7% (3844)	74.2% (3010)	74.2% (3010)
Combined	7659	26.6mph	31.7mph	75.6% (5791)	95.1% (7281)	75.6% (5791)	75.6% (5791)



DFT 2010 with COBA

Class	Type	Axles	SP1	SP2	SP3	SP4	SP5	Aggregate
1	C	2	0.00 - 1.06					CAR
2	O	2	1.06 - 1.70					
3	CAR	2	1.70 - 2.89					
		3	1.89 - 2.95	1.90 - 4.00				
		3	1.89 - 2.95	3.50 - 6.00				
4	LGV	4	1.89 - 2.95	1.90 - 6.00	0.50 - 1.30			LGV
		2	2.89 - 3.75					
5	R2	2	3.75 - 6.00					OGV1
6	R3	3	2.00 - 6.00	1.00 - 1.90				
		3	1.00 - 1.88	2.00 - 12.00				
7	R4	4	1.00 - 1.90	2.00 - 12.00	1.00 - 1.90			
		4	3.00 - 9.00	1.00 - 2.50	1.00 - 2.50			
8	A3	3	2.95 - 9.20	1.90 - 4.00				OGV2
		3	1.89 - 3.99	3.50 - 15.00				
		4	2.95 - 12.00	2.00 - 12.00	2.50 - 12.00			
		4	2.95 - 9.20	2.50 - 9.00	0.50 - 2.50			
		4	1.89 - 3.99	3.50 - 15.00	1.05 - 2.50			
9	A4	4	1.89 - 2.95	3.50 - 6.00	1.05 - 1.30			
		4	1.00 - 1.90	1.90 - 12.00	2.00 - 15.00			
		4	1.70 - 5.25	1.00 - 1.90	2.00 - 15.00			
10	A5+	5	2.00 - 12.00	1.00 - 12.00	2.00 - 12.00	1.00 - 1.90		
		5	2.00 - 12.00	1.00 - 1.90	1.90 - 12.00	2.50 - 12.00		
		5	1.70 - 5.25	1.00 - 1.90	2.00 - 15.00	1.00 - 2.50		
		5	1.00 - 1.90	1.90 - 12.00	2.00 - 15.00	1.00 - 2.50		
		5	2.00 - 12.00	2.00 - 15.00	0.70 - 1.80	0.70 - 1.80		
		6	2.00 - 12.00	1.00 - 1.90	1.90 - 12.00	2.00 - 12.00	1.00 - 1.90	
		6	1.90 - 5.25	1.00 - 1.90	2.00 - 15.00	1.00 - 1.90	1.00 - 1.90	
		7 - 20						
11	BUS	2	6.00 - 12.00					BUS
		3	6.00 - 12.00	1.00 - 1.90				

The traffic survey will record 85th percentile speed for each vehicle and this will be used to determine if the site enters the thresholds for intervention and detailed as follows;

Speed Limit (MPH)	No further action (85thile)	Considered for Community Speed Watch (85thile)	Police Enforcement (85thile)
20mph	20 mph to 24 mph	24.1 mph to 38.9 mph	Over 39 mph
30mph	30 mph to 35 mph	35.1 mph to 41.9 mph	Over 42 mph
40mph	40 mph to 46 mph	46.1 mph to 49.9 mph	Over 50 mph

Teresa Strange

From: Teresa Strange
Sent: 11 July 2024 15:32
To: allan.creedy@wiltshire.gov.uk
Cc: Seed, Jonathon; Lorraine McRandle; nick.holder@wiltshire.gov.uk; Wiltshire, Mark
Subject: RE: S106 highway improvements relating to Buckley Gardens, David Wilson development, land east of Semington Road

Dear Allan

Copy to:

Cllr Jonathon Seed, Wiltshire Councillor for Melksham Without West and Rural,
Cllr Nick Holder, Wiltshire Councillor for Bowerhill and Highways Cabinet Member

I am writing to see if we can arrange a meeting with representatives from Wiltshire Council's highways/planning department and Melksham Without Parish Council to discuss the use of the s106 Highways funds from approved housing developments on Semington Road, Berryfield and to implement Informative 19 of PL/2022/02749 Reserved Matters for Buckley Gardens.

"19. The developer is encouraged to enter into a s106 deed of variation without delay to secure the repurposing of £200,000 for alternative off-site highway and pedestrian connection improvement works to improve connectivity between the development site, the town centre to the north and education facilities to the east, inclusive of Local Cycling Walking Infrastructure Plan routes, and measures to enhance the use of the pedestrian route on the eastern side of the roundabout between Old Semington Road and Melksham".

This application was approved in May 23, and a year has passed and the parish council are not aware of any progress to arrange for these funds to be repurposed. The parish council has been asking for several years to have these funds used for a new footpath along the A365 to gain access to the proposed primary school at Pathfinder Way, but understand that this will be provided via the site at Land south of Western Way (PL/20/084900/OUT) approved at Appeal in December 2023.

The parish council has several ideas that they would like to discuss for the repurposing of these highways funds; in conjunction with the funding from the site approved at Appeal also on Semington Road, at land to the west of Semington Road (behind Townsend Farm) 20/07334/OUT & PL/2023/00808 approved; some £70k for highways.

1. To provide a footway to connect to the proposed footway in the Western Way application, as there is a stretch of grass verge along the northern part of their development adjacent the A365 which would need connectivity.
2. Rather than the s106 condition in the Buckley Gardens development to "reduce the attractiveness" of the desire line on the arm of the roundabout on the A350, to use the funding to put in a pedestrian crossing.

The parish council have found difficulty over the last year in accessing the trigger for s106 funds that are held by Wiltshire Council, rather than the developer, and would like to be proactive and understand the process for these type of improvements to be in place. To date they have made contact with yourself over several months and even years now and have not had a response, and would like to see the plans put in place in a timely manner. The funds have been secured as mitigation for either sustainability or safety reasons as part of the planning process and therefore the parish council do not think it's unreasonable that they should be undertaken ready for when the site is occupied, and not years afterwards. For the David Wilson site, they have just opened their marketing suite and sold their first property, so they will not be far from first occupation.

In addition, there is another site on Semington Road, that is going through the Appeal process, and any discussions could feed into any potential Unilateral Undertaking if the appeal was successful. PL/2022/08155 Land west of Semington Road APP/Y3940/W/24/3343787 appeal hearing 10th September.

We look forward to hearing from you.
With kind regards,
Teresa

Teresa Strange
Clerk & Responsible Financial Officer
Melksham Without Parish Council
First Floor
Melksham Community Campus
Market Place, Melksham
Wiltshire, SN12 6ES
01225 705700
www.melkshamwithout-pc.gov.uk

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From: Wiltshire, Mark <mark.wiltshire@wiltshire.gov.uk>
Sent: 11 June 2024 15:23
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: Seed, Jonathon <Jonathon.Seed@wiltshire.gov.uk>; Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>
Subject: RE: S106 highway improvements relating to Buckley Gardens, David Wilson development, land east of Semington Road

Teresa,
The £200k contribution is to be paid over on first occupation. If you notice any occupation on the development I should be grateful if you would let me know. I anticipate that the money will be usable for other active travel improvements in the area which could include improved crossing of Western Way, but that will be discussed further when the

contribution is received. Your council will of course be kept informed and discussions will be held.

Kind regards,
Mark Wiltshire

Mark Wiltshire MIHE
Major Projects Officer
Transport and Development Manager (south and west)
Sustainable Transport

Wiltshire Council

Trowbridge, BA14 8JN

01225 713448

mark.wiltshire@wiltshire.gov.uk

www.wiltshire.gov.uk

From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>

Sent: Thursday, March 21, 2024 10:29 AM

To: Wiltshire, Mark <mark.wiltshire@wiltshire.gov.uk>

Cc: Seed, Jonathon <Jonathon.Seed@wiltshire.gov.uk>; Lorraine McRandle <office@melkshamwithout-pc.gov.uk>;

Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>

Subject: S106 highway improvements relating to Buckley Gardens, David Wilson development, land east of Semington Road

Hi Mark

Thank you for your time when we met in Bowerhill yesterday.

We also discussed the highway s106 funds for the new development that has just started on site at land east of Semington Road, now known as Buckley Gardens.

As we are aware, the s106 funds £200,000 were to improve the pedestrian crossing on the A350 but were undertaken by Wiltshire Council as part of the Government funding for the Hilperton – Melksham active travel route.

When we met yesterday, you said that the money could not be used for anything else, and I explained that had been dealt with at the Western Area Planning Committee meeting.

Please find attached the decision notices for the outline application 20/01938/OUT and reserved matters PL/2022/02749.

I have highlighted the relevant bits, but particularly note point 19 on the reserved matters decision notice that deals specifically with this.

I have also screen shot the bit in the s106 about making the left arm of the roundabout less desirable for pedestrians to cross.

The parish council are keen that the works secured in the s106, including works to be done by Wiltshire Council are undertaken in a timely manner.

They have been secured as mitigation for either sustainability or safety reasons as part of the planning process and therefore the parish council do not think it's unreasonable that they should be undertaken ready for when the site is occupied, and not years afterwards.

I have also highlighted the bit about the 2m high gate for services access only onto Shails Lane, which we discussed.

We look forward to hearing plans of when the highlighted items in the s106 are programmed in for works to be undertaken.

With kind regards,
Teresa

Teresa Strange
Clerk & Responsible Financial Officer
Melksham Without Parish Council
First Floor
Melksham Community Campus
Market Place, Melksham
Wiltshire, SN12 6ES
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Teresa Strange

From: Teresa Strange
Sent: 15 July 2024 12:42
To: Rose, Martin
Subject: RE: Land at New Road Farm

Ok, thanks for trying, at least we know.
I am pretty sure that Bloor have had a pre-app, it's a Local Plan allocation too.
All the best, Teresa

From: Rose, Martin <martin.rose@wiltshire.gov.uk>
Sent: 15 July 2024 12:26
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: RE: Land at New Road Farm

Hi Teresa,

I did make contact with the planning team but got knocked back.

They have said they can only discuss as part of a (paid) preapp

Regards

Martin Rose IEng, FIHE, MCIHT, CMgr MCMI
Principal Engineer – Traffic Engineering
Highway Asset Management and Commissioning
Wiltshire Council ,
County Hall, Bythesea Road
Trowbridge BA14 8JN

Wiltshire Council



Email: martin.rose@wiltshire.gov.uk

Web: www.wiltshire.gov.uk

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From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: Monday, July 15, 2024 12:13 PM
To: Rose, Martin <martin.rose@wiltshire.gov.uk>
Subject: FW: Land at New Road Farm

Hi Martin

Did you have any thoughts about who we could talk to about changes to New Road with potential developer s106 funding?

All the best, Teresa

From: Teresa Strange
Sent: 07 June 2024 13:57
To: Rose, Martin <martin.rose@wiltshire.gov.uk>
Subject: Land at New Road Farm

Hi Martin

Thanks for your time on the phone this morning, please see extract of Wiltshire Council's draft Local Plan, which details the site at Policy 20 Land north of the A3102.

Bloor are at pre app stage and looking to submit an application in September, and as discussed are happy for their highway people to meet with Wiltshire Council highways reps to discuss the best way to overcome the issues of New Road being used even more as a rat run from Melksham to access the A350/Chippenham.

Also attached, but not yet in the public domain, is a discussion document from Bloor when we met with them last week, but shows their pre app thoughts.

Many thanks for your assistance here.....

Kind regards, Teresa

Teresa Strange
Clerk & Responsible Financial Officer
Melksham Without Parish Council
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Melksham Community Campus
Market Place, Melksham
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Lorraine McRandle

Subject: FW: Berryfield Park

From: Martin Franks <[REDACTED]>

Sent: 27 June 2024 18:35

To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; Martin Franks <martin.franks@melkshamwithout-pc.gov.uk>

Subject: Berryfield Park

Hello,

Hope you've had a great holiday.



Just an update on Berryfield Park an Selwoods are sorting the roads You probably know!
Martin

Teresa Strange

From: Rose, Martin <martin.rose@wiltshire.gov.uk>
Sent: 04 July 2024 14:41
To: Teresa Strange
Subject: RE: Bus shelter Query - Telford Drive / Semington Road, Melksham, Wiltshire

Hi Teresa,

I have been contacted today via email by a Mr [REDACTED] of Jessop Close asking for an update re. the above.

I now have a quote from GW shelters for taking down and relocating the shelter and I've asked my engineer to price up the cost of clearing the foliage behind the existing shelter and providing a section of footway in which to locate the shelter. Once I have the final costs I will contact you and we can seek to find a way forward.

Regards

Martin Rose IEng, FIHE, MCIHT, CMgr MCM
Principal Engineer – Traffic Engineering
Highway Asset Management and Commissioning
Wiltshire Council,
County Hall, Bythesea Road
Trowbridge BA14 8JN

Wiltshire Council



Email: martin.rose@wiltshire.gov.uk
Web: www.wiltshire.gov.uk

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From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: Thursday, June 6, 2024 5:17 PM
To: Rose, Martin <martin.rose@wiltshire.gov.uk>
Subject: RE: Bus shelter Query - Telford Drive / Semington Road, Melksham, Wiltshire

I hadn't realised the time, and need to leave shortly, shall we catch up on this too and talk in the morning?

From: Rose, Martin <martin.rose@wiltshire.gov.uk>
Sent: 06 June 2024 17:16
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: Stansby, Mark <mark.stansby@wiltshire.gov.uk>; Rogers, Gareth <Gareth.Rogers@wiltshire.gov.uk>
Subject: RE: Bus shelter Query - Telford Drive / Semington Road, Melksham, Wiltshire

Thanks Teresa,

Thanks for clarifying your council's position. The biggest difficulty is cost. To remove the existing bus shelter, construct a new area of footway at the rear and relocate the shelter further back away from the visibility splay, will I fear, cost in excess of £7,000. With only a relatively small amount left of the S106 monies there simply isn't a budget I can use for this work.

Happy to discuss further.

Regards

Martin Rose IEng, FIHE, MCIHT, CMgr MCMI
Principal Engineer – Traffic Engineering
Highway Asset Management and Commissioning
Wiltshire Council,
County Hall, Bythesea Road
Trowbridge BA14 8JN



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From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: Thursday, June 6, 2024 5:02 PM
To: Rose, Martin <martin.rose@wiltshire.gov.uk>
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: FW: Bus shelter Query - Telford Drive / Semington Road, Melksham, Wiltshire

Hi Martin

Thanks for coming back to us on these quotes, it went to full council and they want to see the bus shelter installed in the place that it should have been, set back from the visibility splay.

They feel that even if the measures in the quotes were undertaken, there still would be no visibility if someone was stood in the bus shelter.

With kind regards, Teresa

From: Rose, Martin <martin.rose@wiltshire.gov.uk>
Sent: 01 May 2024 10:24
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: FW: Bus shelter Query - Telford Drive / Semington Road, Melksham, Wiltshire

Hi Teresa,

We have contacted GW shelters re. the fogging issues. Below is their response.

The question is, do we bite the bullet and completely remove the glass panels top / bottom as discussed. (£500)

The other option is to replace with either a new half panel or quarter end panel. See attached quote. This may fend off any public criticism if we totally remove the glass. The cost for the second option is around £1700

Regards

Martin Rose IEng, FIHE, MCIHT, CMgr MCMI
Principal Engineer – Traffic Engineering
Highway Asset Management and Commissioning
Wiltshire Council ,
County Hall, Bythesea Road
Trowbridge BA14 8JN



Email: martin.rose@wiltshire.gov.uk
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From: Glen Wilson <glen@gwsheltersolutions.co.uk>
Sent: Tuesday, April 30, 2024 6:16 PM
To: Anderson, Sarah <Sarah.Anderson@wiltshire.gov.uk>
Cc: Rose, Martin <martin.rose@wiltshire.gov.uk>
Subject: RE: Bus shelter Query - Telford Drive / Semington Road, Melksham, Wiltshire

Hi Sarah, I am sorry you are having these issues, although presumably, as you say, this is only happening in the morning until the temperature rises. The panel is toughened glass so it is purely a temperature issue during the winter / spring months and should not be a problem in the summer. It has never been raised as an issue, as it disperses eventually but I can see that it could be a problem for people existing Telford Drive in the mornings. As it is glass, the condensation can obviously be wiped away easily but that is not really an answer as there is no one to do it so I think there are two options.

1. Is to remove the glass panel, as you suggest, but I would not really recommend that as the wind will whistle through the gap and people will constantly complain about the missing panel. The shelter will constantly look incomplete and damaged.
2. Is to change the full end panel for a half or quarter width end panel. We could excavate the post and re-use it in the new position but would have to supply new glazing rails and glass panels but this would still provide some weather cover whilst improving the visibility. The half panel would be approximately 575mm wide, the quarter end panel would be 300mm wide.

I have attached a quotation for both options (**GWQ1688** for glass removal and **GWQ1688.1** for the replacement end panel) and would perhaps recommend the second option although this is much more expensive, as it will involve excavation. We would therefore need to set up the traffic management again,

whereas removing the glass would be quite a simple task and we could park around the corner. You will see that there is no total on GWQ1688.1 as we have included the option of the half and quarter end panel so you would choose one or the other.

I hope that the above makes sense and that the attached are of interest but should you require any further information, please do not hesitate to contact us.

Kind regards

Glen Wilson

Managing Director

GW Shelter Solutions Ltd

Tel: 02392 210052

Email: sales@gwsheltersolutions.co.uk

Web: www.gwsheltersolutions.co.uk



Registered Office: 28 Woodstock Avenue, Horndean, Hampshire PO8 9TG

From: Anderson, Sarah <Sarah.Anderson@wiltshire.gov.uk>
Sent: Tuesday, April 30, 2024 1:18 PM
To: Glen Wilson <glen@gwsheltersolutions.co.uk>
Cc: Rose, Martin <martin.rose@wiltshire.gov.uk>
Subject: Bus shelter Query - Telford Drive / Semington Road, Melksham, Wiltshire

Hi Glen,

You will remember we organised for 2 x shelters to be built in Melksham not long ago, just off the junction of Telford Drive / Semington Road Melksham. Photo and plan attached.

The Parish Council have contacted us because they have had complaints about the bus shelter on the Telford drive side of the road: The view for drivers coming out of Telford Drive is sometimes obscured by the side panel on the bus shelter recently erected – specifically in inclement weather where the panel can “fog over”. We are talking through a number of options with them, one being the possibility of removing the glass from the top side panel of the bus shelter. I was wondering if you were able to give me a quotation to carry out this work please?

I was also wondering if this is something you may have come across before and if so, whether you have managed to overcome it at all? It is obviously something that would happen only occasionally and is subjective in terms of whether it is an issuedepending on many factors...weather, driver confidence ,how busy the road is at the time, whether anyone is waiting at the bus stop...ect

It would be useful to obtain a quote to remove the glass from the top of the side panel, and whether there are any other options available to us?

Thanks for your advice,

Sarah Anderson
Engineer
Traffic Management
Highways Asset Management and Commissioning

(Please note my normal working days are Tues-Fri until 3pm)

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Teresa Strange

From: Rose, Martin <martin.rose@wiltshire.gov.uk>
Sent: 09 July 2024 14:54
To: Teresa Strange
Subject: RE: Bus shelter Query - Telford Drive / Semington Road, Melksham, Wiltshire

Hi Teresa,

I now have some firm costs for relocating the shelter at the Telford Drive / Semington road as requested by the parish council.

1. Take down and relocate shelter (GW shelters)	£2,314.80 (inc VAT)
2. Clear vegetation behind existing shelter and construct new area of footway (5m x 2m)	£3,100.00
Total	£5,414.80

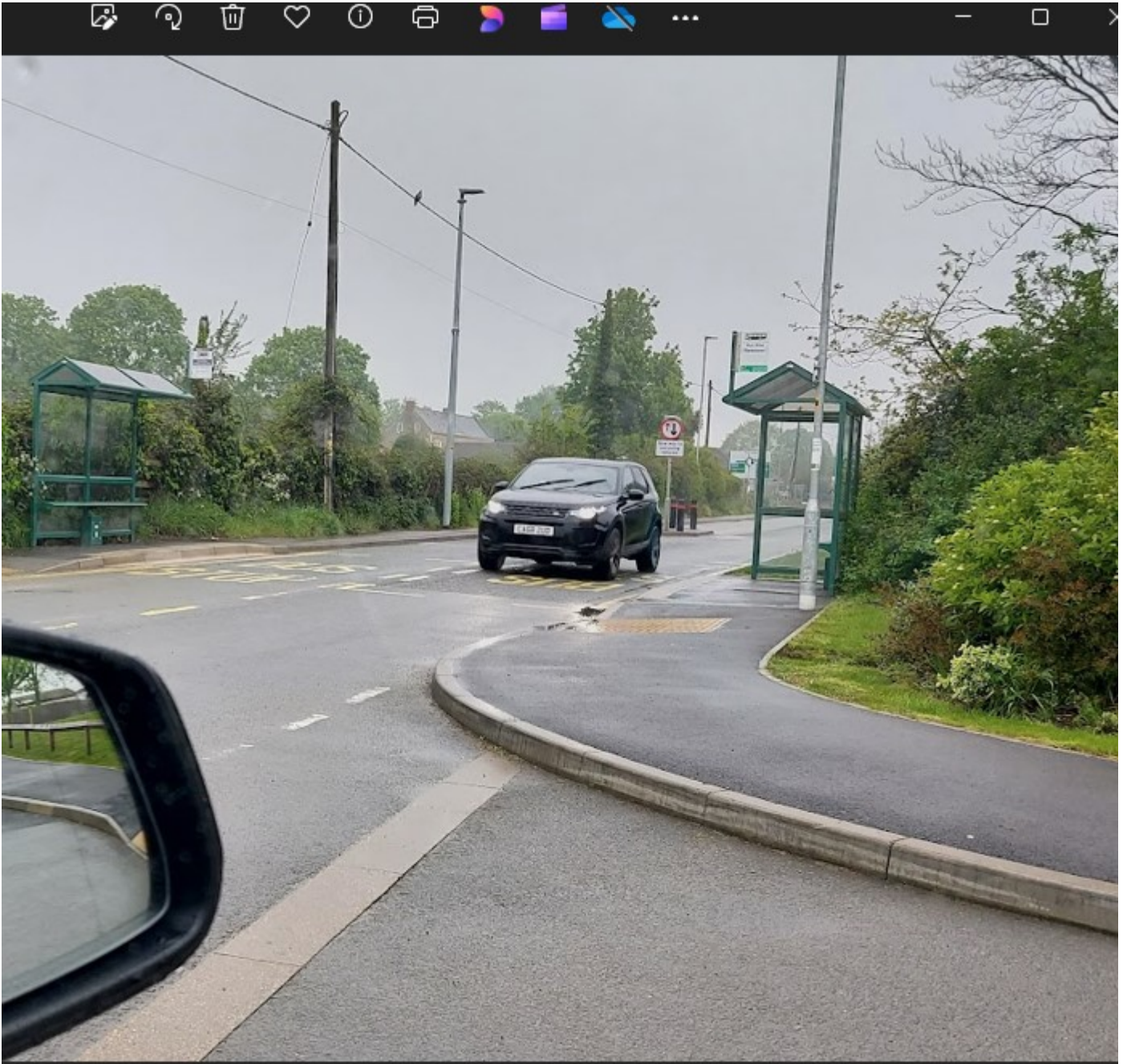
We do have £2,450.00 of S106 money remaining, however there would still be a shortfall of £2,964.80. Unfortunately, we do not have a budget to cover this additional work. We could of course approach the LHFIG, however given the circumstances it's unlikely they would agree to fund.

Given the costs involved we still have the option of replacing the current full panel with a ¼ panel. See below.

I do appreciate this is not the parish council's preferred choice, but should address the problem of the full panel misting over whilst still offering some weather protection to waiting passengers. It can also be instructed relatively quickly with GW shelters.

I'd appreciate it if you can put this matter back to your members for consideration.





Regards

Martin Rose IEng, FIHE, MCIHT, CMgr MCMI
Principal Engineer – Traffic Engineering
Highway Asset Management and Commissioning
Wiltshire Council ,
County Hall, Bythesea Road
Trowbridge BA14 8JN

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From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: Thursday, July 4, 2024 2:51 PM
To: Rose, Martin <martin.rose@wiltshire.gov.uk>
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Marianne Rossi <admin@melkshamwithout-pc.gov.uk>
Subject: RE: Bus shelter Query - Telford Drive / Semington Road, Melksham, Wiltshire

Thanks Martin

It was on my list to ask you about, as we have a highways meeting coming up on 22nd July.

I have another question on signage!

I have been to Whitley this morning – do you know the bike shop with the café, and now the new community shop in the pub car park opposite, on Top Lane?

They asked me this morning how they get a highway brown sign directing the public to the facilities – I am putting on the agenda for the next highways meeting but wondered if there was any criteria for such signage and if it goes to LHFIG.

Similarly we had a finger post one on the canal at Bowerhill that directed the public to the Tesco/Pilot pub although I think it just said local shop/pub – it was rotten and put aside whilst a new post arranged and its disappeared. I think at the time there was a grant that the local community group applied for – does that sit with LHFIG now, it previously was a PIGS grant that was done by Paul Millard ?

Thanks, just trying to get ducks in a row so we know what we actually need the parish council to make a decision on when they meet.....

All the best, Teresa

PS I saw a Wiltshire Council facebook post that the LCWIP plans are out for consultation so will have a look!

From: Rose, Martin <martin.rose@wiltshire.gov.uk>
Sent: 04 July 2024 14:41
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: RE: Bus shelter Query - Telford Drive / Semington Road, Melksham, Wiltshire

Hi Teresa,

I have been contacted today via email by a Mr Phillips of Jessop Close asking for an update re. the above.

I now have a quote from GW shelters for taking down and relocating the shelter and I've asked my engineer

to price up the cost of clearing the foliage behind the existing shelter and providing a section of footway in which to locate the shelter. Once I have the final costs I will contact you and we can seek to find a way forward.

Regards

Martin Rose IEng, FIHE, MCIHT, CMgr MCM
Principal Engineer – Traffic Engineering
Highway Asset Management and Commissioning
Wiltshire Council ,
County Hall, Bythesea Road
Trowbridge BA14 8JN

Wiltshire Council

Email: martin.rose@wiltshire.gov.uk

Web: www.wiltshire.gov.uk

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From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>

Sent: Thursday, June 6, 2024 5:17 PM

To: Rose, Martin <martin.rose@wiltshire.gov.uk>

Subject: RE: Bus shelter Query - Telford Drive / Semington Road, Melksham, Wiltshire

I hadn't realised the time, and need to leave shortly, shall we catch up on this too and talk in the morning?

From: Rose, Martin <martin.rose@wiltshire.gov.uk>

Sent: 06 June 2024 17:16

To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>

Cc: Stansby, Mark <mark.stansby@wiltshire.gov.uk>; Rogers, Gareth <Gareth.Rogers@wiltshire.gov.uk>

Subject: RE: Bus shelter Query - Telford Drive / Semington Road, Melksham, Wiltshire

Thanks Teresa,

Thanks for clarifying your council's position. The biggest difficulty is cost. To remove the existing bus shelter, construct a new area of footway at the rear and relocate the shelter further back away from the visibility splay, will I fear, cost in excess of £7,000. With only a relatively small amount left of the S106 monies there simply isn't a budget I can use for this work.

Happy to discuss further.

Regards

Martin Rose IEng, FIHE, MCIHT, CMgr MCMI
Principal Engineer – Traffic Engineering
Highway Asset Management and Commissioning
Wiltshire Council ,
County Hall, Bythesea Road
Trowbridge BA14 8JN

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From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: Thursday, June 6, 2024 5:02 PM
To: Rose, Martin <martin.rose@wiltshire.gov.uk>
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: FW: Bus shelter Query - Telford Drive / Semington Road, Melksham, Wiltshire

Hi Martin

Thanks for coming back to us on these quotes, it went to full council and they want to see the bus shelter installed in the place that it should have been, set back from the visibility splay.

They feel that even if the measures in the quotes were undertaken, there still would be no visibility if someone was stood in the bus shelter.

With kind regards, Teresa

From: Rose, Martin <martin.rose@wiltshire.gov.uk>
Sent: 01 May 2024 10:24
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: FW: Bus shelter Query - Telford Drive / Semington Road, Melksham, Wiltshire

Hi Teresa,

We have contacted GW shelters re. the fogging issues. Below is their response.

The question is, do we bite the bullet and completely remove the glass panels top / bottom as discussed. (£500)

The other option is to replace with either a new half panel or quarter end panel. See attached quote. This may fend off any public criticism if we totally remove the glass. The cost for the second option is around £1700

Regards

Martin Rose IEng, FIHE, MCIHT, CMgr MCMI
Principal Engineer – Traffic Engineering
Highway Asset Management and Commissioning
Wiltshire Council ,
County Hall, Bythesea Road
Trowbridge BA14 8JN

Wiltshire Council



Email: martin.rose@wiltshire.gov.uk
Web: www.wiltshire.gov.uk

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From: Glen Wilson <glen@gwsheltersolutions.co.uk>

Sent: Tuesday, April 30, 2024 6:16 PM

To: Anderson, Sarah <Sarah.Anderson@wiltshire.gov.uk>

Cc: Rose, Martin <martin.rose@wiltshire.gov.uk>

Subject: RE: Bus shelter Query - Telford Drive / Semington Road, Melksham, Wiltshire

Hi Sarah, I am sorry you are having these issues, although presumably, as you say, this is only happening in the morning until the temperature rises. The panel is toughened glass so it is purely a temperature issue during the winter / spring months and should not be a problem in the summer. It has never been raised as an issue, as it disperses eventually but I can see that it could be a problem for people existing Telford Drive in the mornings. As it is glass, the condensation can obviously be wiped away easily but that is not really an answer as there is no one to do it so I think there are two options.

1. Is to remove the glass panel, as you suggest, but I would not really recommend that as the wind will whistle through the gap and people will constantly complain about the missing panel. The shelter will constantly look incomplete and damaged.
2. Is to change the full end panel for a half or quarter width end panel. We could excavate the post and re-use it in the new position but would have to supply new glazing rails and glass panels but this would still provide some weather cover whilst improving the visibility. The half panel would be approximately 575mm wide, the quarter end panel would be 300mm wide.

I have attached a quotation for both options (**GWQ1688** for glass removal and **GWQ1688.1** for the replacement end panel) and would perhaps recommend the second option although this is much more expensive, as it will involve excavation. We would therefore need to set up the traffic management again, whereas removing the glass would be quite a simple task and we could park around the corner. You will see that there is no total on GWQ1688.1 as we have included the option of the half and quarter end panel so you would choose one or the other.

I hope that the above makes sense and that the attached are of interest but should you require any further information, please do not hesitate to contact us.

Kind regards

Glen Wilson

Managing Director

GW Shelter Solutions Ltd

Tel: 02392 210052

Email: sales@gwsheltersolutions.co.uk

Web: www.gwsheltersolutions.co.uk



Registered Office: 28 Woodstock Avenue, Horndean, Hampshire PO8 9TG

From: Anderson, Sarah <Sarah.Anderson@wiltshire.gov.uk>
Sent: Tuesday, April 30, 2024 1:18 PM
To: Glen Wilson <glen@gwsheltersolutions.co.uk>
Cc: Rose, Martin <martin.rose@wiltshire.gov.uk>
Subject: Bus shelter Query - Telford Drive / Semington Road, Melksham, Wiltshire

Hi Glen,

You will remember we organised for 2 x shelters to be built in Melksham not long ago, just off the junction of Telford Drive / Semington Road Melksham. Photo and plan attached.

The Parish Council have contacted us because they have had complaints about the bus shelter on the Telford drive side of the road: The view for drivers coming out of Telford Drive is sometimes obscured by the side panel on the bus shelter recently erected – specifically in inclement weather where the panel can “fog over”. We are talking through a number of options with them, one being the possibility of removing the glass from the top side panel of the bus shelter. I was wondering if you were able to give me a quotation to carry out this work please?

I was also wondering if this is something you may have come across before and if so, whether you have managed to overcome it at all? It is obviously something that would happen only occasionally and is subjective in terms of whether it is an issuedepending on many factors...weather, driver confidence ,how busy the road is at the time, whether anyone is waiting at the bus stop...ect

It would be useful to obtain a quote to remove the glass from the top of the side panel, and whether there are any other options available to us?

Thanks for your advice,

Sarah Anderson
Engineer
Traffic Management
Highways Asset Management and Commissioning

(Please note my normal working days are Tues-Fri until 3pm)

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Wiltshire | BA14 8JD
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Marianne Rossi

From: Gill Arbery [REDACTED]
Sent: 05 July 2024 17:50
To: Marianne Rossi
Subject: Re: Suggestions for Real time information

Follow Up Flag: Follow up
Flag Status: Flagged

real-time info would be good at the New Inn Berryfield stop on the Chippenham to Frome route.

Regards

Gill

Sent from my iPad

On 4 Jul 2024, at 17:19, Marianne Rossi <admin@melkshamwithout-pc.gov.uk> wrote:

Dear Community Groups,

As you might be aware, real time information has recently been installed inside the bus shelter at Mitchell Drive in Bowerhill, with two more on order for the bus shelters at Kestrel Court in both directions. The parish council is looking at future real time information installations and is seeking suggestions from you as to which bus stops in your area you feel should have real time information installed. The council will be considering suggestions at their Highways Committee scheduled for Monday 22nd July; therefore, could you please send through any suggestions to us by Monday 15th July.

Best Wishes,
Marianne

Marianne Rossi
Finance and Amenities Officer
Melksham Without Parish Council
First Floor
Melksham Community Campus
Market Place
Melksham
SN12 6ES
01225 705700
www.melkshamwithout-pc.gov.uk

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Marianne Rossi

From: CAWS <whitley.and.shaw@gmail.com>
Sent: 04 July 2024 19:24
To: Marianne Rossi
Cc: Teresa Strange; Lorraine McRandle
Subject: Re: Suggestions for Real time information

Hi Marianne,

Thank you for your email. May I suggest that you focus installing the signs at bus stops that have infrequent services yet, at the same time, are known to suffer cancellations?

For example, while walking my dog I quite often pass someone waiting at the bus stop opposite the Pear Tree Inn on Top Lane in Whitley. I then meet the same person on the way back from the dog walk an hour or so later, now waiting for the next bus because the scheduled one never arrived.

It's not a good way to encourage people to use buses in rural areas when they have no idea whether the bus will actually turn up. If we cannot have a reliable service, then having a predictable one by installing the RTI signs is better than the current situation of playing "bus roulette".

Yours,

Dan Pike

On 04/07/2024 17:19, Marianne Rossi wrote:

Dear Community Groups,

As you might be aware, real time information has recently been installed inside the bus shelter at Mitchell Drive in Bowerhill, with two more on order for the bus shelters at Kestrel Court in both directions. The parish council is looking at future real time information installations and is seeking suggestions from you as to which bus stops in your area you feel should have real time information installed. The council will be considering suggestions at their Highways Committee scheduled for Monday 22nd July; therefore, could you please send through any suggestions to us by Monday 15th July.

Best Wishes,
Marianne

Marianne Rossi
Finance and Amenities Officer
Melksham Without Parish Council
First Floor
Melksham Community Campus
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SN12 6ES
01225 705700
www.melkshamwithout-pc.gov.uk

Teresa Strange

From: Teresa Strange
Sent: 15 July 2024 12:47
To: Gosling, Laura
Cc: Holder, Nick; Rose, Martin; Lorraine McRandle
Subject: RE: Real Time Information in bus shelters in Melksham Without

Hi Laura

Melksham Without Parish Council are spurred on to continue this RTPI project, and have asked the local community groups, residents and councillors to come up with their priority bus stops/shelters and will have a list ready for the next Melksham LHFIFG meeting.

They may well be considering stops/shelters without electricity supply, are you able to let us know where Wiltshire Council are with approving the battery operated RTPI you showed us at the site meeting back in January. Are you able to let us know when these will be able to be ordered so we can factor in to our phasing and costs.

With many thanks, Teresa

Teresa Strange
Clerk & Responsible Financial Officer
Melksham Without Parish Council
First Floor
Melksham Community Campus
Market Place, Melksham
Wiltshire, SN12 6ES
01225 705700
www.melkshamwithout-pc.gov.uk

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From: Gosling, Laura <Laura.Gosling@wiltshire.gov.uk>
Sent: 18 June 2024 21:58
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: Holder, Nick <Nick.Holder@wiltshire.gov.uk>; Rose, Martin <martin.rose@wiltshire.gov.uk>
Subject: RE: Real Time Information in bus shelters in Melksham Without

Hi Teresa,

Great to hear you are so interested in the implementation of RTPI across your area. Unfortunately, the information outlined below is not something that we readily have to hand within the team, and we would need to request the boarding information for each stop from each of the bus operators in the area. As you can no doubt appreciate, this is large amount of data to collect and then analyse on a stop by stop basis. As such, please could you be little more specific on which stops you might be particularly interested in and then we can look into this further for you.

