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MELKSHAM WITHOUT PARISH COUNCIL

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Tuesday, 19 September 2023

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

You are invited to attend the Highway & Streetscene Committee Meeting which will be held on **Monday, 25 September at 7.00pm** 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>

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.co.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. **To receive Apologies and approval of reasons given.**
3. a) **To receive Declarations of Interest**
b) **To consider for approval any Dispensation Requests received by the Clerk and not previously considered.**
4. **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.
5. **Public Participation**
6. **To note Minutes of last Highways & Street Scene Committee meeting held on 5 June 2023 and updates on actions taken**
 - a) To note correspondence from Principal Engineer Manager re provision of Real Time Information (RTI) in new Bus Shelters, Semington Road (Min 40(a)/23 – LHFIG Issue 9-22-10 and consider way forward.
 - b) To note correspondence from Highways Area Engineer in response to query from a business on Lysander Road, Bowerhill to concerns of a damaged verge outside their premises and request to take ownership (Min 41(b)/23) and consider any future action.
7. **Local Highways & Footpath Improvement Group (LHFIG)**
 - a) To note Minutes and action log of Local Highways & Footpath Improvement Group (LHFIG) meeting held on 3 August 2023.
8. **To consider residents' requests for support by the Parish Council including requests for the Local Highways & Footpath Improvement Group (LHFIG) next meeting on 2 November 2023:**
 - a) To consider a request from Wiltshire Councillor Nick Holder for the installation of 'children at play' signage on Magister Road.
 - b) To consider a request for the installation of safety/staggered barrier to slow bikes entering Kittyhawk Close from Magister Road, Bowerhill.
 - c) To note concerns at vehicles parking on footpath on Falcon Way (opposite Tesco Express) and actions taken.
 - d) To consider request from Councillor Harris for the installation of 'Access Protection Road Marking (Bar Marking)' on Halifax Road near dropped kerb leading to Sunderland Close.
9. **Proposed A350 Bypass (Standing Item):** To note any updates since the last meeting.
 - a) **National Highways.** To note the M4 to Dorset Cost Strategy Study is now complete with the findings to be made available in Autumn 2023.

10. Footpaths

- a) **Footpath 107 Melksham & Melksham Without Path No 151 Rights of Way Modification Order.** To note the decision of the Planning Inspectorate to approve modification of the Definitive Map.
- b) **Chapel Lane Bridleway (No: MELW99).** To note update from Rights of Way regarding signage of the bridleway.

11. Road Safety/Speed enforcement

- a) To receive feedback from road safety working party meeting held on 19 September and consider next steps.
- b) **Speed Indicator Devices (SID)/ANPR Cameras**
 - i) To approve costs associated with retrieving the data from the Evolvis Device.
 - ii) To consider correspondence from Semington Parish Council regarding installation of ANPR camera at Semington Road Bus Gate.
 - iii) To consider traffic survey results for Pathfinder Way (if received) – to be undertaken in September.
- c) **Hilperton to Melksham Active Travel Route – Stage 4 Audit**
 - i) To consider response to comments submitted to audit and consider submitting concerns of cyclists on wrong side of the road to LHFIG, as raised in safety audit.
 - ii) To note correspondence to Michelle Donelan MP from Councillor Caroline Thomas, Cabinet Member – Highways, Transport, Street Scene & Flooding in response to concerns of a resident at speeding on Semington Road and the negative impact on cycling and pedestrian road safety.
- d) To consider concerns of the safe passage of horses and riders from Redstocks, following recent fatality on Bollands Hill, Seend.

12. Trucks/Trailers Parking on the side of the road at Bowerhill

- a) To consider submitting additional comments to the planning application PL/2023/01008 as vehicles parking on the roadside.

13. Following agreement of Wiltshire Council Cabinet to invest an extra £10m into road surfacing, to agree list of suggested areas for improvements.

14. To note Wiltshire Council's next Area Board meeting on 6 December will have a Highways focus

Copy to: All Councillors

MINUTES of the Highways & Streetscene Committee of Melksham Without Parish Council held on Monday 5 June 2023 at Melksham Without Office Space (First Floor), Melksham Community Campus, Market Place, Melksham, SN12 6ES at 7.46pm

Present: Councillors Alan Baines (Committee Chair), John Glover (Chair of Council), David Pafford (Vice Chair of Council), Mark Harris and Robert Shea-Simonds

In attendance: 3 Members of public

Via Zoom: Councillor Stefano Patacchiola

Officers: Teresa Strange, Clerk & Lorraine McRandle, Parish Officer

34/23 To Appoint a New Chair and Vice Chair of Highways & Streetscene Committee

The Clerk sought nominations for Chair of the Highways & Streetscene Committee, following the Annual Council meeting on 22 May 2023 when the committee had been appointed.

Resolved: Councillor Baines to be duly elected as Chair of the Highways & Streetscene Committee for the ensuing year.

Councillor Baines duly took the Chair and sought nominations for Vice Chair of the Committee.

Resolved: Councillor Patacchiola be duly elected as Vice Chair of the Highways & Streetscene Committee.

35/23 Welcome, Announcements & Housekeeping

Councillor Baines welcomed everyone to the meeting noting everyone present had already been made aware of the fire safety evacuation procedures for the building and procedures regarding the recording of the meeting.

36/23 To receive Apologies and approval of reasons given

Apologies for absence were received from Councillor Terry Chivers who was attending a medical appointment out of County.

Councillor Patacchiola joined the meeting via Zoom due to work commitments and was aware that whilst he could participate in the meeting, was unable to vote.

Resolved: To note and accept the reasons for absence

37/23 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.

There were no dispensation requests.

38/23 Public Participation

Standing Orders were suspended.

A resident of Semington Road expressed their concerns at the level of traffic and speeding on Semington Road, particularly now another housing development had been approved and wished to understand if there was anything in the pipeline to deal with the situation.

The resident advised that he had attended previous meetings and raised concerns at the total disregard for the 30mph speed limit along Semington Road and the inconsiderate and dangerous parking. He also raised a concern at the pointless spend of tax payers' money by Wiltshire Council to try and create a cycle route along the road, which was now unfortunately too dangerous to use. The result of which was that most cyclists used the narrow footpath and put pedestrians in danger.

Concern was also raised that the footpaths on this road were substandard and narrow in places, especially as the hedges were not regularly maintained, the zebra crossings were also poorly marked. With more pedestrians, in particular school children in the future, needing to use these paths, there needed to be an understanding of the total unsuitability of the road with regards to pedestrians and cyclists, as it currently exists.

A representative of the MOT Centre/Garage on the Hill, Bowerhill was in attendance to raise a concern at the churned-up grass verge outside the premises, which were unsightly and now exposing electric cabling and wished to seek a solution, having previously approached Wiltshire Council but to no avail.

The representative informed the meeting his company was more than happy to take on the verge themselves but was unsure how to go about this.

Councillor Baines explained an approach would have to be made to Wiltshire Council Highways, if they wished to make the area into parking spaces in order to ascertain if Wiltshire Council would transfer the land to them, with a planning application subsequently

Commented [L1]: Residents concerns included in response to Hilperton to Hilperton to Melksham Active Travel Route – Stage 4 Audit. The resident had also written to Michelle Donelan MP with their concerns at speeding. Letter from Caroline Thomas, WC to Michelle Donelan MP addressing the concerns raised on the agenda to note (agenda item 11c(ii))

having to be made to create parking spaces.

It was noted other businesses in Bowerhill had placed boulders etc in order to discourage vehicles parking on verges outside their businesses.

Standing Orders were reinstated.

Councillor Baines asked if items 9(b) and the concerns of the resident of Semington Road re road safety strategy could be discussed as part of item 11(a) and moved further up the agenda, which Members agreed.

39/23 To note Minutes of last Highways & Streetscene Committee meeting held on 20 March 2023 and updates on actions taken

Members noted the minutes of the last Highways & Streetscene Committee meeting held on 20 March 2023 and the various actions undertaken.

a) Note response from Sergeant James Twyford Re Lorry Trailer Parking on Lancaster Road (Min 459(b)/22).

Members noted the response from Sergeant James Twyford who since writing to the Parish Council had moved on to another section of Wiltshire Police. His replacement, Sergeant Gemma Rutter was aware of the Council's concerns and a response to the concerns had also been received from Inspector Andy Lemon.

Councillor Harris explained he had contacted the Police and the Driver and Vehicle Standards Agency (DVSA), as an individual and received a response which would be followed up, in order to make sure they continue to make an effort to try and resolve the situation. He had also contacted the Fire Service, as one trailer was parked in front of a fire hydrant.

It was noted officers had also been in touch with the DVSA and would be writing to all the businesses in Bowerhill in due course, as resolved at a previous meeting.

Commented [L2]: Both DVSA and businesses written to.

It was noted Sergeant Rutter had also tasked a PSCO to monitor the situation and to talk to various drivers/businesses on Bowerhill.

The Clerk explained she had also spoken to both Sergeant Gemma Rutter and the Police & Crime Commissioner (PCC) about the concerns of trailers parking on Bowerhill Industrial Estate during a recent visit to the Campus. It was understood both the PCC and the new Wiltshire Chief Constable would be

attending the Area Board meeting on Wednesday 14 June and therefore there may be an opportunity to raise this at the meeting.

Councillor Pafford, as one of the Council's representatives, for Melksham Area Board gave his apologies for this meeting and suggested Councillor Harris be his substitute and therefore raise the concerns on behalf of the Parish Council. It was noted that the Chairman would also be absent at the Area Board meeting.

Clarification was sought if a question could be raised during the meeting. The Clerk agreed to investigate this.

40/23 Local Highways & Footpath Improvement Group (LHFIG) (formerly Community Area Transport Group – CATG)

a) To note draft Minutes and action log of Local Highways & Footpath Improvement Group (LHFIG) meeting held on 9 May 2023. (Recommendations awaiting ratification by Area Board on 14 June)

Councillor Baines provided an update on the meeting as follows:

Bath Road, Shaw Footway Improvements

Improvements to the footway are unlikely to take place until February half term 2024. Also awaiting Melksham Town Council to confirm funding of £1500, which had been suggested by Councillor Alford at a previous meeting.

Commented [L3]: Works undertaken and completed in July. The Town Council have confirmed their £1500 contribution.

Active Travel Scheme – Farmers Roundabout

Signing to promote use of shared use cycle route to and from Holt Road and town bridge. Awaiting input from Melksham Town Council.

Melksham Dunch Lane funding via Section 106 monies from George Ward Gardens

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. Awaiting Melksham Town Council to undertake the consultation.

Issue 9-22-10: Berryfield Semington Road – request to install 2 bus shelters It stated the shelters will have Real Time Information (RTI) facility (or to be ready for RTI installation).

Recommendation: To seek clarification if RTI could be installed at the same time.

Commented [L4]: Currently no funding available. However, ducting will be installed in readiness. Update on agenda (item 6a)

Issue 9-22-12: Bowerhill Halifax Road – request for drop kerbs to link Brampton Court with Sunderland Close. Now complete

Issue 9-22-13: DeHavilland Place and Dowding Way – Request for footway extensions and drop kerbs. Now complete.

Issue 9-22-16: Berryfield Village directional signage. Now installed and the lamppost that was obscuring one of the signs has now been removed.

Issue 9-22-17: Melksham Without (various roads). Request for Parking Control Measures.

It was noted several requests have been outstanding for over 3 years. Whilst there appears to be movement on these requests, there is a slight delay in the request regarding Canal Bridge. Semington Parish Council have a concern it could move the problem the other side of the bridge. Therefore, Semington Parish Council will consider any requests they may have, in order to co-ordinate measures around the canal bridge. Any waiting restrictions request for Semington would come under a separate regulation order, as they are in a different area to both the parish and the town.

Issue 9-19-11: Bowerhill Portal Road – Request for Bowerhill nameplate and white gates.

At the meeting it was noted the costs would not raise above the £3000 estimate.

Issue 9-22-11: A350 Beanacre – Request for measures to control entry speed at North end of village: Gateway design underway.