Unfortunately, we only have a small allocation of funding for RTPI in our 2024/25 budget, but we would certainly look favourably on any requests that could be matched by the LHFIG or other funding streams.

Kind Regards

Laura

Laura Gosling
National Bus Strategy Manager
Passenger Transport
Highways and Transport

Wiltshire Council

01225 713481

laura.gosling@wiltshire.gov.uk

www.wiltshire.gov.uk

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From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>

Sent: Tuesday, June 18, 2024 11:55 AM

To: Gosling, Laura <Laura.Gosling@wiltshire.gov.uk>

Cc: Holder, Nick <Nick.Holder@wiltshire.gov.uk>; Rose, Martin <martin.rose@wiltshire.gov.uk>

Subject: RE: Real Time Information in bus shelters in Melksham Without

Hi Laura

Thank you for this, its useful for us.

To enable us to work with this, we need the information that you describe, and that is what we have been trying to obtain for some time.

Can you provide for us the data for the number of boardings at the stops in Melksham Without and Melksham Town please, if you have the other information you describe such as the number of routes at the stops etc then that would be useful rather than us working it out with local knowledge.

With regards to the bit at the bottom on match funding, is that available for any others that we purchase in 2024? In which case we can start to push through LHFIG? We have funding in place, just want to prioritise based on the passenger data and other factors.

With many thanks,
Teresa

From: Gosling, Laura <Laura.Gosling@wiltshire.gov.uk>
Sent: 13 June 2024 11:42
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: Holder, Nick <Nick.Holder@wiltshire.gov.uk>; Rose, Martin <martin.rose@wiltshire.gov.uk>
Subject: RE: Real Time Information in bus shelters in Melksham Without

Hi Teresa,

Sorry for the delay in getting back to you on this. We are in the midst of drafting a new Bus Service Improvement Plan for 2024 at the moment; as part of that, our revised approach to RTPI is set out below:

Real-Time Passenger Information

The provision of additional RTPI information at stops will be defined when setting new standards for stops. When Real Time passenger Information was initially installed in the south of Wiltshire it was on the basis of provided displays at every bus stop in the scheme area. Since then, times have changed and many people now have web-enabled devices which can receive real time bus information, so our focus for expansion of the display network has changed from "whole route" to provision where passengers will benefit the most. This will include:

- Locations with high numbers of boardings
- Locations where passengers are likely to interchange between routes/modes

Bus Service Improvement Plan 2024

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-
- Locations where RTPI will allow passengers to make informed decision on whether to catch the imminent 'all stops' bus or wait for the fast/express bus, due a little later
 - Locations where travel choices from/to new developments (residential and other) can be influenced from initial occupation, by RTPI.

We also consider applications from town and parish councils, based on their local knowledge and requests from their residents. Usually, these requests are made on the basis of match-funding from Wiltshire's Local Highway and Footway Improvement Group.

I hope this helps.

Laura

Laura Gosling
National Bus Strategy Manager
Passenger Transport
Highways and Transport

Wiltshire Council

01225 713481

laura.gosling@wiltshire.gov.uk

www.wiltshire.gov.uk

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From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: Thursday, June 6, 2024 5:23 PM
To: Gosling, Laura <Laura.Gosling@wiltshire.gov.uk>
Cc: Holder, Nick <Nick.Holder@wiltshire.gov.uk>
Subject: RE: Real Time Information in bus shelters in Melksham Without

Dear Laura

Melksham Without Parish Council are very pleased to see that the first RTPI in the parish has now been installed at Mitchell Drive.

As you know its been a long held ambition of the parish council for some years.

When we met at the end of January you said you would be able to send me the passenger data and criteria you use for prioritising bus stops for RTPI, and we are really keen to progress this.

It was raised under the LHFIG item at the recent Area Board by a councillor, and Wiltshire Councillor Nick Holder has asked to be kept in the loop on this, as its currently holding us up progressing ordering more RTPI units for other bus stops/shelters in the parish.

We look forward to hearing from you shortly.

With kind regards, Teresa

Teresa Strange
Clerk & Responsible Financial Officer
Melksham Without Parish Council
First Floor
Melksham Community Campus
Market Place, Melksham
Wiltshire, SN12 6ES
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From: Teresa Strange
Sent: 09 February 2024 15:40
To: 'Gosling, Laura' <Laura.Gosling@wiltshire.gov.uk>

Cc: Marianne Rossi <admin@melkshamwithout-pc.gov.uk>

Subject: RE: Real Time Information in bus shelters in Melksham Without

Hi Laura

I just wanted to follow this up as the parish council are keen to move to the next stage, and the LHFIG meeting last night was promising. We need to move to the next stage now and confirm which bus stops/shelters we want to put RTPI in.

If you are able to share the information/criteria you use to prioritise bus stops and data for the stops in Melksham and Melksham Without that would be very useful.

With kind regards,

Teresa

From: Teresa Strange

Sent: 24 January 2024 18:18

To: Gosling, Laura <Laura.Gosling@wiltshire.gov.uk>

Subject: FW: Real Time Information in bus shelters in Melksham Without

Hi Laura

It was good to meet you yesterday, thought you might be interested in this email correspondence where you can see we have been trying to have RTI in the parish since at least 2019.

We look forward to receiving info from you in due course about how you prioritise which bus stops/shelters receive RTI etc. The fact we don't have to have them a certain height, or with electricity supply is revolutionary for us!

Kind regards, Teresa

Teresa Strange

Clerk & Responsible Financial Officer

Melksham Without Parish Council

First Floor

Melksham Community Campus

Market Place, Melksham

Wiltshire, SN12 6ES

01225 705700

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Lorraine McRandle

Subject: FW: RTI

From: Peter Richardson <peter.richardson@melkshamwithout-pc.gov.uk>

Sent: 15 July 2024 11:30

To: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>

Cc: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; CAWS <whitley.and.shaw@gmail.com>

Subject: RTI

Hi Lorraine

You asked for RTI recommendations. I know Dan has already been in touch, but in summary I propose we prioritise popular bus stops with infrequent or perceived unreliable services including the Whitley bus stops in the direction of Bath at the Pear Tree and on Corsham Road, followed by the stop opposite Beltane. And once all those have been done the rest of the stops in both directions.

Regards

Peter

Marianne Rossi

From: Mark Harris
Sent: 05 July 2024 10:23
To: Marianne Rossi; Alan Baines; Anne Sullivan; David Pafford; John Doel; John Glover; Martin Franks; Nathan Keates; Peter Richardson; Richard Wood; Robert Shea-Simonds; Shona Holt; Terrence Chivers
Cc: Teresa Strange; Lorraine McRandle
Subject: Re: Suggestions for Real Time Information

As a Bowerhill Councillor and resident and am obliged to suggest the bus shelter on Halifax Road which Google maps labels as "Beaufort Close" even though it's nearer Bader Park.

Mark.

From: Marianne Rossi <admin@melkshamwithout-pc.gov.uk>
Sent: 05 July 2024 09:30
To: Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>; Anne Sullivan <anne.sullivan@melkshamwithout-pc.gov.uk>; David Pafford <david.pafford@melkshamwithout-pc.gov.uk>; John Doel <john.doel@melkshamwithout-pc.gov.uk>; John Glover <john.glover@melkshamwithout-pc.gov.uk>; Mark Harris <mark.harris@melkshamwithout-pc.gov.uk>; Martin Franks <martin.franks@melkshamwithout-pc.gov.uk>; Nathan Keates <nathan.keates@melkshamwithout-pc.gov.uk>; Peter Richardson <peter.richardson@melkshamwithout-pc.gov.uk>; Richard Wood <richard.wood@melkshamwithout-pc.gov.uk>; Robert Shea-Simonds <robert.shea-simonds@melkshamwithout-pc.gov.uk>; Shona Holt <shona.holt@melkshamwithout-pc.gov.uk>; Terrence Chivers <terry.chivers@melkshamwithout-pc.gov.uk>
Cc: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: Suggestions for Real Time Information

Dear Councillors,

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If you have any suggestions, please could you send them through to us by Monday 15th July so they can be included in the agenda pack for the Highway's meeting.

Best Wishes,
Marianne

Marianne Rossi
Finance and Amenities Officer
Melksham Without Parish Council
First Floor
Melksham Community Campus
Market Place

Marianne Rossi

From: Martin Franks
Sent: 05 July 2024 09:36
To: Marianne Rossi; Alan Baines; Anne Sullivan; David Pafford; John Doel; John Glover; Mark Harris; Nathan Keates; Peter Richardson; Richard Wood; Robert Shea-Simonds; Shona Holt; Terrence Chivers
Cc: Teresa Strange; Lorraine McRandle
Subject: Re: Suggestions for Real Time Information

Can I please recommend Berryfield as an option and Whitley for RTI.

Thank you

Martin

From: Marianne Rossi <admin@melkshamwithout-pc.gov.uk>
Sent: 05 July 2024 09:30
To: Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>; Anne Sullivan <anne.sullivan@melkshamwithout-pc.gov.uk>; David Pafford <david.pafford@melkshamwithout-pc.gov.uk>; John Doel <john.doel@melkshamwithout-pc.gov.uk>; John Glover <john.glover@melkshamwithout-pc.gov.uk>; Mark Harris <mark.harris@melkshamwithout-pc.gov.uk>; Martin Franks <martin.franks@melkshamwithout-pc.gov.uk>; Nathan Keates <nathan.keates@melkshamwithout-pc.gov.uk>; Peter Richardson <peter.richardson@melkshamwithout-pc.gov.uk>; Richard Wood <richard.wood@melkshamwithout-pc.gov.uk>; Robert Shea-Simonds <robert.shea-simonds@melkshamwithout-pc.gov.uk>; Shona Holt <shona.holt@melkshamwithout-pc.gov.uk>; Terrence Chivers <terry.chivers@melkshamwithout-pc.gov.uk>
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Best Wishes,
Marianne

Marianne Rossi
Finance and Amenities Officer
Melksham Without Parish Council
First Floor

Lorraine McRandle

Subject: FW: Suggestions for Real time information

From: Mark Blackham <[REDACTED]>
Sent: 16 July 2024 09:27
To: Marianne Rossi <admin@melkshamwithout-pc.gov.uk>
Subject: Re: Suggestions for Real time information

Hi,
When I consulted everyone nobody had any feedback on it so I don't have any suggestions unfortunately.
Its a nice project though. Will be really useful. When I get the bus to Bath I am always at a loss to when the bus will actually arrive.
Thanks
M

On Tue, 9 Jul 2024 at 10:36, Marianne Rossi <admin@melkshamwithout-pc.gov.uk> wrote:

Hi Mark,

Many thanks for your email.

The parish council is looking at what bus shelters they should prioritise first, and so far, the 271/272 route has been prioritised. Wiltshire Council has a small pot of funding available in this financial year for the project and will look for any request to be match funded by the council. We were looking to do a matrix to determine which bus shelters would be suitable for real time information; however, we are unable to obtain the passenger data for each bus stop in the parish from Wiltshire Council, which is why we are asking all of the community groups in the parish to put forward suggestions on where they think RTI should go in their areas so the council can consider this at their next meeting.

I hope this helps.

Best Wishes,

Marianne

[Marianne Rossi](#)

Finance and Amenities Officer

Melksham Without Parish Council

First Floor

Melksham Community Campus

Market Place

Melksham

SN12 6ES

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Want to keep in touch?

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From: Mark Blackham <blackham.a.mark@gmail.com>
Sent: 08 July 2024 14:58
To: Marianne Rossi <admin@melkshamwithout-pc.gov.uk>
Subject: Re: Suggestions for Real time information

Marianne,

I can't see why they shouldn't all have this functionality.

Marianne Rossi

From: Robert Shea-Simonds
Sent: 05 July 2024 13:28
To: Martin Franks; Marianne Rossi; Alan Baines; Anne Sullivan; David Pafford; John Doel; John Glover; Mark Harris; Nathan Keates; Peter Richardson; Richard Wood; Shona Holt; Terrence Chivers
Cc: Teresa Strange; Lorraine McRandle
Subject: Re: Suggestions for Real Time Information

Falcon Way and/or Pathfinder Way.....Bowerhill would be then well covered!

Regards

Robert

Robert Shea-Simonds
Councillor
Melksham Without Parish Council
Bowerhill Ward
18 Barnes Wallis Close, Bowerhill, SN12 6UJ
Tel 01225 703961
Mobile 07989162339
email: robert.shea-simonds@melkshamwithout-pc.gov.uk

www.melkshamwithout-pc.gov.uk

Want to keep in touch?

Follow us on facebook: [Melksham Without Parish Council](#) or [Teresa Strange \(Clerk\)](#) for additional community news

On twitter: [@melkshamwithout](#)

On Instagram: [melkshamwithoutpc](#)

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From: Martin Franks <martin.franks@melkshamwithout-pc.gov.uk>
Sent: 04 July 2024 20:35
To: Marianne Rossi <admin@melkshamwithout-pc.gov.uk>; Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>; Anne Sullivan <anne.sullivan@melkshamwithout-pc.gov.uk>; David Pafford <david.pafford@melkshamwithout-pc.gov.uk>; John Doel <john.doel@melkshamwithout-pc.gov.uk>; John Glover <john.glover@melkshamwithout-pc.gov.uk>; Mark Harris <mark.harris@melkshamwithout-pc.gov.uk>; Nathan Keates <nathan.keates@melkshamwithout-pc.gov.uk>; Peter Richardson <peter.richardson@melkshamwithout-pc.gov.uk>; Richard Wood <richard.wood@melkshamwithout-pc.gov.uk>; Robert Shea-Simonds <robert.shea-simonds@melkshamwithout-pc.gov.uk>; Shona Holt <shona.holt@melkshamwithout-pc.gov.uk>; Terrence Chivers <terry.chivers@melkshamwithout-pc.gov.uk>
Cc: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: Re: Suggestions for Real Time Information

Can I please recommend Berryfield as an option and Whitley for RTI.



MELKSHAM LOCAL CYCLING & WALKING INFRASTRUCTURE PLAN

DRAFT

Notice

This document and its contents have been prepared and are intended solely as information for Wiltshire Council and use in relation to establish an LCWIP for Melksham.

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This document has 75 pages including the cover.

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Document reference: Melksham LCWIP

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1.0	Draft Report	JP	GR	PS	SG	22/05/2024
2.0	Final Report	JP	GR	PS	SG	10/06/2024

Client signoff

Client	Wiltshire Council	Client signature/date
Project	Melksham Local Cycling & Walking Infrastructure Plan	
Job number		



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1. Introduction

This document presents Wiltshire Council's (WC) Local Cycling and Walking Infrastructure Plan (LCWIP) ¹ for the Melksham area.

A Local Cycling and Walking Infrastructure Plan (LCWIP) aims to identify cycling and walking improvements required at a local level, enabling a long-term approach to developing local cycling and walking networks, ideally over ten years.

By taking a strategic approach to improving conditions for cycling and walking, LCWIPs will assist local authorities to:

- Identify cycling and walking infrastructure improvements for future investment in the short, medium and long term.
- Ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies.
- Make the case for future funding for walking and cycling infrastructure.

The key outputs of LCWIPs are:

- A network plan for walking and cycling which identifies preferred routes and core zones for further development.
- A prioritised programme of infrastructure improvements for future investment.
- A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

Melksham's LCWIP will identify preferred walking and cycling routes that have the potential to achieve a transformational change in levels of cycling and the attractiveness of walking in the town. These routes do not necessarily offer the most attractive walking and cycling facilities currently - the purpose of this plan is to identify the necessary infrastructure improvements to make these routes the best available.

Following Department for Transport's technical guidance, this background report includes:

- The scope of the Melksham LCWIP
- Policy background
- Baseline information
- Challenges and opportunities
- Network planning for cycling
- Network planning for walking
- Cycle infrastructure improvements
- Walking infrastructure improvements
- Next steps

¹ Technical guidance outlining the process for Local Authorities to produce a LCWIP is available from the Department for Transport:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/607016/cycling-walking-infrastructure-technical-guidance.pdf

2. LCWIP scope

The LCWIP will focus on Melksham's urban area, which covers approximately 12km (7.5 miles) north to south and 7.5km (4.6 miles) east to west as shown in Figure 2-1. Inter-urban routes to nearby towns and villages such as Whitley, Trowbridge, Semington and Steeple Ashton will not be examined in detail, although a high-level analysis will be considered. The key focus area for the LCWIP is shown in Figure 2-2. It covers Melksham's built-up area and is approximately 4km (2.5 miles) north to south and 2.8km (1.75 miles) east to west. Consideration will be given key destinations and origins from both the wider scope and key focus area.

Figure 2-1 - LCWIP geographical scope

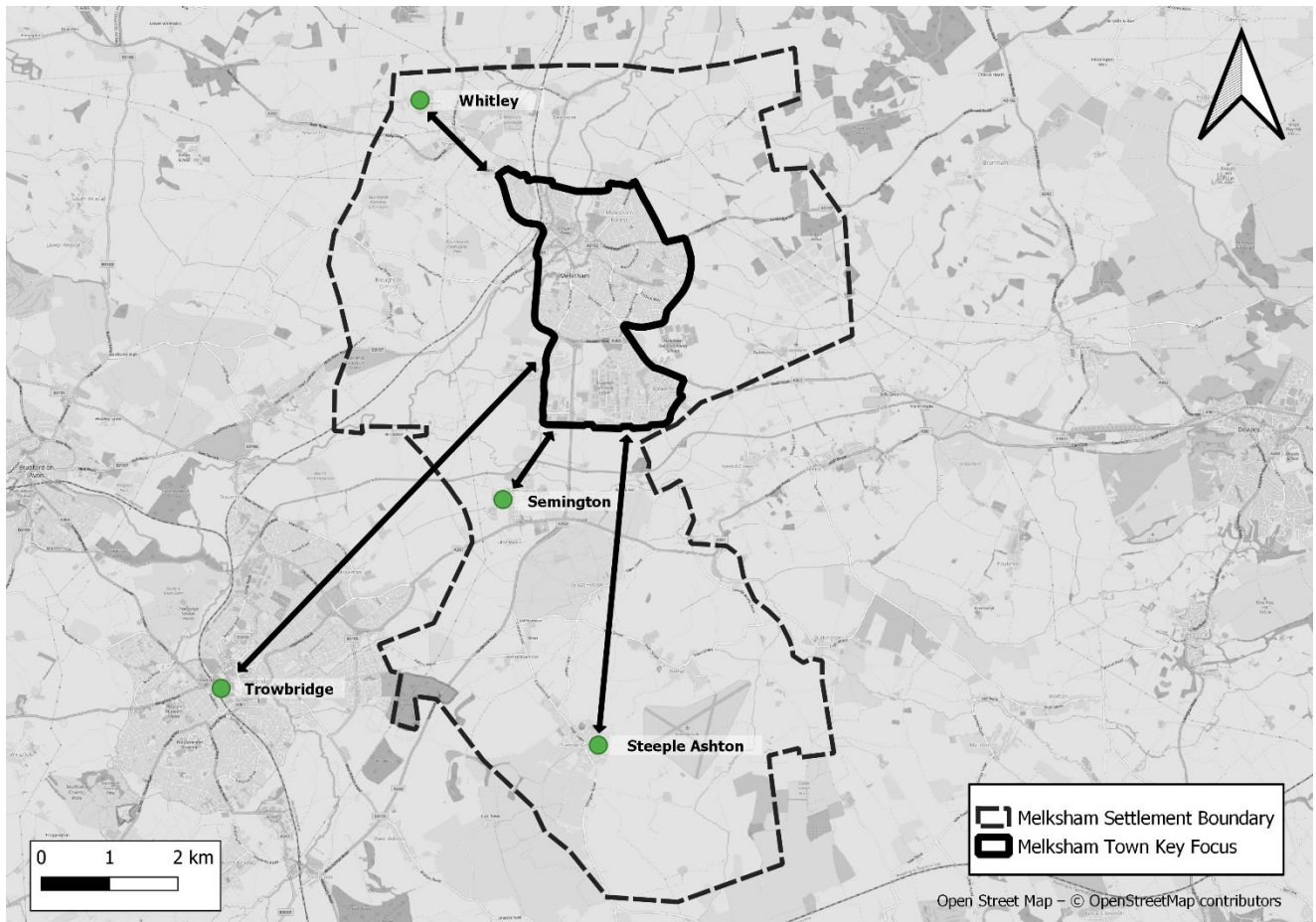
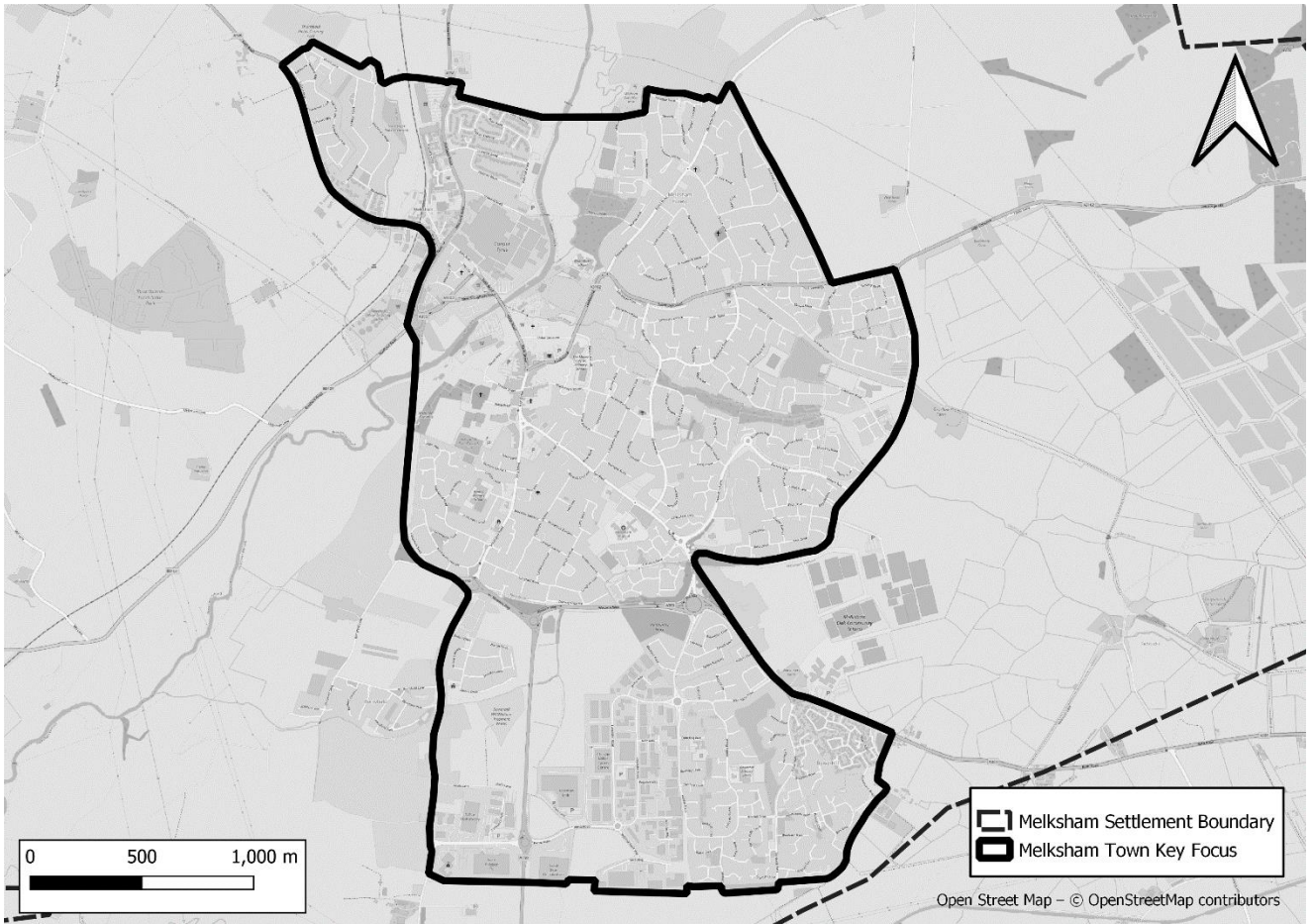


Figure 2-2 - LCWIP key focus area



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3. Policy background

This section considers the national, Wiltshire-specific and local policies that are relevant to the Melksham LCWIP.

3.1 National, Wiltshire Council and local policies

Key policy document	Overview
National policies	
<p>National Planning Policy Framework (NPPF)</p> <p><i>Ministry of Housing, Communities & Local Government (2021)</i></p>	<p>NPPF states that local planning authorities should develop strategies for the provision of viable infrastructure necessary to support sustainable development. They should identify and protect, where there is robust evidence, sites and routes that could be critical in developing infrastructure to widen transport choice.</p>
<p>Cycling and Walking Investment Strategy (CWIS1) (2017) and Cycling and Walking Investment Strategy (CWIS2)</p> <p><i>Department for Transport (2023)</i></p>	<p>The Strategy sets out the Government’s ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey. Specifically, it sets out the following aims and targets for 2025:</p> <ul style="list-style-type: none"> ▪ To double cycling stages, from 0.8 billion in 2013 to 1.6 billion stages in 2025; ▪ Increase walking activity, to 300 stages per person per year in 2025; and ▪ Increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025. <p>The second cycling and walking investment strategy (CWIS2) outlines the government’s ambition to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey by 2040. The aims and targets in CWIS1 informed a revised set of objectives for CWIS2, including:</p> <ul style="list-style-type: none"> ▪ Increase the percentage of short journeys in towns and cities that are walked or cycled ▪ Increase walking ▪ Double cycling ▪ Increase the percentage of children aged 5 to 10 who usually walk to school.



Gear Change: A bold vision for cycling and walking’
 Department for Transport, (2020)

The document sets out the Government’s vision and main principles aimed at transforming the role of walking and cycling in England’s transport system: “Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030.”

The Department for Transport published ‘Gear Change: one year on’ in July 2021 with active travel funding achievements and benefits of current investments.

Decarbonising Transport: A Better Greener Britain
 Department for Transport, (2021)

The plan sets out the commitments to deliver a world-class cycling and walking network in England by 2040, incorporating policies from the above documents.

In July 2022, Department for Transport published ‘Decarbonising transport: one-year-on review’, giving a summary of progress over the first 12 months. This included the launch of Active Travel England to oversee delivery of 134 cycling and walking schemes, backed by £161m government investment.

Wiltshire Council policies

Wiltshire Climate Strategy (Adopted 2022)

The Wiltshire Climate Strategy sets out actions Wiltshire Council will undertake by 2030 to reduce carbon emissions and improve the resilience of Wiltshire to climate change. Transport accounts for 45% of Wiltshire’s carbon emissions and is identified as a key target for action. Specific policies that relate to this Melksham LCWIP include;

- Development of a new Local Transport Plan (LTP4) that is aligned with climate objectives;
- Development of LCWIPs for all of Wiltshire’s major settlements;
- Support to local stakeholders and Town Councils to develop local ideas and incorporate them into the emerging LCWIPs;
- Development of inclusive, safe active travel networks that meet the latest design guidance.

Wiltshire Core Strategy (Adopted January 2015)

Core Policy 60: Sustainable transport

- Wiltshire Council will use its planning and transport powers to help reduce the need to travel, particularly by private car, and support and encourage the sustainable, safe, and efficient movement of people and goods within and through Wiltshire.

Core Policy 61: Transport and new development

- New development should be located and designed to reduce the need to travel, particularly by private car, and to encourage the use of sustainable transport alternatives.



Wiltshire Local Plan Transport Review (January 2021)	Wiltshire Council is currently undertaking a review of the Local Plan. As part of this work a Transport Review has been undertaken (January 2021), which identified potential transport improvements to mitigate the impacts of local growth and development. Further detail is presented in this report.
Wiltshire Local Transport Plan 3 (2011-2026)	<p>The Local Transport Plan (LTP) provides the overarching long-term strategy for transport across Wiltshire. It guides the implementation of national transport policies at the local level. Wiltshire’s fourth Local Transport Plan is currently in the early stages of preparation and will align the emerging Local Plan 2036. The LTP3 sets several strategic transport objectives that aim to help deliver the five national transport goals:</p> <ol style="list-style-type: none"> 1. Support economic growth; 2. Reduce carbon emissions; 3. Contribute to better safety, security, and health; 4. Promote equality of opportunity; and 5. Improve quality of life and a healthy natural environment. <p>The Cycling Strategy alongside the LTP3 sets out that Wiltshire Council will aim to provide a sympathetically designed, high quality and well-maintained network of cycling routes in the principal settlements and market towns and where appropriate, provide links to national routes</p>
Wiltshire Community Plan, 2011-2026	<p>The following objectives relate to the development of the LCWIP and support Wiltshire’s objectives of tackling the causes and effects of climate change:</p> <ul style="list-style-type: none"> ▪ Significantly reduce domestic, business and transport CO2 emissions across the county in line with national targets; and ▪ Provide a safer and more integrated transport system that achieves a major shift to sustainable transport, including walking, cycling, and the use of bus and rail networks, especially in the larger settlements, while providing accessibility for all people to key services and facilities.
Wiltshire Local Cycling and Walking Infrastructure Plan (LCWIP): Framework Plan and Inter-urban Routes	<p>This Wiltshire-wide LCWIP, currently in draft form, sets out the local policy background and aspirations for local LCWIPs to be developed through a rolling programme in the coming years. Inter-urban routes are identified to link the local LCWIP networks. In Melksham, the key long-distance route is the NCN403 route running from north Melksham to south</p>
Joint Strategic Needs Assessment (JSNA) (2022)	<p>The 2022 Wiltshire JSNA presents data on the current and future health and wellbeing needs of people in Wiltshire. A JSNA is a statutory document that supports the production of a joint Health and Wellbeing Strategy. These documents provide a critical resource to enable evidence-based planning for local services, with the aim of improving health and wellbeing outcomes and reducing inequalities.</p>



Wiltshire Joint Local Health and Wellbeing Strategy, 2019-2022	<p>The Health and Wellbeing Strategy is a shared strategy, which aims to improve the health and wellbeing of the local population, reduce inequalities and promote the integration of services. It uses the analysis and data from the JSNA, to help identify and agree the key ambitions. The key themes of the strategy are: prevention, localisation, tackling inequalities and integration.</p> <p>A draft strategy for 2023-2032 is under review.</p>
Air Quality Strategy for Wiltshire, 2019-2024 and Air Quality Action Plan for Wiltshire, 2015	<p>The Air Quality Strategy sets out the Council's approach to improving Air Quality across the whole county, seeking to prevent any further deterioration and encourage interventions that will reduce concentrations of nitrogen dioxide and fine particulates across the county.</p> <p>The Air Quality Action Plan sets out strategic and locally generated actions that will be implemented to improve air quality and work towards meeting air quality objectives in the eight Air Quality Management Areas (AQMAs) in Wiltshire.</p>
Wiltshire Business Plan, 2022-2032	<p>The Business Plan presents the council's ten-year ambition and mission, which is to ensure:</p> <ul style="list-style-type: none"> ▪ The people of Wiltshire are empowered to live full, healthy and enriched lives. ▪ Communities continue to be beautiful and exciting places to live. ▪ The local economy thrives and is supported by a skilled workforce. ▪ Wiltshire leads the way in how councils and counties mitigate the climate challenges ahead.

Local policies

Melksham Neighbourhood Plan (2020-2026)	<p>The Melksham Neighbourhood Plan covers both the area of Melksham Town and the surrounding Parish of Melksham Without and aims to provide the foundations for Melksham to grow sustainably for the benefit of those living and working in Melksham. It addresses a range of issues, including climate change, rural housing needs, the town centre, business, transport and movement, green space and community facilities as well as landscape and biodiversity. The Plan will be used when decisions are made by Wiltshire Council on proposed new developments.</p>
Melksham Bypass (2021 – ongoing)	<p>The A350 Melksham Bypass scheme comprises a full eastern bypass, approximately nine kilometres in length; modifications and enhancements to Public Rights of Way along the bypass route; supplementary highway improvement works to the adjacent network; and complementary walking and cycling measures within Melksham Town and around the existing A350 route.</p>



4. Baseline information

Wiltshire is a mostly rural county where approximately half² of the population live in urban settlements or large market towns. Melksham is a market town in Wiltshire with a residential population of 18,100 in 2021³. Its urban area measures approximately 4.4km (2.7 miles) north to south and 2.5km (1.5 miles) east-west.

Melksham's location on the A350 has facilitated its expansion as a main north - south gateway through Wiltshire. It is located in close proximity to several independent schools and to the Wiltshire countryside and National Trust locations. Melksham is served by several bus routes, including the National Express route between Bristol and London. The train station is served by trains to Westbury and Swindon approximately every 2 hours, with connections onward to London, Bristol and Portsmouth. In 2018, the platform was lengthened to allow for longer trains and a masterplan was approved in 2020 to further enhance the station, which includes pedestrian access to the north of the station.

4.1 Key destinations

Key destinations (trip generators) in the LCWIP area and wider study area are shown in Figure 4-1.