Issue 9-22-22: Shaw Corsham Road – Traffic signal shutters: Awaiting staff resource.

Issue 9-19-9: Falcon Way/Kingfisher Bus Shelter. The Clerk informed the meeting that Bowerhill Residents Action Group (BRAG) were still chasing a response on the state of the verges on Falcon Way, following Heron Homes removing several trees and shrubs. The Clerk stated she had contacted Heron Homes in May for an update and had chased again earlier in the day. BRAG had indicated they wished to put something in the local press to highlight the issue about how unkempt a lot of the verges were.

Councillor Baines noted the verges between the bus stop and the A365 roundabout were unsightly since the removal of the vegetation. However, the land still belonged to Heron Homes and was not being maintained by Wiltshire Council, whereas the around area the bus stop did appear to still be maintained by Wiltshire Council.

New/Ongoing Issues:

Issue 9-23-7: Melksham various roads: request for Parking Review.

Councillor Baines clarified these were the new requests recently submitted by the Parish Council, however, these would be considered along with the other requests submitted some time ago (Issue 9-22-17). However, were awaiting details of the requests to be submitted by the Town Council in order to be considered in one Traffic Order.

i) Automatic Number Plate Recognition (ANPR) on Bus Gate, Semington Road (Issue 9-23-4). To note correspondence from Wiltshire Councillor Seed

Issue 9-23-4: Bus Gate at Semington Road: request for Camera Enforcement.

Councillor Baines noted Councillor Seed was taking up this issue. However, in recent correspondence to Caroline Thomas, Portfolio Holder for Transport at Wiltshire Council he had stated it was a condition of the Air Ambulance HQ planning consent the bus gate be moved, however, this was not the case. The Air Ambulance had requested it be moved, however, the costs associated with this, as provided by Wiltshire Council, were too high to justify their charity funds being used towards moving the gate.

It had previously been suggested the funding or some of the funding not used to fund highway improvements at the A350 pedestrian crossing near Townsend Farm could be used to move the bus gate, in order to cause less inconvenience to Wiltshire Air Ambulance and residents located on this part of Semington Road.

Councillor Baines asked if Members wished to highlight to Councillor Seed his comment regarding there being an obligation on Wiltshire Air Ambulance to fund moving the bus gate via a planning condition needed amending.

Councillor Glover noted buses used the access the other side of the bus gate without the requirement to unlock the gate, therefore sought clarification why the other users could not do the same, noting the gate was currently unlocked.

Councillor Baines stated a legal order was required to allow the Air Ambulance fuel deliveries to go through the bus gate and emergency vehicles. It was understood the farmer had a key to enable opening of the bus gate for farm machinery.

Councillor Patacchiola clarified the bus gate was effectively a short bus lane and therefore the rules for driving in a bus lane applied here. However, there can be an exemption list for certain users or those who may need access via a Traffic Order.

Councillor Glover sought clarification if authorised vehicles could use the open side of the bus gate.

Councillor Patacchiola clarified those who had authorisation had to use the bus gate lane, only emergency vehicles could use the bus lane itself.

It was noted Councillor Seed had suggested the Automatic Number Plate Recognition (ANPR) camera should be provided by Wiltshire Council and not the Local Highway & Footway Improvement Group (LHFIG), given Wiltshire Council will receive the revenue from fines.

Recommendation: To highlight to Councillor Seed his comment in correspondence to Councillor Caroline Thomas, regarding the obligation on Wiltshire Air Ambulance to fund the moving of the bus gate was incorrect.

Commented [L5]: The Clerk contacted Councillor Seed to make him aware.

ii) **Speeding Concerns A365 Shaw Hill and Corsham Road (Issue 9-23-6). To note DfT Circular on Speed Limits**

Issue 9-23-6: A365 Bath Road/Shaw Hill and B3353 Corsham Road – speeding concerns.

Councillor Baines advised that at the LHFIG meeting it was clarified roundels were not permitted within a 30mph speed limit, where there were street lights, for the same reasons as for repeater signs. They could only be placed at the entry points to reinforce the main signs.

Accesses along Bath Road would have been required to have sight-lines adequate for the 40mph speed of the road. Additional traffic flows were likely to cause bunching of vehicles and reduce overall speeds. It was restated at the LHFIG meeting that previous analysis of conditions concluded that a 40mph speed limit was appropriate and the most recent traffic count/survey did not show evidence of excessive speeds.

Councillor Baines highlighted a speed limit review, if the Parish Council requested one, would cost c£2900 and it was very unlikely to justify a change in limit and therefore would not be good use of resources. Therefore, this issue had been closed down and the criteria for speed limits supplied to the parish council and included on the agenda.

Councillor Baines queried if instead of 30mph roundels whether 'slow' could be painted on the road instead, as this was not a reminder of the speed limit per se and suggested making a request to Wiltshire Council for 'slow' markings to be installed.

With regard to sight lines being sufficient, Councillor Patacchiola sought clarification who was responsible for maintaining these, particularly at this time of year, as the sight lines were reduced.

With regard to guidance on speed limits, Councillor Patacchiola noted it classified the Bath Road section of road as rural, whilst up until where the speed limit changed, it is urban. As the road was classified as rural it put it in the most stringent speed restriction of 40mph, based on the fact the road is bendy and vulnerable users on the road. It was not considered urban because the entrance into the new development was just before the change of speed and then, it is not urban again until the beginning of Shaw village. Therefore, it would be useful to see why the new business centre at Bath Road was not considered urban and felt there had been material changes, since the speed limit was last reviewed. He did however, appreciate it was a very marginal case having read the guidance, and appreciated a request for a speed limit review might not succeed.

Councillor Baines suggested it would be worth discussing the issue with Councillor Phil Alford, as Wiltshire Councillor for both Shaw & Whitley and for residents of George Ward Gardens, particularly as residents of George Ward Gardens used the inadequate footway along this stretch of road, in order to access Shaw School. It was noted whilst improvements to some parts of the footway had been delayed, hopefully he would be able to influence the situation, given the concerns regarding the narrowness of the footway in places, which could be improved without spending vast amounts of money.

In respect of the accesses, Councillor Baines explained the landowners would be responsible for maintaining the visibility splays and if these were becoming obstructed, they needed to be raised on the Wiltshire Council's App.

Councillor Patacchiola highlighted that point 136 in the guidance might be worth reviewing and used as evidence for requests to Wiltshire Council in the future.

"136. In some circumstances it might be appropriate to consider an intermediate speed limit of 40 mph prior to the 30-mph terminal speed limit signs at the entrance to a village, in particular where there are outlying houses beyond the village boundary or roads with high approach speeds. For the latter, traffic authorities might also need to consider other speed management measures to support the message of the speed limit and help encourage compliance so that no enforcement difficulties are created for the local police force. Where appropriate, such measures might include a vehicle-activated sign, centre hatching or other measures that would have the effect of narrowing or changing the nature and appearance of the road".

Recommendation: To discuss the possibility of painting 'slow' on Shaw Hill, with the Highway Engineer, to ascertain if this was a possible solution, if so to see if this could be done informally or raised as an LHFIF request again.

Commented [L6]: Highway Engineer contacted and request for painting of 'Slow' on Shaw Hill, Folly Lane & Corsham Road, Whitley submitted and considered at LHFIF on 3.8.23. Update in LHFIF Minutes of 3.8.23 (LHFIF Issue No 9-23-9). Item 7(a) on the agenda

b) To consider any questions raised at the LHFIG meeting for the parish council to respond to

i) To consider writing to Caroline Thomas, Cabinet Member for Transport, Street Scene and Flooding to progress waiting restriction requests

Councillor Baines sought clarification if Members wished to escalate the Parish Council's waiting restriction requests to Councillor Caroline Thomas, Cabinet Member for Transport given the Council's frustration some had been in the system for at over 3 years.

The Clerk informed the meeting she had spoken to the relevant Wiltshire Councillors regarding the frustration with this issue and the potential for the Council's concerns to be raised at a forthcoming Area Board meeting.

Councillor Baines noted it did not appear the Council's requests were progressing as quickly as hoped, despite the Parish Council stating they were prepared to contribute towards the costs, without the need to wait for Melksham Town Council or Semington Parish Council to submit their requests.

Recommendation: For the Clerk to have informal discussions with Highways to ascertain when the Parish Council's waiting restriction requests will be actioned and to escalate to Councillor Caroline Thomas, Cabinet Member for Transport to investigate, if a favourable response is not received.

Commented [L7]: These were discussed at LHFIG meeting on 3.8.23 and Highways undertaking a review of the requests.

41/23 To consider residents' requests for support by the Parish Council including requests for the Local Highways & Footpath Improvement Group (LHFIG) next meeting on 27 July 2023

a) To consider requests to change the 'No Entry for HGVs – Except for Access' signage on Westlands Lane (A350 End), due to HGVs using Westlands to 'access' sites along Westlands Lane

A resident of Westlands Lane had reported that he felt that HGVs were using the signage "Access only for HGVs" to give them access either deliberately, or by misinterpreting the signage. He requested a change in signage to "No access for HGVs".

Councillor Baines clarified the signage was a 'Weighting Restriction except for Access' sign at Westlands Lane and was the approved signage relating to access to properties and did not mean access throughout the whole lane. Therefore, felt it was an issue of Satnavs directing drivers via this route. It was unclear if

there was a way around this issue, as even if the Parish Council were able to get weight restrictions imposed, banning over weight vehicles on the railway bridge, there would be nowhere for HGVs to turn around.

Councillor Baines noted some of the HGVs were not necessarily accessing the battery storage facility on Westlands Lane, some were using it to access Whitley from Beanacre. The battery storage facility on Westlands Lane had been informed on several occasions to remind HGV drivers to use the Corsham Road end to access the site, with officers continuing to do this, if reports are received.

Recommendation: To discuss the issue with the Highway Engineer to ascertain if there is any alternative signage which could be installed.

The Clerk stated a late paper had been received from a resident of Westlands Lane requesting signage be installed reminding people to dispose of their litter responsibly, as well as the installation of a litter bin on Westlands Lane; and raised concerns about the state of the verge too.

Councillor Baines noted the verge on the Western side of the railway bridge had previously been cut by a local farmer, however, this land was now in the ownership of the solar farm and was no longer being cut on a regular basis. Residents used this piece of verge, as there was no footway on this section of Westlands Lane, but were now having difficulty as it was currently overgrown.

Councillor Baines queried if a litter bin was provided, who would empty it, given Wiltshire Council's policy was not to install new bins, with the responsibility lying with the respective town/parish council to install and empty new bins, unless an under used bin from elsewhere could be installed at this location. Concern was raised if Westlands Lane would be on a Wiltshire Council 'bin emptying route' given its remote location. It was also felt that a bin at this remote location could also attract more litter. Currently any litter dropped could be classed as fly tipping and therefore anyone doing this could be prosecuted.

Recommendation:

1. To request the solar farm company or their agent maintain the verge.
2. To not proceed with the request for litter signage or a new bin on Westlands Lane.

Commented [L8]: Request for improved signage sent to LHFIFG for consideration at their meeting on 3.8.23. Update on LHFIFG minutes of 3.8.23 (LHFIFG Issue 9-23-10). Agenda item 7(a)

Commented [L9]: Requests have been sent to JMB Solar, no response received as yet, will keep chasing. However, lane currently closed due to Wessex Water works.

Commented [L10]: Resident informed

b) To consider a request for improvements to the verge outside a business on Lysander Road, Bowerhill and to note response from Highways following inspection of the verge in February

Following the concerns raised by a business owner on Bowerhill Industrial estate earlier in the meeting, members discussed how best to resolve this issue.

Councillor Baines noted that Wiltshire Council were still grass cutting verges which still had grass growing, however, if individual businesses were able to purchase/adopt the area in front of their premises, it could result in the grass cutting regime being confused and intermittent.

Recommendation:

1. To support the concerns and forward these to Wiltshire Council to ascertain if a solution could be found to the situation of churned up verges as a whole on Bowerhill Industrial estate. Various ad hoc means were being tried by businesses and this could do with looking at holistically with a consistent approach.
2. To assist the business in navigating to the correct people to talk to at Wiltshire Council with regards to any potential purchase/planning of the frontage for improvements.
3. To inform Councillor Holder (as local member) and Councillor Seed (as Chair of LHFIG) to make them aware of the situation.

Commented [L11]: Email sent to Western Highways 21 June. Chasing a response.

Commented [L12]: Email sent to Western Highways on 21 June. Response to business from Highways on the agenda, as well as subsequent response from business (agenda item 6(b))

Commented [L13]: Both Councillor Holder and Chair of LHFIG informed 21 June.

c) To consider a request for improved line marking on A365 (Devizes Road) to enable safe manoeuvring of vehicles onto Hornchurch Road, Bowerhill

Councillor Baines felt the current road markings were adequate and the issue was drivers turning right into Hornchurch Road not indicating or entering the right lane soon enough which was causing drivers behind them to try and overtake when they were turning right. It was noted there was a ghost island at this junction and therefore anyone overtaking at this point were breaking the law.

Recommendation: To not progress this request.

Commented [L14]: Subsequently went to Full Council on 19 June following correspondence from resident with further information. Request for improved line markings submitted to LHFIG for consideration at their meeting on 3.8.23 (LHFIG Issue No 9-23-11). Update of LHFIG Meeting agenda item 7(a).

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

The Clerk informed the meeting there was no update as was still awaiting the outcome of the M4 to South Coast Study, which was due to be published in the Spring.

42/23 Footpaths

- a) **To consider requesting CIL (Community Infrastructure Levy) funding held by Wiltshire Council is used to fund safe walking routes to schools.**

The Clerk explained that she had been to a recent training event where elsewhere in England parish/town council projects had been funded by the CIL element that their Local Authority had held, some from a grant scheme. Whilst that approach was not employed by Wiltshire Council it still may be worth approaching them for some of these funds. It seems that the "CIL 123 Infrastructure" list had just been replaced in May with a new "Wiltshire Infrastructure Funding Statement 2022 Appendix C Updated May 2023" which included new projects that would be relevant. Namely, "Infrastructure projects identified through the Local Highways and Footpaths Improvement Groups (LHFIG) that provide for pedestrian and cycle improvements. [NEW]" and "Since the previous Infrastructure List, new projects have been added to the List. The List can also be updated mid-year to reflect any new projects that need to be included and ensure that the Council retains an agile approach to the prioritization and allocation of CIL funding." The Clerk advised that she had calculated that Wiltshire Council had received some £5,598,644.67 in CIL from development in the parish of Melksham Without * and has passed on £693,385.71 to Melksham Without*

*Some passed to MTC following the Boundary Review

Recommendation: To request Community Infrastructure Levy (CIL) funding held by Wiltshire be used to fund safe walking routes to schools.

- b) **Footpath 107 leading from its junction with Path No 4, Murray Walk. To note additional information relating to the Public Inquiry to be held on 13 June at 10.00am.**

Councillor Baines informed the meeting he would be attending the meeting as a member of the public and, if possible, would speak to the application relating to the section in the town. With Councillor Doel attending the hearing on behalf of the Parish Council relating to the section of new path in the Parish.

It was noted Councillor Doel was not registered to speak, as anyone wishing to speak had to register within 7 days of receiving the official notification of the hearing some time ago and it was too late once the Council had considered the notification.

Councillor Baines explained he was also not registered to speak, but if there was an opportunity would do so, regarding proposals in the town, however both his private submission and the Council's submission on proposals had been forwarded to the Planning Inspector for their information.

Commented [L15]: The Clerk wrote to WC on 28 June (awaiting a response)

43/23 Road Safety/Speed enforcement

- a) **To support and develop a strategy to improve road safety in the parish, maximizing the levers that the council have control or influence over.**

Councillor Richardson had produced an outline of a strategy, in order for the council to maximize the levers that the council had control or influence over with regard to road safety, following agreement at the Annual Council meeting to develop such a policy.

Both thanks and appreciation were expressed for the input of Councillor Richardson in producing a draft strategy. However, concern was raised the 'levers' available to the Council were extremely limited, as they were not the Highway Authority and therefore had to abide by the policy/criteria set out by Wiltshire Council. If the Parish Council wished Wiltshire Council to take a different stance they would have to do this via Wiltshire Council representatives.

Councillor Baines thought it would be useful to have something regarding highway safety, similar to the list of requests to developers for new developments; for an consistent approach to requests.

The Clerk explained Broughton Gifford Parish Council had employed a consultant to look at highway safety in the village who had produced a set of recommendations.

Councillor Baines noted it was unclear what the advantages of doing this were, as following the advice, several submissions were made to the Local Highway & Footway Improvement Group (LHFIG) for gateways, traffic calming measures etc, noting the Parish Council submit similar requests, without the need for employing a consultant.

It was noted a trial had taken place in Devizes at removing line marking in order to make drivers slow down, however, it was unclear what the outcome of this was, with a suggestion this could be investigated.

Concern was expressed that highway issues were complex and broad, with a lot of officer time required in formulating a strategy. It was also unclear what the outcome would achieve, particularly as the Parish Council already referred issues to the Local Highway & Footway Improvement Group (LHFIG) for consideration and also had various qualifying locations for both Community Speedwatch and Speed Indicator Devices (SIDS).

Councillor Patacchiola stated he understood the strategy was meant to be a high-level policy on things the Council would support, so there was some form of consistency, with what the Parish Council were able to do, in line with Wiltshire Council's own guidance. To develop

anything beyond this, such as a strategy to change how Wiltshire Council did things he felt, was further than the remit understood at the Annual Council meeting and would be a long-term plan and would take a long time to see action from it. It would also be difficult to change Wiltshire Council's strategy.

Councillor Shea-Simonds proposed the formation of a Working Party to look at the strategy in principle and report back to the next Highways Meeting, however, there was no seconder for this proposal.

It was noted at present, if a resident raised a highway safety concern that the Parish Council have been reasonably successful in requests submitted to LHFIG achieving safety improvements. Also, the Parish Steward had been engaged in getting vegetation cut back from narrow footways adjacent to the highway and highway safety/speed signage.

Recommendation 1: To refer this matter back to Full Council for consideration.

Highway Safety Concerns on Semington Road

Members appreciated the concerns raised by a resident of Semington Road earlier in the meeting, regarding the increase in traffic on and the level of speeding and their frustration developments were being approved along Semington Road without consideration for any mitigation against the increase in traffic.

It was noted in commenting on the various planning applications, that the Council had asked for traffic calming measures to be installed and/or funding for these. Community Speedwatch was also available in Semington Road, as well a site included on the speed indicator device (SID) schedule.

Councillor Baines explained with regard to the latest planning application for 144 dwellings on Semington Road (PL/2022/02749), the Parish Council had suggested there be a contribution for a safe walking route to the school at Pathfinder Place. The Parish Council had also noted the Section 106 legal agreement relating to Bowood View (16/00497) was required to provide a major financial contribution to improving the crossing across the A350. However, as Wiltshire Council had undertaken this work themselves, this financial contribution was still available and therefore, the Parish Council had asked for this to be used for highway measures in the immediate vicinity, particularly with regard to safe routes for pedestrians in Semington Road.

With regard to the concerns of the resident at the faded pedestrian crossing, it was understood, as part of the Section 106 Agreement relating to planning application (PL/2022/02749) for 144 dwellings, they had to refresh the line markings.

Commented [L16]: At Full Council 19 June it was agreed to hold a working group meeting in September to aid discussion on road safety issues and invite the Highway Engineer. Meeting arranged for 19 September. Update on the agenda (item 11(a))

Recommendation 2: To re-emphasise to Wiltshire Council, the need for traffic calming on Semington Road for the safety of pedestrians and cyclists on the newly established cycle route.

Commented [L17]: These concerns were included in the Council response to the Hilpert to Melksham Active Travel Route, Stage 4 Safety Audit.

b) To consider supporting the petition calling for 20mph outside Melksham Oak school

Councillor Baines asked if Members wished to support the campaign by both the Governing Body of Melksham Oak and Wiltshire Councillor Nick Holder, to reduce the speed limit outside Melksham Oak School to 20mph.

It was noted Wiltshire Council were showing support to implement the change in speed limit, if there was enough support from the community.

Recommendation: For the Parish Council to support the request for a 20mph speed limit at the beginning and end of the school day and during term time only. For the extent of the 20mph speed limit to extend to the end of The Spa, where the shared path is no longer segregated from the A365.

Commented [L18]: The Clerk emailed both Councillor Holder and Melksham Oak on 26 June.

c) Speed Indicator Devices (SID)/ANPR Cameras

i) To note the new Wiltshire Council guidance on Speed Indicator Devices and ANPR Cameras.

Members noted the new guidance on Speed Indicator Devices and Automatic Number Plate Recognition (ANPR) cameras, which was particularly welcome.

ii) To receive feedback from Councillor Patacchiola on Speed Indicator Device (SID) Installation Training Course.

Councillor Patacchiola explained he had attended the Wiltshire Council training course for volunteers on speed indicator device (SID) installation, which had been quite informative and meant he was able to move a device, if necessary, and perhaps others could do, in due course, if they attended the course. However, he was happy with the current arrangement.

iii) To approve a quotation from Solagen to re-programme the device in line with Wiltshire Council's criteria and to note correspondence from Senior Traffic Engineer.

A quote of £180 (excluding VAT) had been received from Solagen to reprogramme one of the Council's speed indicator devices (SID) in line with current Wiltshire Council

guidelines. This would also prolong the battery life as it would not be activated at speeds below 30mph.

It was noted Councillor Baines had volunteered to drop off the device and collect it on the same day to save the high delivery and collection charge. However, Solagen had suggested leaving the device and collecting another day, with the Clerk stating this would be queried with them, having indicated previously, it would only take approximately 2 hours to do.

Recommendation: To approve the quotation and to reimburse Councillor Baines for his mileage costs.

Commented [L19]: Device re-programmed. Unfortunately, due to contractor staffing issues, both SIDs have not been installed since collected from the office in August.

iv) To note update on SID Data Pilot

Members noted the information regarding the speed indicator device (SID) Data Pilot which had recently taken place across Wiltshire with data being collected from town and parish councils in the pilot.

v) ANPR Survey. To consider a response to Wiltshire Council's survey

Whilst most of the survey related to sites outside the parish, suggestions for sites to be put forward for consideration were also being sought.

Recommendation: To put forward the following site suggestions:

Commented [L20]: Requests submitted in response to the consultation.

- Semington Bus Gate
- Westlands Lane
- A350 Beanacre
- Western Way (A350). Crossing from Caravan Park to Lonsdale Gardens
- Semington Road, Berryfield
- A365 (outside Melksham Oak)
- Shaw Hill
- Corsham Road, Whitley

44/23 Roundabout Sponsorship

a) To consider a response from Melksham Town Council and to consider a way forward with regard to the Section 96 Licence for former 'Carsons Tyre' roundabout A350/A365 if necessary

The Clerk explained Melksham Town Council wished to take on all the roundabouts and seek sponsorship and maintain

them, but unfortunately did not have current capacity to take on this roundabout that was already planted and maintained.

It was noted the financial implications in carry on maintaining the roundabout were over c£2000 per year and a decision had previously been made to not continue with the Section 96 Licence and maintain the roundabout. However, it would cost £750 to take out the planting and return to grass as per the conditions of the Section 96 Licence.

Concern was expressed at having to remove the planting, in line with the conditions of relinquishing the Section 96 licence, given how established it was.

Recommendation: For the Clerk to speak to Councillor Holder, Cabinet Member for Environment & Climate Change, as well as the Highway Engineer, to ascertain if it was necessary to remove the planting and return to grass.

Commented [L21]: On investigation the Town Council had also been issued a Section 96 Licence for the same roundabout. At Asset Management on 4.9.23 it was agreed to ask the Council's contractors to stop maintaining the roundabout, as it is no longer the responsibility of this council.