The key origins and destinations identified include:

- Residential areas - shown as the population weighted centroid of each LSOA⁴ (an area comprising approximately 800-100 households)
- Railway station, to the north-west of Melksham along Bath Road, off of the A350
- Educational facilities
 - Melksham Oak Community School
- Town centre retail area
- Hospitals and healthcare centres
 - Melksham Community Hospital
 - Giffords Surgery
 - St Damian's Surgery
 - Spa Medical Centre
- Potential development sites
 - Land North of A3102
 - Land South of Western Way
 - Land East of Melksham

There are major strategic employment sites within Melksham, which were also identified as key destinations:

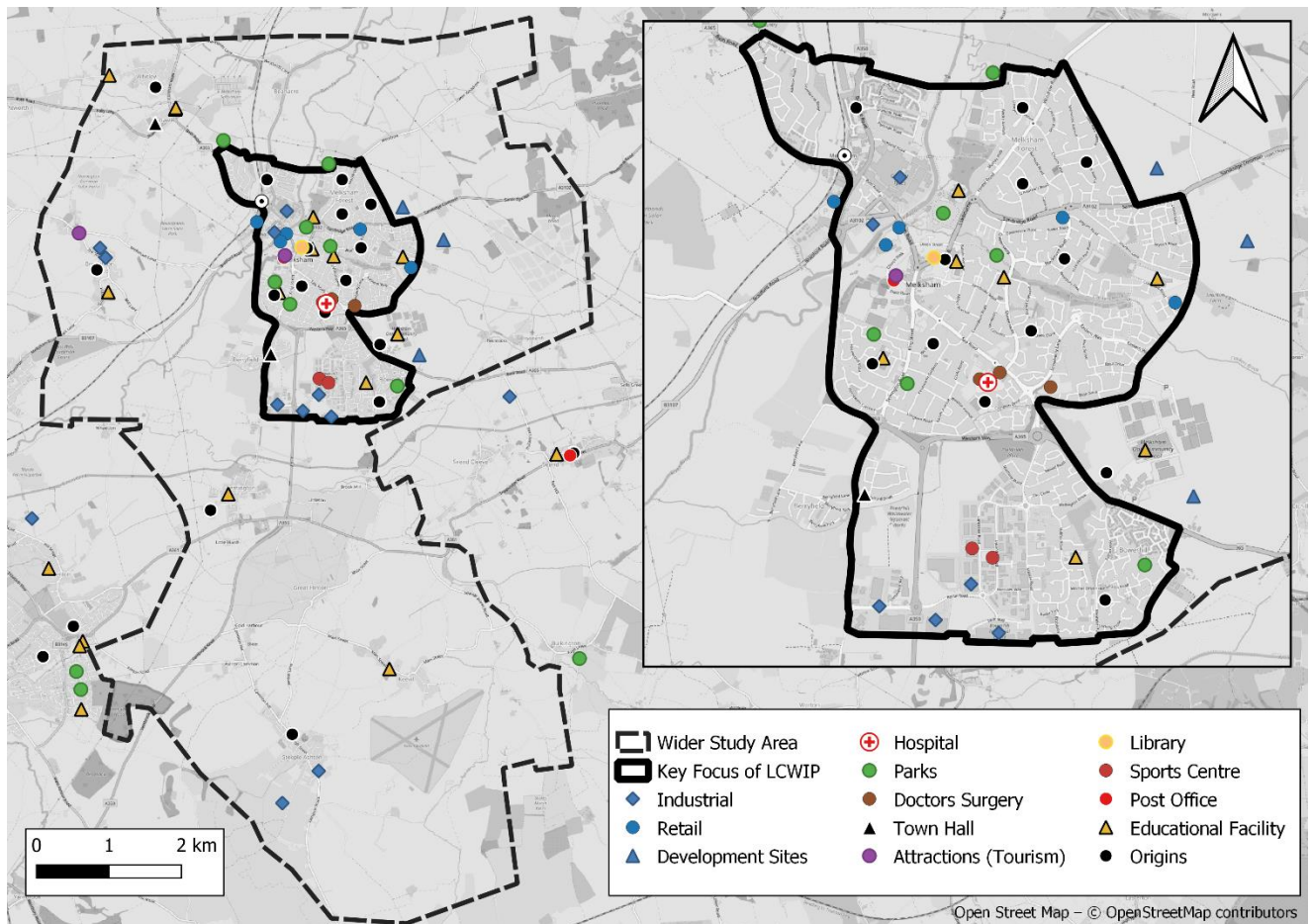
- Bowerhill Trading Estate and Commerce Way
- Intercity Trading Estate

² Wiltshire Local Transport Plan. Strategy 2011 – 2026

³ [Census 2021, ONS](#)

⁴ LSOA - Lower Layer Super Output Area

Figure 4-1 - Trip generators and destinations



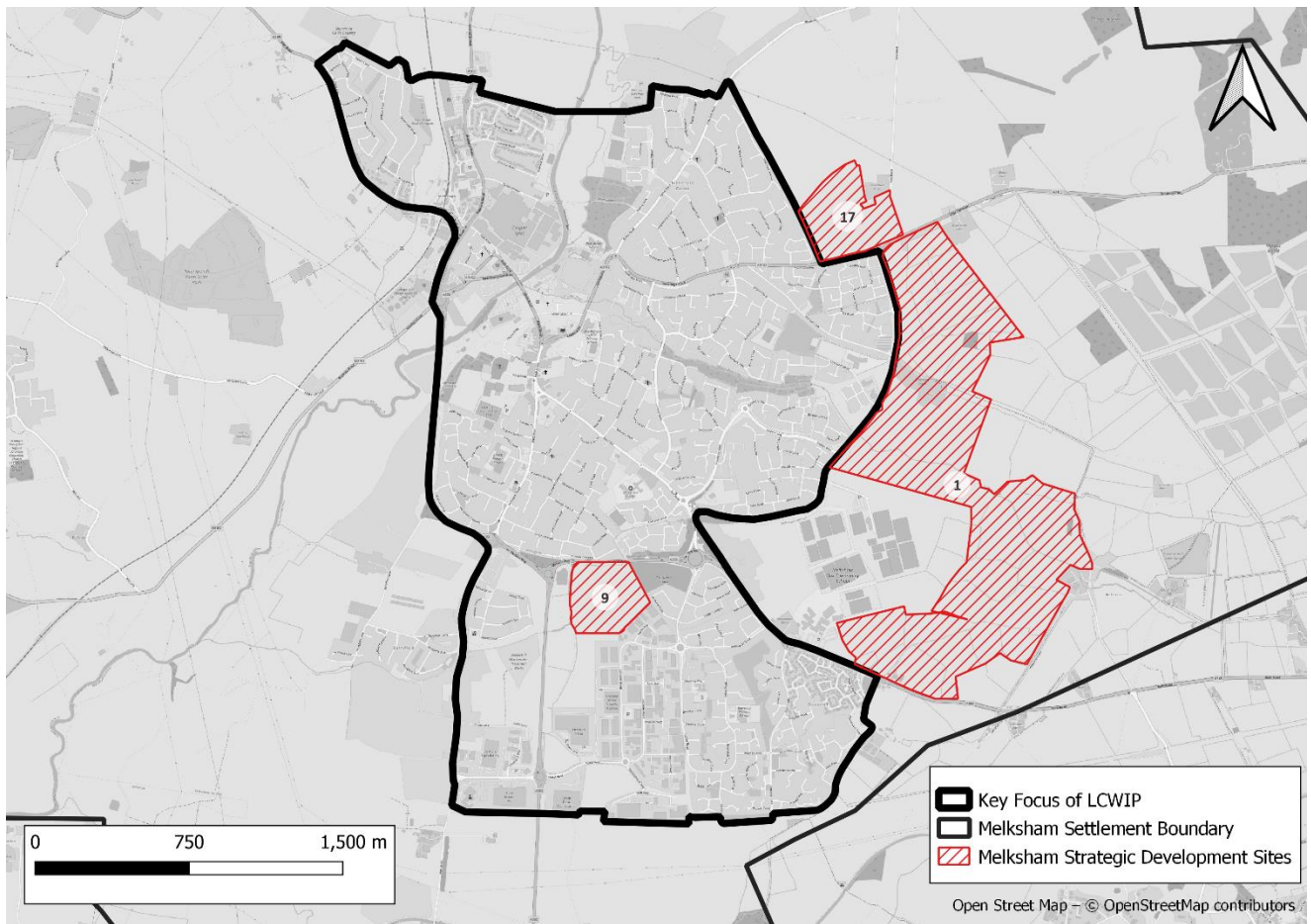
4.2 Strategic and development areas

The emerging Local Plan has identified a need of 2,160 new homes in the period 2020-2038. As Melksham has grown at a faster than expected rate in recent years, it is expected that new developments are focused on filling existing gaps in the town and making use of existing brownfield sites⁵.

There are a number of strategic future sites in consideration for Melksham. These sites have been subject to multiple stages of sifting by Wiltshire Council and have emerged as the most suitable areas for future development. Figure 4-2 shows these sites, two of which are located on the east side of the town centre, whilst one further site is located east of the Bowerhill area.

⁵ [Planning for Melksham July2023.pdf \(wiltshire.gov.uk\)](#)

Figure 4-2 - Strategic development sites in Melksham



4.2.1 Local Plan Review - Transport Review⁶

Wiltshire Council is currently undertaking a review of the Local Plan. As part of this work a Transport Review has been undertaken (January 2021), which identified potential transport improvements to mitigate the impacts of local growth and development.

Melksham Bypass and A350 Improvements

Melksham has been at the centre of ongoing proposals to create a bypass around the town centre, whilst also more generally encouraging growth on the A350 corridor. The Local Plan Transport Review states that the proposed Melksham Bypass has been identified as approaching capacity with the proposed scale of growth along the A350. Further refinement of the design of this scheme will be required to ensure that it can adequately accommodate the proposed growth; this will be developed in coordination with higher impact active travel and sustainable travel measures.

Walking and cycling mitigation measures

The potential bypass development could take pressure off the currently congested town centre of Melksham. A potential package of walking and cycling improvements on and around the A350 and the town centre is being considered to complement the bypass scheme. The three main components are:

⁶ [Wiltshire Local Plan Transport Review.pdf](#)

- Pedestrian-Friendly Town Centre: Improve access for people to the town centre, through walking and cycling improvements on King Street / Bank Street.
- Better access to Melksham rail station: More direct links across the A350 between the rail station / employment areas and the rest of the town.
- Northern / southern connections: Potential improved routes heading north towards Lacock and south towards Semington, Trowbridge and Bradford-on-Avon, via the National Cycle Network route 403.

4.3 Travel patterns

Car ownership in Melksham is above the national average, with 86% of households owning at least one car versus 76.5% in England⁷.

Census 2021 data shows that 56.8% of commuters in Melksham travel to work by car⁸, 25.9% of residents work mainly from home and 21.4% of commuting trips are less than 5km in distance⁹. In 2021, only 3.0% of the town's residents cycled to work and 7.2% walked to their workplace as shown in Figure 4-3.

Figure 4-3 - Method of Travel to Work, Census 2021

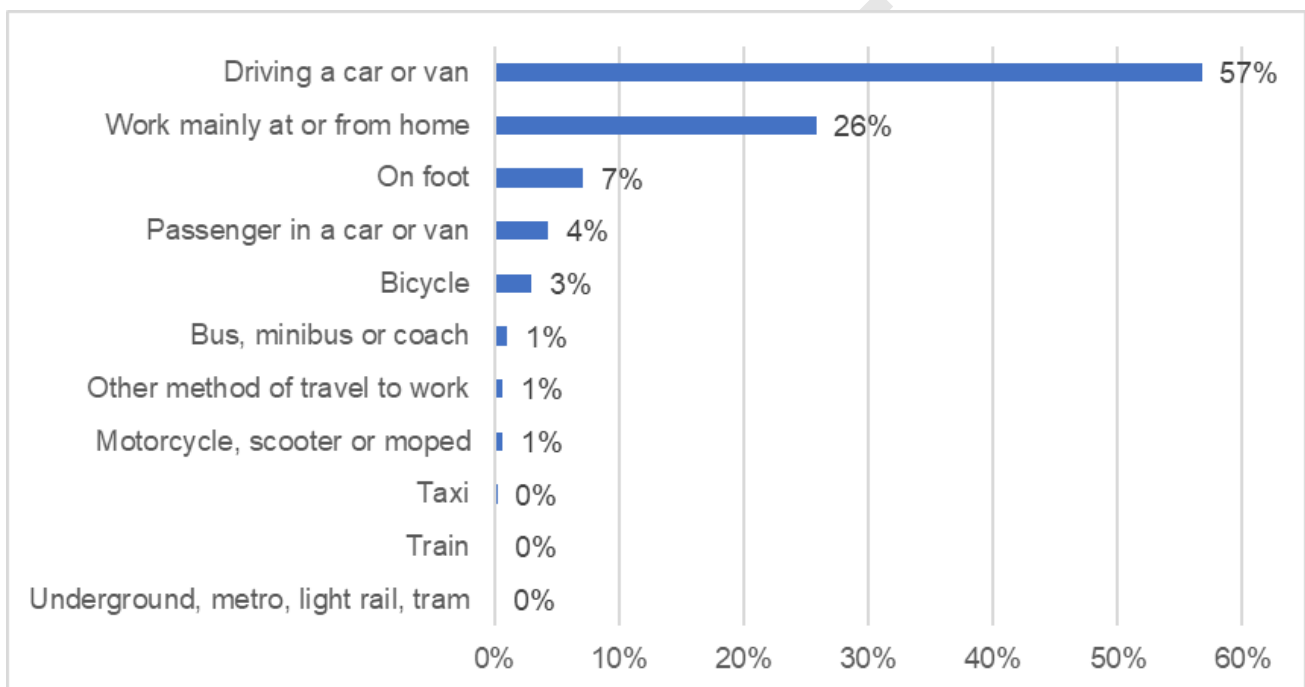


Figure 4-4 and Figure 4-5 present the proportion of commuters cycling and walking to work for each Lower Super Output Area¹⁰ (LSOA). Based on the 2021 Census, cycling levels in Melksham at 3.0% are above the national average of 1.9%. As pictured in Figure 4-4, the majority of LSOAs experience circa 2.5-3.4% of cycle traffic, with areas reaching 5.4% of journeys to work using bicycles. There is a higher concentration of journeys to work by cycle in the central and northern areas.

Walking to work in Melksham accounts for 7.2% of journeys, slightly less than the national average rate of 7.6%. The highest levels of pedestrian traffic are found in the town centre and to the south-east of the key

⁷ TS045 - Car or van availability. Census 2021. ONS Crown Copyright Reserved

⁸ TS061 - Method used to travel to work. Census 2021. ONS Crown Copyright Reserved.

⁹ TS058 - Distance travelled to work. Census 2021. ONS Crown Copyright Reserved

¹⁰ Lower Layer Super Output Areas (LSOA) are a geographic hierarchy designed to improve the reporting of small area statistics. LSOAs have an average population of 1500 people or 650 households.

focus area, as shown in Figure 4-5. This area, with percentages of those walking to work reaching maximum of 13.7%, encompasses Melksham train station and various commercial, industrial and residential areas.

Figure 4-4 - Proportion of commuters cycling to work (Census 2021)

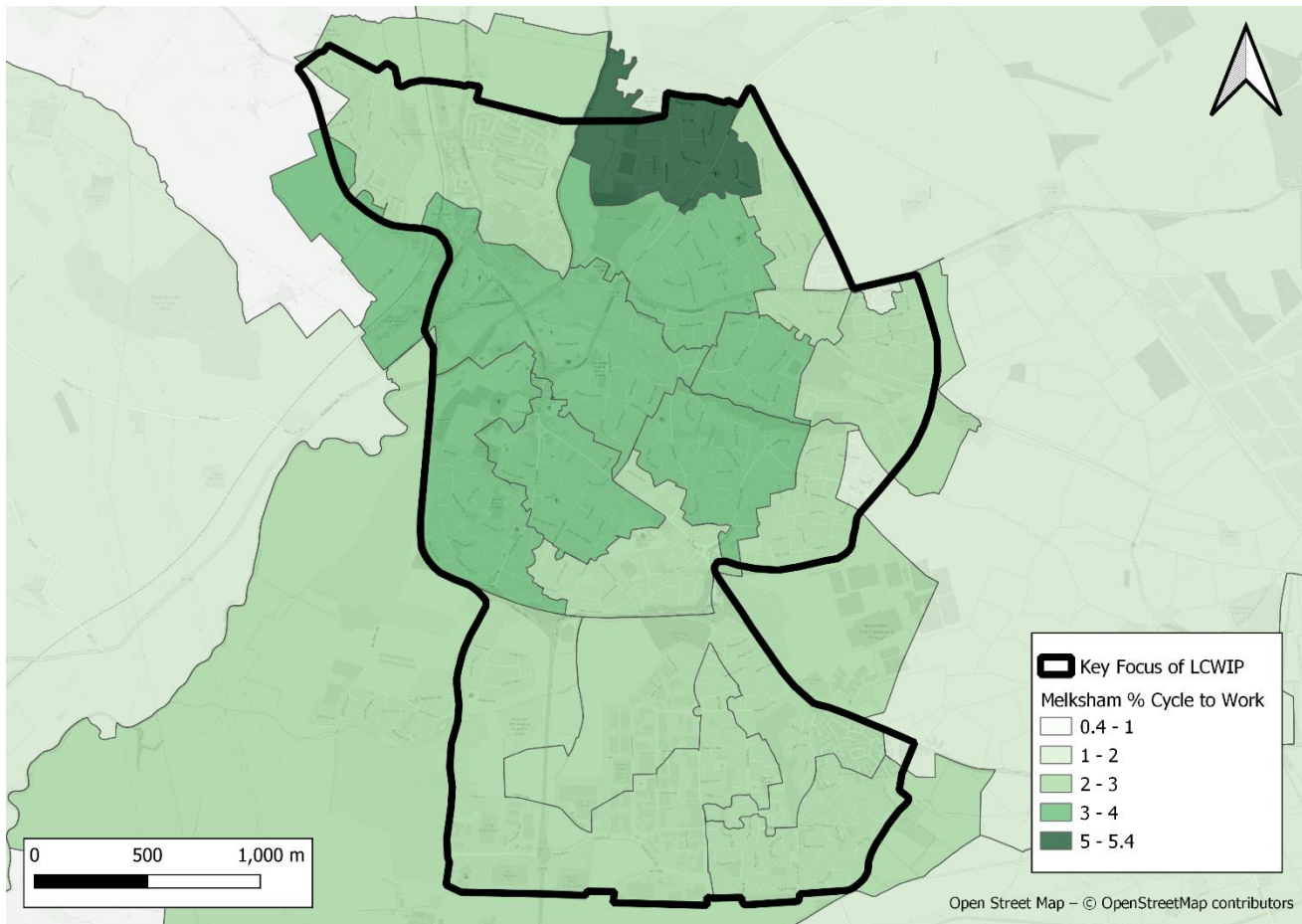
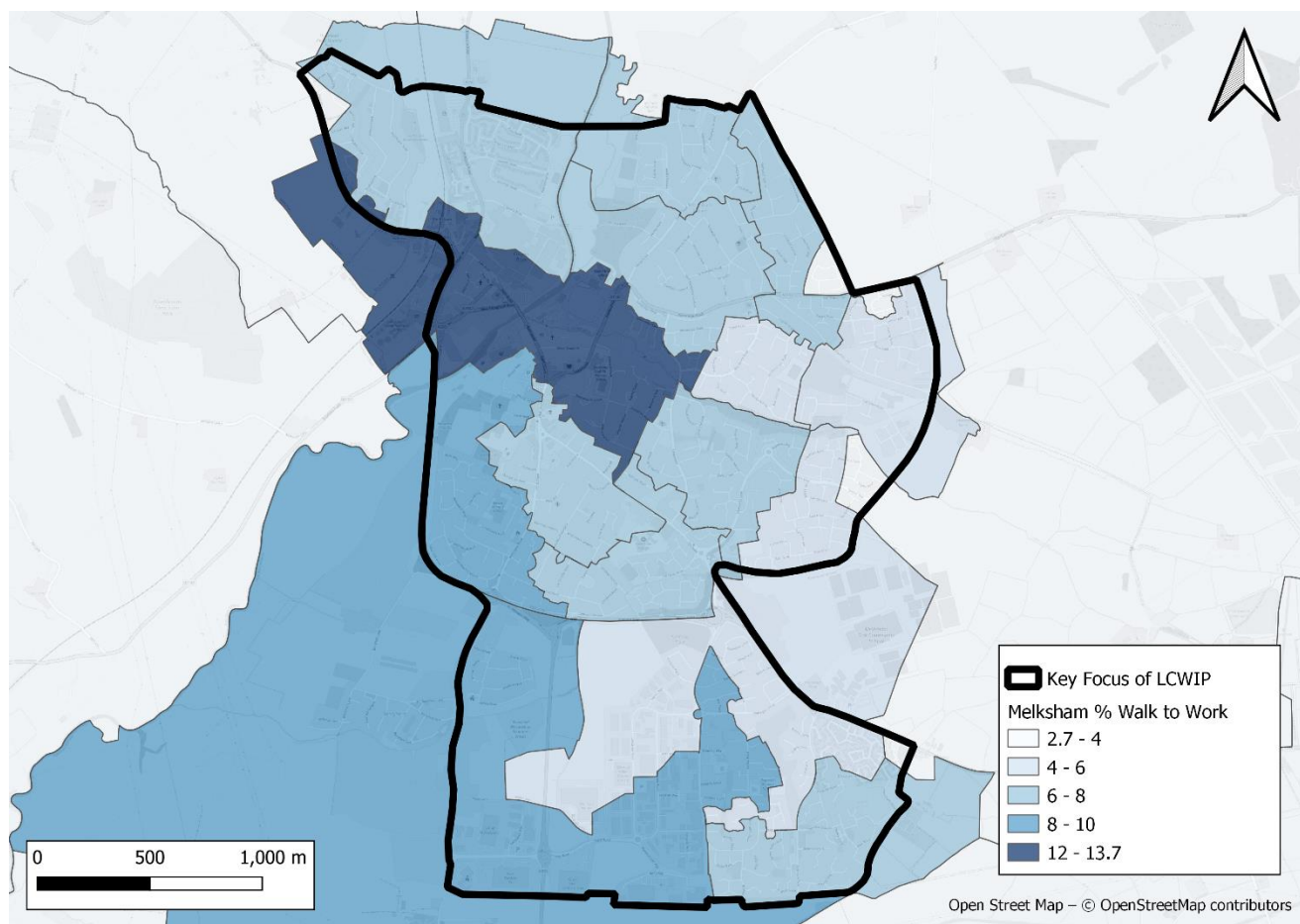


Figure 4-5 - Proportion of commuters walking to work (Census 2021)



Almost half of Melksham’s school children walk to school (Table 4-1 and Figure 4-6), accounting for 44.8% of journeys in 2011¹¹ - a figure below both the regional and national averages (54.3% and 59.5% respectively) for that same period. This may be due to the southern section of the Melksham settlement area, where walking levels are considerably lower.

In comparison to regional and national levels, the percentage of school children cycling to school in Melksham is higher. (Figure 4-7). The highest number of pupils cycling to school is found towards the outskirts of the town, with central Melksham having negligible levels of school cycling. Nonetheless, the market town positions itself above the regional and national averages as shown in Table 4-1.

Table 4-1 - Travel to School, 2011

	Cycle	Walk	Total Active Travel
Melksham	3.7%	44.8%	48.5%
Wiltshire	1.0%	54.3%	55.3%
England	1.0%	59.5%	60.5%

¹¹ [Schools, pupils and their characteristics: January 2011 - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

Figure 4-6 - Proportion of pupils walking to school. (National School Census 2011)

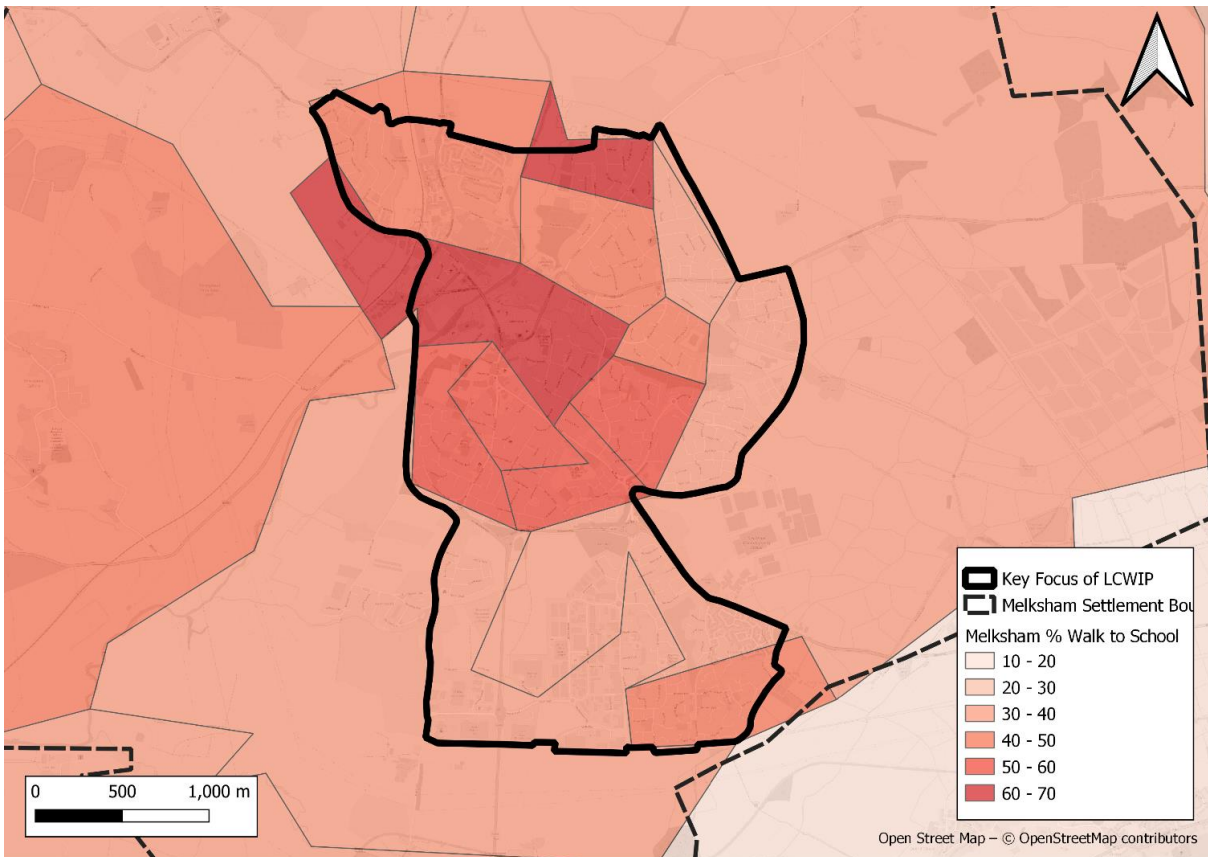


Figure 4-7 - Proportion of pupils cycling to school. (National School Census 2011)

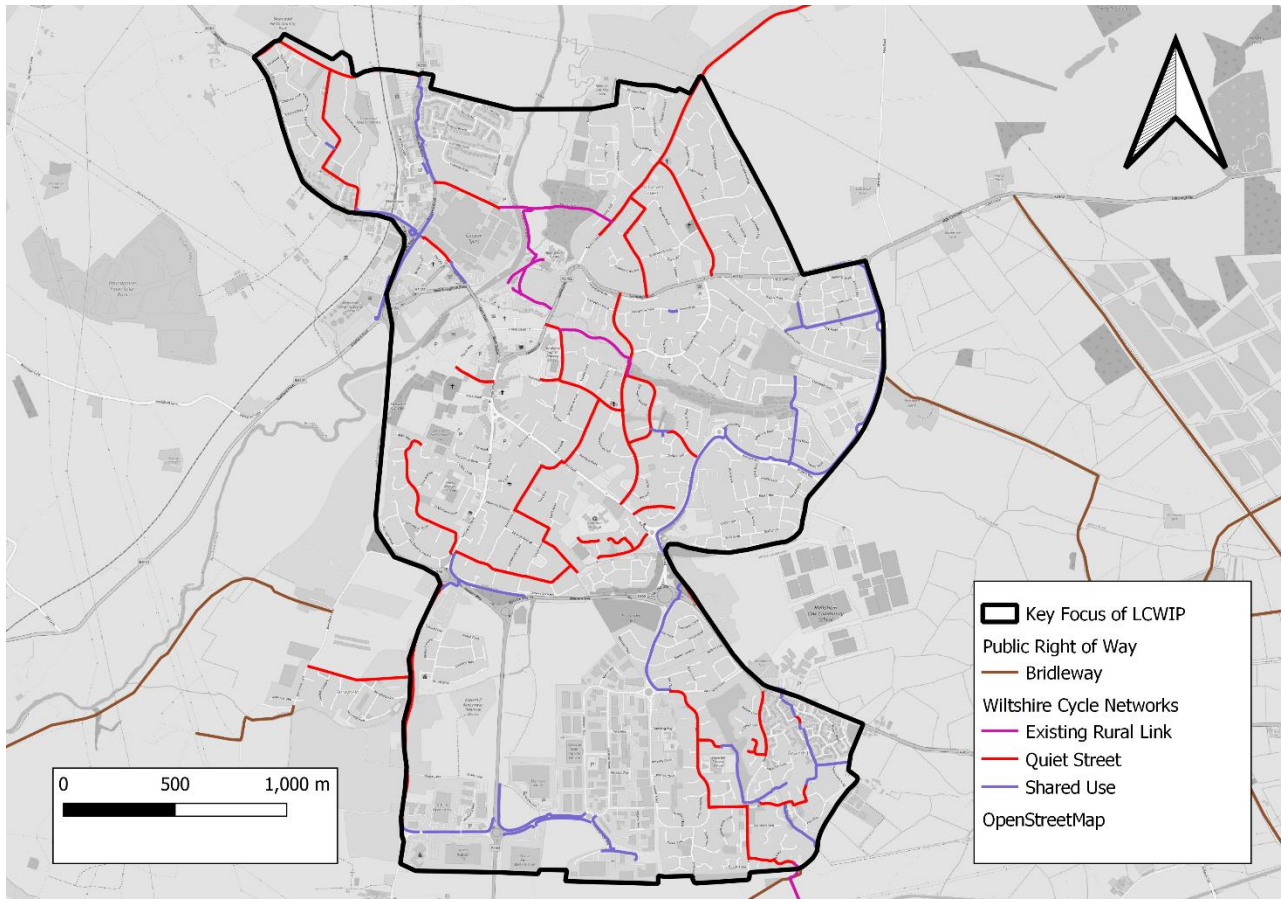


4.4 Existing local cycle and walking routes

This section compiles existing walking and cycling routes from various sources to identify the existing active travel network in Melksham and its relation to current and future demand. .

Figure 4-8 brings together information provided by Wiltshire Council regarding rights of way, cycle routes etc. with desktop assessment data.

Figure 4-8 - Cycle routes and public rights of way



4.4.1 Local cycling routes

Figure 4-9 shows the existing and recommended cycleways within Melksham. The map was produced by Wiltshire Council and can be accessed from its sustainable travel planner. There are limited connections to the Bowerhill area where there is an aim for significant employment and residential growth.

Figure 4-9 - Existing and recommended cycle routes, Connecting Wiltshire (2015)



There is limited provision of cycle and pedestrian routes from Melksham train station, with all routes involving some degree of travel on busy roads. Figure 4-10 shows that the most direct route from the station to town is an on-road link, with no additional pedestrian links available. There are a number of leisure routes accessible from the nearby Murray walk. Some of these routes may also be useful for commuting across the town

centre, specifically the NCN403 route running from north Melksham to south. This route also connects Melksham to Semington, where it is possible to connect the NCN4, allowing access to Devizes to the east, and Bradford-upon-Avon to the west.

Figure 4-10 - Cycle routes from Melksham train station

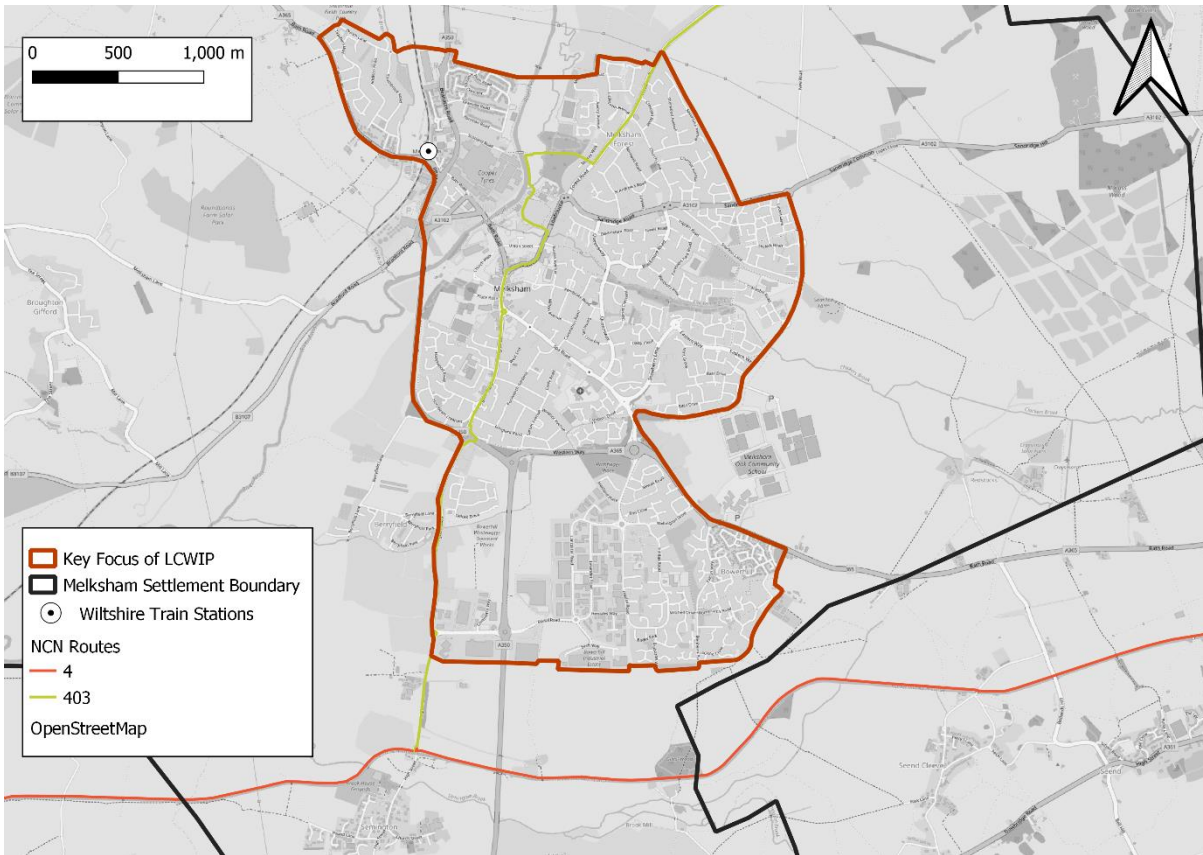
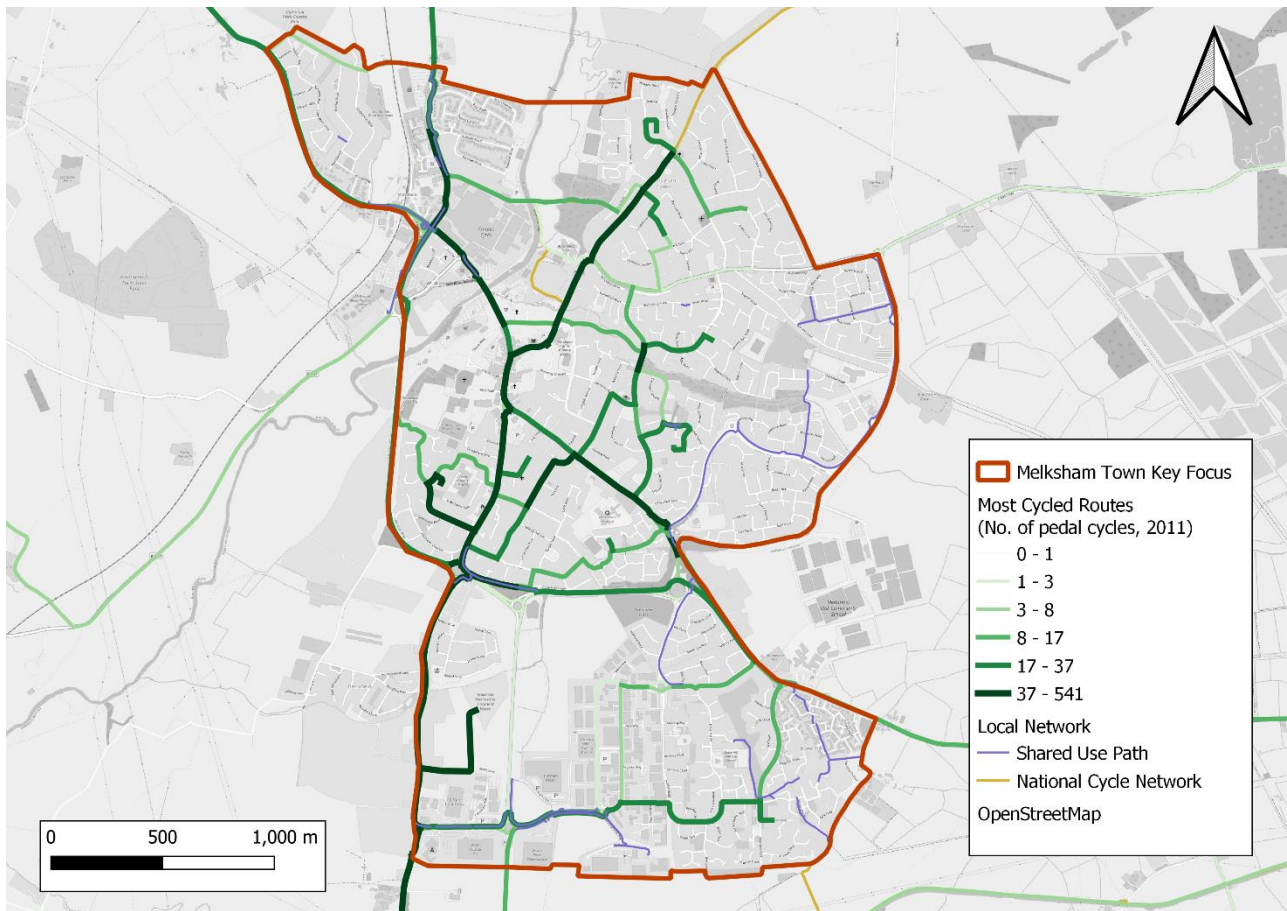


Figure 4-11 uses the Propensity to Cycle (PCT) tool alongside 2011 Census data to display the routes where cycling is already most popular. The PCT answers the question ‘where is cycling currently common and where does cycling have the greatest potential to grow?’¹². This information can assist in informing where targeted improvements could be made by the proposed LCWIP. The figure shows most trips are focused on the town centre, with a significant amount of trip travelling north towards the train station. The Bowerhill area also has a significant amount of demand for cycling.