45/23 Wildflower Verges/Green Spaces

a) To note update on Bee Route proposals for a wildlife corridor along Semington Road.

The Clerk had passed information on the Wessex Water's Foundation Environment Fund to Howard Yardy, Wildlife Officer, Wilts & Berks Canal Trust. He hoped to apply in order to help with the Bee Route project, including the costs associated with obtaining a Streetworks Licence.

The Clerk explained enquiries had been made with the Council's grass cutting contractor who were happy to supervise the work on the highway associated with the project, however, they needed to clarify whether their insurers were happy with this arrangement.

b) To consider a request for different grass cutting regimes in order to encourage wildflower verges

Correspondence had been received from a resident concerned at the grass cutting regime on verges and the impact on wildlife. They also raised a concern the new trees recently planted in Berryfield Park had been damaged by grass cutting contractors, noting in other areas tree wardens were tasked to look after trees and asked if this was something which could be implemented in Melksham.

It was noted the resident had complained about the amount of grass cuttings left on the verge, however, this arrangement was part of Wiltshire Council's contract with their contractor.

The Clerk highlighted having looked at the photos of that trees provided, that the area in question was owned and maintained by Selwood Housing and not Wiltshire Council, however, officers could make Selwood aware damage had occurred.

With regard to the question relating to tree wardens, the Clerk explained she would put this on the June Full Council agenda for consideration.

c) To consider a request for a wildflower area on parts of the green to rear of Beverley Close, Bowerhill and to inform neighbouring properties

A request had been received from a resident of Bowerhill for parts of the green to the rear of Beverley Close, Bowerhill to be a wildflower area, as well as volunteering to repaint a bench located on the green.

The Clerk stated prior to making the application, the Council needed to have consulted with neighbouring properties within the vicinity, to make sure they were happy with the proposal and that no objections were received.

Councillor Harris explained he was happy to deliver any correspondence to neighbouring properties if approved.

Recommendation: To request Wiltshire Council leave parts of Beverley Close as wildflower areas (ie 2 cuts per year, cut & collect/compost on site where appropriate), as long as no objections are received from neighbouring properties.

Commented [L22]: Residents informed. Responses from residents considered at Asset Management on 4 September when it was agreed not to progress the request.

d) Brabazon Way Project. To note update on Garden Licence and consider any next steps

The Clerk provided an update on this project explaining whilst Wiltshire Council were aware of the desire for a wildflower project on Brabazon Way and had removed from their maintenance list, unfortunately their contractor had recently cut the grass. The draft licence was still awaited from Wiltshire Council's estates team.

45/23 Weed Spraying. To note Wiltshire Council will not be undertaking weed spray this year. To consider undertaking an additional weed spray this year.

The Clerk explained the Parish Council had recently agreed to undertake one weed spray this year in the Spring, at the time it had been stated there would be no harm if Wiltshire Council undertook a weed spray as well in the Bowerhill area (only area covered by Wiltshire Council). However, Wiltshire Council had now confirmed that there were not weed spraying this year and

therefore sought a steer from Members if they wished to undertake an additional spray this year.

The Clerk informed the meeting that whilst the Council's contractor had been instructed to undertake weed spraying in the parish, this had not taken place as yet.

Councillor Baines explained it was quite late to be weed spraying, particularly given the dry weather, therefore, as it was taking place later in the growing season, there was no point in undertaking a second weed spray later in the year.

Recommendation: Not to undertake a second weed spray.

Commented [L23]: Following complaints received (warm/wet weather a contributory factor?) a request for a second weed spray discussed at Full Council on 11.9.23 and approval given to instruct contractors to undertake a second weed spray.

Meeting closed at 10.06pm

Signed.....
Chair, Full Council, 19 June 2023

Lorraine McRandle

From: Stansby, Mark <mark.stansby@wiltshire.gov.uk>
Sent: 20 September 2023 07:52
To: Teresa Strange; Rose, Martin
Cc: Anderson, Sarah; Lorraine McRandle
Subject: RE: Bus Shelters Berryfield

Hello Teresa,

Comments I may have made yesterday evening about this project were said having not seen your email below.

I did mention that we were having issues in arranging an electrical supply and our priority at this present time, with winter approaching, is the actual install of the new hard standing, high rise kerbs, and of course the new shelters.

I don't wish to delay this work due to this new complication.

Our engineer is currently in isolation with Covid and so this will be parked until she returns. We will need further discussion with our passenger transport colleagues too.

We will be in touch in due course.

Thanks.

Mark.

Mark Stansby
Principal Engineer Manager
Traffic Engineering
Highways

Wiltshire Council

Tel: 01225 713367
Email: mark.stansby@wiltshire.gov.uk
Web: www.wiltshire.gov.uk
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From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: Tuesday, September 19, 2023 3:58 PM
To: Stansby, Mark <mark.stansby@wiltshire.gov.uk>; Rose, Martin <martin.rose@wiltshire.gov.uk>
Cc: Anderson, Sarah <Sarah.Anderson@wiltshire.gov.uk>; Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: RE: Bus Shelters Berryfield

Hi Mark

Perhaps we can discuss this?

We are starting to install our own RTI, now that Wiltshire Council are in a position to tell us which model to purchase so compatible.

We are going to start with one in Bowerhill on Mitchell Drive, and one in the Market Place (It's a joint project with the town council).

I am wondering out loud if there is a cost saving if we installed ones in these at the point of installation?

All the best, Teresa

From: Stansby, Mark <mark.stansby@wiltshire.gov.uk>

Sent: 15 September 2023 14:49

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

Cc: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; Anderson, Sarah <Sarah.Anderson@wiltshire.gov.uk>

Subject: RE: Bus Shelters Berryfield

Hello Lorraine,

Unfortunately, no.

I have discussed RTI with colleagues from Passenger Transport and whilst there is a strong desire to introduce this along this route, there is currently no funding available. Notwithstanding this, we are following your original request to install ducting in readiness for this. Indeed, if funds allow, we may be able to bring a live feed into the shelters, to enable these to be lit, but we don't yet know if the s106 monies (£20,662) will stretch this far.

Design work is continuing, and we remain on schedule to commence installation on 27th November.

I hope this is helpful.

Regards,

Mark.

Mark Stansby
Principal Engineer Manager
Traffic Engineering
Highways



Tel: 01225 713367

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Web: www.wiltshire.gov.uk

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

Sent: Friday, September 15, 2023 11:41 AM

To: Stansby, Mark <mark.stansby@wiltshire.gov.uk>; Rose, Martin <martin.rose@wiltshire.gov.uk>

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

Subject: Bus Shelters Berryfield

Hi Mark & Martin

I am just collating our agenda for our Highways meeting on Monday, 25 September and note the update on the 2 new bus shelters on Semington Road (Issue 9-22-10).

Members at a previous meeting sought clarification if RTI could be installed at the same time as the bus shelters.

Look forward to hearing from you.

Lorraine

Lorraine McRandle
Parish Officer
Melksham Without Parish Council
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Want to keep in touch?

Follow us on facebook: Melksham Without Parish Council or Teresa Strange (Clerk) for additional community news
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Lorraine McRandle

Subject: FW: FW: Grass Verge Bowerhill

From: **Ben Johnson** <ben@thejgroup.co.uk>
Date: Mon, Jul 10, 2023 at 5:01 PM
Subject: Re: FW: Grass Verge Bowerhill
To: Cadwallader, Andy <Andy.cadwallader@wiltshire.gov.uk>

Mr Cadwallader

As you can imagine I have been looking into this for a while now. I feel we do not break any law by parking cars on our property. Reading through the laws we could drive along for access to our own land. I will take other steps to find a solution. I will be back in touch in due course.

[F134] Prohibition of driving mechanically propelled vehicles elsewhere than on roads.

(1) Subject to the provisions of this section, if without lawful authority a person drives a mechanically propelled vehicle—

(a) on to or upon any common land, moorland or land of any other description, not being land forming part of a road, or

(b) on any road being a footpath, bridleway or restricted byway,

he is guilty of an offence.

(2) For the purposes of subsection (1)(b) above, a way shown in a definitive map and statement as a footpath, bridleway or restricted byway is, without prejudice to section 56(1) of the **M1** Wildlife and Countryside Act 1981, to be taken to be a way of the kind shown, unless **F2**. . . the contrary is proved.

(3) It is not an offence under this section to drive a mechanically propelled vehicle on any land within fifteen yards of a road, being a road on which a motor vehicle may lawfully be driven, for the purpose only of parking the vehicle on that land.

(4) A person shall not be convicted of an offence under this section with respect to a vehicle if he proves to the satisfaction of the court that it was driven in contravention of this section for the purpose of saving life or extinguishing fire or meeting any other like emergency.

(5) It is hereby declared that nothing in this section prejudices the operation of—

(a) section 193 of the **M2** Law of Property Act 1925 (rights of the public over commons and waste lands), or

(b) any byelaws applying to any land,

or affects the law of trespass to land or any right or remedy to which a person may by law be entitled in respect of any such trespass or in particular confers a right to park a vehicle on any land.

[F134] Prohibition of driving mechanically propelled vehicles elsewhere than on roads.

(1) Subject to the provisions of this section, if without lawful authority a person drives a mechanically propelled vehicle—

(a) on to or upon any common land, moorland or land of any other description, not being land forming part of a road, or

(b) on any road being a footpath, bridleway or restricted byway,

he is guilty of an offence.

(2)For the purposes of subsection (1)(b) above, a way shown in a definitive map and statement as a footpath, bridleway or restricted byway is, without prejudice to section 56(1) of the M1Wildlife and Countryside Act 1981, to be taken to be a way of the kind shown, unless F2. . . the contrary is proved.

[F3(2A)It is not an offence under this section for a person with an interest in land, or a visitor to any land, to drive a mechanically propelled vehicle on a road if, immediately before the commencement of section 47(2) of the Countryside and Rights of Way Act 2000, the road was—

(a)shown in a definitive map and statement as a road used as a public path, and

(b)in use for obtaining access to the land by the driving of mechanically propelled vehicles by a person with an interest in the land or by visitors to the land.]

(3)It is not an offence under this section to drive a mechanically propelled vehicle on any land within fifteen yards of a road, being a road on which a motor vehicle may lawfully be driven, for the purpose only of parking the vehicle on that land.

With Thanks Ben Johnson

*The MOT Centre / The Garage on the Hill
Bowerhill
Melksham
Wiltshire
SN12 6SP
01225 702648 / 707373*

On Mon, Jul 10, 2023 at 3:18 PM Cadwallader, Andy <Andy.cadwallader@wiltshire.gov.uk> wrote:

Dear Mr Johnson,

Thank you for your email concerning the above.

Section 34 Road Traffic Act 1988 Prohibition of driving mechanically Propelled vehicles elsewhere than a roads. clearly states that “If without lawful authority a person drives a mechanically propelled vehicle on a footpath he is guilty of an offence”. You nor your staff or customers have any lawful right to traverse this footpath.

The vehicles using your premises and parking at the side of your building clearly can only get there by traversing the footway which is not constructed to vehicular standard. Therefore, you must stop manoeuvring across the footway. If you continue to do so you are not only liable to prosecution under the Road Traffic Act, you could also be liable to costs for repair of damages and measures can be put in place to prevent the use of the footway.

The council has no objection to you parking or using your land as you feel fit however, you cannot break the law in the process. As stated previously if you wish to alter the access to you property then this will require planning permission and you should seek planning advice in the first instance.

If you have any queries regarding the above please contact me.

Regards,

Andrew Cadwallader

Area Engineer Highways West Wiltshire

Covering the Area Boards of Melksham and Bradford on Avon

Local Highways

Highways & Transport
Wiltshire Council

24 Hercules Way, Bowerhill

Melksham, Wiltshire, SN12 6TS

Tel: 01225 712812

Email: andy.cadwallader@wiltshire.gov.uk

Web: www.wiltshire.gov.uk

Wiltshire Council

From: Ben Johnson <ben@thejgroup.co.uk>

Sent: Tuesday, July 4, 2023 9:33 AM

To: Cadwallader, Andy <Andy.cadwallader@wiltshire.gov.uk>; Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; Holder, Nick <Nick.Holder@wiltshire.gov.uk>

Subject: Re: FW: Grass Verge Bowerhill

Hi Andy

Thank you for your email. you have made a interesting and very bold statement there about my business.

Can you explain and send proof of what you are saying, in terms of parking on our own property and legally not being allowed to cross a pathway to gain access to my own land. can you send me proof of this please.

I am quite simply trying to make the area pleasing to the eye and practical for the area. The benefit of parking cars on our own land means less cars parked on the road. I was expecting more of a work with us response the same way I have approached you and the council.

With Thanks Ben Johnson

The MOT Centre / The Garage on the Hill

Bowerhill

Melksham

Wiltshire

SN12 6SP

01225 702648 / 707373

On Tue, Jun 27, 2023 at 9:49 AM Cadwallader, Andy <Andy.cadwallader@wiltshire.gov.uk> wrote:

Dear Mr Johnson,

Thank you for your email concerning that public highway verge outside of your premises.

The area forms part of the public highway and as such is controlled and maintained by Wiltshire Council as the local highway authority. Wiltshire council as the local highway authority would not support the stopping up of highway rights over this section of land and allow it to revert back to private land.

Where as the verge has undoubtedly received damage from poor and inconsiderate delivery drivers, delivering goods to local premises. It is also being damaged by your business accessing an illegally formed parking area alongside your building. Vehicles cannot manoeuvre into the parking spaces without traversing the verge and the footway which is prohibited under the highways act. I must ask you to stop traversing the Verge and the footway immediately. Should the footway start to show signs of damage Wiltshire Council could pursue your business for the full cost of any repair as it is solely being caused by your business activity.

Concerning any proposed engineering work, in the first instance you should contact the planning team to ascertain whether the works would require planning permission and as any proposed works would be on the public highway it would also require local highway approval.

If you have any queries regarding the above please contact me.

Regards,

Andrew Cadwallader

Area Engineer Highways West Wiltshire

Covering the Area Boards of Melksham and Bradford on Avon

Local Highways

Highways & Transport
Wiltshire Council

24 Hercules Way, Bowerhill

Melksham, Wiltshire, SN12 6TS

Tel: 01225 712812

Email: andy.cadwallader@wiltshire.gov.uk

Web: www.wiltshire.gov.uk

Wiltshire Council

From: Ben Johnson <>
Sent: Thursday, June 22, 2023 5:02 PM
To: westernhighways <westernhighways@wiltshire.gov.uk>
Subject: Grass Verge Bowerhill

You don't often get email from ben@thejcggroup.co.uk. [Learn why this is important](#)

Good morning

To whom it may concern. I have a business in Bowerhill Melksham. Outside our premises there is a small grass verge which over time has been destroyed by delivery drivers and lorries pulling up and parking on it while they do their deliveries. There was also a water leak that Wessex water had repaired which also caused lots of damage to this grass verge. In some places you can see the trunking for a grey electric box has now been exposed.

We dont wish to complain to you to fix these issues without proposing a plan of action ourselves. We would like the opportunity to take ownership of the land, where we would then carry out all the repairs and make the area look smart and tidy along with a dropped kerb and some bullards with signage in between. We believe we can make this area look very smart and attractive. I Would like to have some feedback from yourselves as this grass verge can not stay as it is. My contact details are below, please feel free to call, email or even better come to site where i would be very happy to put forward our idea.

 [_grass verge SN126SP Bowerhill Melksham.zip](#)

With Thanks Ben Johnson

██████████

The MOT Centre / The Garage on the Hill

Bowerhill

Melksham

Wiltshire

SN12 6SP

01225 702648 / 707373

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PICTURES FORECOURT LYSANDER ROAD



Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
	Melksham LHFIG – Notes of on-line meeting held on Thursday 3rd August 2023 at 18:00 hrs			
1.	Attendees and apologies			
	Attendees:	Cllr Mike Sankey – Chair Cllr Jonathon Seed Cllr Jon Hubbard Jonathon Tapper – Steeple Ashton PC Colin Wade – Semington PC Linda Roberts – Clerk to Melksham TC Sarah Dow – Clerk to Keevil PC Alan Baines – Melksham Without PC Andy Cadwallader – Area Highway Engineer Martin Rose – Principal Traffic Engineer Mark Stansby – Principal Traffic Engineer	Area Board to note.	AB
	Apologies:	Mary Winterburn – Great Hinton PC Colin Goodhind – Melksham Town Council		
2.	Notes of last meeting			
		The notes of the previous LHFIG meeting held on 9 th May 2023 were presented to the Area Board on 14 th June, passing all recommendations.	LHFIG to note.	All

Melksham Local Highways & Footway Improvement Group

3.	Financial Position			
		<p>The closing balance for 2022/23 is now confirmed at £51,247.70 (see Appendix 1). This surplus is carried forward to this financial year.</p> <p>The current balance for 2023/24, less previous commitments stands at £43,672.81 (see Appendix 2).</p>	Area Board to note	AB
4.	Priority schemes			
a)	Issue 6055 – Broughton Gifford - Gateways and Traffic Management measures.	<p>The outstanding bollards have now been installed and we await the bill from our contractor.</p> <p>Remedial work to the road markings is to be done imminently.</p>	Area Board to note	AB
b)	A365 Shaw Bath Road Footway improvements – funded by Section 106 monies from George Ward Gardens development.	<p>Due to the cancellation of a project this scheme had been brought forward in the work programme and work on the ground has now been completed. Highways are awaiting bills from the contractor.</p> <p>Representatives from the Town Council questioned why they were being asked for a contribution with the work having been carried out within Melksham Without's area. Officers reported that this had been agreed at a previous LHFIG meeting held on 2nd February 2023, although the Town Council have yet to confirm their contribution (£1,500).</p>	<p>Arwa Board to note.</p> <p>Town Council to discuss their contribution at an internal committee meeting.</p>	<p>AB</p> <p>Town Council</p>
c)	Issue 9-20-9 – Melksham Sandridge Road – request to improve footway link to Maple Close	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.	<p>Area Board to note</p> <p>Town Council to continue to liaise</p>	AB

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		<p>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.</p>	with the landowner's legal team.	Town Council
d)	Active Travel Scheme - Farmers Roundabout – signing to promote use of shared use cycle route to and from Holt Road and town bridge.	<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>	Awaiting update from Town Council	Town Council
e)	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).</p>	Awaiting update from Town Council	Town Council

Melksham Local Highways & Footway Improvement Group

f)	Issue 9-22-1 – Melksham Footway linking Hazelwood Road & St Michaels Road – Request for lighting	<p>Issue submitted by Cllr Hubbard and Melksham Town Council.</p> <p>The work has been completed at a cost of £3,673.23, an underspend of £326.77 against the estimated figure. Town Council contribution agreed as 50% of actual spend – a sum of £1,836.61.</p> <p>Highways have issued an Invoice to the Town Council.</p>	To recommend to the Area Board that this Issue be closed.	Chair
g)	Issue 9-22-10 – Berryfield Semington Road – request to install 2 bus shelters	<p>Issue submitted by Melksham Without Parish Council</p> <p>There is a Section 106 fund of £20,662 to provide 2 x shelters with seating, high access kerbs with RTI facility (or to be ready for RTI installation).</p> <p>Design work is underway with a start date for installation now confirmed as 27/11/23.</p>	Area Board to note	AB
h)	<p>Issue 9-22-12 – Bowerhill Halifax Road – request for drop kerbs to link Brampton Court with Sunderland Close</p> <p>Issue 9-22-13 – Bowerhill DeHavilland Place and Dowding Way – Request for footway extensions and drop kerbs</p>	<p>Issue submitted by Melksham Without Parish Council</p> <p>The work at both sites has been completed under a signle Order. Interim bills have been received to the value of £6,452.73.</p> <p>Highways to chase contractor for outstanding bills.</p>	Highways to chase contractor for outstanding bills.	Highways
i)	Issue 9-22-17 – Melksham Without (various roads) – request for Parking Control Measures	<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 	Highways to undertake the review.	Highways

Melksham Local Highways & Footway Improvement Group

	To also include Issues 9-23-3 Beanacre, 9-23-5 Bowerhill and 9-23-7 Melksham	<ul style="list-style-type: none"> • Avro Way Bowerhill • Merlin Way Bowerhill • 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>Investigation work to commence late July / early August.</p>		
j)	Issue 9-19-11 – Bowerhill Portal Road – Request for Bowerhill nameplate and white gates	<p>Issue submitted by Melksham Without Parish Council</p> <p>An order has been placed to undertake this work. Contractor is currently awaiting delivery of the gate.</p>	Area Board to note	AB
k)	Issue 9-22-2 – Melksham The Crays – request for drop kerbs	<p>Issue submitted by Melksham Town Council</p> <p>The work has been completed and an interim bill has been received to the value of £2,388.78.</p> <p>Highways to chase contractor for outstanding bills.</p>	Highways to chase contractor for outstanding bills.	Highways
l)	Issue 9-22-6 – Melksham Sandridge Road junction with Snarlton Lane – request for signs to direct drivers to Snarlton Farm	<p>Issue submitted by Melksham Town Council</p> <p>The signs have been installed at a cost of £623.26. This is an underspend of £326.74 against the estimate of £950. Town Council contribution agreed as 50% of actual spend – a sum of £311.63.</p> <p>Highways have issued an invoice to the Town Council.</p>	To recommend to the Area Board that this Issue be closed,	Chair

Melksham Local Highways & Footway Improvement Group

m)	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>	Area Board to note	AB
n)	Issue 9-22-20 – Keevil, Martins Road – request to alter barriers and improve condition of footpath surface.	<p>Issue submitted by Keevil Parish Council</p> <p>Issue concerns Right of Way, KEEV27 which provides access to the recreation ground.</p> <p>Resurfacing work has been completed by the ROW team's contractor and we await their bill. Highways have removed the life expired safety barrier and provided new drop kerbs and hard standing.</p> <p>With the Parish's brief to make the path more accessible for buggies and wheelchair users, and taking into account the slow speeds and low traffic volume on Martins Road, officers decided against replacing the barrier.</p> <p>However, having received concerns from parishioners about this decision, the Parish have asked for a new, smaller barrier to be installed. This was agreed at a site meeting and Highways have this in hand.</p>	Highways to order new barrier	Highways
o)	Issue 9-22-22 – Shaw Corsham Road – request to reinstate louvre shuttering on approach to signals	<p>Issue submitted by Melksham Without Parish Council</p> <p>Louvres were omitted on the new signal heads when the traffic lights were replaced in 2020.</p>	Highways to chase progress	Highways

Melksham Local Highways & Footway Improvement Group

		An order has been placed with our Traffic Signal Consultants to undertake this work. Cllr Alford asked if this could be completed before the start of the Autumn term?		
p)	Issue 9-23-2 – Great Hinton – request to replace a wooden stile with a Kissing Gate to create better access to a number of local Footpaths	<p>Issue submitted by Great Hinton Parish Council</p> <p>Work has been delayed due to late delivery of the new gate. Gate has now arrived and installation is to be undertaken by the ROW team.</p>	Area Board to note	AB
q)	Issue 9-23-3 – Beanacre Westlands Lane – request to prohibit parking at the access to the new water pumping station.	<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>Refer to Item 4i of the agenda.</p>	Area Board to note	AB
r)	Issue 9-23-4 – Bus Gate at Semington Road – request for Camera Enforcement.	<p>Issue submitted by Semington Parish Council</p> <p>Wiltshire Council has a camera available and the Parish have asked if this could be installed for enforcement. Semington have liased with Melksham Without who are supportive of this proposal.</p> <p>Since the last meeting, the road markings have been refreshed and the signs inspected for compliance to enable enforcement by the Police. Maintenance of the metal gate is the responsibility of the local highways office and defects should be reported using the MyWilts App.</p> <p>Having considered the suggestion of relocating the gate, it is officers' recommendation to maintain the gate where it is, and</p>	<p>Traffic to request a new survey.</p> <p>Local Highways to action repair or replacement of the gate.</p>	<p>Traffic</p> <p>Area Highway Engineer</p>