¹² [The Propensity to Cycle Tool About Page \(pct.bike\)](http://pct.bike)

Figure 4-11 – Travel to work cycle demand (Census 2011)

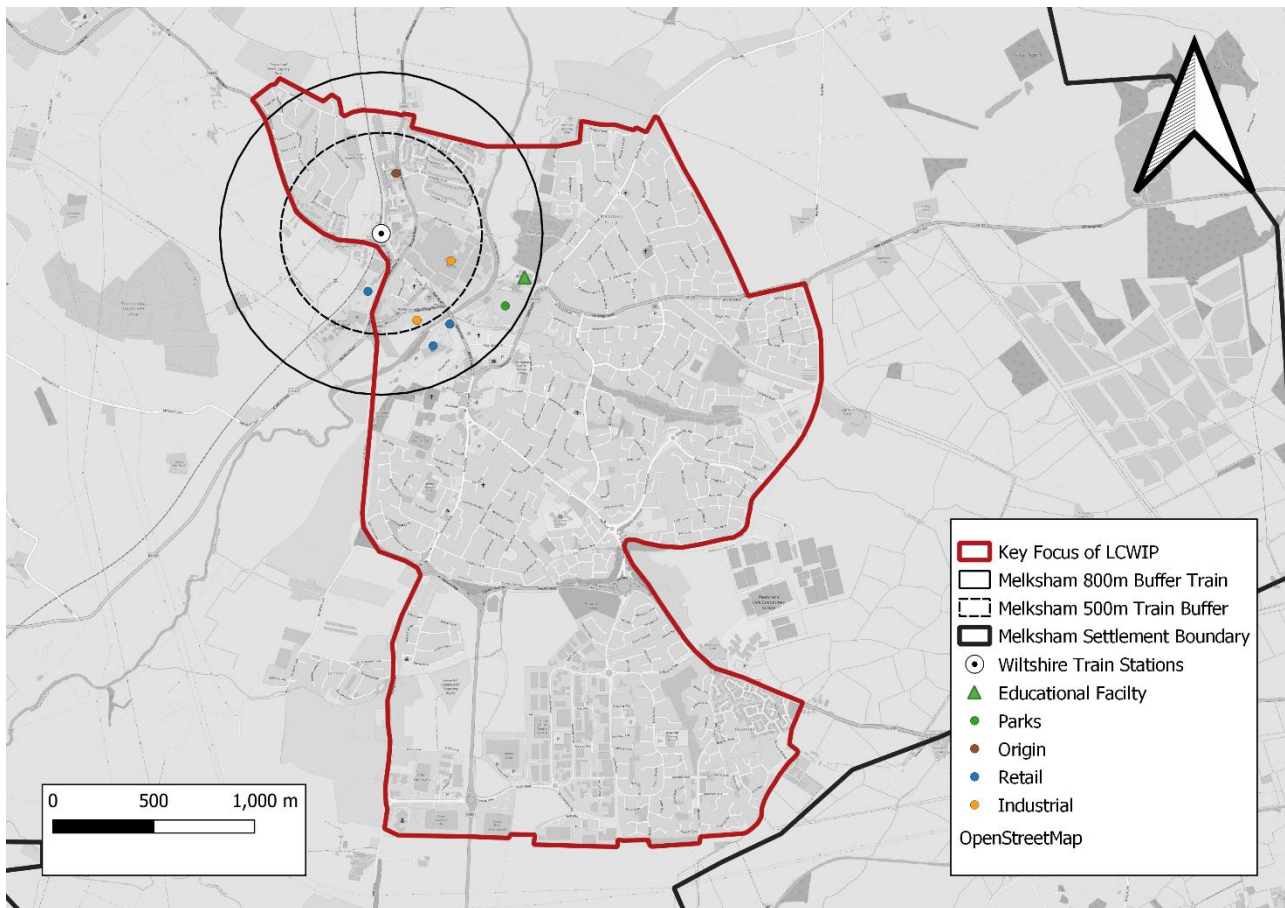


4.4.2 Local walking routes

Figure 4-12 shows Melksham’s scale by contrasting the town’s extent against the main catchment areas from the railway station (800m). An 800m radius has been chosen as a suitable catchment area for walking, as based on the average walking speed, this would take the average person 10 minutes to walk.

The train station catchment area covers the only the north-western part of the town, broadly the area west of the river. However, large parts of Melksham (to the east and south) are located a considerable distance away from the rail station and town centre, beyond the 800m radius.

Figure 4-12 - Catchment area – Rail



Currently, Melksham station can only be accessed by pedestrians from Bath Road to the south. A desktop assessment shows that some footways are narrow, and traffic is often given priority at junctions. To access the town centre from the railway station, pedestrians are required to use an underpass. It should also be noted the Industrial point due east from the train station, represents the Cooper Tyres site. Although this large industrial area closed in early 2024, it is likely to remain a key site in future as new uses are found.

4.5 Inter-urban cycle routes

Wiltshire benefits from a cohesive network of inter-urban routes connecting its large urban areas as shown in Figure 4-13. These routes are analysed in more detail in the emerging Wiltshire-wide LCWIP, which provides more information on long-distance cycling in Wiltshire.

Additional cross-county cycling routes exist around the county although these are primarily for leisure and tourism, rather than for utility cycling. It should be noted that, although Wiltshire Council supports the promotion of many of those routes, they are not priorities for improvements through this LCWIP.

Figure 4-13 - Inter-urban routes, Wiltshire LCWIP (2021)

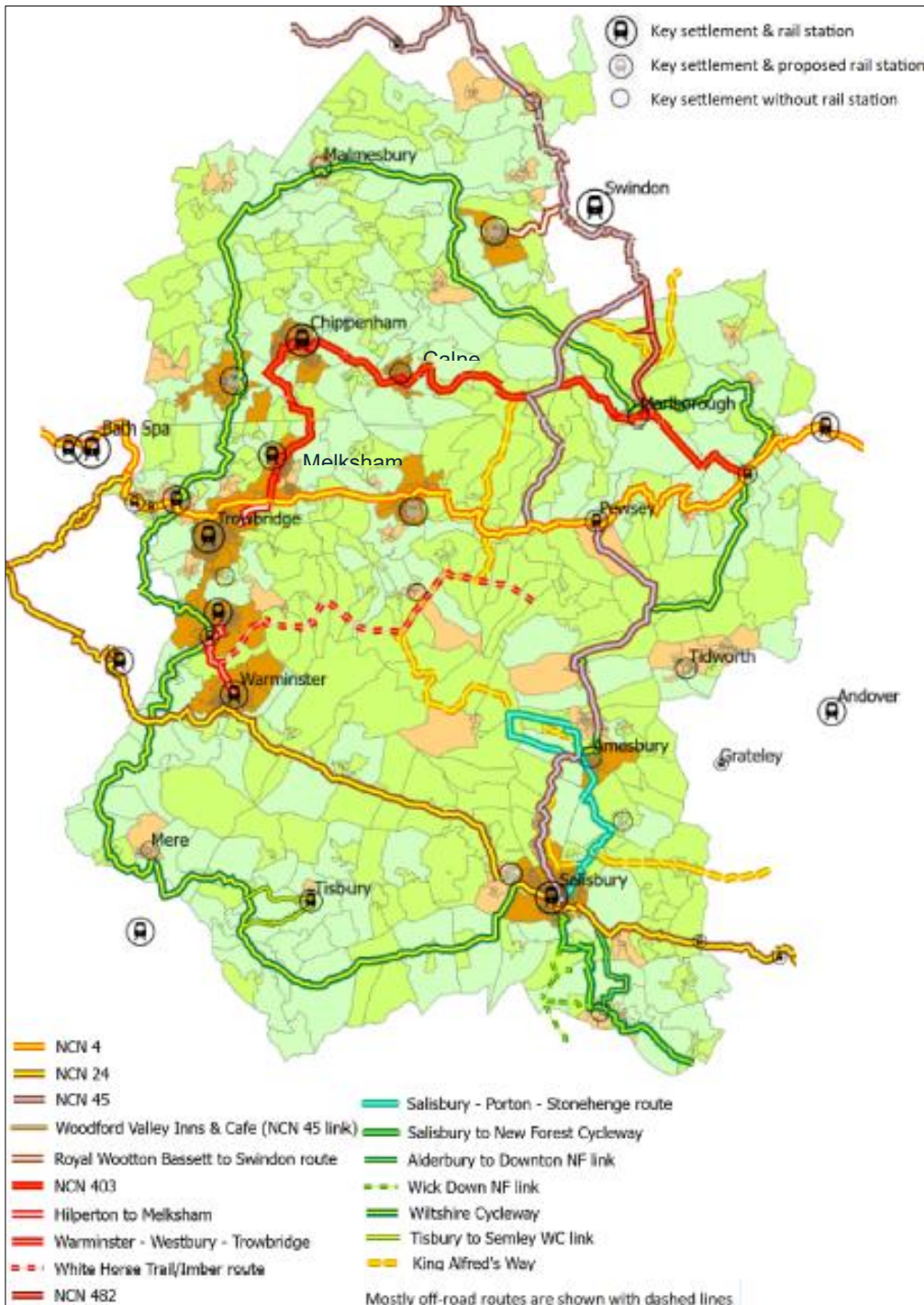
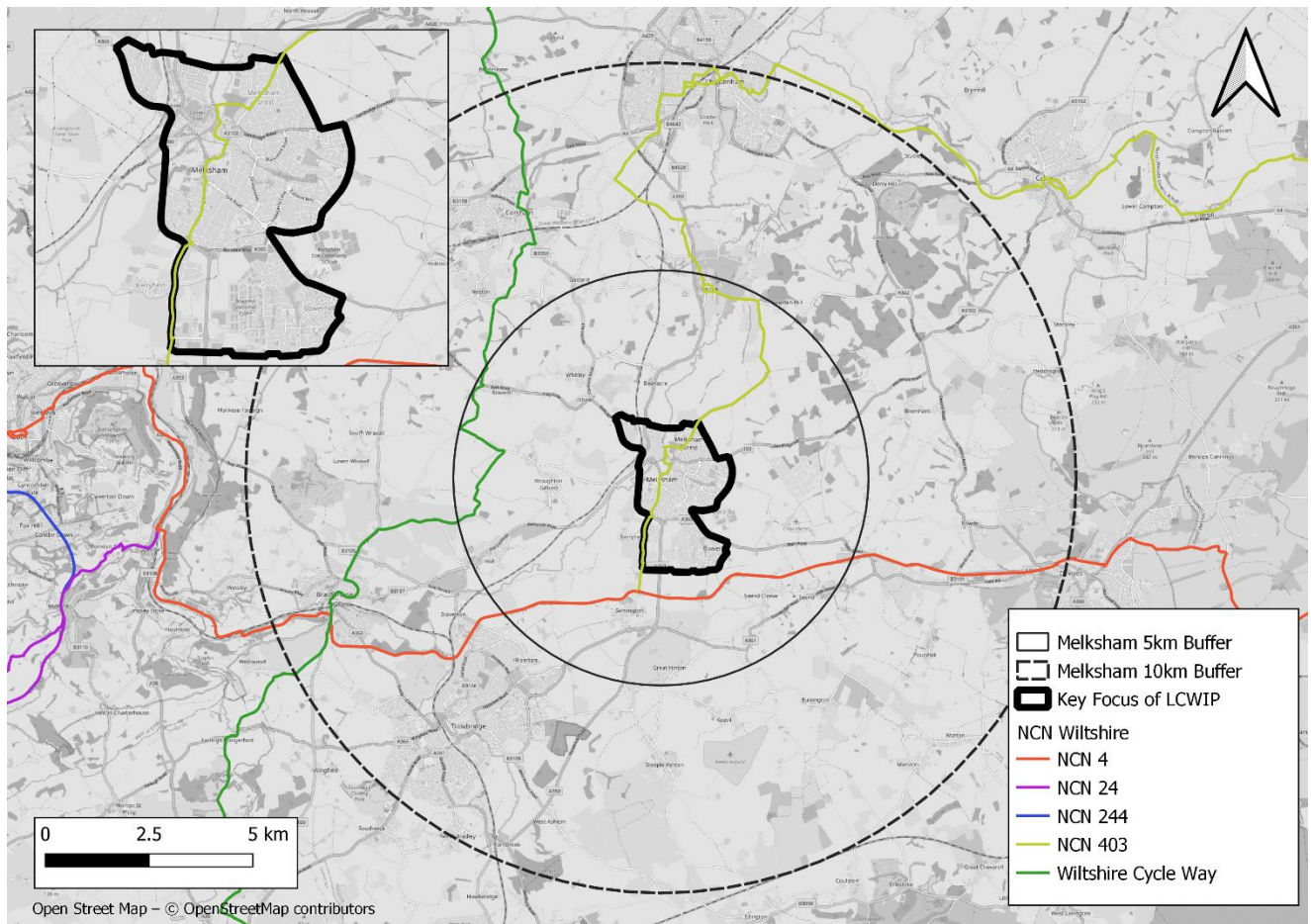


Figure 4-14 illustrates inter-urban routes and NCN routes in relation to Melksham. The NCN 403 route provides a direct route onwards to Chippenham, Calne and Marlborough. Directly to the south of Melksham, the 403 route connects to NCN route 4, providing east-west links to other nearby settlements including Devizes and Trowbridge. These two routes provide connections to other NCN routes including route 244 and 24.

Additionally, the Wiltshire Cycleway can be accessed to the east of Melksham in Bradford-on-Avon via the NCN route 4.

Figure 4-14 - Inter-urban routes in relation to Melksham



4.6 Collisions

Collision data for a five-year period (2017-2021 inclusive), covering the area shown in Figure 4-16, was sourced from the Department for Transport 'Road Safety Data'¹³.

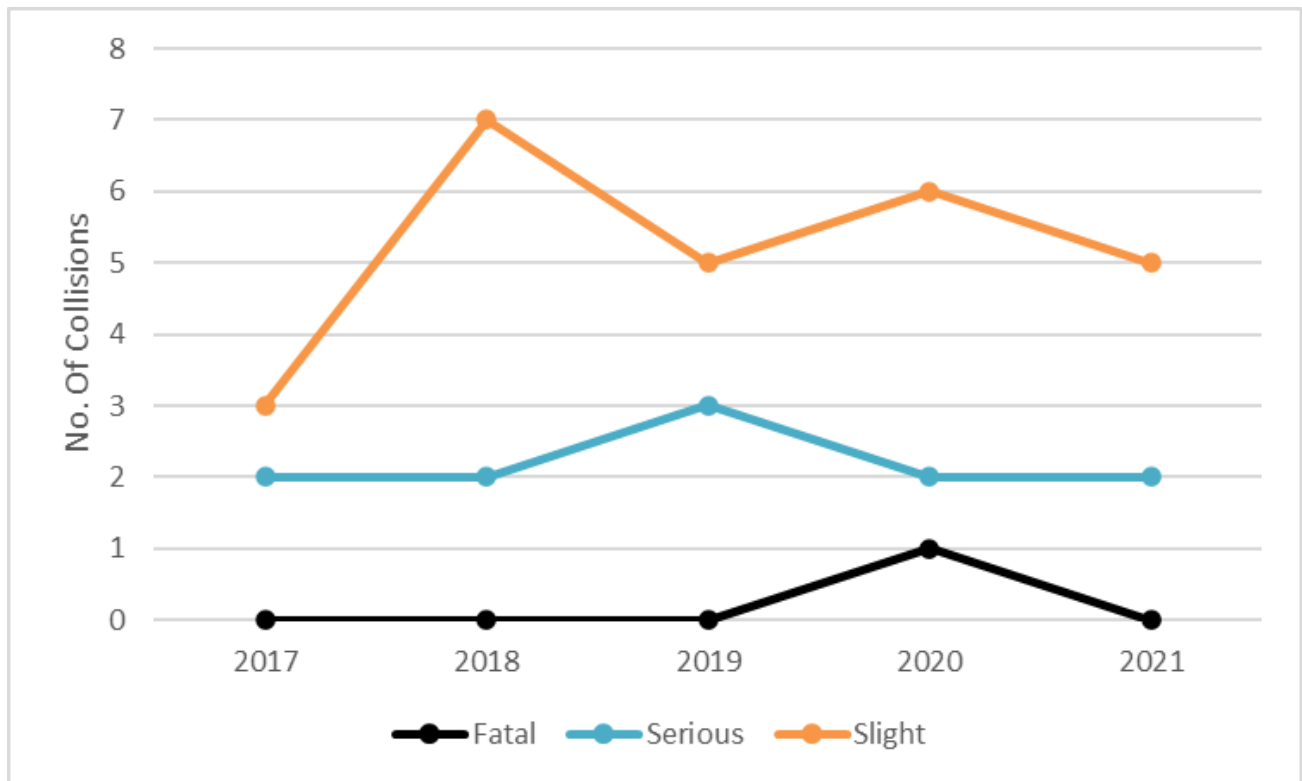
The data indicates that, from 2017 to 2021, a total of 4 'fatal', 25 'serious' and 137 'slight' incidents were recorded within the project area. These figures show the total number of collisions, applying to all modes within the study area, where there were casualties. Of these fatal casualties, two were pedestrians who were hit by cars whilst crossing the road. A breakdown of pedestrian and cyclist casualties by severity is shown in Table 4-2.

Table 4-2 - Pedestrian and cyclist collisions

	Slight	Severe	Fatal	Total
Pedestrian	14	3	2	19
Cyclist	19	8	0	27

¹³ [Road Safety Data - data.gov.uk](https://data.gov.uk)

Figure 4-15 – Pedestrian and Cyclist Collision numbers and severity type (2017-2022)

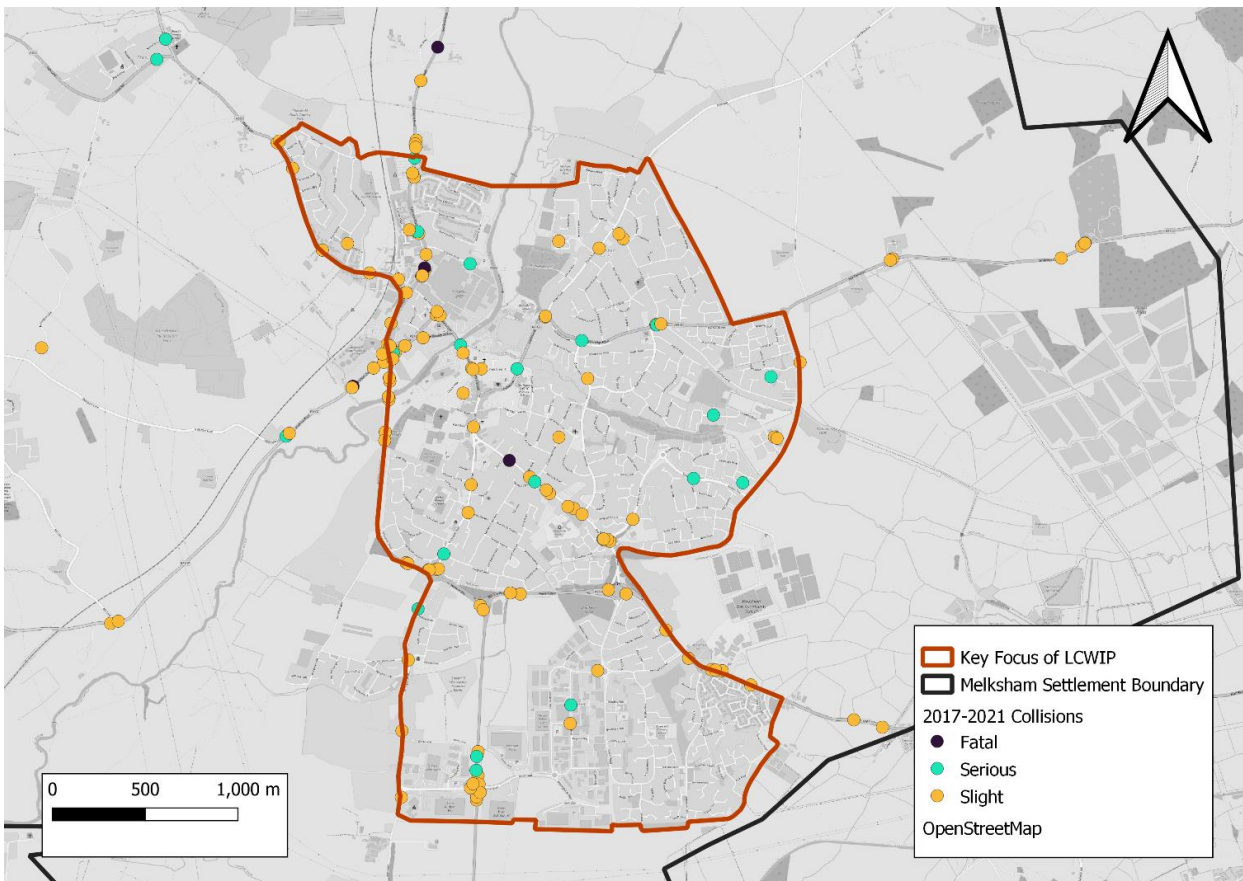


Source: Department for Transport

As shown in Figure 4-16, there are clusters of incidents on all main routes into Melksham town centre. The A350, running to the east of Melksham town centre and connecting it to the north and south, shows a series of collisions including two fatal. Farmers Roundabout, connecting from the A350 to the A4102 into Melksham town centre and Bradford Road, has a cluster of collisions for this period. This road serves as a service road for many vehicles commuting through Wiltshire and therefore may contribute to the higher number of collisions and severity.

The other noticeable route with clusters of collisions is shown to be on Spa Road, connecting the south west of Melksham to the town centre. This road is the main route in from the south east area of Melksham and it is assumed that this higher frequency of traffic and limited other routing has contributed to the high number of collisions. It is worth noting that there has been one fatal collision on Spa Road.

Figure 4-16 - Melksham collisions (2017 - 2021, all modal types)



Source: Department for Transport

4.7 Traffic flows

Table 4-3 below shows the figures for several traffic counters on main roads in Melksham. The data has been sourced from the DfT Road Traffic Statistics and shows a percentage daily average for each mode type. Traffic count points only provide counts for on-road traffic and therefore exclude pedestrians.

Table 4-3 - Traffic flow counts

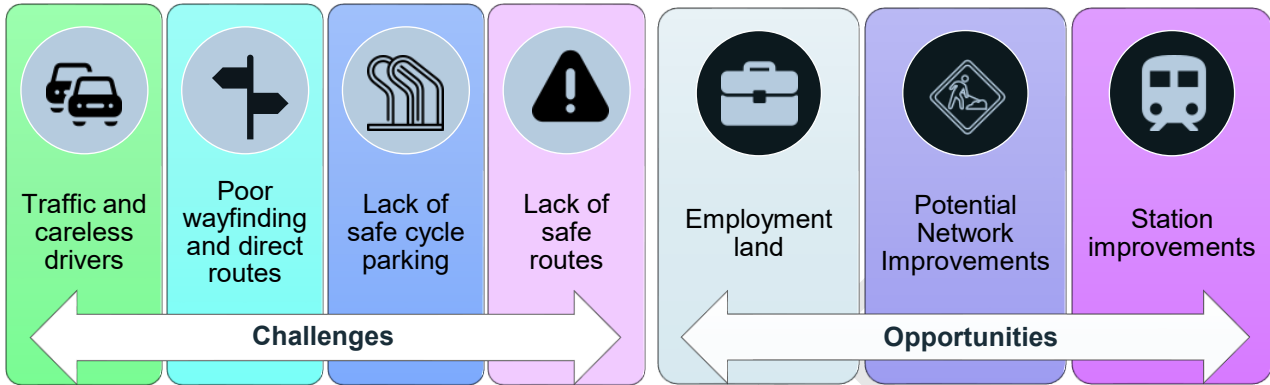
Road	Site	Year	Pedal cycles	Two wheeled motor vehicles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles
A3102	16955	2022	1.7%	0.8%	84.4%	0.7%	12.9%	0.9%
		2021	2%	0.8%	84.6%	0.7%	12.7%	1%
	78008	2022	1.3%	0.8%	85.8%	0.1%	11.9%	1.3%
		2021	0.9%	0.8%	83.9%	0.1%	13.8%	1.2%
Bath Road	78007	2022	0.4%	1.1%	75.6%	0.6%	18.5%	4%
		2021	0.5%	1%	76%	0.6%	17.9%	4.2%
A350	80888	2022	0%	0.9%	69.4%	0%	18.7%	8%
		2021	0%	0.9%	72.3%	0%	18.1%	8.4%

Source: Department for Transport

5. Challenges and opportunities

This section summarises challenges and opportunities for walking and cycling in Melksham that have been identified in the suite of planning policy documents as well as previously undertaken stakeholder engagement. The challenges and opportunities relevant to Melksham’s LCWIP are summarised in Figure 5-1 and detailed further in Sections 5.1 and 5.2.

Figure 5-1 - Summary of challenges & opportunities



5.1 Challenges

5.1.1 Key factors discouraging walking and cycling in Melksham

Whilst there is a lack of specific existing analysis based entirely on Melksham in the various reports and policy documents set out in Sections 2 to 4, the Wiltshire LTP3 highlights many of the challenges facing market towns across the county, of which Melksham is included¹⁴. These challenges include:

- Increasing bike ownership, especially in population that are open to cycling but not entirely convinced for day-to-day commuting.
- Lack of suitable bike parking in town centres and key leisure destinations.
- High traffic volumes on arterial routes connecting towns across the county, notably the A350 through Melksham.
- Improving knowledge of existing routes which are currently underused.
- Improving infrastructure such as on road cycle routes, as well as segregated cycle paths and shared use paths.

These challenges have been identified as common themes throughout Wiltshire and are applicable to the current cycling environment in Melksham.

¹⁴ [Wiltshire Council Local Transport Plan 2011-2026 - Cycling Strategy](#)

5.2 Opportunities

5.2.1 Pedestrian and cycle network improvements

The delivery of planned growth in Melksham will provide opportunities to enhance the walking and cycling networks. These sites should be connected to the town centre by methods other than private transport through the provision and promotion of sustainable transport and active travel, including new and improved bus routes and walking/cycling infrastructure.¹⁵

Furthermore, cycling in Melksham is above both regional and national averages. This shows there is demand for cycling despite the lack of infrastructure. Active travel improvements are given further support by the Melksham Joint Neighbourhood Plan, which outlines that sustainable travel and active travel should be a key priority across the town (policy 11)¹⁶.

The large-scale nature of the preferred development sites provides an opportunity to design and implement good infrastructure from an early stage. Connecting these new sites to the existing town will allow for a cohesive and developed network across the town, suitable for a number of different use cases.

Melksham High Street has benefited in recent years from footway improvements, and there is significant potential for this to be extended and taken further across the town.

5.2.2 Melksham Bypass

The Melksham Bypass scheme presents opportunities for active travel as the proposals contain complementary walking and cycling measures within Melksham town centre and around the existing A350 route. Some potential local benefits from the scheme are likely to include¹⁷:

- Improving access to the railway station from the town and residential areas.
- Improving walking and cycling routes from the town to the south and Semington.
- Improving air quality and reduced traffic noise on existing A350 through Beanacre and Melksham.
- Improving access to local services, shops, amenities and schools with the removal of through traffic.
- Reducing severance impacts on communities in Beanacre and northern Melksham caused by high traffic volumes.
- Creating opportunities for town centre regeneration.

The scheme aims to provide opportunities for enhanced walking and cycling between Melksham town centre and the railway station and other parts of the town. By shifting traffic flows away from the existing A350 corridor and the town centre, this may reduce traffic flows in the town centre and its surrounding residential areas, which could create a more conducive environment for walking and cycling.

5.2.3 Melksham Station Masterplan

As noted in section 4, GWR, Wiltshire Council and TransWilts has received planning permission for the station's masterplan. Including new platform signage, destination indicators, increased parking, electric vehicle charging, cycle storage and a community café. Phase 2 would see further improvements in the layout at the station including northern pedestrian access.

¹⁵ [WLP Market Town Planning for Melksham FINAL.pdf \(wiltshire.gov.uk\)](#)

¹⁶ [da341b_a77fec5a6e68413d80560425e1368f24.pdf \(melkshamneighbourhoodplan.org\)](#)

¹⁷ [A350 Melksham bypass - Wiltshire Council](#)

This provides greater opportunity for multi-modal sustainable journeys and encourage train passengers to walk or cycle to and from the station.

5.2.4 Development sites

In the process of identifying suitable new sites for development in Melksham, Wiltshire Council conducted several feasibility tests on proposed sites. Several of these feasibility tests are also relevant to this LCWIP study, and as such the results of these are listed in Table 5-1. Development sites provide an opportunity for Wiltshire Council to receive Community Infrastructure Levy or Section 106 funding from the developer to deliver infrastructure.

Table 5-1 - Summary of assessment for site selection in Melksham

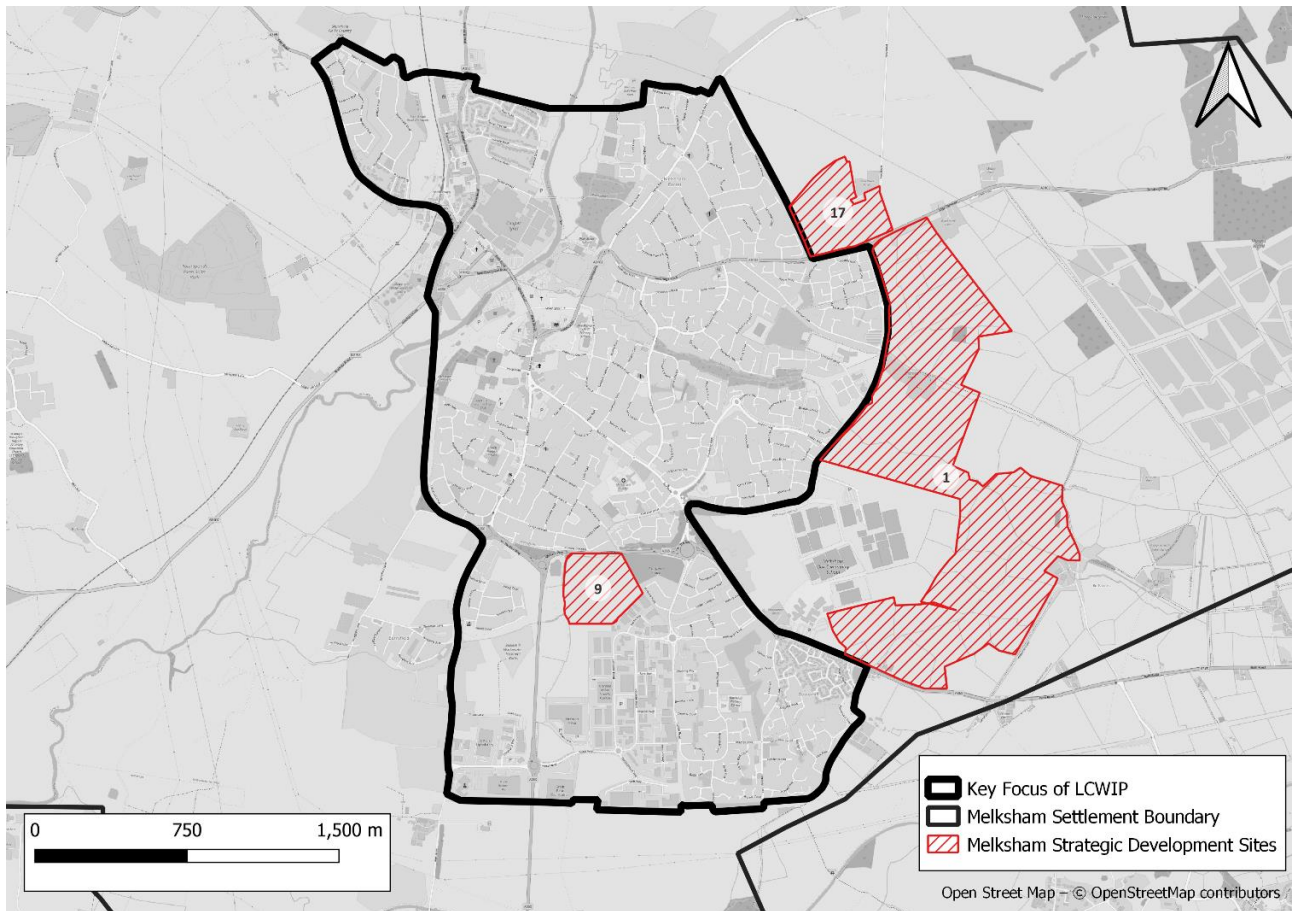
	Reducing Out Commuting	Railway Station Improvements	A350 Bypass
Site 1 – East of Melksham	Positive – Site is capable of delivering significant employment as part of a mixed-use development. Employment in this area could be made easily accessible by active modes, as well as linking to town centre via cycle routes.	Neutral – No direct benefits for sustainable transport facilities	Positive – Eastern bypass route goes through this site. Could accommodate a safeguarded route without endangering the site or bypass delivery.
Site 9 – Land south of Western Way	Positive – Site could include some employment land as extension to Bowerhill industrial estate.	Neutral – Not likely to have direct benefits for sustainable transport facilities.	Neutral – The site is not on the proposed bypass route, and would not prejudice the delivery of the route
Site 17 – Land north of A3102	Positive – Large site which is capable of delivering an employment element as part of a mixed use scheme. Employment in this area could easily be made accessible by sustainable transport including active modes.	Neutral – Not likely to have direct benefits for sustainable transport facilities.	Neutral - The site is not on the proposed bypass route, and would not prejudice the delivery of the route

Source: Wiltshire Council

As evidenced by Table 5-1, all of the sites will contribute to reducing out-commuting from Melksham by providing additional employment opportunities within the town boundary. These new areas can be developed with good walking and cycling infrastructure which would further promote usership. Ensuring these areas have good connections with existing infrastructure is a key aim of the proposed LCWIP.

Each of these proposed sites are at least 1.5km from the train station in Melksham, with some parts of the sites over 3km away. Ensuring strong, safe and direct connections from these sites to the station will be key to ensuring a connected and cohesive sustainable transport network. Figure 5-2 shows the location of these sites in relation to the key focus area of this LCWIP.

Figure 5-2 - Development sites



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6. Network planning for cycling

This section describes how the routes presented in this LCWIP were identified and chosen. The LCWIP guidance states that routes should be high-quality and well-connected to provide a network of direct, convenient, safe, and attractive routes to all existing and potential users. These routes may not necessarily provide good conditions for cycling at present - the purpose of this plan is to identify the necessary infrastructure improvements to make these routes the best available.

6.1 Trip generators

The key origin/destination points were identified and are shown in Figure 4-1. These points have helped to identify demand for a planned network and areas to be covered by the LCWIP.

6.2 Route selection

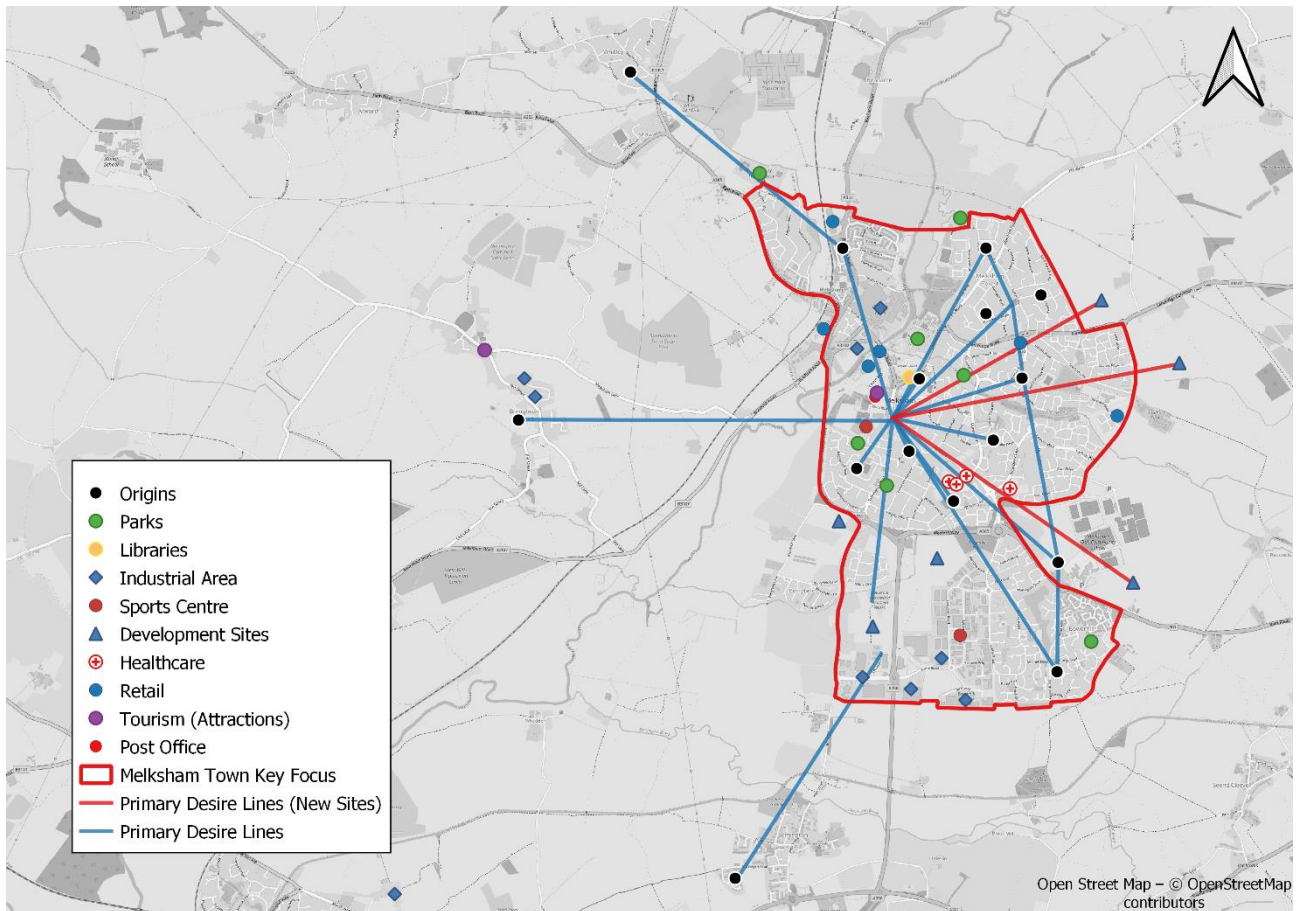
6.2.1 Desire lines and draft network

Key origins and destinations were grouped into clusters, and a network of desire lines drawn linking those to other main attractors as well as between each other.