Melksham Local Highways & Footway Improvement Group

		to undertake a traffic survey to gauge the level of non-compliance prior to committing to any expenditure. Parish are content for the survey to take place.		
s)	Issue 9-23-5 – Bowerhill various sites – request for Parking Review	Issue submitted by Melksham Without Parish Council. Parking concerns have been raised at the following sites at Bowerhill: <ol style="list-style-type: none"> 1. Pathfinder Way 2. Westinghouse Way 3. Lancaster Road Refer to Item 4i of the agenda.	Area Board to note	AB
t)	Issue 9-23-7 – Melksham various roads – request for Parking Review	Issue submitted by Melksham Town Council Parking concerns have been raised at the following locations: <ol style="list-style-type: none"> 1. Union Street – could parking be permitted to create chicanes? 2. The City / Alms Houses – request for residents parking scheme 3. Cranesbill Road – issue at school times 4. Skylark – no details submitted. Highways to request further details of these issues from Town Council, prior to the review.	Area Board to note Highways to write to Town Clerk.	AB Highways
5.	New Requests and ongoing Issues			
a)	Issue 9-22-15 – Melksham junction of Church Street and High Street and Lowbourne –	Issue submitted by Melksham Town Council	Area Board to note.	AB

Melksham Local Highways & Footway Improvement Group

	<p>request for audible warning at signal controlled crossing points</p>	<p>Highways have commissioned their Traffic Signal Consultants (Atkins) to investigate this matter.</p> <p>Town Council were content with the previous response on the disablement of the audible warnings, but asked why the crossing by Costa had the audible warning enabled?</p> <p>Most last update from Atkins read:</p> <p>The “Costa” crossing beepers are audible at the junction but are very quiet. Usually we would say switch them off to be on the safe side but considering the issues identified by the visually impaired pedestrian (which are quite significant and not easily resolved by other means i.e. second push button) we are going to propose a second site visit with Telent (the signal engineers) to turn the beepers down at the crossing and switch on the beepers at the junction (at their lowest level) and review if the beepers can be heard between the two sites. If they can’t be heard, then we will leave the crossing ones on and switch the junction ones on too, which would be a great benefit to the resident. If the beepers can be heard at the lowest setting then we will likely switch the crossing ones off and leave the junction ones off too.</p> <p>We will programme in a visit with Telent and provide more feedback when completed. Sorry this isn’t a more definite answer. The crossing ones have been left on for now as they are only just audible and the risk of confusion is low especially for those familiar with the sites.</p> <p>We now await their findings of a second visit to the site with their contractor.</p>		
<p>b)</p>	<p>Issue 9-22-21 – Melksham Snarlton Lane, Crossing point</p>	<p>Issue submitted by Cllr Sankey and Melksham Town Council</p>	<p>To recommend to the Area Board that this Issue is added to the</p>	<p>Chair</p>

Melksham Local Highways & Footway Improvement Group

	<p>from Nightingale Close – request for coloured road surface due to safety concerns</p>	<p>View of the crossing is often restricted due to vegetation and a warning sign was previously funded through the CATG / LHFIFG process. The hedgerow is protected by a preservation order and will receive a flail cut as part of the routine maintenance programme.</p> <p>It was agreed to pursue an estimate to provide a coloured high friction strip to highlight the crossing area to motorists. Highways have suggested the use of a buff coloured material which will provide sufficient contrast against the regular road surface. An outline plan is included as Appendix 3.</p> <p>The area to be treated is just under 28 square metres and the estimate to undertake this work £2,909.15, which includes legal fees for a temporary road closure. A provisional date to undertake this work has been agreed with the Contractor as 30th August, in time for the start of the new school year.</p> <p>Following a discussion the group were in agreement to take this forward. Town Council are content to make a 50% contribution.</p>	<p>Priority Schemes list, and to allocate a sum of £1,454.58.</p>	
c)	<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>Area Board to note</p> <p>Highways to liaise with their Consultants.</p>	<p>AB</p> <p>Highways</p>

Melksham Local Highways & Footway Improvement Group

		<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.</p>		
d)	Issue 9-23-9 – Speeding traffic on A365 Shaw and Whitley Corsham Road – request for SLOW road markings	<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 Mavern House <p>Following a discussion it was agreed that Highways should investigate and formulate a proposal with ball park costings, ahead of the next meeting.</p>	Highways to consider	Highways
e)	Issue 9-23-10 – A350 Beanacre – request to review the signs which indicate the weight limit on Westlands Lane	<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 ball park costings, ahead of the next meeting.</p>	Highways to consider	Highways
f)	Issue 9-23-11 – A365 Bowerhill, Devizes Road junction with Hornchurch Road – request to introduce double white line system to prevent overtaking.	<p>New issue submitted by Melksham Without Parish Council</p> <p>Concerns have been raised of vehicles overtaking through and around the ghost island.</p>	Highways to consider	Highways

Melksham Local Highways & Footway Improvement Group

		<p>Highways reported that solid white lines are not considered appropriate for speed limits below 40 mph. Other options, such as the placement of an island to deter overtaking could be considered.</p> <p>Highways to investigate and formulate a proposal with ball park costings, ahead of the next meeting.</p>		
g)	Issue 9-23-12 – Steeple Ashton Sandpits Lane – request for signing measures and SLOW marking	<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 ball park costings, ahead of the next meeting.</p>	Highways to consider	Highways
h)	Issue 9-23-13 – Steeple Ashton Sandpits Lane – request to improve access / egress into the playing field	<p>New issue submitted by Steeple Ashton Parish Council</p> <p>Request for hard standing and footpath surface improvements into playing field access.</p> <p>Following a discussion it was agreed that Highways should investigate and formulate a proposal with ball park costings. This will require a more detailed study and Highways requested that this be added to the Priority Schemes List (without funding at this time) for consideration when staff resources become available. The group were content to follow this process.</p>	To recommend to the Area Board that this Issue be added to the Priority Schemes List, without funding.	Chair
i)	Issue 9-23-14 – Steeple Ashton Common Hill / Newleaze – request for	<p>New issue submitted by Steeple Ashton Parish Council</p> <p>The play area is a thoroughfare for residents accessing Common Hill and a barrier would give protection for children</p>	Highways to consider	Highways

Melksham Local Highways & Footway Improvement Group

	pedestrian barrier at exit of children's play area	<p>who are witnessed running from this area towards th main road.</p> <p>Following a discussion it was agreed that Highways should investigate and formulate a proposal with ball park costings, ahead of the next meeting.</p>		
6.	Other items			
a)	Pavement and Footway Improvement Schemes (pre-LHFIG)	<p>There was no footway patching carried out in 2022, therefore the work at Philips Close remains outstanding.</p> <p>Major Maintenance report that there are no resources available to progress the Ebenezer Chapel footway between Union Street and King George V playing field. The footpath is due to be inspected again to determine whether it can remain open for the time being.</p> <p>For the sites approved for footway reconstruction, Corfe Road, Melksham has been completed and Sherwood Avenue Melksham remains outstanding.</p> <p>No update was available for the Footway Slurry sites at</p> <ul style="list-style-type: none"> • Ashley Close, Whitley • Tower Road, Melksham including cul-de-sac off Blackmore Road • Sherwood Avenue/Savernake Avenue, Melksham • Wellington Drive, Bowerhill • Birch Grove, Bowerhill • Elm Close, Bowerhill • Blackmore Road Cul-de-sacs, Melksham 	Cllr Sankey to make further enquiries with officers and Cabinet Member.	Chair

Melksham Local Highways & Footway Improvement Group

b)	Deadline for submitting LHFIG Requests	<p>All requests are to be submitted two weeks prior to a meeting taking place. Requests received after the deadline will be held until the following meeting.</p> <p>Requests to be sent to LHFIGrequests@wiltshire.gov.uk</p> <p>The deadline for our next meeting is 19th October 2023</p>	All to note	All
7.	<p>Dates of future meetings:</p> <p>2nd November and 8th February 2024.</p> <p>Meetings to commence at 16:30 hrs and will be held on-line until further notice.</p>			

Melksham Local Highways & Footway Improvement Group

Highways Traffic Officer – Mark Stansby

Area Highway Engineer – Andy Cadwallader

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.

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 **£42,218.23**

3. Legal Implications

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

Melksham Local Highways & Footway Improvement Group

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 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 close the following Issues:

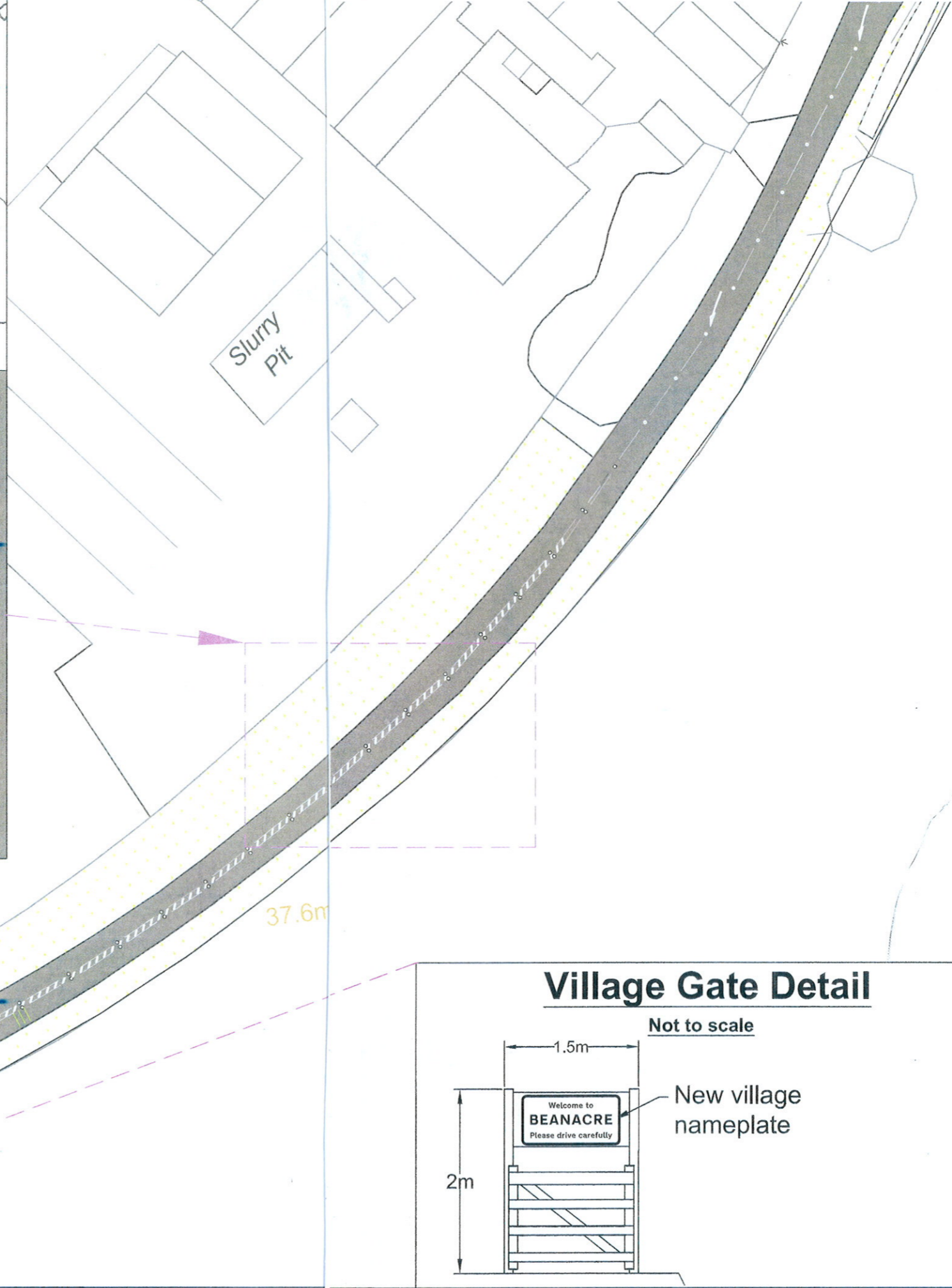
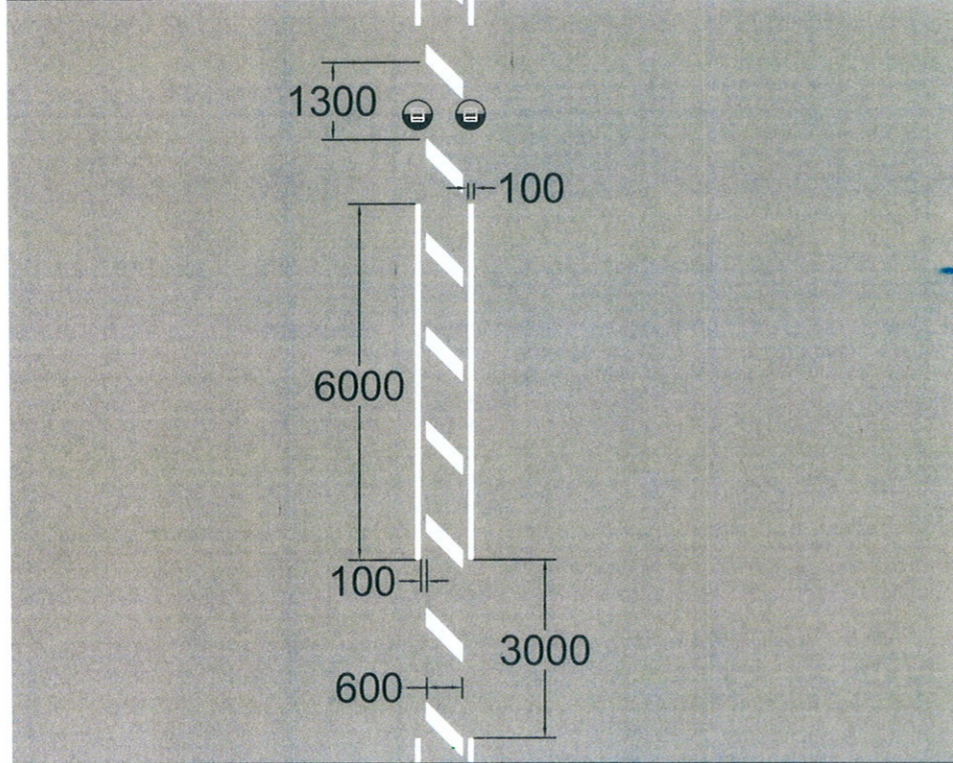
9-22-1 Melksham Lighting off Hazelwood Road and 9-22-6 Melksham Signing to Sandridge Farm