Figure 6-1 presents the desire lines linking origin/destination clusters. Committed and expected housing development sites have also been included as origin clusters to futureproof the network and provide safe and sustainable connectivity to new residents.

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Figure 6-1 - Desire lines



The desire lines were then mapped onto existing links (roads and off-road routes) to identify potential end-to-end cycle routes that would best facilitate demand and serve the identified trip patterns. The resulting first draft cycle network for Melksham can be seen in Figure 6-2 and Figure 6-3.

Figure 6-2 - Draft cycling network (key focus area)

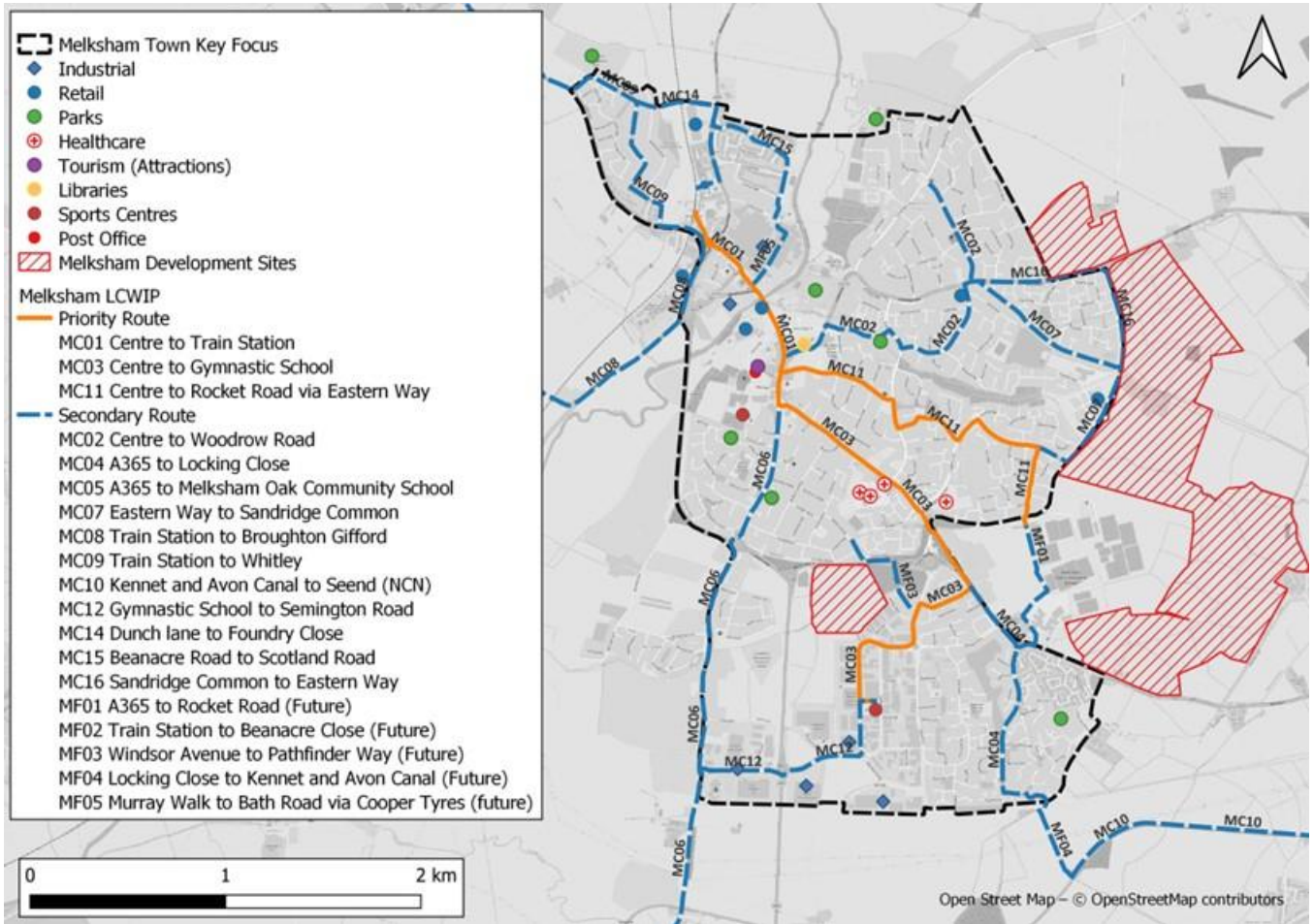
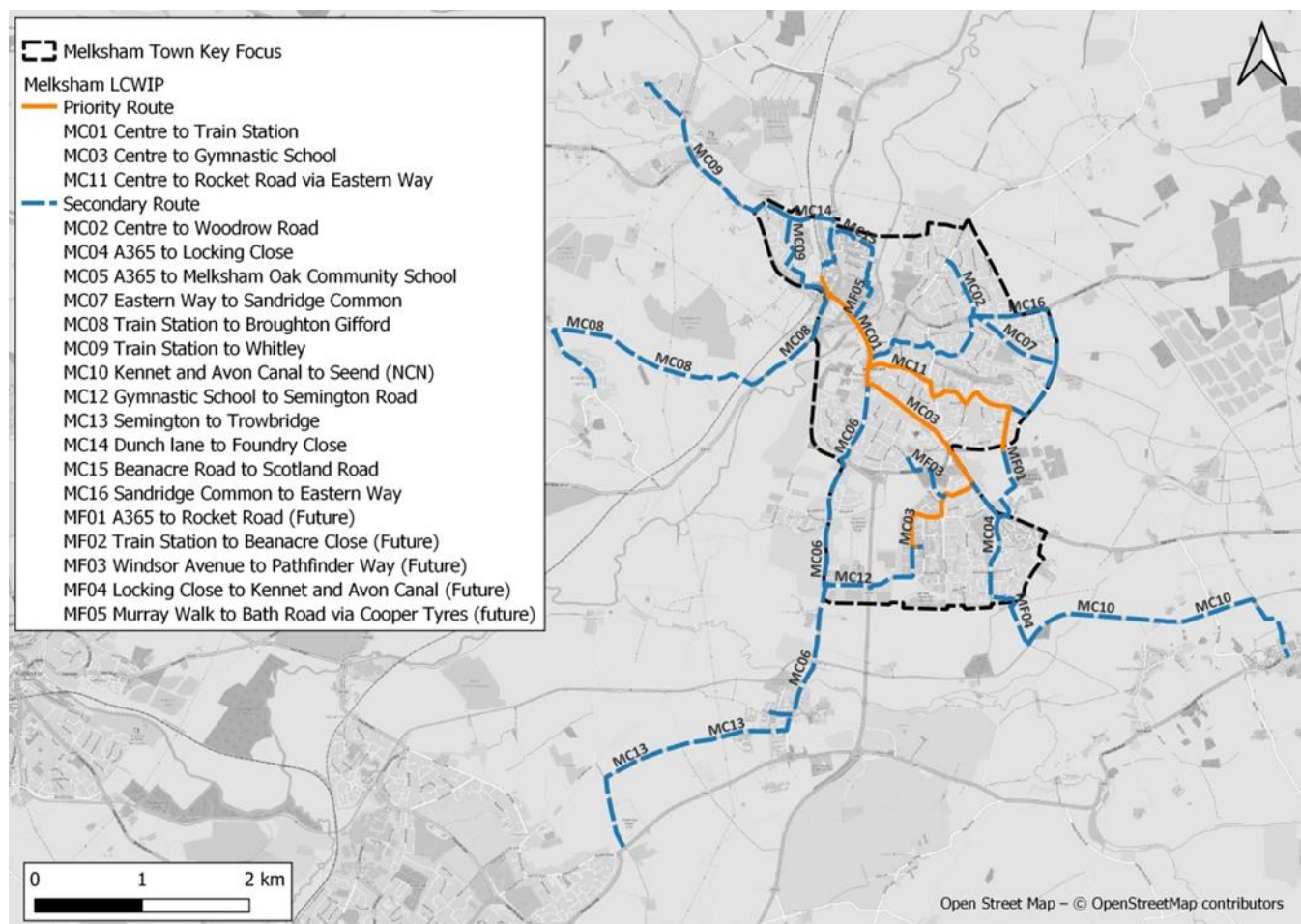


Figure 6-3 - Draft cycling network (wider area)



Initial prioritisation of cycling routes

Due to the high volume of cycling routes identified in the first draft network, an initial prioritisation exercise was undertaken prior to consultation on the network. This aimed to identify to the public the routes that were identified as highest priority for improvements and gather feedback on which routes had been selected.

To identify the highest priority routes, each route was assessed using a Route Prioritisation Table – an analysis tool recommended within the DfT’s LCWIP guidance. Each route was scored against eight criteria:

- Forecast increase in Cycling trips based on Propensity to Cycle Tool Go Dutch scenario/baseline ratio.
- Population who directly benefit from the intervention: High level analysis of number of population centroids serviced by the route.
- Improvement in road safety: Map STATS 19 data for 5-year period for pedestrian and cycle casualties.
- Delivery against policy objectives of Local Transport Plan: Qualitatively grade on delivery against the active travel transport policy objectives.
- Importance of the intervention for access and equality: Grade on importance of the intervention for access and equality based on Datashine 2-dimension household deprivation levels.
- Potential to attract funding, including private sector funding: Grade on whether the route supports a strategic development site and therefore may qualify for funding.
- Scheme feasibility: Grade based on complexity of scheme.
- Dependency on other scheme: Grade on which routes are standalone routes and which would only be viable if certain other developments were completed in unison.

Based on this prioritisation for the consultation, three routes were identified as ‘Priority Routes’ with the rest of the cycling routes classified as ‘Secondary Routes’. The priority routes are highlighted in Figure 6-2 and Figure 6-3- the maps put forward for consultation. The full results of the initial prioritisation assessment can be found in Appendix A.

6.2.2 Consultation

The draft network was presented for public consultation via an online platform between Monday 20th November 2023 and Monday 5th February 2024. The consultation was extended to cover 11 weeks due to the festive period.

Local stakeholders and members of the public were invited to take part in developing the LCWIP network by:

- Making recommendations for routes and commenting on the draft network identified.
- Highlighting key issues experienced on the existing networks.
- Identifying improvements needed to serve local needs.

The consultation was held on an interactive web platform, Commonplace, which presented background information, draft network proposals in a static format and an interactive map where comments could be left by ‘dropping a pin’. Comments were allowed to be made on the draft routes, as well as general comments for other recommendations.

The feedback obtained from this consultation on cycle routes is shown in Table 6-1.

Table 6-1 - Summary of public consultation feedback (cycle network)

Route	Summary of public consultation feedback	Response
General Comment	Cycle parking in Melksham town centre is limited and very insecure. Bicycles are often expensive these days and people are reluctant to use and leave them if there is no secure storage.	Noted. Could be considered by local highway and footway improvement groups (LHFIG).
General Comment	Cyclists at present are using pavements. Misleading signage might contribute to this.	Noted. Could be considered by local highway and footway improvement groups (LHFIG). Provision of safe cycle infrastructure will reduce chance of cyclists choosing to use the footway.
MC02 Centre to Woodrow Road	<p>Along Blackmore Road wheelchairs/mobility scooters have to go in the road because of lack of dropped paths and poor surfacing. If they can access paths then they use peoples dropped kerbs so run the risk of cars coming off their drives.</p> <p>Route uses major roads. Alternative route avoiding Sandridge Road: starting from the path by Forest and Sandridge School, parallel with Snarlton Lane, entering Ingram Road, crossing Blackmore Road, Entering Tower Road, exit at end on to Devonshire Place, cross Queensway to Hampshire Place. At</p>	The route suggested is a fairly isolated / circuitous route. Final alignment to be confirmed after feasibility stage – draft alignment retained as it provides the most direct link and serves wider connections.

	end go left and enter footpath crossing Clackers Brook and going up towards Ruskin Avenue.	
MC03 Centre to Bowerhill	Spa Road is dangerous and tight inwards from Coronation – potential to divert via Snowberry Lane from MC11 instead.	The route suggested does not provide a direct route into the town centre. Final alignment to be confirmed after feasibility stage – draft alignment retained as it provides the most direct link and serves wider connections.
MC06 Centre to Semington	<p>This route is part of the cycleway to Hilperton and is utterly useless at present. The cycle path is often blocked by parked cars. The speed limit along the road is routinely ignored and cyclists often cycle on the pavement therefore endangering pedestrians because the road has become unsafe for cyclists.</p> <p>From the improved crossing on the A350 and heading towards the town centre, there is no cycle lane once you get past the Longford Road turning.</p> <p>Hazelwood Road to Melksham Campus and Market Place could replace MC06.</p>	<p>Issues on route noted – to be considered at later scheme development stage.</p> <p>Final alignment to be confirmed after feasibility stage – draft alignment retained as it provides the most direct link and serves wider connections..</p>
MC08 Train Station to Broughton Gifford	<p>Narrow and dangerous junction with high-speed traffic, a right turn from Melksham direction places the cyclist/walker at a high risk due to driver behaviour.</p> <p>Cycling on roads in Melksham to Broughton Gifford is very dangerous. A direct cycle route would be beneficial – is there a way to go over fields away from the main roads?</p>	Final alignment to be confirmed after feasibility stage – draft alignment retained at this stage. Rural routes can be uncomfortable for some users at times.
MC10 Kennet and Avon Canal to Seend (NCN)	The K & A canal is a major asset for Melksham and is widely used by residents and visitors to the town. Access to and from should be a priority. Those residents or cyclists travelling from Seend will be directed through the estate along busy roads and across the busy A350. The routeing should be to the canal towpath to Semington where cyclists will instead travel on a much shorter direct route and will be able to safely cycle over the A350.	There is a link to the canal at Semington as part of the proposed network. A direct link serving the south-east of the town and Seend has merits, particularly for non-leisure trips.
MC12 Wiltshire School of Gymnastics to Semington Road	The heavy lorry and car traffic through the industrial area presents multiple risks to cyclist as vehicles park regularly on the wrong side of the road way and vehicles regularly over take cyclist when they are passing parked vehicles. Driver behaviour is poor, and this area concentrates this	Noted - final alignment to be confirmed after feasibility stage once potential improvements have been

	issue. Rerouting this via Halifax Road and linking with Hercules way would reduce or completely eliminate this risk.	considered – draft alignment retained at this stage.
MC13 Semington to Trowbridge	This route follows a single-track byway that is also used by cars. It is not possible for a car and cyclist to pass given the width of the road, ditches and hedges. Would it be possible to close the byway to local traffic and permit only farm vehicles and service vehicles access?	Notes – no impact on route alignment.
MC14 Dunch Lane to Foundry Close	Dunch Lane needs more street lighting for cyclists and walkers. Can be very dark. Route is not an issue during the day, safe to use. Dunch Lane from the A350 Leekes to the mini roundabout at Southbrook Road should be closed to motorised traffic. This is a key route to allow the avoidance of main roads but is a narrow rat run and dangerous for cyclists and pedestrians with cars passing each other.	Issues on route noted – to be considered at later scheme development stage.
MF02 Train Station to Beanacre Close	Opening of Melksham Railway Station via Foundry Close to the A350 road towards Beanacre / Chippenham needs to be a priority.	Noted. As discussed in section 5.2.3, the improvements are part of the Station Masterplan.
MF03	Extension suggested along Windsor Avenue via Longford Road to Semington Road	MF03 extended in line with comment. The final alignment will be confirmed in feasibility stage.
Additional Route	There is no safe flat route for Cyclists from Melksham to Lacock. Supporting the Wilts & Berks Canal Trust with regards to land acquisition would result in the tow path being reopened. The development of the tow path should provide a link between Melksham and Chippenham. More work is required on the re-opened stretch between Lacock and Pewsham as its currently too muddy for cyclists and the connection crosses through fields with styles.	The suggestion for improvements along this route is noted and Wiltshire Council are supportive of the Melksham Link Project. Route added to network (MC20).
Additional Route	Footpath between Hazelwood Road and along the back of the campus into town, to be dual purpose for walking and cycling. Currently it is only for walking.	The route involves going through St Michael & All Angels' Church, which Wiltshire Council are unable to widen. The route is not suitable for the cycle network.

Additional Route	Millenium Riverside Walk footpath was resurfaced less than 3 years ago because of its poor condition and a constant problem in becoming flooded with deep puddles making it difficult for walking as this path is used by a lot of people including parents taking children to school and nursery.	Route provides a connection to other routes in the network – added to network (MC18)
Additional Route	Route between Scotland Road and Murray Walk.	Route provides a connection cross the river – added to network (MC19)
Additional Route	Upgrades to National Cycle Route NCN403.	Route provides a good connection to the north-east of the town - added to network (MC17). Final alignment to be confirmed after feasibility stage – potential for a more direct alignment across King George’s Playground.
Additional Route	Route from Hazelwood Road via Challymead Bridge to Farmers Roundabout	The route provides no direct connection to other routes and serves few destinations. Therefore, this route has not been added to the network.

6.3 Final cycle network map

A site assessment was undertaken in Melksham on Wednesday 25th October in order to assist with the development of the cycle network and review the routes taken forward in this LCWIP.

The updates to the network identified through consultation and information gathered from site assessments were incorporated into the final network. The final cycle network is shown in Figure 6-4 and Figure 6-5.

Figure 6-4 - Final cycle network map (key focus area)

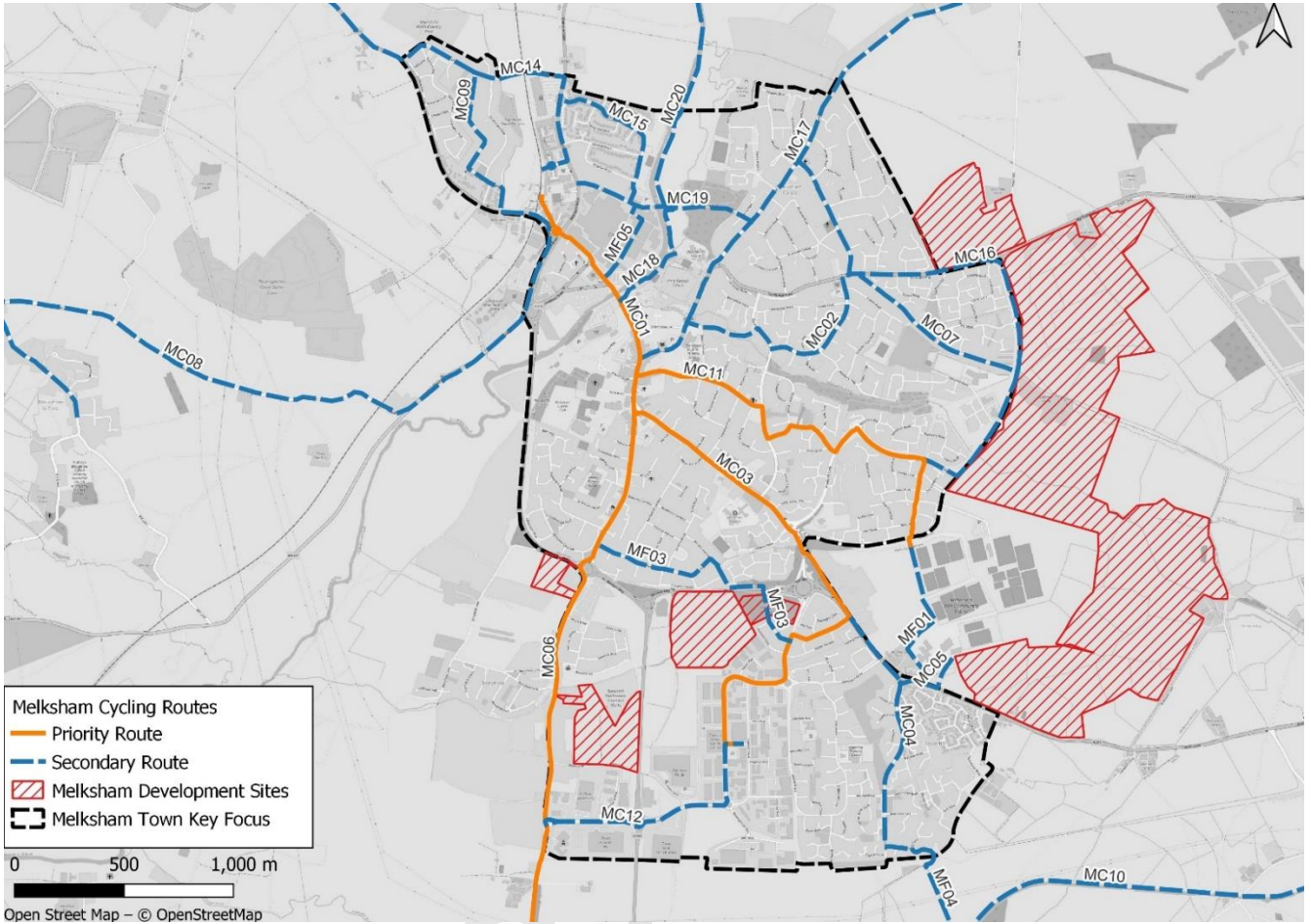
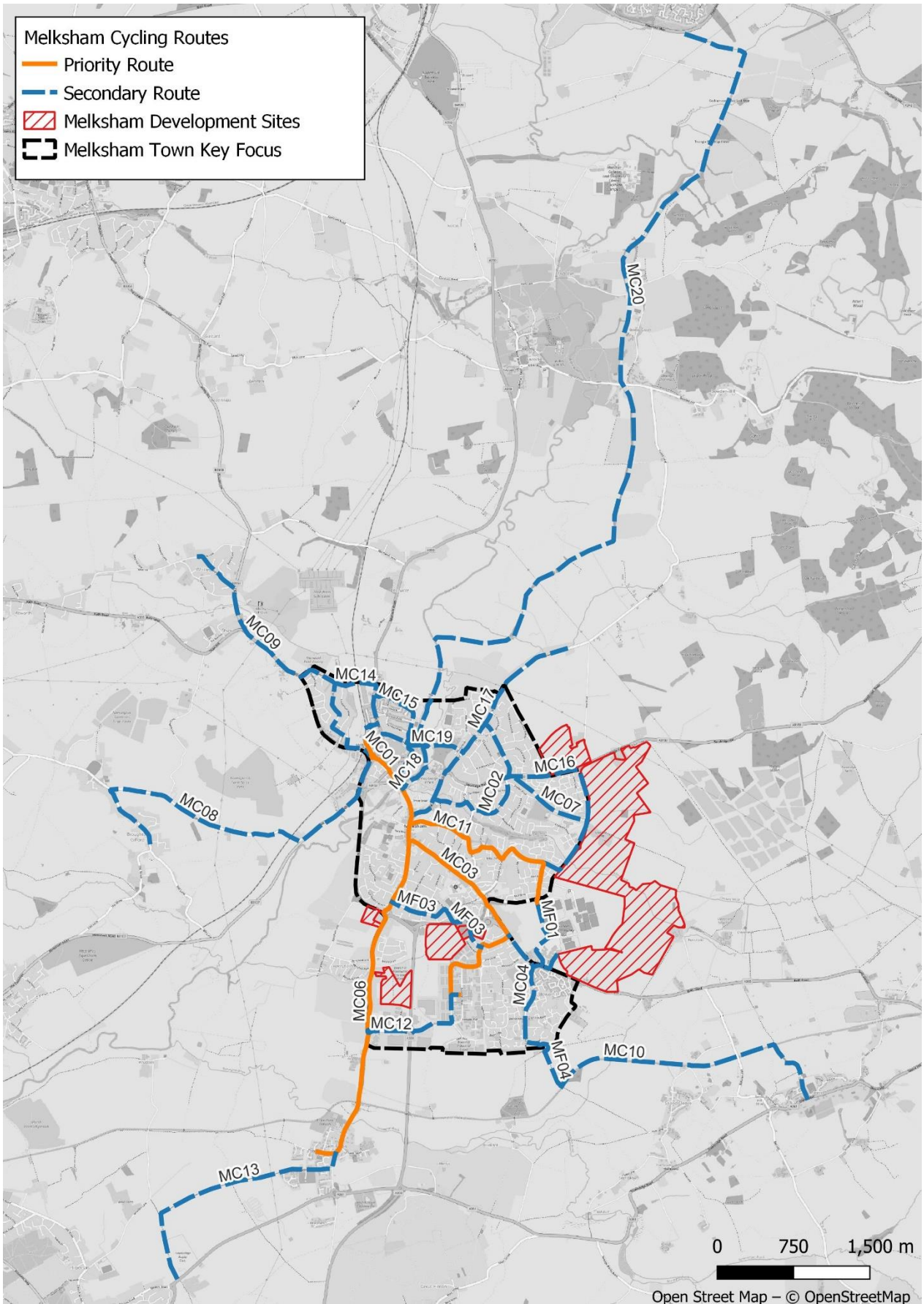


Figure 6-5 - Final cycle network map (wider area)



7. Network planning for walking

This section describes how the walking routes included in this LCWIP were identified and chosen, to provide a network that best serves the identified trip patterns, and therefore should be high-quality, well-connected walking routes.

7.1 Trip generators

As per the cycling routes in Section 6, the key origin/destination points were identified and are shown in Figure 4-1. These points have helped to identify demand for a planned network and areas to be covered by the LCWIP.

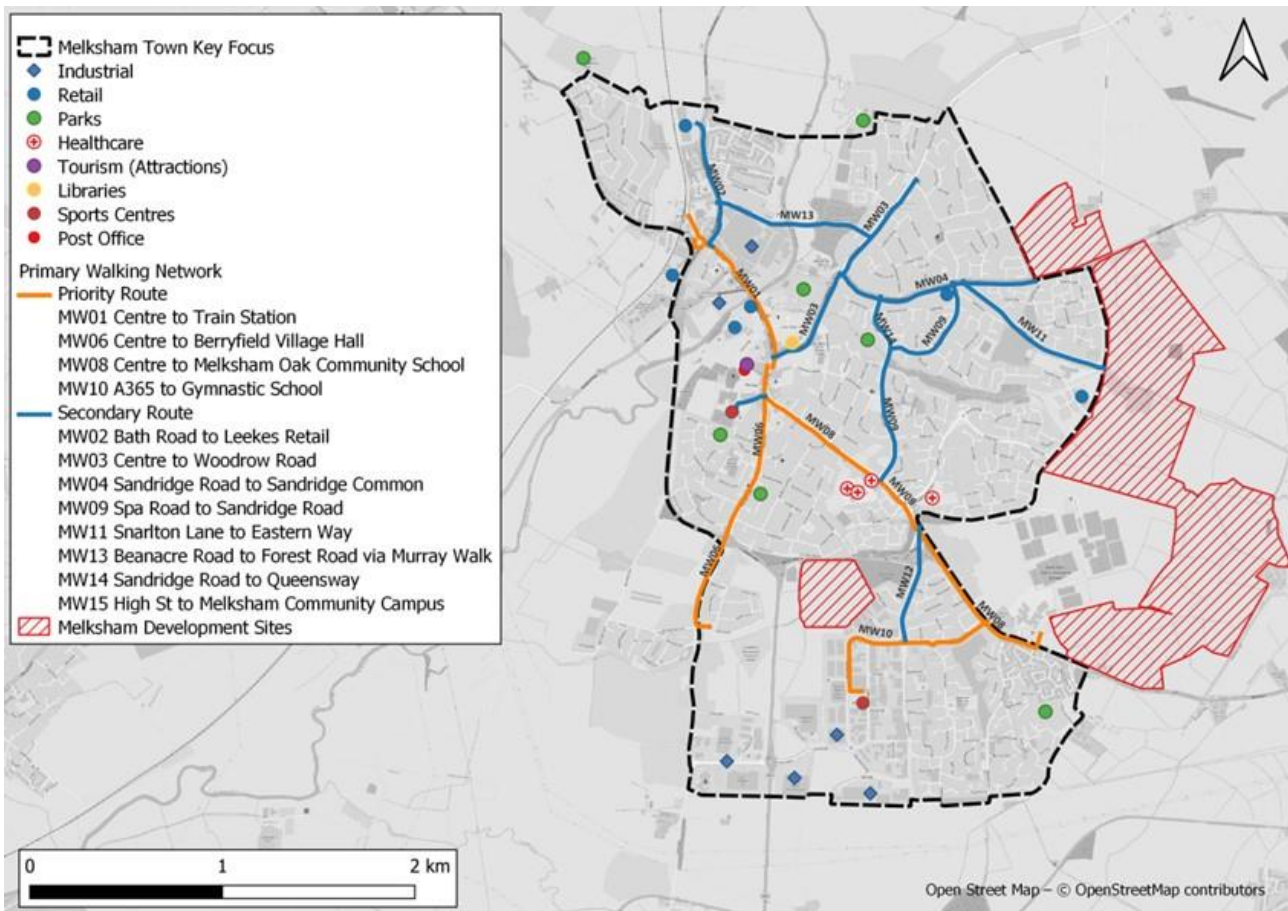
7.2 Route selection

7.2.1 Desire lines and draft network

The same process of utilising desire lines for cycling routes, as identified in section 6.2.1, has been used for walking routes in Melksham. Figure 6-1 presents the desire lines for primary routes, linking origin clusters with Melksham town centre. Committed and expected housing development sites have also been included as origin clusters to futureproof the network and provide safe and sustainable connectivity to new residents. The desire lines were then mapped onto existing links to identify potential end-to-end walking routes that would best facilitate demand and serve the identified trip patterns.

Melksham's draft network can be seen in Figure 7-1 which includes the links that were identified by the above process.

Figure 7-1 - Draft walking network



Initial prioritisation of walking routes

Following the same process as set out for the cycling routes, an initial prioritisation exercise was undertaken prior to consultation on the network. This aimed to identify to the public the routes that were identified as priority for improvements and gather feedback on whether this prioritisation was right or required changes. Four routes were identified as 'Priority Routes' with the rest of the walking routes classified as 'Secondary Routes'. Figure 7-1 shows the routes prioritised by the assessment results and the map taken forward to consultation. The full results of the initial prioritisation can be found in Appendix A.

7.2.2 Consultation

The draft network was presented for public consultation via an online platform between Monday 20th November 2023 and Monday 5th February 2024. The consultation was extended to cover 11 weeks due to the festive period.

Local stakeholders/members of the public were invited to take part in developing the LCWIP network by:

- Making recommendations for routes and commenting on the draft network identified.
- Highlighting key issues experienced on the existing networks.
- Identifying improvements needed to serve local needs.

The consultation was held on an interactive web platform, Commonplace, which presented background information, draft network proposals in a static format and an interactive map where comments could be left by 'dropping a pin'. Comments were allowed to be made on the draft routes, as well as general comments for other recommendations.

The feedback obtained from this consultation on walking routes is shown in Table 7-1.

Table 7-1 - Summary of public consultation feedback (walking network)

Route	Summary of public consultation feedback	Response
General Comment	All the routes are on developed roads that have footpaths alongside. It is not clear how these will be developed further.	The LCWIP identifies key routes that should be a focus for improvements to pedestrian facilities. The detail on any improvements will follow.
General Comment	Missing developments: <ul style="list-style-type: none"> • Buckley Gardens (144 dwellings PL/2022/02749). • Land West of Semington Road (PL/2022/00808, PL/2022/08155). • Planned school at Pathfinder (PL/2023/08046). • Blackmore Farm (PL/2023/11188, PL/2023/01949). PL/2023/07107: Snarlton Farm (up to 300 dwellings) 	Noted – developments considered in network planning.
General Comments	Outside of Melksham, footpaths are very hard to follow. Better wayfinding would be beneficial. Accessibility issues – stiles are difficult for many to use, could these be replaced with kissing gates, or wheelchair (all terrain) accessible gates?	Noted. Improvements to be considered at later scheme development stage.
General Comments	Traffic speed is a key factor, not just routes. Area speed management should be considered to encourage safer local walking and cycling.	Noted. Improvements to be considered at later scheme development stage.
General Comments	The proposals seem constrained by pre-existing highway use and capacity e.g., re-route cycles where further analysis shows there to be insufficient room. The proposed A350 Eastern by-pass scheme should be integrated to optimise future opportunities within the local urban network.	Noted. As discussed in section 5.2.2, active travel improvements have been identified as part of the bypass scheme and will be integrated with the local network.
General Comments	Cyclists at present are using pavements. Misleading signage might contribute to this.	Noted. Could be considered by local highway and footway improvement groups (LHFIG). Provision of safe cycle infrastructure will reduce chance of cyclists choosing to use the footway.
MW06 Centre to Berryfield Village Hill	The Melksham Link project will connect the Kennet & Avon Canal at Semington to the River Avon through the town. The associated towpath will provide a safe off-road walking and cycling	Alternative walking routes are available that better serve local destinations; hence this route

	<p>route from the K&A towpath via Berryfield to the river path and town centre.</p> <p>New access routes should be developed to the new Pathfinder Primary and Melksham Oak Secondary schools. Routes from Patherfinder Place development along Western Way and Semington Road, from Spa roundabout and linking into MW06 at Semington Road Roundabout.</p>	<p>has not been added to the LCWIP network.</p> <p>A route to the north of Western Way has been included to provide a link between Spa Roundabout and Semington Road (MW16).</p>
MW10 A365 to Wiltshire School of Gymnastics	Melksham Without Parish Council suggests that no one walks from the A365 to the gymnastics centre but might walk from the town to the gymnastics centre. The shortest route is along the secondary route MW12 and is the safest route and set back from the road and avoids the HGVs on the A365 diverted from Seend.	The route captures any demand from Bowerhill / Melksham Oak Community School. A small diversion has been made for the route to use Lysander Road instead of Lancaster Road. Final alignment to be confirmed after feasibility stage.
MW15 High Street to Melksham Community Campus	The lane between the newly surfaced carpark and newly surfaced path is uneven as it had not been resurfaced. It is dark at night. In the daytime anyone walking from the campus car park to the tennis courts may get hit by a mobility scooter, scooter or bicycle due to the blind view behind the wall. There used to be a mirror so pedestrians could see cars coming up the lane and entering the cricket field but also for pedestrians to see things both ways.	Issues on route noted – to be considered at later scheme development stage.
Additional Route	There is no safe flat route for walkers from Melksham to Lacock. Walkers are currently using Woodrow and Forest Lane to get between Melksham & Lacock. Forest Lane towards the end of the road route is extremely bendy and dangerous. Supporting the Wilts & Berks Canal Trust with regards to land acquisition would result in the tow path being reopened.	The suggestion for improvements along this route is noted and Wiltshire Council are supportive of the Melksham Link Project. Route added to network (MW19).
Additional Route	Ridgeway - between Church Lane and Sandridge Road: It is a small but extremely beneficial path to get from Savernake Avenue/Church Lane onto Sandridge Road so that can be used to get into town. Poor lighting and narrow sections.	This route has not been included due to personal safety issues and constraints on the network inhibiting upgrades to improve the safety.
Additional Route	Dunch Lane has no pavement and is perilous due to rat running traffic. There are two allotment sites approached by the route as well as access to open space but the lane in its current form is dangerous to pedestrians.	Provides a link into the wider network over railway – addressing a key severance issue – added to final network (MW18).