7.2 To add the following Issues to the Priority Schemes List with funding:

9-22-21 Melksham Snarlton Lane Crossing Point (£1,454.58).

7.3 To add the following Issues to the Priority Schemes List without funding:

9-23-13 Steeple Ashton Sandpits Lane pedestrian access to playing field



NOTES:

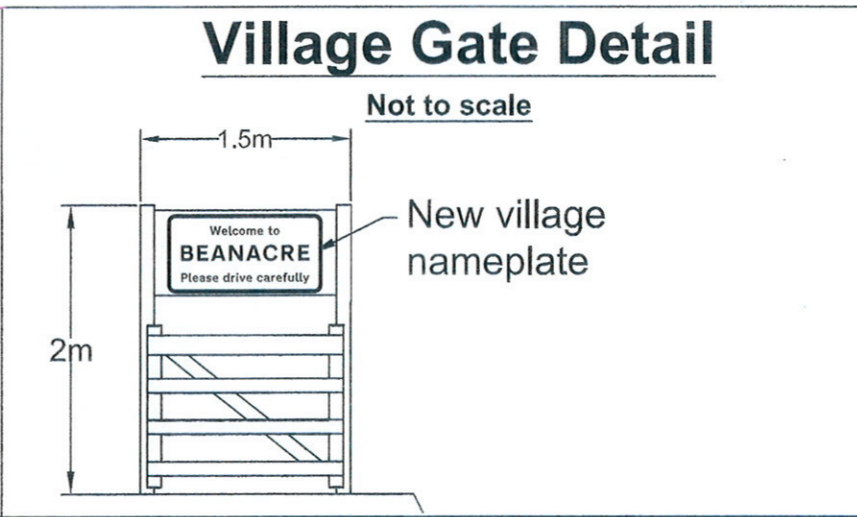
Yellow Bars are 150mm wide Thermoplastic with no upstand

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Wiltshire Council (100049050) 2023

Wiltshire Council

Traffic & Network Management
County Hall, Bythesea Road, Trowbridge
Wiltshire, BA14 8JD
Tel: 0300 4560100
Website: www.wiltshire.gov.uk

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O	08/23	HPS	MJS	MJS	ORIGINAL
REV	DATE	DRAWN	CHECK	APPRV	DESCRIPTION



DRAWING PURPOSE:
FOR CONSULTATION

PROJECT:
A 350 BEANACRE GATEWAY

DRAWING TITLE:
PROPOSED GATEWAY

SCALES:	NOT TO SCALE	SHEET SIZE:	A3
DRAWING No.	2023-077/HPS/BEAN/D003	REVISION:	O
FILE REF:	L:\CIP\0176\Drawings\2023\077\HPS\BEAN/D003\2023-077_HPS_BEAN/D003.dwg		

Melksham LHFIG expenditure 2022 / 23 as of 15/05/23

Budget £24,338 + £31,469.31 c/fwd = £55,807.31

Scheme	Estimate	LHFIG Commitment	Expenditure	Projected Spend
Semington Littlemarsh Road Markings	£500.00 (ball park)	£250.00	£500.00 Final	£500.00
Melksham Cycleway Signing	£1,790.49	£nil	£1,965.65 Final	£1,965.65
Melksham Hazelwood Rd / St Michael's Lighting	£4,000.00 (ball park)	£2,000.00	£3,673.23 Final	£3,673.23
Melksham Westbury View – access protection bar	£50.00	£50.00	£50.00 Final	£50.00
Melksham Spa Road / Wharf Court – SLOWs	£500.00 (ball park)	£500.00	£500.00 Final	£500.00
Berryfield – Direction signs to village hall	£400.95	£400.95	£441.36 Final	£441.36
Steeple Ashton – Road markings and Post for SID	£1,570.00	£1,170.00	£1,570.00 Final	£1,570.00
Melksham Snarlton Farm – HGV signing	£950.00	£475.00	£623.26 Final	£623.26
Totals	£9,761.44	£4,845.95	£9,323.50	£9,323.50

Budget £55,807.31

Projected Spend £9,323.50

Balance £46,483.81

Plus Contributions (details below) £4,763.89

Closing Balance £51,247.70

Contributions

Melksham Cycleway Signing	£1,965.65	Section 106 Fund
Semington Littlemarsh markings	£250.00	Semington Parish Council – invoice issued
Melksham Hazelwood Rd Lighting	£1,836.61	Melksham Town Council – invoice to be issued
Steeple Ashton markings and post	£400.00	Steeple Ashton Parish Council – invoice issued
Melksham Snarlton Farm signs	£311.63	Melksham Town Council – invoice to be issued
Total	£4,763.89	

Melksham LHFIG expenditure 2023 / 24 as of 17/07/23

Budget £24,338 + £51,247.70 c/fwd = £75,585.70

Scheme	Estimate	LHFIG Commitment	Expenditure	Projected Spend
Broughton Gifford Traffic Calming – bollards	£1060.00	£1060.00	£0,000.00	£1,200.00
A365 Shaw / Dunch Lane Footway improvements	£29,177.93	£1,500.00	£0,000.00	£29,177.93
Melksham Sandridge Rd / Maple Close Footway	£20,000 (ball park)	£10,000.00 (provisional)	£0,000.00	£20,000.00
Bowerhill Halifax Road – drop kerbs / Footway Imp	£6,000.00	£3,000.00	£6,452.73 Interim	£6,500.00
Bowerhill Portal Road – Village Gateway	£3,000.00	£1,500.00	£0,000.00	£3,000.00
Melksham The Crays – drop kerb	£2,500.00	£1,250.00	£2,388.78 Interim	£2,500.00
A350 Beanacre – Gateway treatment	£10,000 (Ball Park)	£5,000.00	£0,000.00	£10,000.00
Keevil Martins Road Footpath improvements	£10,650.00	£7,987.50	£0,000.00	£10,650.00
Shaw Corsham Road – Traffic Signal Louvres	£750.00 (ball park)	£375.00	£0,000.00	£750.00
Great Hinton - ROW Kissing Gate	£500.00	£500.00	£0,000.00	£500.00
Berryfield Semington Road – 2 x Bus Shelters	£20,000	£Nil	£0,000.00	£20,000.00
Totals	£103,637.93	£32,172.50	£8,841.51	£104,277.93

Budget £75,585.70

Projected Spend £104,277.93

Balance -£28,692.23

Plus Contributions (details below) £72,365.04

Opening Balance £43,672.81

Contributions

A365 Shaw / Dunch Lane footway	£20,077.54
A365 Shaw / Dunch Lane Footway	£1,500.00
A365 Shaw / Dunch Lane Footway	£7,000.00
Melksham Sandridge Rd footway	£10,000.00
Bowerhill Halifax Road Drop kerbs	£3,000.00
Bowerhill Portal Road Gateway	£1,500.00
Melksham The Crays Drop kerb	£1,250.00
A350 Beanacre Gateway Treatment	£5,000.00
Keevil Martins Road Footpath	£2,662.50
Shaw Corsham Rd Signal Louvres	£375.00
Berryfield 2 x Bus Shelters	£20,000.00
Total	£72,365.04

Section 106 Fund

Melksham Town Council – contribution subject to confirmation
 Melksham Area Board
 Melksham Town Council – contribution subject to confirmation
 Melksham Without Parish Council – invoice upon completion
 Melksham Without Parish Council – invoice upon completion
 Melksham Town Council – invoice upon completion
 Melksham Without Parish Council – invoice upon completion
 Keevil Parish Council – invoice upon completion
 Melksham Without Parish Council – invoice upon completion
 Section 106 Fund

Lorraine McRandle

Subject: FW: Fwd:Can we have some kind of barrier to slow bikes entering the back of Kittyhawk Close at high speed?
Attachments: image0.jpeg; image1.jpeg

From: Holder, Nick <Nick.Holder@wiltshire.gov.uk>
Sent: 31 July 2023 15:21
To: Sankey, Mike <Mike.Sankey@wiltshire.gov.uk>; Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: FW: Fwd:Can we have some kind of barrier to slow bikes entering the back of Kittyhawk Close at high speed?

Please see below from a resident in Bowerhill. Is this something which could be looked at please by LHFIG.

Teresa, would the parish council be able to support this at all?

Nick

Nick Holder
Cabinet Member for Environment and Climate Change
Councillor for Bowerhill
Wiltshire Council | County Hall | Trowbridge | Wiltshire | BA14 8JN

Wiltshire Council

Tel: 07931 905520
Email: nick.holder@wiltshire.gov.uk
Web: www.wiltshire.gov.uk
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Sent: Jul 31, 2023 at 11:27 AM
To: Nick.Holder

Subject: Can we have some kind of barrier to slow bikes entering the back of Kittyhawk Close at high speed?

Hi Nick,

I have lived at ■ Kittyhawk Close for a little over one year now and so far there have been 2 incidents that have scared me where cyclists have appeared unexpectedly at high speed turning around the corner by number 16. They are coming through from the green space at the bottom of Magister Road and they enter Kittyhawk via the lane that emerges between my house and my opposite neighbour, number 12. When driving past numbers 22, 20 and 18 it is impossible to see what might be coming through that lane and heading towards the corner by number 16 and they just appear out of nowhere. Both times it has been young lads on bikes, today the lad wasn't even wearing a helmet. Fortunately I drive very slowly through Kittyhawk but had I been going faster and hadn't been able to immediately stop I would have hit him. It is a fairly quiet piece of road so I am sure they cycle it all the time and have never met a car before but I fear it's only a matter of time before someone is hurt. I also witnessed during the winter a lad going too quickly through that lane, sliding on ice at the corner and coming off his bike. He wasn't seriously hurt but again had he been going slower he wouldn't have slid.