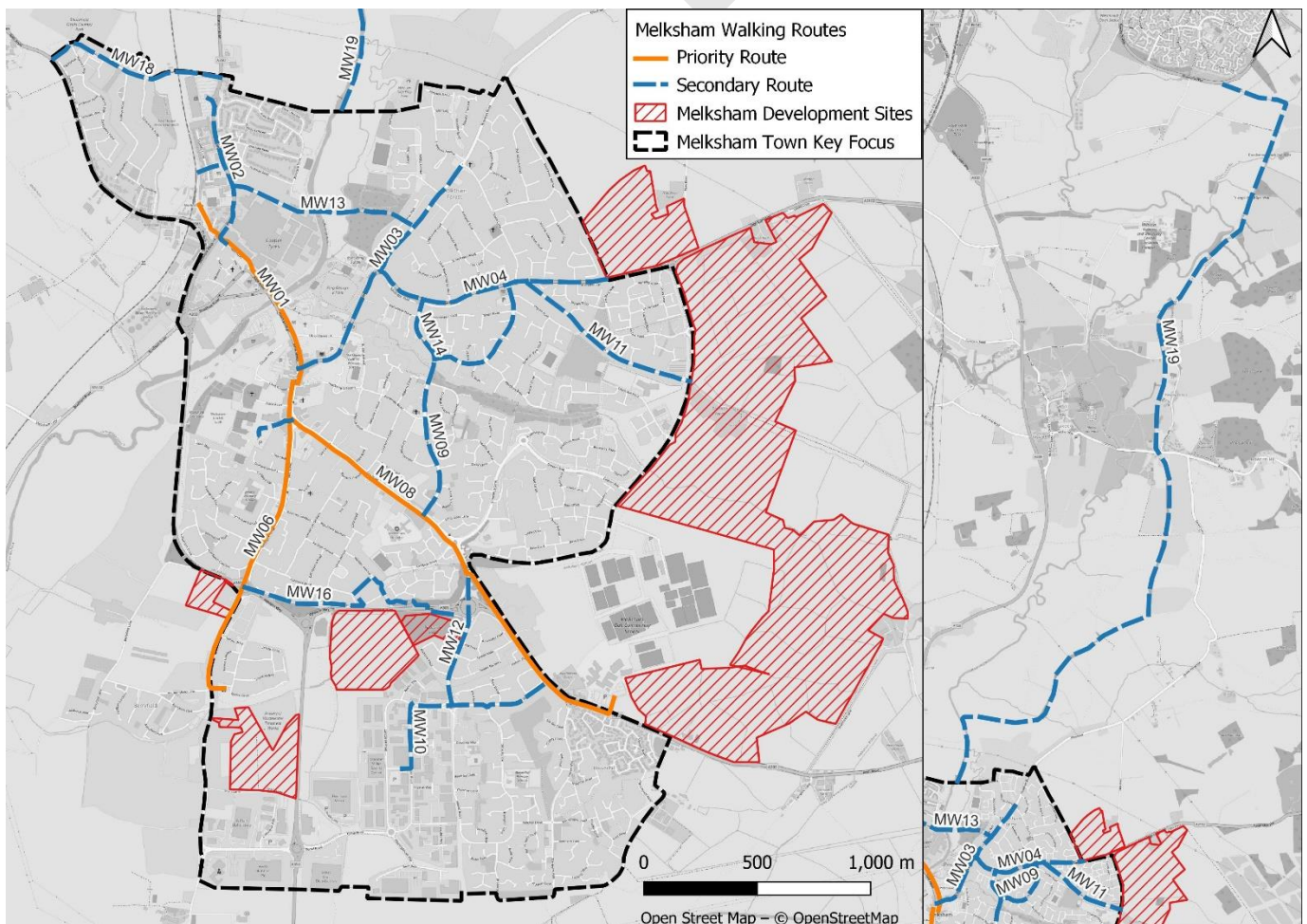
Additional Route	The tarmac footpath goes all the way up the A3102 from the town centre to Lopes Close, there is then a 400 mm wide strip of grass between the kerb and MELW40. This narrow strip is alongside the 40-mph road with a blind bend. From MELW40, there is a good network of public ROW to Bromham and Redstocks.	The suggested improvements are noted but provide a very short, localised link and therefore has not been added to the network.
Additional Route	Opening of Melksham Railway Station via Foundry Close to the A350 road towards Beanacre / Chippenham needs to be a priority.	As discussed in section 5.2.3, the improvements are part of the Station Masterplan. Added to network as extension of MW02.

7.3 Final walking network map

A site assessment was undertaken in Melksham on Wednesday 25th October in order to assist with the development of the cycle network and review the routes taken forward in this LCWIP.

The updates to the network identified through consultation and information gathered from site assessments were incorporated into the final network. The final walking network is shown in Figure 7-2.

Figure 7-2 - Final walking network map



7.4 Cycling and walking infrastructure improvements

Nearly all the routes identified in the Melksham Walking and Cycling Networks require infrastructure improvements to enhance the quality and attractiveness of the routes, with such improvements providing a network that reflects the standards and expectations set out in LTN 1/20 Cycle Infrastructure Design, and Inclusive Mobility. This section sets out indicative improvements for the identified network. Some routes have been considered in more detail and more specific proposed improvements are set out below. Typical improvements will include protected cycle facilities, measures to ensure comfortable on-road cycling, side road treatments to improve crossing opportunities on pedestrian desire lines, accessibility improvements to ensure crossing points and footways are accessible to all users, and footway widening to provide more comfortable routes for pedestrians. Many of the cycle improvements identified will also improve those routes for pedestrians.

Whilst an early indication of improvements needed is provided, further assessment is needed to determine the feasibility of upgrading walking and cycling facilities on these alignments. As schemes are reviewed in more detail, alternative measures, or parallel alignments serving the same desire lines may be shown to offer greater opportunity to provide high-quality infrastructure.

7.5 Indicative infrastructure types

7.5.1 Cycling infrastructure

The Cycle Network Map identifies the routes and links that should best accommodate cycle trips within the area, in order to provide direct, convenient, and safe access by cycle. In nearly all cases, improvements are required on these routes to make them suitable to enable mass-cycling.

Infrastructure improvements should be developed in line with appropriate design guidance, particularly:

- Local Transport Note 1/20 – Cycle Infrastructure Design; and
- Wiltshire Active Travel Infrastructure Design Standards (as adopted).

Indicative types of facilities are shown below – further detail on their application is given in the design guidance.

Protected cycle lane / cycle track

Fully separated from motor vehicles and pedestrians (typically with kerbs), providing a comfortable, attractive, and safe facility for cycling of all ages and abilities. There is limited space within the existing network to provide protected cycle tracks, but they may be appropriate in some locations and in new developments.

(image: LTN 1/20)



Shared use facility

Fully segregated from motor vehicles but shared with pedestrians – generally only appropriate in rural areas where pedestrian movements are very low. While segregated from motor vehicles conflicts between people walking and cycling may arise, depending on the relative flows of each. Shared facilities can be designed around the needs of cycles (side road priority etc.)

(image: LTN 1/20)



Quiet mixed-traffic streets

On road cycle route with few cycle-specific features. Measures to reduce motor traffic speed and flow to create a comfortable cycling environment. Much of the network identified will likely be achieved by managing traffic movements, side road interactions, and parking to achieve safe, comfortable streets for pedestrians and cyclists. (image: LTN 1/20)



Quiet Lanes

Quiet lanes are a network of rural roads where minimal traffic calming measures are used to enable all road users to 'share with care'. This can include changes to roads and verges, use of soft landscaping, removing existing road signs, introducing local waymarking, use of different surface treatments and provision of passing bays.

(image: TSRGD/AtkinsRéalis)



Improved crossings

Safe crossing points for people cycling and walking, improving user comfort and safety, reducing delay at busy streets where there are limited gaps in traffic, and connecting off-carriageway cycle facilities.

(image: LTN 1/20).



Cycle wayfinding

Improves the coherence of the cycle network and provides indicative journey lengths or times, making it easier for people to navigate through the network and encouraging more trips to be taken by cycle.

(image: AtkinsRéalis)



Cycle parking

A key enabler for people to engage in cycling and/or to increase general levels of ridership. The provision of cycle parking at busy destinations and main trip attractors such as transport hubs facilitates multimodal travel.

(Image: Cyclehoop)



7.5.2 Walking infrastructure

The proposed network identifies the routes and links that should best accommodate walking trips within the area, in order to provide direct, convenient, and safe access on foot. In nearly all cases, improvements are required on these routes to ensure the walking provision is of an appropriate standard and suitable for all users.

The indicative facilities shown on the network comprise:

Widened footways and improved surfacing

Wider footways to accommodate pedestrian flows and provide safe, comfortable facilities. Improved surfacing and tactile paving surfaces to provide an inclusive street environment. (image: AtkinsRéalis)



Improved crossings and continuous footways

Improvements at side road junctions to give pedestrians greater priority and more direct, comfortable and safe opportunities to cross. (image: AtkinsRéalis)



Public realm improvements

Measures to improve the character, attractiveness and interest within streets, including planting, social spaces and public art. (image: AtkinsRéalis)



Seating and rest stops

Frequent opportunities to sit and rest, alongside other features to ensure streets are inclusive and meet the needs of all users. (image: AtkinsRéalis)



7.6 Route prioritisation

Following on from consultation feedback, a further route prioritisation was undertaken. This methodology followed the same process as the prioritisation prior to consultation. To identify the highest priority routes, each route was assessed using a Route Prioritisation Table – an analysis tool recommended within the DfT's LCWIP guidance. Each route was scored against eight criteria:

- Forecast increase in Cycling trips based on Propensity to Cycle Tool Go Dutch scenario/baseline ratio.
- Population who directly benefit from the intervention: High level analysis of number of population centroids serviced by the route.
- Improvement in road safety: Map STATS 19 data for 5-year period for pedestrian and cycle casualties.
- Delivery against policy objectives of Local Transport Plan: Qualitatively grade on delivery against the active travel transport policy objectives.
- Importance of the intervention for access and equality: Grade on importance of the intervention for access and equality based on Datashine 2-dimension household deprivation levels.
- Potential to attract funding, including private sector funding: Grade on whether the route supports a strategic development site and therefore may qualify for funding.
- Scheme feasibility: Grade based on complexity of scheme.
- Dependency on other scheme: Grade on which routes are standalone routes and which would only be viable if certain other developments were completed in unison.

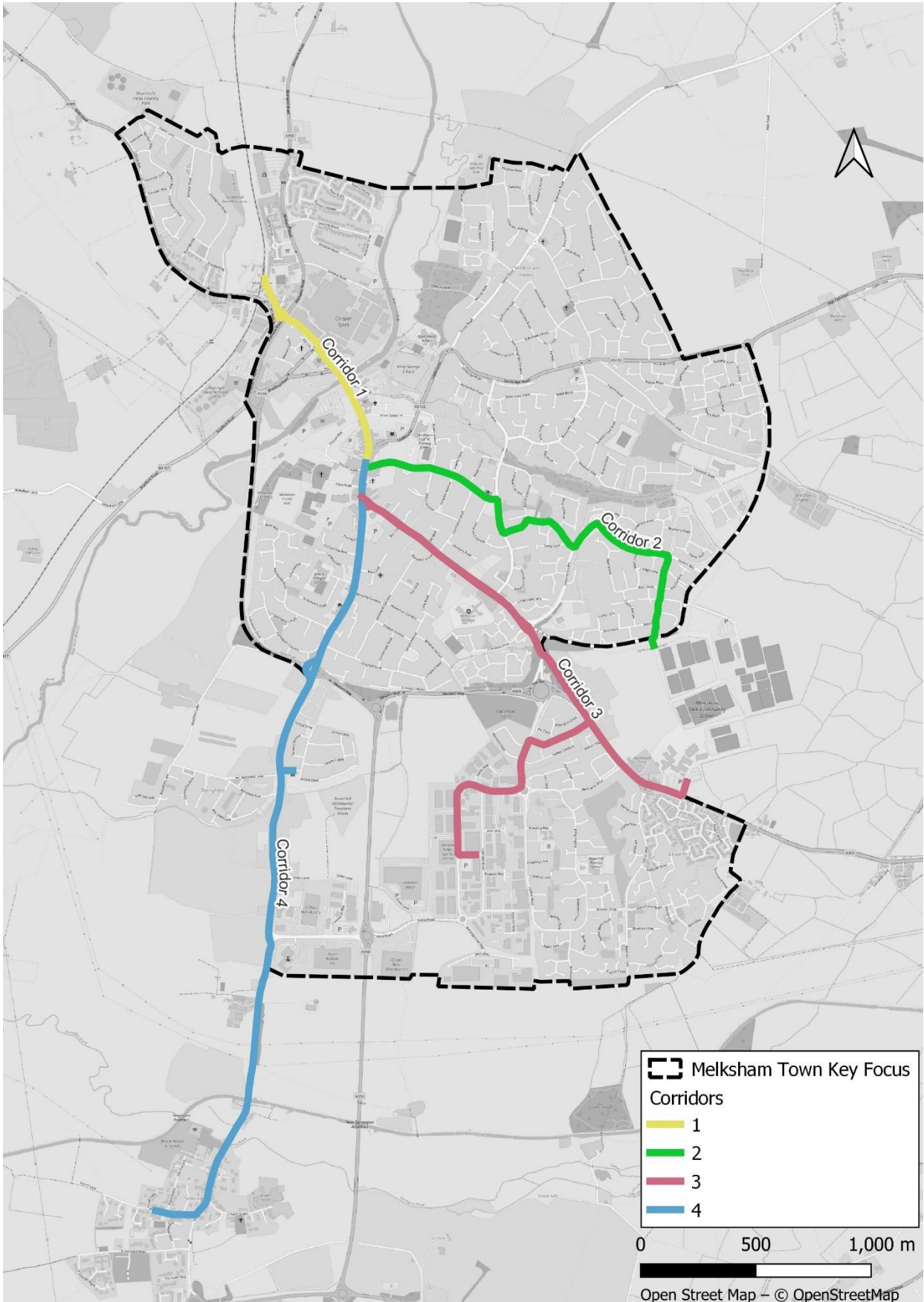
Based on the prioritisation, the top three routes for walking and top 4 for cycling were selected as the priority routes to be taken forward for recommended improvements. In the case of Melksham, the selected routes for both walking and cycling followed along similar alignments, except for one cycling route, and therefore the improvements have been combined as a package in four separate corridors, and are identified in Figure 7-3 and Table 7-2. The full prioritisation matrix can be found in Appendix B.

Table 7-2 - Priority corridors

Corridor	Routing
Corridor 1 Town Centre to station	Starting from High Street in the centre of Melksham, the corridor connects to Melksham train station. The corridor aims to upgrade existing infrastructure and provide an essential link to the station.
Corridor 2 Town Centre to Eastern Way	Starting from High Street in the centre of Melksham, the corridor connects to the west of Melksham aiming to provide connections to residential areas as well as future development sites.
Corridor 3 Town Centre to Bowerhill	Starting from Spa Road / High Street roundabout in the centre of Melksham, the corridor connects to the south east of Melksham aiming to provide connections to Melksham Oak Community School, and Bowerhill.
Corridor 4 Town Centre to Semington	Providing a longer link, corridor 4 starts along High Street in the centre of Melksham, connecting to the south of Melksham aiming and onwards towards Semington.

Note: Final alignments will be confirmed through subsequent feasibility studies.

Figure 7-3 - Priority corridors



7.7 Priority routes – recommended improvements

The three top-rated routes for walking and top four for cycling have combined to create four prioritised corridors. These corridors have been considered in more detail and potential improvements at specific locations on the routes have been identified. It should be noted that those have not been subject to a full feasibility assessment. However, they do provide a recommended programme of improvements to be developed further. As these corridors are developed, designs should ensure good connectivity to the surrounding network, with adequate crossings and links included. Table 7-3 identifies some deliverability risks for the LCWIP network – these are challenges for which solutions will need to be identified in subsequent design stages; not reasons for improvements to routes to be dismissed.

Further details on each of the indicative measures included in the corridors will be provided in the following subsections.

Table 7-3 - Indicative risks for LCWIP network

Route Section	Route Name	Deliverability risks
Corridor 1-1	High Street / Lowbourn to A3102 New Broughton Road	Achieving comfortable on-road cycle conditions on High Street
Corridor 1-2	A3102 New Broughton Road to Melksham rail station	Improvements to A350 underpass.
Corridor 2-1	High Street to Queensway	Improvement to Strattons Walk to allow safe cycling
Corridor 2-2	Queensway to Eastern Way	Path widening into existing green space
Corridor 3-1	Spa Road / High Street to Spa Road / The Spa	Achieving comfortable on-road cycle conditions on Spa Road
Corridor 3-2	The Spa to Bath Road / Falcon Way	Protected cycle infrastructure on Bath Road.
Corridor 3-3	Newall Road to Bowerhill	Further feasibility study is required to determine the final alignment and appropriate measures through the Bowerhill industrial estate.
Corridor 4-1	Town centre to fire station	Achieving comfortable on-road cycle conditions on High Street
Corridor 4-2	Semington Road	Achieving comfortable on-road cycle conditions on Semington Road
Corridor 4-3	High Street to Semington	Achieving comfortable on-road cycle conditions on High Street

7.7.1 Corridor 1 – Town centre to station

Starting from High Street in the centre of Melksham, the corridor connects to Melksham train station.

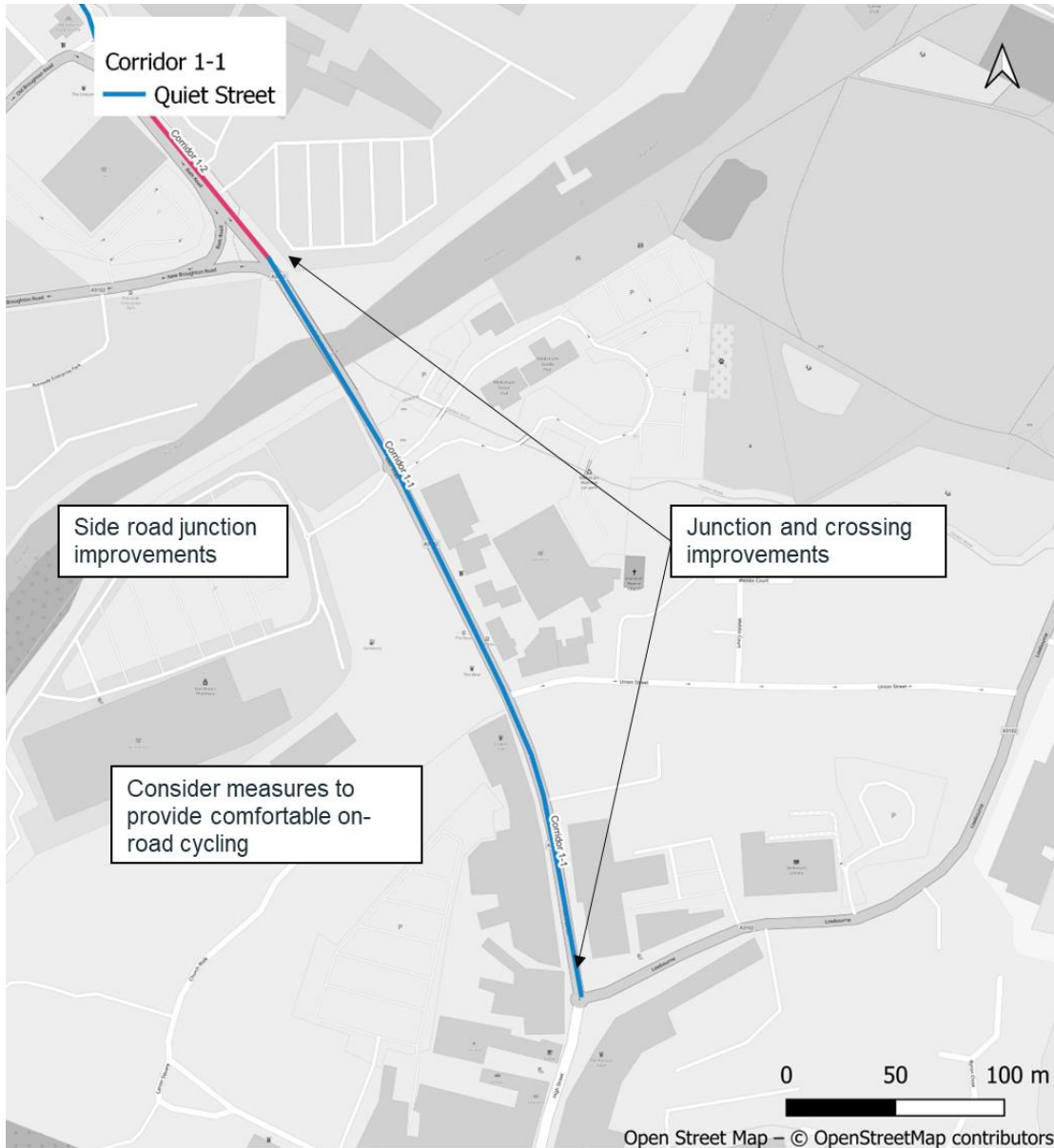
The route has been split into two sections:

- 1-1: Quiet mixed-traffic street along Bank Street and a section of Bath Road over the bridge.
- 1-2: From Cooper Tyres, a mixture of measures have been packaged together including upgrades to the existing shared use facility, mixed-traffic street sections on Station Approach and a section of Bath Road,

and a segregated facility on the connecting section of Bath Road. These measures all aim to provide high-quality infrastructure within the existing constraints of the road.

Plans showing the proposed infrastructure improvements to be considered on these sections are provided below.

Figure 7-4 - Proposed infrastructure improvements - 1-1

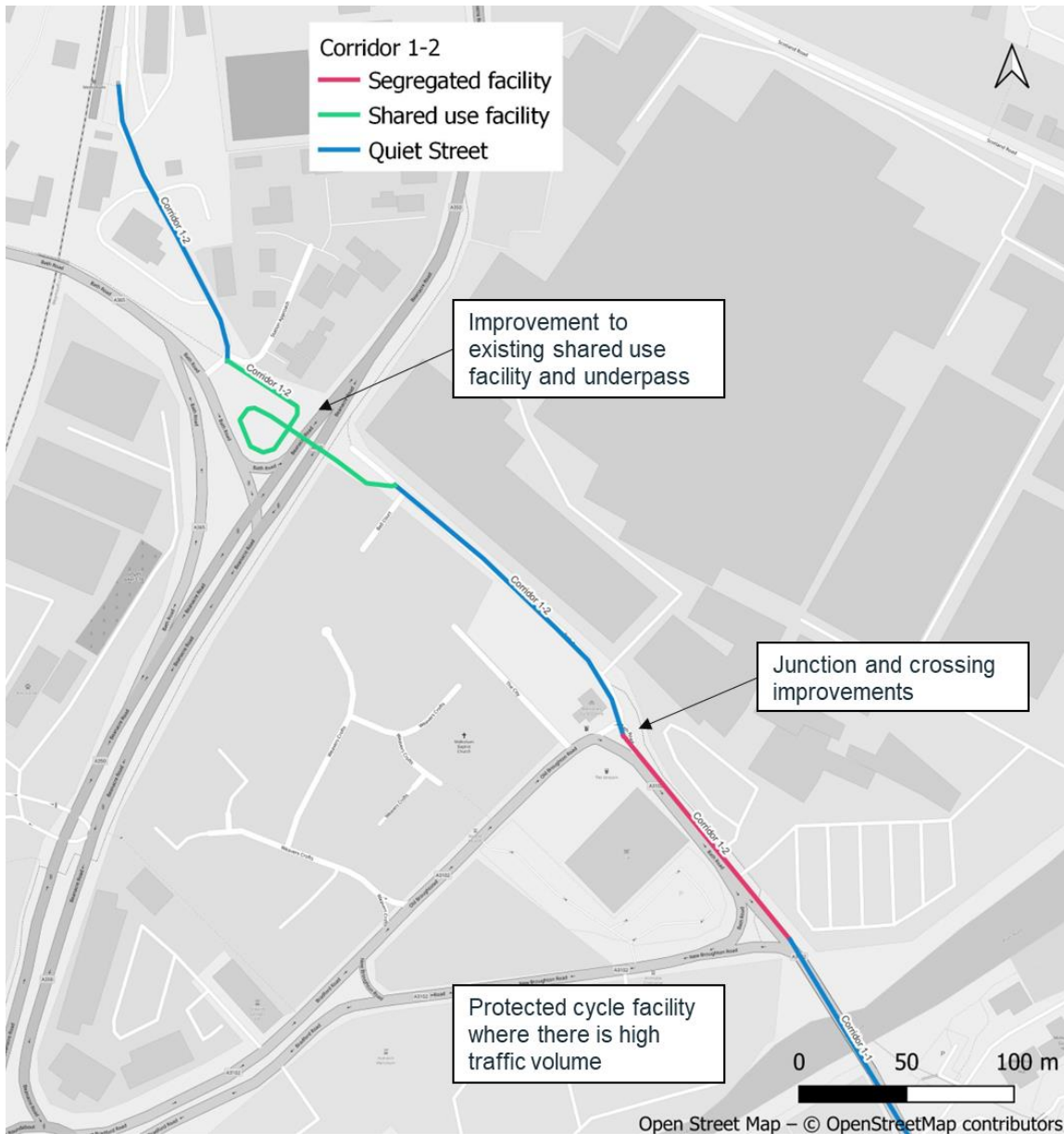


For section 1-1, proposed interventions include:

- Quiet mixed traffic street to be investigated further. A LTN 1/20 compliant option is to be considered for this section, but could include modal filters, changes to the speed limit or other traffic calming measures.
- Addition of cycle parking on Bank Street.
- Junction improvement at Bath Road / New Broughton Road to provide transition onto the segregated facility from the Quiet mixed-traffic street and improved crossings for pedestrians and cyclists.
- Improve junctions and crossing points should be considered at Lowbourne / Bank Street roundabout.

Junction improvements may include changing the geometry of the junction to slow turning movements, giving pedestrians greater priority, and ensuring facilities are inclusive of all users (e.g., tactile paving).

Figure 7-5 - Proposed infrastructure improvements - 1-2



For section 1-2, proposed interventions include:

- The existing shared use facility on Bath Road is proposed to be upgraded to a fully protected cycle facility, segregated from pedestrians with a buffer to the high traffic flows.
- Junction improvement at Bath Road / Old Broughton Road to provide transition from the segregated facility onto the quiet mixed-traffic street and crossings for pedestrians and cyclists.
- Quiet mixed-traffic street to be investigated further on Bath Road and Station Approach. A LTN 1/20 compliant option is to be considered for this section, but could include modal filters, changes to the speed limit or other traffic calming measures.
- Priority crossing to be added on Station Approach, allowing for safe crossing from the shared use facility.
- The existing shared use facility is fairly worn down and requires upgrading. Suggestion that the central barrier is removed to allow for greater movement and safety, lighting and surface is improved, as well the general environment.

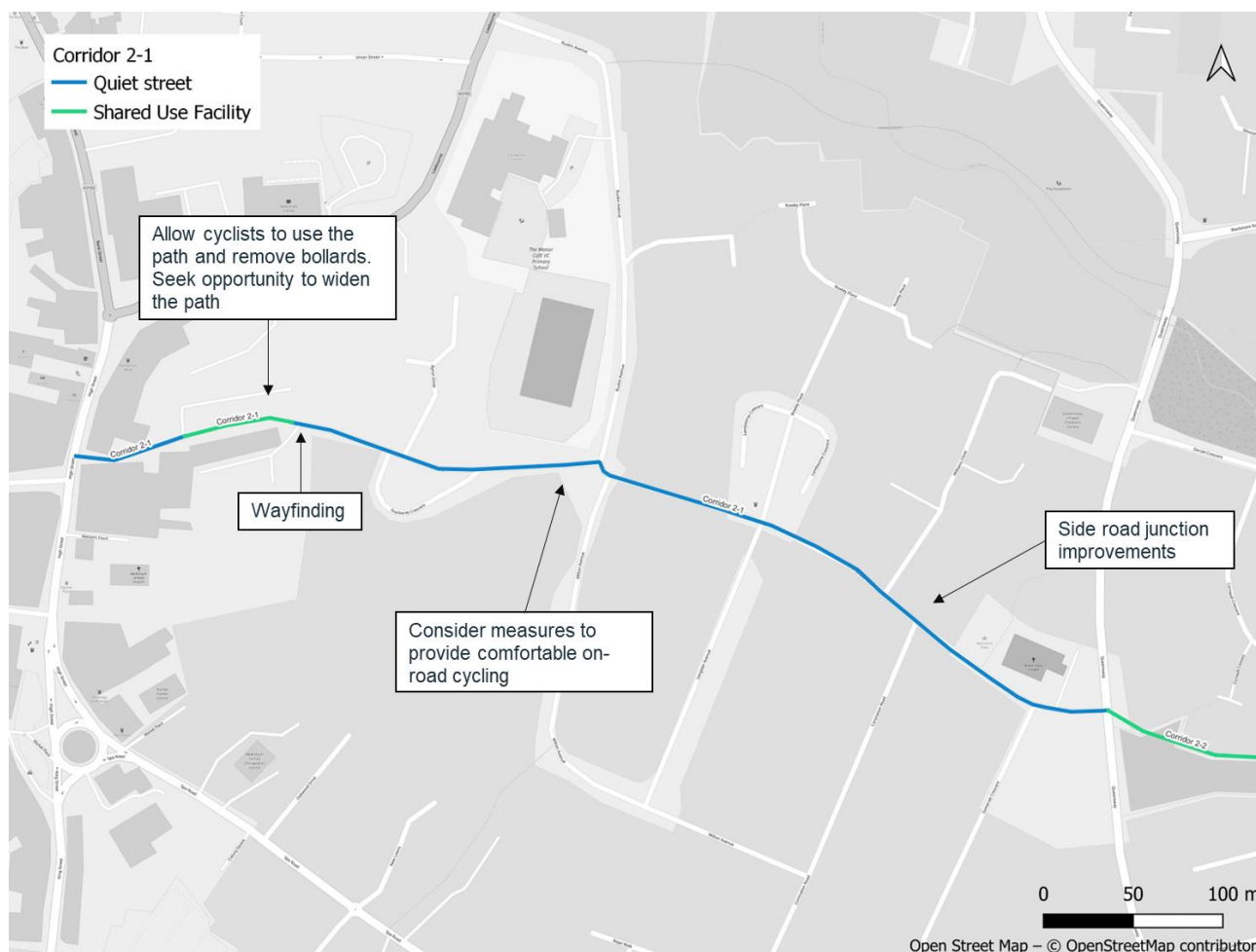
7.7.2 Corridor 2 – Town Centre to Eastern Way

Starting from High Street in the centre of Melksham, the corridor connects to the east of Melksham aiming to provide connections to residential areas as well as future development sites.

The route has been split into two sections:

- 2-1: Quiet mixed-traffic street and a short section of shared use facility between the High Street and Queensway
- 2-2: From Queensway, the route provides a primarily segregated route for pedestrian and cyclists, provided sections of shared use facilities and segregated facilities with a small section requiring Quiet mixed-traffic street measures on Heather Avenue.

Figure 7-6 - Proposed infrastructure improvements - 2-1

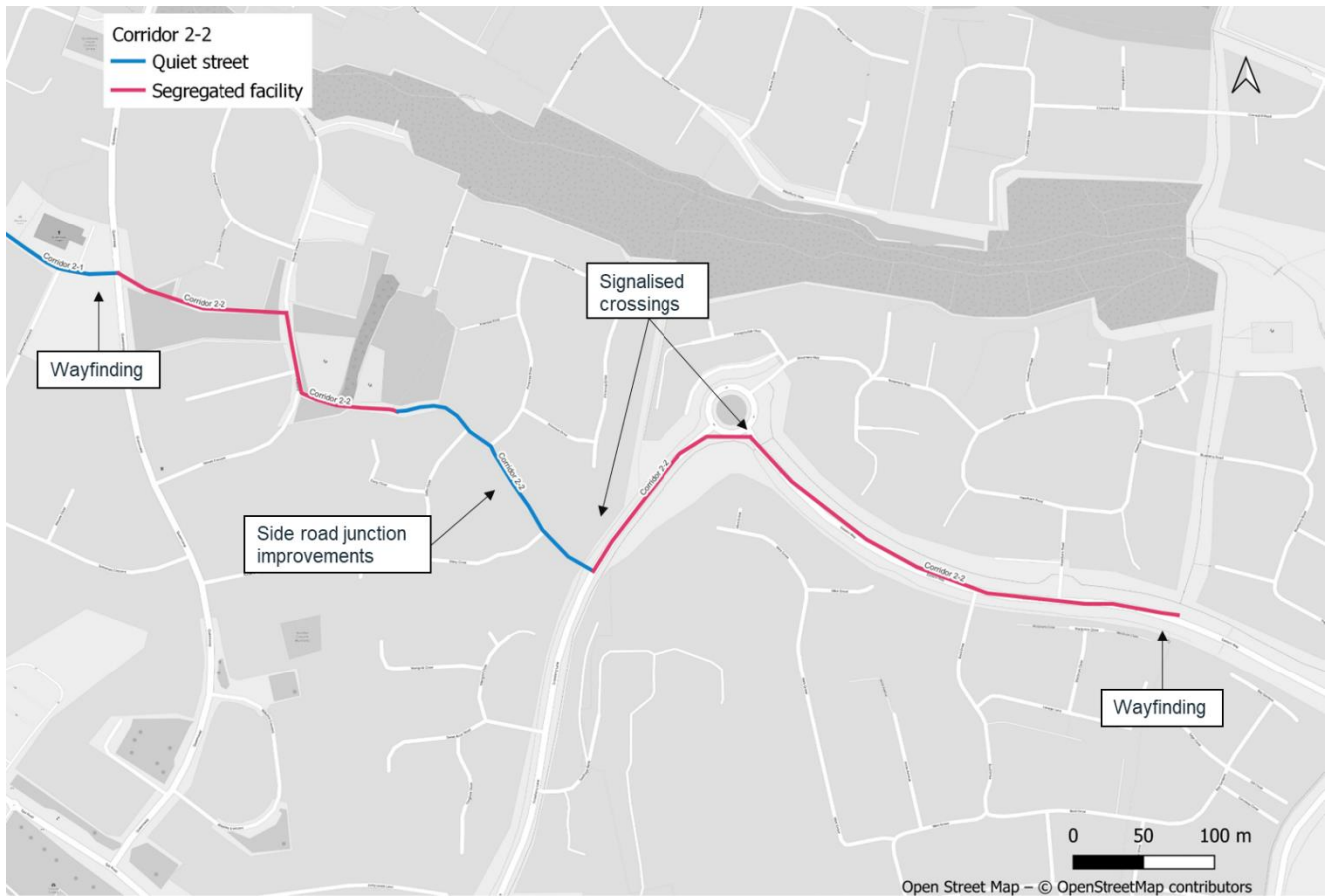


For section 2-1, proposed interventions include:

- Upgrade the existing short PRow Strattons Walk connecting to the town centre from Thackeray Crescent to allow cyclists to use the path safely. Review opportunities to widen the path through land purchase to north or potential future development.
- Quiet mixed-traffic street on Strattons Walk and Pembroke Road. A LTN 1/20 compliant option is to be considered for this section, but could include modal filters, changes to the speed limit or other traffic calming measures.
- Improved crossing points, including dropped kerbs and tactile paving at: Rowley Place, Ruskin Avenue and Byron Close.

- Side road junction improvements throughout the route, for example:
 - Williams Close
 - Somerset Crescent
 - Coronation Road

Figure 7-7 - Proposed infrastructure improvements - 2-2



For section 2-2, proposed interventions include:

- Upgrade the existing footpaths between Pembroke Road and Heather Avenue to provide an off-road segregated pedestrian and cycle route, with new crossings as required.
- Quiet mixed-traffic street on Heather Avenue. A LTN 1/20 compliant option is to be considered for this section, but could include modal filters, changes to the speed limit or other traffic calming measures.
- A segregated two-way cycle track is proposed to extend along Snowberry Lane and Eastern Way, linking up to existing PRoWs and future development areas.
- New signalised crossings particularly two on Eastern Way and one at Snowberry Lane/Heather Avenue to allow for safer movements of pedestrians and cyclists.
- Addition of wayfinding.
- Side road junction improvements throughout the route, for example:
 - Heather Avenue / Snowberry Lane
 - Primrose Drive
 - Daisy Close

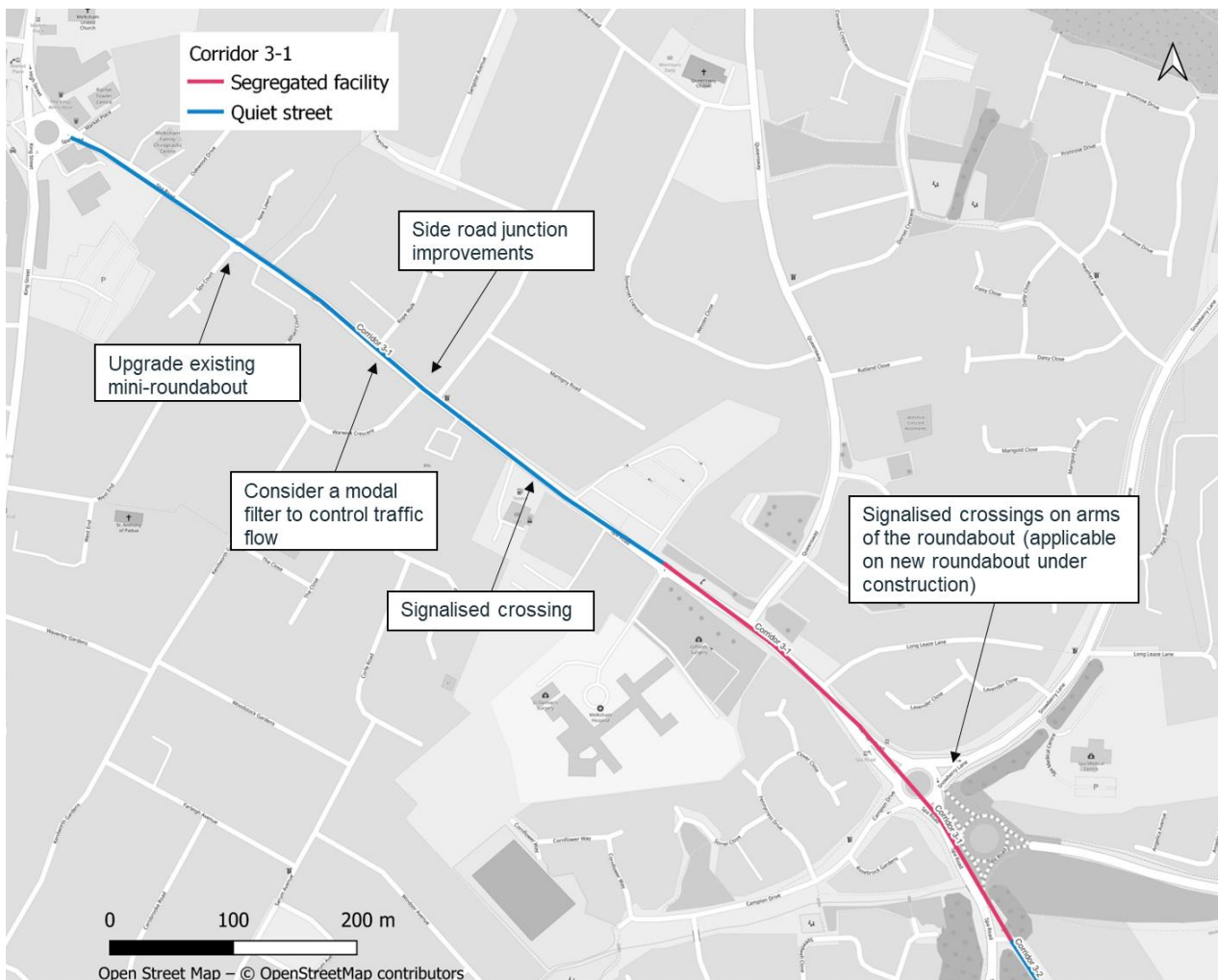
7.7.3 Corridor 3 – Town Centre to Bowerhill

Starting from Spa Road / High Street roundabout in the centre of Melksham, the corridor connects to the south east of Melksham aiming to provide connections to Melksham Oak Community School, and Bowerhill.

The route has been split into three sections:

- 3-1: Due to the limited road space available on Spa Road, a quiet mixed-traffic street should be investigated. As the path widens towards Snowberry Lane / Spa Road roundabout, it is suggested the feasibility of a protected, segregated facility is reviewed.
- 3-2: Short quiet mixed-traffic street link along The Spa and a protected, segregated facility along the A365 towards Melksham Oak Community School due to the volume and speed of traffic along this section of the route.
- 3-3: A short PRow spur from the A365 leads to a quiet mixed-traffic street on Newall Road connecting to a proposed protected, segregated facility into the Bowerhill industrial estate. Further feasibility study is required to determine the best measures and alignment through the estate.

Figure 7-8 - Proposed infrastructure improvements – 3-1

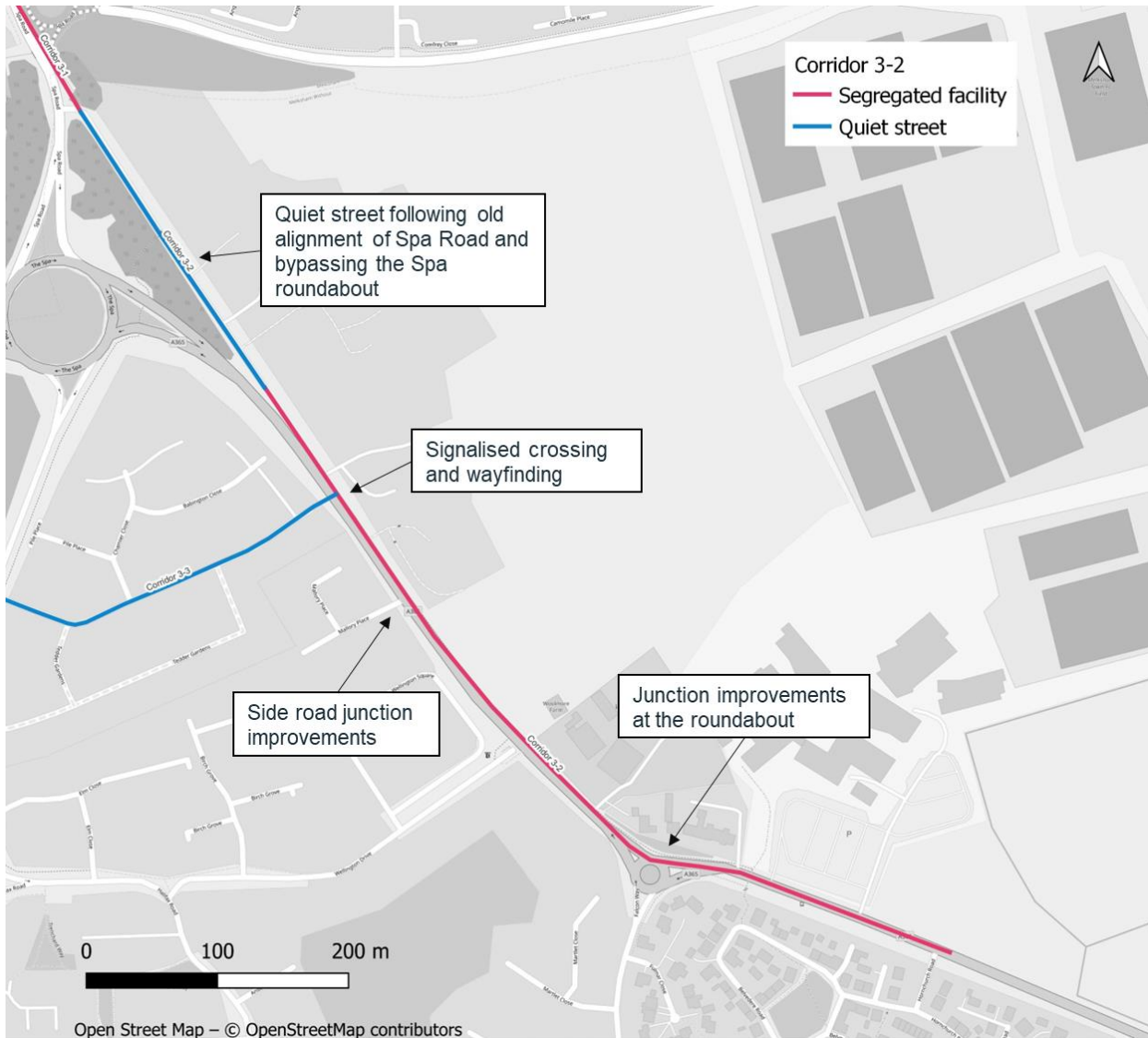


For section 3-1, proposed interventions include:

- A quiet mixed-traffic street should be investigated on Spa Road, due to the limited road space available. There is the potential to consider a modal filter as a way of controlling the flow of traffic along Spa Road.
- As the path widens towards Snowberry Lane / Spa Road roundabout, it is suggested the feasibility of a segregated facility is reviewed.
- Signalised crossings to allow for safer movements of pedestrians and cyclists. There is potential for a crossing to be located on Spa Road near the Texaco garage, and crossings on all arms of the Spa Road / Snowberry Lane roundabout (applicable to new roundabout under construction).

- Upgrade of the mini roundabout on Spa Road to provide safe pedestrian and cycle movements through the junction.
- Side road junction improvements throughout the route, for example:
 - Rope Walk
 - Oakwood Drive
 - Warwick Crescent
 - Coronation Road

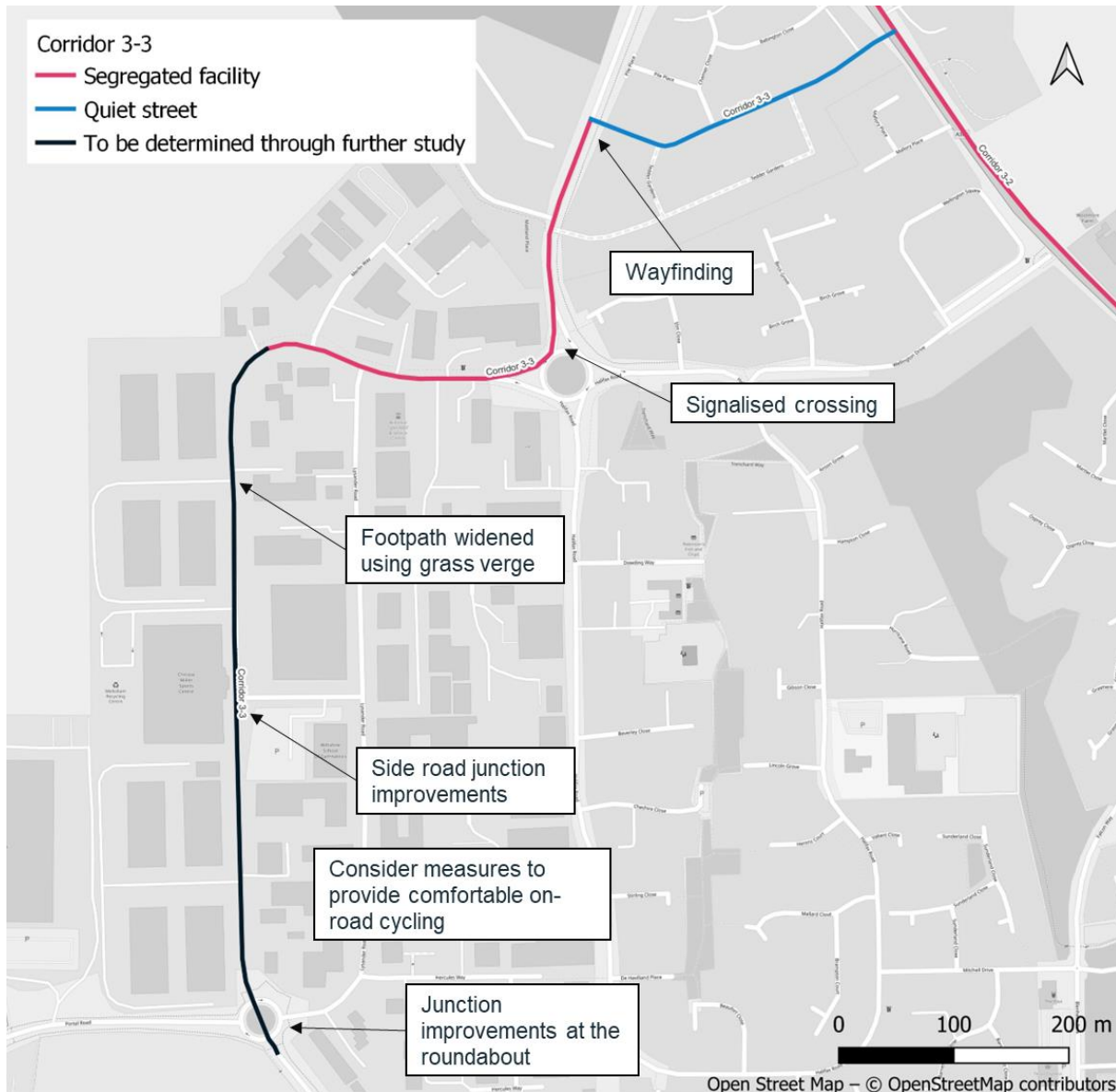
Figure 7-9 - Proposed infrastructure improvements - 3-2



For section 3-2, proposed interventions include:

- Quiet street following the old alignment of Spa Road and bypassing the Spa roundabout – minor improvements required.
- An upgrade to the existing shared use facility on the A365 to a segregated facility.
- Signalised crossings to allow for safer movements of pedestrians and cyclists. There is potential for a crossing to be located on Spa Road towards Newall Road.
- Upgrade to crossings at Spa Road / Falcon Way roundabout and to Mallory Place.

Figure 7-10 - Proposed infrastructure improvements – 3-3



For section 3-3, proposed interventions include:

- Quiet mixed-traffic street on Newall Road, due to the limited road space available.
- Between Newall Road and Lancaster Road, there is sufficient verge space to provide a segregated facility.
- Further feasibility study is required to determine the final alignment and appropriate measures through the Bowerhill industrial estate. Typical measure are likely to comprise protected cycle infrastructure where possible,, measures to make on-road cycling comfortable, footway improvements and improved side- road junctions throughout.
- Signalised crossings to allow for safer movements of pedestrians and cyclists. There is potential for a crossing to be located on the northern arm of Lancaster Road / Halifax Road roundabout.

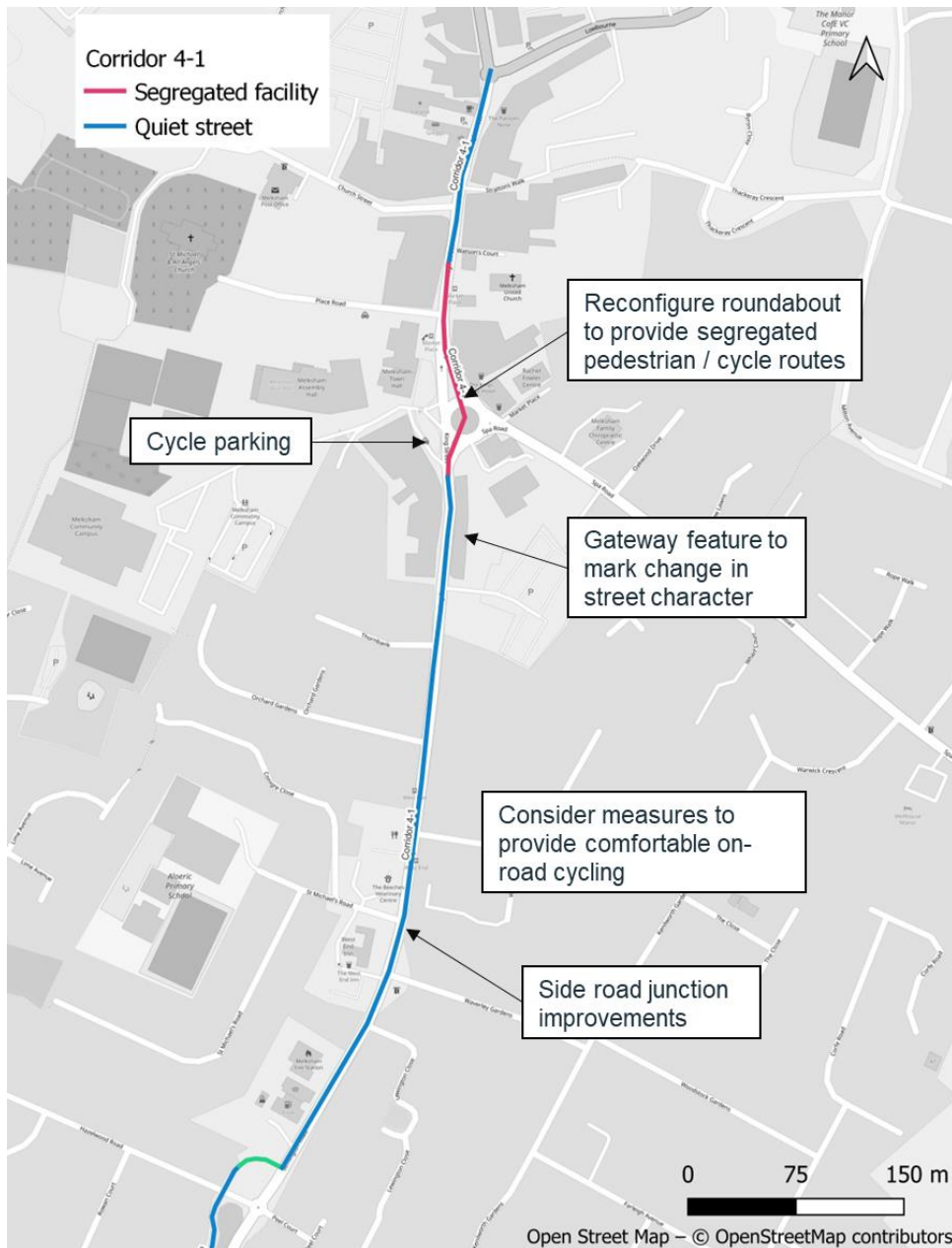
7.7.4 Corridor 4 – Town Centre to Semington

Starting along High Street in the centre of Melksham, the corridor connects to the south of Melksham aiming to provide connections towards Semington.

The route has been split into three sections:

- 4-1: Quiet mixed-traffic street and along the High Street / King Street and improvements to the existing roundabout junction with Spa Road.
- 4-2: Quiet mixed-traffic street on Hornbeam Crescent parallel to Semington Road, joining to an upgraded segregated facility to cross Semington Road Roundabout, and continuing on a quiet mixed-traffic street along Semington Road.
- 4-3: Quiet mixed-traffic street will continue into Semington.

Figure 7-11 - Proposed infrastructure improvements – 4-1

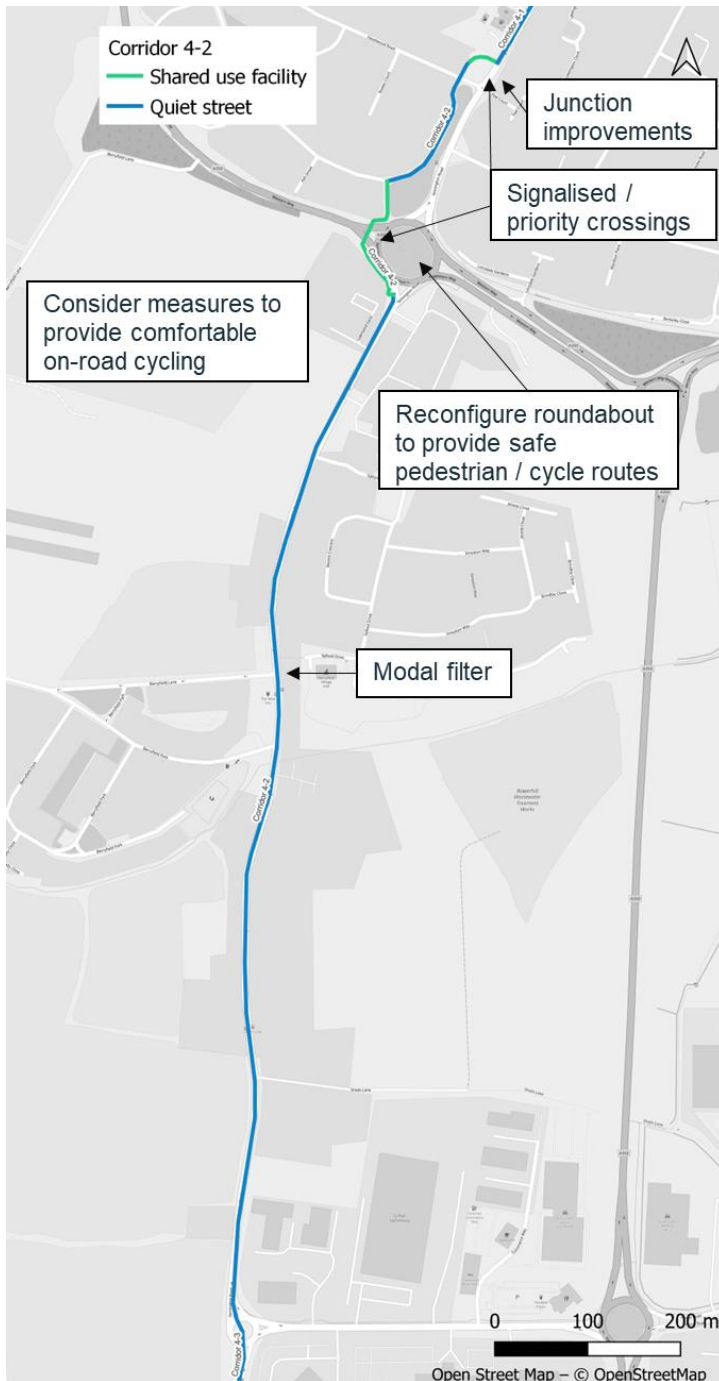


For section 4-1, proposed interventions include:

- Quiet mixed-traffic street on High Street due to the limited road space available. Measures to provide comfortable conditions for on-road cycling to be considered, such as reduction in traffic speed, traffic calming and potentially a modal filter.
- Reconfiguration of the High Street / Spa Road roundabout should be investigated to provide safe links for pedestrians and cyclists.
- Addition of a gateway feature to mark a change in the street character, and cycle parking in the town centre.
- Side road junction improvements throughout the route, for example:
 - Kingsbury Square
 - Thornbank
 - Orchard Gardens
 - West End
 - St Michael's Road
 - Waverley Gardens
 - Lewington Close

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Figure 7-12 - Proposed infrastructure improvements - 4-2

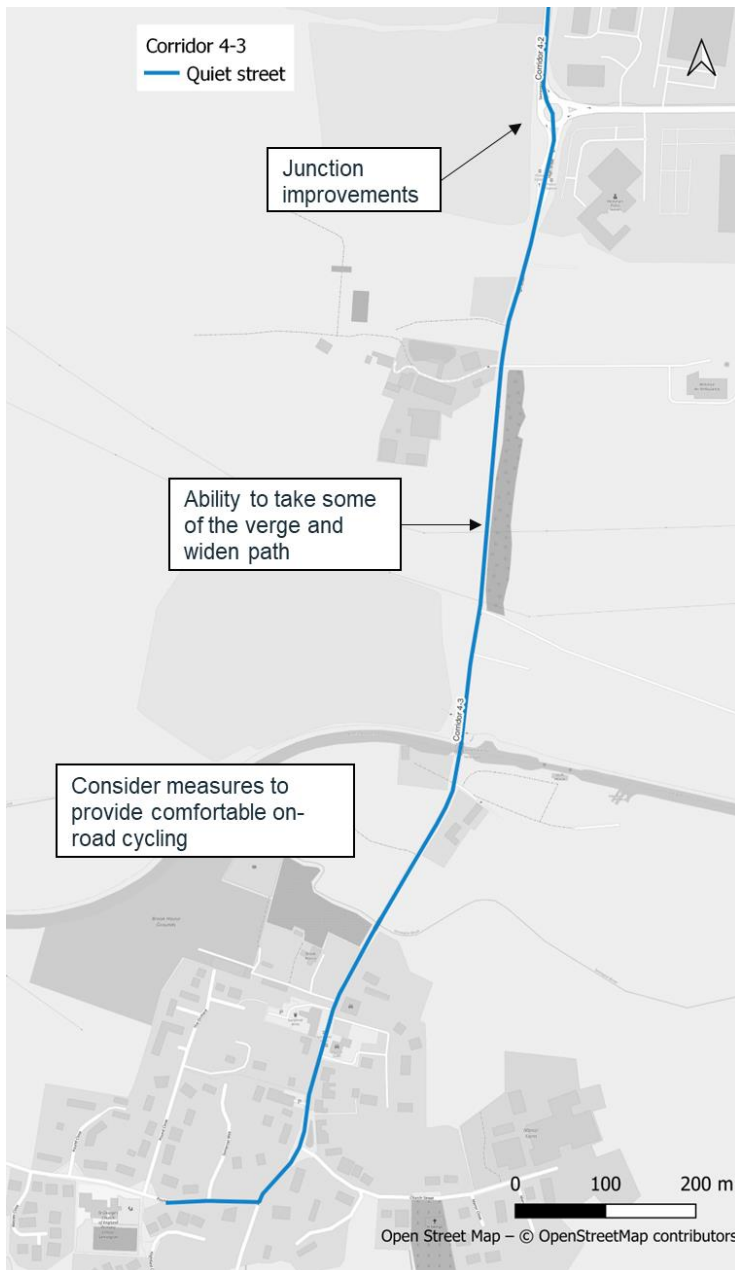


For section 4-2, proposed interventions include:

- A short new section of shared use or segregated facility should be provided between Semington Road, linking to a quieter mixed traffic street on Hornbeam Crescent (including a priority crossing of Hazlewood Road) , before continuing the off-road route over Semington Road Roundabout.
- It is suggested that the roundabout should also be reconfigured to provide safer crossing routes for pedestrians and cyclists.
- Measures to provide a quiet mixed-traffic street should be investigated along Semington Road. There is the potential to consider a modal filter to help restrict the flow of traffic and reduce speeds.
- Addition of signalised crossings at Hazelwood Road and Western Way.

- Junction improvements at Hazelwood Road.

Figure 7-13 - Proposed infrastructure improvements - 4-3



For section 4-3, proposed interventions include:

- Measures to provide a quiet mixed traffic street to be investigated further. A LTN 1/20 compliant option is to be considered for this section, but could include modal filters, changes to the speed limit or other traffic calming measures.
- Junction improvements at the Semington Road / Hampton Park / High Street roundabout to provide pedestrian and cycle connections through the junction – potentially including addition of a signalised priority crossing on High Street arm.
- Between this roundabout and the Kennet and Avon Canal, there is the potential to widen the existing footway into the verge space. Currently the path is very narrow between these two points, and pedestrians would benefit from a wider facility.

7.8 Cost estimates

Indicative cost estimates have been calculated for the proposed interventions set out in section 7.7. These are based on typical unit / per km rates for similar facilities and do not take account of any particular site characteristics. Construction costs include allowances for Prelims and fees.

A risk budget of 40% has been included in the 'Total' costs for each section – appropriate for this stage of scheme development with many unknowns in terms of site condition, potential impact on utilities etc. Scheme costs will be refined as designs and options are developed in more detail, and site-specific costs are further understood. Allowances included in total costs are also made for scheme development, design, site supervision, and land acquisition– i.e., all costs in developing and delivering the scheme.

A summary of the indicative cost estimates per route is shown in Table 7-4. 2020 prices have been used to allow for direct comparison with other LCWIPs within Wiltshire. A breakdown of these can be found in 0.

Table 7-4 - Indicative cost estimates

Route	Section	Indicative construction cost estimate (£'000s, 2020 prices)	Total Cost (rounded to nearest £10k) (£'000s, 2020 prices, including 40% risk budget)
Route 1 – Town centre to rail station	1-1 High Street / Lowbourn to A3102 New Broughton Road	266.2	440
	1-2 A3102 New Broughton Road to Melksham rail station	665.5	1,100
	Route 1 total	931.7	1,540
Route 2 – Town centre to Eastern Way	2-1 High Street to Queensway	159.5	270
	2-2 Queensway to Eastern Way	1,013	1,710
	Route 2 total	1,172.5	1,980
Route 3 – Town centre to Bowerhill	3-1 Spa Road / High Street to Spa Road / The Spa	1,143	1,900
	3-2 The Spa to Bath Road / Falcon Way	1,565	2,600
	3-3 Newall Road to Bowerhill	1,400	2,320
	Route 3 total	4,108	6,820
Route 4 – Town centre to Semington	4-1 Town centre to fire station	1,087.7	1,810
	4-2 Semington Road	767	1,270
	4-3 High Street to Semington	264.5	440
	Route 4 total	2,119.2	3,520

Route	Section	Indicative construction cost estimate (£'000s, 2020 prices)	Total Cost (rounded to nearest £10k) (£'000s, 2020 prices, including 40% risk budget)
Total for all routes		8,331.4	13,860

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8. Next steps

This Local Cycling and Walking Infrastructure Plan has established the priority routes to be developed in a five to ten-year delivery plan, guiding the investment in walking and cycling over this period. Given that the LCWIP is a strategic document, for each route and location, further assessment and feasibility studies will be needed to produce a detailed design of the final infrastructure.

This LCWIP is intended to be a live document, recognising that locations and routes identified in this report are unlikely to form an exhaustive list of where improvements would be beneficial. Where additional opportunities arise for initiatives to complement the overall shape of Melksham's cycle and walking network, these can be adopted into future versions of this plan.

It should be noted that this document will require integration with the Wiltshire LCWIP, a county-wide infrastructure plan. Hence, funding opportunities will require a county-wide prioritisation in order to identify priority schemes, including against other workstreams / maintenance to see how measures can be delivered over time.

Lastly, regular monitoring will be essential to track progress, and a monitoring plan is recommended to be produced before any interventions are further assessed. The monitoring plan should consider any changes in walking and cycling levels as well as collision and traffic data.

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APPENDICES

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Appendix A. Initial prioritisation of cycling and walking routes

Cycling routes											
Route	Effectiveness			Policy		Economic	Deliverability			Prioritisation	
	Forecast increase in walking and cycling trips (Go Dutch scenario/baseline ratio)	Population who directly benefit from the intervention	Improvement in road safety (STATS 19 Data 2016-2021)	Delivery against policy objectives of Local Transport Plan	Importance of the intervention for access and equality	Potential to attract funding, including private sector funding	Scheme feasibility	Dependency on other scheme	Stakeholder acceptability	Total score	Ranking
MC01	2	3	2	2	3	1	2	2	2	19	3
MC02	2	3	2	2	2	1	2	2	2	18	4
MC03	2	3	3	2	3	2	2	2	2	21	1
MC04	2	2	1	1	1	1	3	1	2	14	14
MC05	2	2	1	1	1	2	3	1	2	15	10
MC06	2	3	2	2	2	1	2	2	2	18	4
MC07	2	2	2	2	1	3	3	1	2	18	4
MC08	2	1	2	1	2	1	2	1	1	13	17
MC09	2	1	2	1	2	1	2	1	1	13	17
MC10	1	1	1	1	1	1	2	1	2	11	19
MC11	2	3	2	2	3	2	2	2	2	20	2
MC12	1	2	2	1	1	2	2	1	2	14	14
MC13	2	1	1	1	1	1	2	1	1	11	19
MC14	2	2	2	1	2	1	2	1	1	14	14
MC15	2	2	2	1	2	1	3	1	2	16	8
MC16	2	2	1	2	2	3	2	1	2	17	7
MF01	2	2	1	1	2	2	1	2	2	15	10
MF02	2	2	1	2	2	1	1.5	2	2	15.5	9
MF03	2	2	1	1	2	3	1.5	1	1	14.5	13
MF04	2	1	1	1	1	1	1.5	1	1	10.5	21
MF05	2	2	1	2	2	3	1	1	1	15	10



Walking routes											
Route	Forecast increase in walking and cycling trips (Go Dutch scenario/baseline ratio)	Effectiveness		Policy		Economic	Deliverability			Prioritisation	
		Population who directly benefit from the intervention	Improvement in road safety (STATS 19 Data 2016-2021)	Delivery against policy objectives of Local Transport Plan	Importance of the intervention for access and equality	Potential to attract funding, including private sector funding	Scheme feasibility	Dependency on other scheme	Stakeholder acceptability	Total score	Ranking
MW01	3	3	2	2	3	1	2	2	2	20	2
MW02	2	2	3	1	2	1	2	1	2	16	6
MW03	2	2	2	2	2	1	3	2	2	18	3
MW04	2	2	2	1	2	3	2	1	2	17	5
MW06	2	2	2	2	2	2	2	2	2	18	3
MW08	3	3	3	2	3	3	3	2	2	24	1
MW09	1	2	1	1	3	1	2	1	2	14	9
MW10	2	2	1	2	2	2	2	1	2	16	6
MW11	1	2	1	1	1	3	2	1	2	14	9
MW12	1	2	1	1	1	2	2	1	2	13	12
MW13	2	2	2	2	2	1	2	1	2	16	6
MW14	1	2	2	1	2	1	2	1	2	14	9
MW15	1	2	1	1	2	1	3	1	1	13	12

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Appendix B. Secondary prioritisation of cycling and walking routes

Following the consultation, the initial prioritisation was checked and new routes as suggested in the consultation were added to the matrix. The top routes from this version of the prioritisation were taken forward as corridor options.

Walking routes											
Route	Effectiveness			Policy		Economic	Deliverability			Prioritisation	
	Forecast increase in walking and cycling trips (Go Dutch scenario/baseline ratio)	Population who directly benefit from the intervention	Improvement in road safety (STATS 19 Data 2016-2021)	Delivery against policy objectives of Local Transport Plan	Importance of the intervention for access and equality	Potential to attract funding, including private sector funding	Scheme feasibility	Dependency on other scheme	Stakeholder acceptability	Total score	Ranking
MW01	3	3	2	2	3	1	2	2	2	20	2
MW02	2	2	3	1	2	1	2	1	2	16	8
MW03	2	2	2	2	2	1	3	2	2	18	3
MW04	2	2	2	1	2	3	2	1	2	17	5
MW06	2	2	2	2	2	2	2	2	2	18	3
MW08	3	3	3	2	3	3	3	2	2	24	1
MW09	1	2	1	1	3	1	2	1	2	14	13
MW10	2	2	1	2	2	2	2	1	2	16	8
MW11	1	2	1	1	1	3	2	1	2	14	13
MW12	1	2	1	1	1	2	2	1	2	13	16
MW13	2	2	2	2	2	1	2	1	2	16	8
MW14	1	2	2	1	2	1	2	1	2	14	13
MW15	1	2	1	1	2	1	3	1	1	13	16
MW16	2	2	1	1	2	3	1,5	2	2	16,5	7
MW17	2	2	1	2	2	1	1,5	2	2	15,5	11
MW18	1	2	2	2	2	2	2	2	2	17	5
MW19	2	3	1	2	1	2	1	1	2	15	12



Cycling routes											
Route	Effectiveness			Policy		Economic	Deliverability			Prioritisation	
	Forecast increase in walking and cycling trips (Go Dutch scenario/baseline ratio)	Population who directly benefit from the intervention	Improvement in road safety (STATS 19 Data 2016-2021)	Delivery against policy objectives of Local Transport Plan	Importance of the intervention for access and equality	Potential to attract funding, including private sector funding	Scheme feasibility	Dependency on other scheme	Stakeholder acceptability	Total score	Ranking
MC01	2	3	2	2	3	1	2	2	2	19	3
MC02	2	3	2	2	2	1	2	2	2	18	4
MC03	2	3	3	2	3	2	2	2	2	21	1
MC04	2	2	1	1	1	1	3	1	2	14	17
MC05	2	2	1	1	1	2	3	1	2	15	13
MC06	2	3	2	2	2	1	2	2	2	18	4
MC07	2	2	2	2	1	3	3	1	2	18	4
MC08	2	1	2	1	2	1	2	1	1	13	21
MC09	2	1	2	1	2	1	2	1	1	13	21
MC10	1	1	1	1	1	1	2	1	2	11	23
MC11	2	3	2	2	3	2	2	2	2	20	2
MC12	1	2	2	1	1	2	2	1	2	14	17
MC13	2	1	1	1	1	1	2	1	1	11	23
MC14	2	2	2	1	2	1	2	1	1	14	17
MC15	2	2	2	1	2	1	3	1	2	16	9
MC16	2	2	1	2	2	3	2	1	2	17	7
MC17	2	3	2	1	1	1	2	2	2	16	9
MC18	2	1	1	1	1	2	2	2	2	14	17
MC19	2	1	2	2	1	2	2	2	2	16	9
MC20	2	3	1	2	1	2	1	1	2	15	13
MF01	2	2	1	1	2	2	1	2	2	15	13
MF02	2	2	1	2	2	1	1.5	2	2	15.5	12
MF03	2	2	1	1	2	3	1.5	2	2	16.5	8
MF04	2	1	1	1	1	1	1.5	1	1	10.5	25
MF05	2	2	1	2	2	3	1	1	1	15	13



Appendix C. Indicative cost estimates – full calculations

Melksham LCWIP cycle improvements			Corridor 1-1		Corridor 1-2		Corridor 2-1		Corridor 2-2		Corridor 3-1		Corridor 3-2		Corridor 3-3		Corridor 4-1		Corridor 4-2		Corridor 4-3		
Proposed Cycle route provision	Cost Rate	Unit	Number	Cost	Number	Cost	Number	Cost	Number	Cost	Number	Cost	Number	Cost	Number	Cost	Number	Cost	Number	Cost	Number	Cost	
Upgrade existing rural PROW to all weather route	£200,000	per km		£0	0.17	£34,000	0.06	£12,000	0.19	£38,000		£0		£0		£0		£0		£0		£0	
Other items																							
Side road entry treatment	£20,000	no.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0	
Controlled pedestrian/Toucan Parallel (zebra) crossing	£100,000	no.		£0	3	£300,000		£0	3	£300,000		£400,000	1	£100,000		£100,000		£0		4	£400,000	1	£100,000
Signalised junction - new equipment/revised layout	£150,000	no.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0	
Reconfigure junction to provide segregated pedestrian/cycle routes	£500,000	no.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0	
Reconfigure large roundabout to provide segregated pedestrian/cycle routes	£1,500,000	no.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0	
Reconfigure small roundabout to provide segregated pedestrian/cycle routes	£500,000	no.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0	
Modal filter and adjacent traffic	£50,000	no.		£0		£0		£0		£0		£50,000	1	£50,000		£0		£0		£50,000	1	£50,000	
New pedestrian / cycle bridge	£500,000	no.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0	
Street lighting	£150,000	per km		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0	
Low level lighting to path	£8,000	per km		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0	
Gateway feature	£15,000	no.		£0	1	£15,000		£0		£0		£0		£0		£0		£0		1	£15,000	£0	
Improved access to offline sections of cycleway/footpaths (replace barriers)	£15,000	no.		£0		£0		£15,000	1	£15,000		£0		£0		£0		£0		£0		£0	
Larger T-junction/side road treatment	£200,000	no.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0	
Uncovered cycle stands	£200	no.		1	£200		£0			£0		£0		£0		£0		£0		1	£200	£0	
WALKING																							
Wayfinding Signage	£1,000	no.		£0		£0		£1,000	1	£1,000		£0		£1,000	1	£1,000		£1,000	1	£1,000		£0	
Dropped Kerbs and Tactile Paving (per crossing)	£4,000	no.		£0		£0		£12,000	3	£12,000		£0		£4,000	1	£4,000		£0		£0		£0	
Seating (per bench)	£3,000	no.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0	
Side road treatments (including junction geom)	£20,000	no.		£0	1	£20,000		£60,000	3	£60,000		£0		£20,000	1	£20,000		£140,000	7	£140,000		£20,000	
Improved access to offline sections of cycleway	£15,000	no.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0	
Conversion of footpath stairs to ramp	£15,000	no.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0	
Move Highway Sign	£5,000	no.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0	
Controlled pedestrian/Toucan Crossing	£100,000	no.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0	
Informal Island Crossing	£7,500	no.		4	£30,000		£0			£0		£7,500	1	£7,500		£0		£0		£0		£0	
Improvements to bus stop waiting area to be E/	£5,000	no.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0	
Zebra crossing	£30,000	no.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0	
Widen and update existing footway (2m width)	£100,000	per km		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0	
Low level lighting to path	£8,000	per km		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0	
Sub-total				£190,200		£475,500		£114,000		£736,500		£816,500		£1,117,500		£1,000,000		£777,200		£547,500		£189,000	
Prelims (Site facilities, site management, H&S equipment, traffic	30%			£57,000		£142,500		£34,000		£221,000		£245,000		£335,500		£300,000		£233,000		£164,500		£56,500	
Fees (Contractors general costs including off-site office, insurance, profit, payroll administration, legal etc.)	10%			£19,000		£47,500		£11,500		£73,500		£81,500		£112,000		£100,000		£77,500		£55,000		£19,000	
Total Construction Cost (no risk budget)				£266,200		£665,500		£159,500		£1,031,000		£1,143,000		£1,565,000		£1,400,000		£1,087,700		£767,000		£264,500	
Site Supervision (supervision of site health, safety and quality standards)	6%	of construction cost		£16,000		£40,000		£9,500		£62,000		£68,500		£94,000		£84,000		£65,500		£46,000		£16,000	
		£50,000 no.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0	
Further Feasibility assessments to identify LTN 1/20 compliant solution	10%	of construction cost (additional risk budget due to uncertainty)		£26,500		£66,500		£16,000		£103,000		£114,500		£156,500		£140,000		£109,000		£76,500		£26,500	
Design	10%	of construction cost		£26,500		£66,500		£16,000		£103,000		£114,500		£156,500		£140,000		£109,000		£76,500		£26,500	
Risk	40%	of construction cost		£106,500		£266,000		£64,000		£412,500		£457,000		£626,000		£560,000		£435,000		£307,000		£106,000	
Land		£40,000 Ha.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0	
Package Totals				£441,700		£1,104,500		£265,000		£1,711,500		£1,897,500		£2,598,000		£2,324,000		£1,806,200		£1,273,000		£439,500	
Total Implementation Cost (inc. risk budget)				£10,342,200																			
of which: Design/site supervision account for				£623,000																			
of which: Risk budget accounts for				£3,115,000																			



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Does your feedback directly relate to a route on the map?

Yes

If your comments relate directly to a walking route, please select which route.

MW10 A365 to Wiltshire School of Gymnastics

How important are improvements where you have dropped your pin?

100

What do you believe are the current issues here?

- Indirect route

Do you have any other comments?

Melksham Without Parish Council suggest that no one walks from the A365 to the gymnastics centre but might walk from the town to the gymnastics centre. The shortest route is along the secondary route MW12, (which is not included on the legend on your map or listed to pick) and is the safest route and set back from the road and avoids the HGVs on the A365 diverted from Seend.

View on map →

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Does your feedback directly relate to a route on the map?

Yes

How important are improvements where you have dropped your pin?

100

What do you believe are the current issues here?

- Indirect route

Do you have any other comments?

Melksham Without Parish Council have been actively working with Cllr Jonathon Seed and securing through the approved planning permissions the pooling of the s106 highway improvement monies to put in a new access routes to the new Pathfinder primary and Melksham Oak secondary schools

 [View on map](#) →

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Positive 6 months ago

 0

Does your feedback directly relate to a route on the map?

Yes

If your comments relate directly to a walking route, please select which route.

MW06 Centre to Berryfield Village Hill

If your comments do not directly relate to a route, where did you place your pin?

Berryfield Brook south of MEL06



How important are improvements where you have dropped your pin?

100

What do you believe are the current issues here?

- Lack of crossing points/unsafe crossing points
- Indirect route

Do you have any other comments?

Melksham Without Parish Council comment you have missed another development started on site for 144 dwellings PL/2022/02749 now known as Buckley Gardens and are trying to get a footbridge built from Buckley Gardens, across the brook (land owned by Wiltshire Council) to Bowood View, built by Bellway Homes (17/12514/REM). Melksham Without Parish Council have obtained permission in principle of all 3 landowners, and have a Unilateral Undertaking from David Wilson for £20k to contribute to funding.

 [View on map](#) →

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Positive 6 months ago

 0

How important are improvements where you have dropped your pin?

100

Do you have any other comments?

Continuation of Melksham Without PC comment. The two applications missing are • PL/2022/00808: Land West of Semington Road (50 dwellings)
 • PL/2022/08155: Land West of Semington Road (53 dwellings)

 [View on map](#) →

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Does your feedback directly relate to a route on the map?

No

If your comments do not directly relate to a route, where did you place your pin?

Land west of Semington Road, Berryfield - behind Townsend Farm

How important are improvements where you have dropped your pin?

100

What do you believe are the current issues here?

- Indirect route

Do you have any other comments?

Your green shaded area/red hatched areas do not include approved planning applications. Melksham Without have been highlighting for some months, couple of years that residents from these developments will be expected to attend the planned school at Pathfinder (PL/2023/0846) but with no direct route to this site, or onwards to Melksham Oak secondary school. We have submitted a map several times.

 [View on map](#) →

 [Share](#)

Neutral 6 months ago

 0

Does your feedback directly relate to a route on the map?

No

If your comments do not directly relate to a route, where did you place your pin?



How important are improvements where you have dropped your pin?

50

Do you have any other comments?

Melksham Without Parish Council add that the only hatched shading should reflect either the draft Local Plan allocations, and/or actual planning applications. The draft Local Plan is your doc, so you can see the policies 18, 19, 20. And take into account the concept plan routes that are in there. In addition, the following are live planning applications. • PL/2023/01949: Blackmore Farm (650 dwellings), with a second tandem application submitted for 500 dwellings (PL/2023/11188). • PL/2023/0710: Snarlton Farm (up to 300 dwellings)

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Neutral 6 months ago

 0

Does your feedback directly relate to a route on the map?

No

If your comments do not directly relate to a route, where did you place your pin?

East of Melksham

How important are improvements where you have dropped your pin?

50

Do you have any other comments?

Melksham Without Parish Council do not understand the green shading for East of Melksham, this seems to look like the allocation in a previous version of the Local Plan, and not the current draft Local Plan that was out for consultation in Autumn



23. On what basis is this green shading, and red hatching on the other plans? It has no context that we are aware of.

 View on map →

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Mostly positive 6 months ago

 0

Does your feedback directly relate to a route on the map?

No

If your comments do not directly relate to a route, where did you place your pin?

Village of Berryfield

How important are improvements where you have dropped your pin?

75

Do you have any other comments?

Melksham Without Parish Council do not understand the context of the map that you have shaded grey. It has cut the community/village of Berryfield in half, along the Semington Road. Elsewhere its referred to as the key town focus map. Berryfield and Bowerhill are not in the town, and even a different parish. its a bit muddly and not clear why you have chosen the parameters you have to be the focus area.

 View on map →

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Teresa Strange

From: Teresa Strange
Sent: 01 February 2024 17:52
To: 'transportplanning@wiltshire.gov.uk'
Cc: Lorraine McRandle
Subject: General Comments on the LCWIP Melksham consultation from Melksham Without Parish Council

Dear Transport Planning

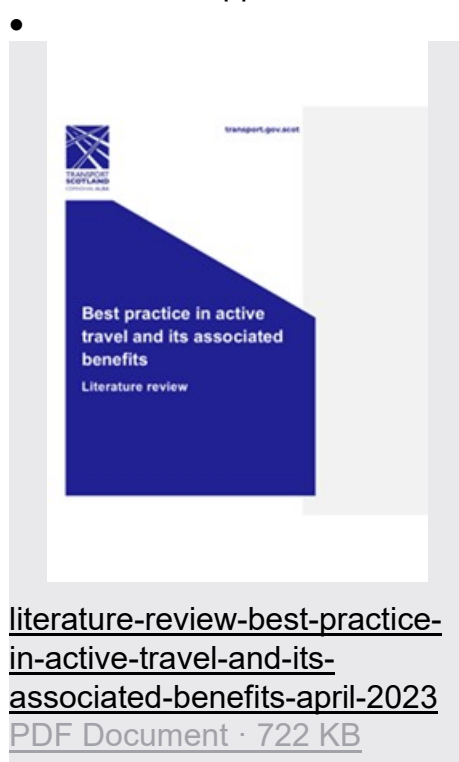
Please find general comments on the LCWIP consultation that didn't fit into a specific route on your interactive map response portal.

[Melksham Neighbourhood Plan](#) is currently being reviewed, having been adopted in July 2021, and has recently gone out for Regulation 14 consultation with responses currently being collated and reviewed. There appears to be broad conformity with Joint Melksham Neighbourhood Plan (JMNP) Policy 11: Sustainable Transport and Active Travel with regard to:

- Achieving further improvements to the accessibility and quality of the links between the wider town and Melksham Railway Station.
- Opportunities to get around the town and the parish without using a private vehicle.

JMNP Policy 9 (which supports development that addresses walking and cycling) and the Town Centre Master Plan Report (chapter 6/6.5 public realm, connectivity and accessibility) is of particular relevance to the Town: <https://www.melkshamneighbourhoodplan.org/>

- Connections with Melksham Oak School appear inadequate to surrounding communities, given likelihood of high walking and cycling need/opportunity.
- The LCWIP is a physical highway based proposal. Best practice suggests this should be part of a wider approach. See Scottish Government guidance review below:



- In particular walking and cycling for different purposes and user groups should be considered, eg commuting, school, health and leisure, linking to the countryside.
- The proposals seem constrained by pre-existing highway use and capacity eg re-route cycles where further analysis shows there to be insufficient room. The proposed A350 Eastern by-pass scheme should be integrated to optimise future opportunities within the local urban network.
- Traffic speed is a key factor, not just routes. Area speed management should be considered to encourage safer local walking and cycling, eg home zones.
- E-bikes and scooters are now more common. They use the same network but can extend the range.
- Routes could do more to integrate with the green/blue infrastructure network: Green and Blue Infrastructure Evidence Report for JMNP:
https://www.melkshamneighbourhoodplan.org/files/ugd/da341b_fc0ffefb15ca47faa846b8420966bcf5.pdf

Attention is drawn to the following:

- Priority for People (a Melksham Town Council project), with their survey results on the dedicated website <https://www.priorityforpeople.org/>
- Wiltshire Council Design Guide: Chapter 8 - provides guidance for new developments which can take over for extension networks and detailing. https://www.wiltshire.gov.uk/media/11459/Draft-Wiltshire-Design-Guide-Compressed-Document/pdf/WiltshireDesignGuide_Final_Draft_for_Public_Consultation_compressed.pdf?m=1688478513523

With kind regards, Teresa

Teresa Strange
 Clerk & Responsible Financial Officer
 Melksham Without Parish Council
 First Floor
 Melksham Community Campus
 Market Place, Melksham
 Wiltshire, SN12 6ES
 01225 705700
www.melkshamwithout-pc.gov.uk

Wellbeing Statement I may send emails outside office hours but never with any expectation of response. Please just get back to me when you can within your own working hours. Thank you.

Want to keep in touch?

Follow us on facebook: Melksham Without Parish Council or Teresa Strange (Clerk) for additional community news

On twitter: @melkshamwithout

On Instagram: melkshamwithoutpc

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**MELKSHAM WITHOUT PARISH COUNCIL
SID SCHEDULE - APRIL 2024**

**Speed Indicator Device (SID 1 - SOLAGEN)
Melksham Without Installation Schedule
New schedule from November 2023**

Week	Site	Location of SID
1 & 2	Shaw Hill - on right hand side travelling towards Melksham (facing In bound traffic from Atworth direction)	Lamp Post 38
3 & 4	Outside 594 Semington Road (facing inbound traffic from Hampton Park direction)	Lamp Post 22
5 & 6	Outside 180A Woodrow Road (facing out bound traffic from Melksham direction)	SID post in socket
7 & 8	Beanacre A350 Far end of Church Layby Island (facing North Bound traffic from Melksham direction)	SID post in socket
9 & 10	West Hill, Whitley (near Children's Nursery) (facing the traffic travelling towards Purlipit/Atworth)	New lamp (No. 14) by old phone box
11 & 12	Shaw Hill (Outbound) - on left hand side travelling towards Atworth (facing out bound traffic travelling from Melksham)	Lamp Post 38
13 & 14	Outside 194A Woodrow Road (facing In bound traffic Lacock direction)	SID post in socket
15 & 16	Corsham Road, Whitley (facing In bound traffic from Corsham direction)	Lamp Post 13
17 onwards	Repeat sequence of weeks 1 to 16	

**Speed Indicator Device Schdule (New Evolis/Elan City Device)
Melksham Without Installation Schedule
New schedule from November 2023**

Able to download data to forward to Police

Week	Site	Location of SID
1 & 2	Pathfinder Way, Bowerhill (Facing traffic coming from Melksham direction) NEW LOCATION	Lamp Post 6
3 & 4	Beanacre A350 Traffic Island (facing in bound traffic coming from the Chippenham direction)	Column 27a
5 & 6	A365 (Opposite Melksham Oak) near Hornchurch Road Junction (facing in bound traffic coming from Devizes direction)	Column 34
7 & 8	Pathfinder Way, Bowerhill (facing traffic coming from Bowerhill direction) NEW LOCATION	Lamp Post 7
9 & 10	Outside Melksham Oak School, Devizes Road (A365) (facing out bound traffic from Melksham direction)	Column 0035
11 & 12	Beanacre A350 Traffic Island (facing in bound traffic coming from the Chippenham direction)	Column 27a
13 & 14	A365 (Opposite Melksham Oak) near Hornchurch Road Junction (facing in bound traffic coming from Devizes direction)	Column 34
15 & 16	A350 - Beanacre Road (near last bus stop heading out of Beanacre towards Lacock) (facing out bound traffic TRAVELLING TOWARDS CHIPPENHAM)	Column 29

Lorraine McRandle

From: AreaBoards <AreaBoards@wiltshire.gov.uk>
Sent: 26 April 2024 15:27
Subject: Melksham Highways Matters Q&A

Hi,

We are emailing to inform you that the Q&A document for all questions raised for the MelkshamHighways Matters event is now available along with the minutes from the evening.

You will be able to find the Q&A as a supporting document under item 43 [here](#).

If you have any further issues regarding highways matters please contact westernhighways@wiltshire.gov.uk or report any highways defects on the MyWilts portal [here](#).

Many Regards,

Molly

Molly Hobbs
Area Board Support Officer (Central)
Leisure, Culture and Communities

Wiltshire Council

Tel: 01225 718694

Email : Molly.Hobbs@wiltshire.gov.uk

Web : www.wiltshire.gov.uk



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MELKSHAM
HIGHWAY MATTERS QUESTIONS
6th December 2023

The whole length of the A3102 from Melksham to Junction 16 of the M4 has been identified as a route for safety improvements. Funding has been provided by the Department for Transport to enable works to be undertaken.

A web page on the Council website is to be added shortly that will provide full details of the scheme.

What plans are there to re-surface the A365 at the area where it meets the roundabout and junction with Falcon Way. This is a very heavy traffic route, and the surface is badly degraded.

Features on the 2024/25 program of works

The TransWilts Community Rail Partnership was founded by community members in Melksham over a decade ago and has been instrumental in helping build passenger journey numbers up from 3,000 to 75,000 per annum, with projections of over 250,000 on an appropriate hourly service which in addition will bring better transport links from Trowbridge and Westbury to Chippenham and Swindon. A huge success story, and a massively important transport artery into the future that's reflected by Wiltshire Council's local plan and the joint Melksham Neighbourhood plan. Thank you to Wiltshire Council and Great Western Railway for being so supportive. However, I am worried about Community Rail and the service into the future. With the passing of the only remaining director based in Melksham, with the departure of the managing director, and with the closure of their Melksham Hub Cafe, the TransWilts Community Rail Partnership has become uncoupled from the communities along the line. There isn't a single director left living in any of our towns or to be seen using the service. With five out of seven TransWilts directors now being past, present or wannabe conservative Wiltshire Councillors, could the Director of Highways and Transport tell us what the council's plans are for the future of the TransWilts Community Rail Partnership? Are you looking to re-invigorate the community element to include the current and future user community?

The Council is very much aware of the value of the CRP and its achievements, and we continue to offer financial support towards its activities. We will do our best to encourage increased community participation, however we have no current plans to intervene directly.

A350

What view will Wiltshire Council take for the future of the A350, if it is not supported for funding by the Government? Given the Council's concern about congestion, if it is not funded, will Wiltshire defer housing development in the Melksham Neighbourhood Area until it is?

The Council's policy is to continue selectively improving the A350, at the same time encouraging the Department for Transport to take forward National Highways' recommendations for improving North South Connectivity. We hope to learn more early in the new year.

The increased numbers of houses and other development in the area will increase traffic flows on the A350 in coming years. This is clearly stated in the documents accompanying the recent consultation on the Melksham bypass. We already see a number of accidents occurring on the uncontrolled junctions emerging onto the A350 from Ashton Common and Great Hinton; the most recent a major incident involving a minibus full of children. What do Wiltshire Council propose to

do to improve the safety of these junctions both for current traffic volumes and especially for the higher volumes in future, and when will this happen?

Collisions resulting in personal injury are monitored across the whole Wiltshire road network. Collision history forms the basis of the annual safety schemes programme that seeks to design and introduce engineering measure to prevent further collisions from taking place. The junctions mentioned are not yet at a point that intervention is justified but they will continue to be monitored.

The Local Plan proposes a new Country Park on land at Paxcroft Farm. This will be attractive to residents living in villages on the east side of the A350 (ie Ashton Common, Keevil, Steeple Ashton etc.). The plan as currently described does not indicate any safe pedestrian access to the park from the east, without having to cross the A350. The park could form a good traffic free connection from the villages to Trowbridge and Melksham as it connects to the new Semington cycle route at Hilperton. Would Wiltshire Council consider installing a bridge or underpass on the A350 to provide this connection to the new park?

There are no plans to build a grade separated crossing over the A350. That said, the allocation is at concept stage - detailed matters relating to access/parking etc will be dealt with at a later stage.

How will we deal with excess traffic from A350 onto a small road running parallel to A350, being used as a rat run, proving difficult to get a SID, quite off-putting. Existing 30mph speed limit arguably unsafe as is?

Strategic priority for A350 have been developing an M4-to-South-Coast strategy, moving slowly but does propose investment. Involves significant national investment, bodes well long-term. Disappointing to see BANES' freight management strategy negatively impacting on Wiltshire so much. Important for Wiltshire to understand that A350 will continue to be a freight route and occasional diversions through neighbouring villages necessary, process for speed limit review done through LHFIFG. Metro count usually the first step, SID can have significant impact on bringing slightly-above-limit speeds down, 20mph limit or zone also may be feasible. Cleveland Bridge now open again with 18 tonne weight limit, should help.

Gullies

A)Steeple Ashton has a central area prone to flooding after heavy rainfall events. The Council has agreed that the highway drains should be cleared out annually on a priority basis. This was last done in September 2022 and, despite reports of gullies backing up, we have not seen any clear indication of a date for this work to be carried out this year. What does our community have to do to get Wiltshire Council to undertake this preventative maintenance work on an annual basis?

a) While we do work to a program this can be delayed by extreme weather conditions.

b) Weeds and gutter blockages are getting worse. Is Wiltshire Council planning to tackle this more? How can the Parish Councils help?

b) Consideration of possible solutions is currently underway, Mechanical removal via sweepers is an option and or use of herbicide offers benefits.

During last winter our community lived for many months with disruption and road works on Common Hill due to drainage issues. We now see the lower part of this same drain blocked and surface water is overflowing onto the road. This will turn to ice once the really cold weather hits, creating a serious hazard at the junction with Ashton Road. Once again we are unable to get a

commitment from Wiltshire Council highways team as to when this will be further surveyed, let alone actually repaired. what is it that we have to do to get these issues addressed?

Works were undertaken over the summer to address this issue but additional measures have been identified and our programmed in to be undertaken prior to Christmas.

Speed

a) There are a number of local villages which have recently adopted 20mph speed limits (Edington and Bratton for instance). What is the criteria for these limits to be considered?

a) The Council has an adopted Policy on 20mph restrictions. The primary requirement is that existing vehicle speeds must be 24mph or lower. This accords with Department for Transport advice. Requests for a review to establish if a 20mph restriction can be introduced is done through the LHFIFG.

b) Speed mitigation measures are expensive; what options do Parish Councils have to pay for these when they have very little funds of their own to spare? Match funding only works when you have the funds to match with.

b) The Parish Council could raise additional funds by raising their precept. Many Council's across the County have done this.

As a general comment, the highways team do not make enough effort to liaise with local communities to advise them of upcoming works nor pro-actively engage over issues such as those highlighted by questions 3 and 4 above. We seem to be left with having to monitor the works map on One Network to get any indication of what might be about to happen in our community. Each parish has a clerk, is it not possible for the highways team to get in touch when works are planned, our give a monthly update regarding works which are in the pipeline in a given community.

The Highways teams do not have enough resource to engage with all 253 Parish Councils on a monthly basis. One Network is the platform used to record all road works including works being undertaken by utility companies and other parties and provides a comprehensive overview of planned activities and works taking place.

Semington

The conversion of Byway [SEMI 9A / HILP 21 / HILP 22] into a 60mph road for cars and vans. Prior to the decision to incorporate this Byway into a new cycle route between Trowbridge and Melksham it was regularly used by villagers on foot, horseback and cycles. The surface of the Byway was so rough that it was safe to use in these ways because no motor traffic, other than farm and telecoms vehicles, could sensibly contemplate doing so. The fact that the national speed limit applied was of no practical consequence. Now, thanks to the extensive 'improvements', the track is perfectly suitable for fast cars, white vans and road bikes, and the 60mph speed limit now has serious implications. Local knowledge reveals that one outcome of this is that the number of villagers using the Byway has been severely reduced. Another is that those who still do use the Byway do so at considerable personal risk. There have been two safety audits. The first has been characterised as a farce, and certainly not all of the concerns raised by villagers were acted on. The outcomes of the second are awaited, and we shall be interested to see what this says, particularly about the potentially very serious crash that took place on the HILP 21 section. Both audits have been characterised by disdain towards the village from the highways team responsible. Despite several offers by the Parish Council to help inform the conversion process, we were rebuffed. It

was clearly something that was being done to us, rather than with us. This applied to the safety audits as well. We think that the status quo is completely untenable for two reasons: because of the inherent dangers in what Highways has created, and, ironically enough, because of the harm done to village recreation opportunities. The Parish Council's favoured solution to this problem is to convert the Byway into a Restricted Byway, with vehicle traffic only being allowed for agricultural and telecoms use. We should like to see bollards or barriers erected at the three entrances to the cycleway with permitted users being given access keys or codes. We do not think that this is controversial, but it is clearly not straightforward. As such, we want a senior officer in Wiltshire Council to take responsibility for carrying it out, rather than leaving the two parish councils to navigate the myriad of departments and bureaucratic obstacles that exist. We think that this is the very least you can do seeing what a mess Highways has made of the whole thing.

A series of independent road safety audits have been undertaken on the Hilperton to Semington cycle route. The most recent being a Stage 4 audit, which is undertaken 12 months after implementation and includes a review of collision data as well as site visits by the audit team. This audit has not raised any concern regarding the surfacing used on the byway or the mixed-use aspect of the route. The audit notes a collision occurred on the byway between Whaddon Lane and the A361 in August 2023, resulting in serious injury. The auditors review finds that the scheme construction was not a contributory factor to this collision. Active Travel England inspectors undertook an audit of the whole route, including the byway section, and outlined their findings in a report to Wiltshire Council. This inspection of the route did not raise any concerns about the mixed-use status of the byway or the surfacing used. The surface treatment used was chosen to adhere to the specification set by the Countryside Agency and Sustrans for mixed use byways such as this that are subject to use by farm vehicles, cyclists, pedestrians, and equestrians. Data collection has shown a slight increase in vehicle movements on the byways between 2022 and 2023 however cycle and pedestrian use has increased following scheme implementation.

Old A350

a) The failure to prevent motor traffic using the old A350 road as a short-cut

When the Semington bypass was constructed a 'bus gate' was erected on the old road adjacent to the police station. The purpose of this was to prevent Semington village being used as a short-cut thereby negating the point of creating a bypass. Although it is Semington village that is mostly affected by the traffic, the gate lies within Melksham Without. Only cycles, buses and emergency vehicles are allowed to transit through the gate along with four named legacy users. There have been unsuccessful attempts to have the gate moved nearer the village. Despite periodic attempts by the Parish Council and the Police to deter usage, there is evidence that, although most people in the village stick to the rules, not all do; and there is evidence also that some local businesses regularly flout the rules. We understand that the police are currently carrying out spot checks on illegal usage, that the ground around it has been re-marked, and that the gate is now routinely closed with a new lock. A metro count check is scheduled for January. The Parish Council would like to see an appropriate solution found to this long-standing problem of misuse and asks that a senior Highways officer takes the lead in ensuring that this is achieved before the end of 2024.

a) The concern is noted, and the matter remains under review. The Police are of course ideally placed to have firsthand knowledge and be able to respond to any evidence of a significant breach of the restrictions.

b) Parking along the old A350

The Parish Council is aware of concerns from residents on the old A350 who live on the Melksham Without side of the canal bridge about careless parking near the bridge that restricts access to their properties. We are concerned that a solution to this might be found which merely serves to shift the parking to the Semington side of the bridge whereby affecting even more properties. We do not want this to happen. We want Highways to take all the housing into account when these issues are addressed, and to fully involve all residents and both parish councils before a response is agreed.

The request for consideration of any change to be viewed in the wider context is noted.

The suitability of narrow side roads within the village for carrying further housing development

Over the last 10 years, Semington has been subject to persistent speculative (off-plan) housing proposals because of the lack of a 5-year HLS. Some of these have been successful resulting in additional traffic using the village side roads [St George's Road / Pound Lane / Church Street]. One common feature of all these applications is that Highways have never raised any objections. It is fair to say that villagers are puzzled by this as, from their point of view, these side roads are narrow, already busy and usually congested; this is particularly true of Pound Lane which carries daily farm traffic and is the location of the village primary school and the preferred parking place of a number of canal boaters. It is considered by residents to be dangerous. The Parish Council would like to understand the methodology used by Highways in coming to its judgements, and requests that a senior Highways office come to a Parish Council meeting to brief the village. The Council is particularly interested in how many houses might be built along these roads before Highways would object.

Agreed

The deteriorating state of the roads and pavements in the village. In common, no doubt, with many another village in the county, the surfaces of parts of our roads and pavements are in a poor and deteriorating state, and we are concerned that unless remedial action is taken now, the problem will become worse and more expensive to fix. The Parish Council would like Highways to survey the village roads and pavements to assess the state of disrepair and come up with a plan for fixing obvious problems. We appreciate that there may well be a queue for doing this.

The council does have a forward plan of strategic maintenance this can be found on our website:
<https://www.wiltshire.gov.uk/highways-asset-management>

Intervention levels for highway defects are found within our Highway Inspection Manual that can be found on our Web Site:

https://www.wiltshire.gov.uk/media/1360/Highway-inspection-manual/pdf/Wiltshire_Highways_Safety_Inspection_Manual_September_2018.pdf?m=1601049759780

The Council undertakes scheduled inspections on a regular basis to identify defects

Parish steward

Melksham Without Parish Council currently have a Parish Steward 3 days a month and engage fully with the scheme. As we are such a large rural area, the Parish Council ask if we could have a Parish Steward allocated to the parish for more days every month.

The demand for the services of the Parish Steward are high while we will consider the request it needs to be viewed in the context that the Steward is a finite resource.

Public transport

Public transport situation has improved significantly recently, no longer such an outlier compared to other counties. Bus to train and train to bus links need to improve, connectivity not up to scratch. Encouraged further integration between trains and buses. 271, 272 and 273 all go across the top of Station Approach. In new housing areas, buses do not go to the station. Benham House arguably walking distance.

hoping for more demand-responsive transport and bus-train integration. Increased frequency of services. LCWIP – live consultation, local knowledge valued. Grant from DEFRA means another demand-responsive transport service seems possible.

applauds sentiment regarding inter-modal transport perhaps too critical though given that several buses stop within minutes of the station, more important to ensure timetables line up rather than getting the buses to stop in the station forecourt.

Planning

What does it take for Highways to actually object to a planning application? They've not objected to a single application in recent times.

Highways can only object on policy grounds based on hard evidence.

Signage

Horse riders around Redstocks and Devizes Road, requested caution signs for horse riders, Royal Society funding agreed, stumbling block at Wiltshire Council end.

Incident that prompted it involved a fatality, need to wait for coroner's report. Expectation for more widespread measures to be recommended by coroner.

Parking

National government funding devolved to local authorities to address pavement parking.

Double yellow parking a Wiltshire Council issue, pavement parking a Wiltshire Police issue. Parking restrictions might help but that's an LHFIF measure. No plans for Wiltshire Council to ban pavement parking, legislation already there, enforcement the problem.

DISCRETIONARY GULLY SERVICE

Please provide location information for the gully works required.

An attached annotated map or a W3W location would be preferable.

The gully crew can clear gullies and jet systems. Any repair work or issues found will be reported back to the relevant engineer for further investigation. Please also note the crew cannot work where any form of traffic management will be required.

Name of Parish: **Melksham Without**

1.	<p>Location reference:</p> <p>208/209 Corsham Road, Whitley, SN12 8QF</p>	<p>Additional Information:</p> <p>This property has experienced internal property flooding and has had to be pumped out several times in recent weeks following heavy rain/storms. Drainage Team (Paul Snook and Atkins) have visited, but Stuart Renfrew also attended in recent wet weather and drain needs clearing as separate issue from property flooding.</p>
<p>Gully Crew Feedback: CLEARED AND RUNNING.</p>		
2.	<p>Location reference:</p> <p>Top Lane, Whitley near Eden Grove junction, SN12 8QH (from Eden Grove up to Corsham Road)</p>	<p>Additional Information:</p> <p>This junction has experienced a lot of flooding in recent months. Landowners opposite Eden Grove written to, to remind them to clear the ditches etc adjacent to the properties with a reminder about their riparian owner responsibilities and have done so. Volunteer flood wardens have been liaising with Danny Everett on this with a site visit planned for Fri 23rd Feb. The issue is that it overflows from the barn conversions on Top Lane and floods across the road into Eden Grove causing issues there.</p>
<p>Gully Crew Feedback: GULLIES CLEARED AND RUNNING.</p>		
3.	<p>Location reference:</p> <p>Outside 119 First Lane, Whitley, SN12 8RL</p>	<p>Additional Information:</p> <p>Drain blocked with silt and sediment. This is a major vulnerable gully for flooding in the village, the water comes from the watercourse between Ashley Close and Kennedy Close and then crosses First Lane outside 119, across the road, through the gateway, across the field and then across Corsham Road. This regularly floods and so the drain is left full of sediment and silt.</p>
<p>Gully Crew Feedback: CLEAR AND RUNNING.</p>		
4.	<p>Location reference:</p> <p>Bath Road, Shaw, SN12 8EF (from Kennels to Dunch Lane)</p>	<p>Additional Information:</p> <p>Repeat offender for surface water on the road here, and water backing up into houses at these addresses.</p> <p>T/M NEEDED</p>

	Gully Crew Feedback:	
5.	Location reference: Berryfield Lane "Triangle", SN12 6EE	Additional Information: Wider issues here with the water flowing across the ditch and towards the houses, the back entrance to the kitchen of the New Inn pub has flooded here in the past – from this part of Berryfield lane.
	Gully Crew Feedback: 2 GULLIES CLEARED. THE ONE OPPOSITE THE PUB IN THE LANE APPEARS TO BE HAVING FAT TIPPED DOWN IT.	
6.	Location reference: Middle Lane, SN12 8QR (between Grange Close and Brookfield Rise)	Additional Information: Reported by flood wardens, part of the wider flood prevention measures in the two villages
	Gully Crew Feedback: ALL CLEAR AND RUNNING.	
7.	Location reference: Corsham Road, from the cut through from Eden Grove to Top Lane	Additional Information: There has been a strong smell of toilet cleaner from these drains as reported by the flood wardens, they are keeping a close eye, but suggest this could do with a clean.
	Gully Crew Feedback:	CLEAR AND RUNNING
8.	Location reference: Westlands Lane, SN12 7QE (between A350 and the bridge)	Additional Information:
	Gully Crew Feedback: ALL CLEAR AND RUNNING APART FROM RAT HOLE OUTSIDE OF No 44 HAS A COLLAPSED PIPE APPROX HALF METRE IN.	
9.	Location reference: Semington Road, SN12 6EA (from 523-491a)	Additional Information:
	Gully Crew Feedback: THIS WILL BE DONE BY ROUTINE TANKER.	
10.	Location reference: Halifax Road, Bowerhill, SN12 6SN (outside Bowerhill Primary School - from Gibson Close to Herons Court)	Additional Information:

	Gully Crew Feedback:	
11.	<p>Location reference:</p> <p>Outside 54 Beanacre, SN12 7PY</p>	<p>Additional Information:</p> <p>Has experienced internal property flooding Storm Henk, Jan 2024. Drainage Team informed.</p>
	<p>Gully Crew Feedback:</p> <p style="text-align: center;">T/M NEEDED</p>	
12.	<p>Location reference:</p> <p>Outside Rhotteridge Farm, Lower Woodrow, SN12 7RB</p>	<p>Additional Information:</p> <p>This property experience internal property flooding during Storm Henk Jan 24 Drainage Team informed.</p>
	Gully Crew Feedback:	

Lorraine McRandle

From: Renfrew, Stuart <Stuart.Renfrew@wiltshire.gov.uk>
Sent: 10 May 2024 15:32
To: Lorraine McRandle
Cc: Baker, Dean
Subject: FW: Discretionary Gully Service - Melksham Community Area: 22-26 April 2024
Attachments: WCSRVRPS01_CHHD1-3MU06048_0202_001.pdf

Hi Lorraine,

I have written to the Landlord of the New Inn requesting the cessation of private pipe discharges into the road drain. He has also been asked to offer an explanation into how white congealed fat has been introduced to the gully.

No response as yet on that matter.

In respect of 44 Westlands Lane, I haven't had a chance to visit site though it is not considered a priority. I may just assess the area during heavy rainfall to determine whether the impact of the blockage merits the time and resource investment required to repair it.

Thanks and best wishes,

Stuart.

Stuart Renfrew
Technician

Local Highways | Highways & Transport
Wiltshire Council | 36 Lancaster Road | Bowerhill | Melksham
Wiltshire | SN12 6SS

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Web : www.wiltshire.gov.uk



From: Baker, Dean <Dean.Baker@wiltshire.gov.uk>
Sent: Wednesday, May 1, 2024 10:49 AM
To: Renfrew, Stuart <Stuart.Renfrew@wiltshire.gov.uk>
Subject: FW: Discretionary Gully Service - Melksham Community Area: 22-26 April 2024

Hi Stuart

Please see the comments below from Lorraine.

Regards

Dean

Dean Baker
Highway Engineer, Highways Central
Covering the Area Boards of Melksham and Bradford on Avon

Local Highways
Highways and Transport
36 Lancaster Rd, Bowerhill Melksham, Wiltshire, SN12 6QT

Wiltshire Council

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From: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Sent: Wednesday, May 1, 2024 10:01 AM
To: Baker, Dean <Dean.Baker@wiltshire.gov.uk>
Cc: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: FW: Discretionary Gully Service - Melksham Community Area: 22-26 April 2024

Hi Dean

Thank you for your email.

We note the comments made by the tanker crew on a couple of the sites and wondered what action has been taken and if there is any update:

Location 5:	Berryfield Lane:	Fat being tipped into one gully opposite the New Inn.
Location 8:	Westlands Lane:	Rathole - Collapsed pipe outside 44 Westlands Lane

Look forward to hearing from you.

Best Regards

Lorraine

Lorraine McRandle
Parish Officer
Melksham Without Parish Council
First Floor
Melksham Community Campus
Market Place, Melksham