I'm wondering if it might be possible to get some kind barrier to slow the cyclists down, perhaps something like those we see elsewhere on the estate to stop cars entering pedestrian areas. I am including a photo of the sort of barrier I mean and also a picture of the lane they are emerging from between mine and my neighbour's houses so you know where I am referring to.

I know budget is tight so I understand if it can't be implemented but I wanted to share my thoughts on something we could do to improve safety for our young cyclists.

Kind regards,



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Pictures Footpath from Magister Road to Kittyhawk Close



Picture of type of barrier requested



What does the "children crossing" sign mean?

The "children crossing" sign means that a dedicated section of the road is designated for children's and pedestrian traffic only, which includes a crossing on the road. The sign also provides instructions to drivers on how to proceed with these children. For example, it might say "Stop" or give specific instructions like "to load and unload children."

The purpose of this sign is to provide a sense of safety for children crossing the road. This sign is typically notified on roads with lower traffic volume, and if you are driving in the UK, you must obey it like anywhere else.

The sign has two children on it, who're holding hands. It means you have to be careful when the children want to go across the street. It tells you to be very careful because there are children in that area and they need to cross safely. It means that you have to wait for the children. It tells you to stop for the children when they want to cross the street. If I see that sign I will be careful, because there is a crossing for kids and we should let them cross.

How common is this sign?

This sign is very common in the UK in areas where schools are predominant. This is to caution drivers when they see children crossing the streets.

Where are you likely to see the "children crossing" sign?

1. Near schools

This sign is usually on the way to and from school. You will often see this sign near schools, and bus stops. If you are going to a public place, you have to pass by where there is a school like that.

2. Near play parks

This sign is also common near small children's playgrounds and plays areas. This is meant to ensure the safety of children playing in those areas. You can see this sign in parks. The sign is also placed nearby where small children are walking or playing. Most likely you will see this sign near playgrounds.

3. In residential areas

This sign is commonly seen in residential areas. If you live in a town, the sign is likely to be located near your house. There are more children around in the area, so it is a danger for them to cross the road by

themselves. The sign is also common where there are small streets and houses close together. It's easy for them to go from one house to another if they want to play.

When did this sign first come into action?

This sign was designed in 1969. It was created to make children safe crossing the road. This sign was first placed on the roads around that time. Then it became more popular and spread out to other places. It is mostly used in residential areas and schools now.

Children crossing sign is used to protect children's safety by crossing a dangerous area. If there is no sign, it is easy for children to cross the road by themselves. The sign tells you to beware and stop in front of the children's crossing so they can safely reach the other side. It helps them cross the road.

Conclusion

The children crossing road sign is a warning for drivers to lookout for potential children who may need to cross the road. These road signs are commonly found nearby to schools, play parks and residential areas with a high child population. The sign's image is two people holding hands.

Lorraine McRandle

Subject: FW: Pavement opposite Tesco - Bowerhill
Attachments: IMG_20230913_1240580.jpg; IMG_20230913_1243123.jpg; IMG_20230913_1243178.jpg

From: [REDACTED]
Sent: Wednesday, September 13, 2023 1:03 PM
To: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: Pavement opposite Tesco - Bowerhill

Dear Lorraine

Please find attached the refuse vehicle parked on the pavement which not only will repeat the damage recently repaired, but also impairs access for all pedestrians, especially those using disability vehicles or pushing prams.

Regards

[REDACTED]

FALCON WAY, BOWERHILL PICTURES



Lorraine McRandle

Subject: FW: Refuse vehicles parking partially upon the footway opposite Tesco Express, Blenheim Park, Bowerhill, Melksham, Wiltshire, SN12 6TA
Attachments: Tesco Blenheim.docx; Blenheim 1.JPG; 20230801_091014.jpg; 20230801_091024.jpg

From: Renfrew, Stuart <Stuart.Renfrew@wiltshire.gov.uk>
Sent: 18 September 2023 14:01
To: wasteandrecycling <wasteandrecycling@wiltshire.gov.uk>
Cc: Cadwallader, Andy <Andy.cadwallader@wiltshire.gov.uk>
Subject: Refuse vehicles parking partially upon the footway opposite Tesco Express, Blenheim Park, Bowerhill, Melksham, Wiltshire, SN12 6TA

Hi Team,

We've recently had cause to repair a section of footway in Bowerhill that had been badly damaged by an unknown HGV. This required not only a full reconstruction owing to plasticity in the construction and formation layers but also the provision of a temporary walkway in the carriageway necessitating full chapter eight signing and guarding. This was a very expensive intervention and, given any evidence at all, we would have raised a debt recovery against the persons responsible.

Whilst on site, local dog walkers assured me that it was 'Council' bin lorries constantly parking along this footway that led to the damage. There maybe some truth in this as Tesco HGV deliveries use the unloading area at the front and side of the store and all other vehicles use the carpark spaces.

In this regard I have today received a mail from Melksham Town Council which included the attached (cropped) photo of a refuse vehicle parked immediately adjacent to that newly repaired section of footway. They have further asked for my thoughts on how to address these parking concerns. Whilst we could go down the route of requesting parking controls, I know this would only shift the issue further along Falcon Way / Blenheim Park and actual enforcement would be largely non-existent. I write therefore to ask if you could get the message out to all the bin crews that their vehicles should not be parked wholly, or partially, upon any footway within the County as their construction, property accesses aside, is appropriate for pedestrian traffic only.

We will be keeping an eye on this site henceforth and you may also wish to inform the crews that evidence will be recorded, including vehicle photographs, in support of claims for any damage caused through irresponsible parking.

Hoping you can assist with this request and please get in touch if you wish to discuss the matter.

Thank you and best wishes,

Stuart.

Stuart Renfrew
Technician

Teresa Strange

From: Baldwin, Kate <Kate.Baldwin@wiltshire.gov.uk>
Sent: 18 September 2023 10:43
To: Teresa Strange
Cc: Holder, Nick
Subject: RE: Pavement opposite Tesco - Bowerhill

Hi Teresa,

I will share the below with the Head of service responsible for waste management at WC for awareness and to pickup with Hills re parking on pavements and pedestrian access.

They can link in with Stuart on any joint approach, if/as required.

Thanks for flagging.

Kind regards

Kate Baldwin

Executive Assistant, Cabinet Office

Cllr Jane Davies – Cabinet Member for Adult Social Care, SEND and Inclusion

Cllr Nick Holder – Cabinet Member for Environment and Climate Change

Cllr Caroline Thomas – Cabinet Member for Highways, Transport, Street Scene and Flooding

Wiltshire Council

Tel: 01225 713117

e-mail: kate.baldwin@wiltshire.gov.uk

Web: www.wiltshire.gov.uk

Report: [MyWilts online reporting - Wiltshire Council](#)

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From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: Thursday, September 14, 2023 9:39 AM
To: Holder, Nick <Nick.Holder@wiltshire.gov.uk>
Subject: FW: Pavement opposite Tesco - Bowerhill

Hi Nick

For your info....

I would have gone to Chris Clark to ask him to action but don't want to muddy the waters as Lorraine has already sent to Stuart.

That looks to me like a WC refuse lorry on the pavement where that repair was just done.

All the best, Teresa

From: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Sent: 13 September 2023 13:52
To: Renfrew, Stuart <Stuart.Renfrew@wiltshire.gov.uk>
Cc: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: FW: Pavement opposite Tesco - Bowerhill

Hi Stuart

I am not sure if this is one for your or Andy.

We received a call from a resident concerned that a dustbin lorry had parked up opposite Tesco at Bowerhill, near to where the footpath has recently been repaired (pictures attached from resident).

They are concerned this could cause further damage, as well as impeding those in wheelchairs etc.

They asked if 'the Council' could remind the Company involved, as they believed it to be 'the Councils bin lorry' not to park there given what recently happened.

I am not sure from the photos if it is Wiltshire Council's contractor and if there is anything which can be done.

I found the following:

A pavement parking prohibition was introduced in London in 1974. Local authorities in England (outside London) can enforce against pavement parking where:

- vehicles are parked in contravention of existing waiting restrictions (for example yellow lines, which also apply to the verge and the pavement)
- a designated prohibition has been implemented through a TRO and prescribed, or authorised, traffic signs and bay markings; or
- the vehicle parked is a 'heavy commercial vehicle' with an operating weight of over 7.5 tonnes

If it is a regular occurrence, this Council could consider requesting the installation of double yellow lines, however, as you know, this process can take some time.

Look forward to hearing from you.

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

Lorraine McRandle

Subject: FW: Agenda item for Highways & Streetscene Committee

From: Mark Harris <mark.harris@melkshamwithout-pc.gov.uk>

Sent: 12 July 2023 18:06

To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; Lorraine McRandle <office@melkshamwithout-pc.gov.uk>

Subject: Agenda item for Highways & Streetscene Committee

Can we ask for an Access Protection Road Marking (Bar Marking) in front of the dropped kerb on the Sunderland Close side of Halifax Road? This vehicle parked was there from 1503 (in a space left by other drivers) until 1645 yesterday.

<https://cms.wiltshire.gov.uk/documents/s174837/Bar%20Marking%20Request%20Process%20MJS%20Nov%202019.pdf>

Highway Code rule 243 "do not stop or park where the kerb has been lowered to help wheelchair users and powered mobility vehicles". Not an offence, but clearly some drivers need a visual reminder.

Mark.

Access Protection Road Marking (Bar Marking)

What is a Bar Marking?

It is an advisory road marking which may be laid on part of the carriageway which should be kept clear of parked vehicles either outside an entrance to off-street premises, or where the kerb is dropped to provide a convenient crossing place for pedestrians.

The line is white in colour and normally provided at 75mm width and extends across the dropped kerbs of an access.

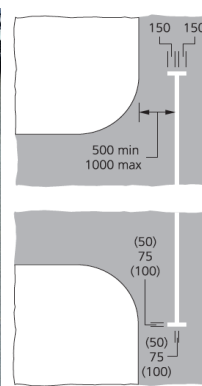


Diagram 1026.1

Figure 22-4

Are they legally enforceable?

The marking itself is non-enforceable. The purpose of the marking is to provide a reminder to drivers that parking across a dropped kerb can cause an obstruction. Creating such an obstruction on the highway is an offence and the Police may at their discretion issue a fixed penalty notice.

Can you park your own car on a bar marking protecting your own access?

The marking is provided to highlight the presence of your driveway / vehicular access to others wishing to park on that road. Should you park in the bar marking then it devalues the meaning and may indicate to others that you do not use your driveway.

What can the Council do?

Wiltshire Council recognises that these markings may be useful where on-street parking causes regular obstruction.

For the Council to consider and approve your application you are required to:

- Provide evidence of obstruction i.e. photographic evidence.
- Provide evidence of visibility issues for drivers (when exiting the drive or access).

- Where a marking is required for a shared drive then written support from all parties must be supplied.

What the Council cannot do.

- Wiltshire Council will not consider a bar marking where there is no evidence of obstruction taking place.
- A marking cannot be placed where yellow lining or zig-zag markings are already present.
- The marking cannot be sited on the opposite side of the road to the driveway
- Markings can only be considered to protect appropriately constructed driveways / accesses. This means a tarmacadam construction across the verge or footpath together with dropped kerbs.

How to apply?

Applications should be made via your Town or Parish Council. Please complete the "Highways Improvement Request Form" and send this along with your supporting evidence to the Town or Parish Clerk. If the local council are supportive of your request they will forward your application to the Community Area Transport Group (CATG) for consideration. The CATGs meet on a quarterly basis and requests submitted will be included for discussion at the next scheduled meeting. The CATG process is explained by the flow chart shown at the end of this document.

Cost / Funding

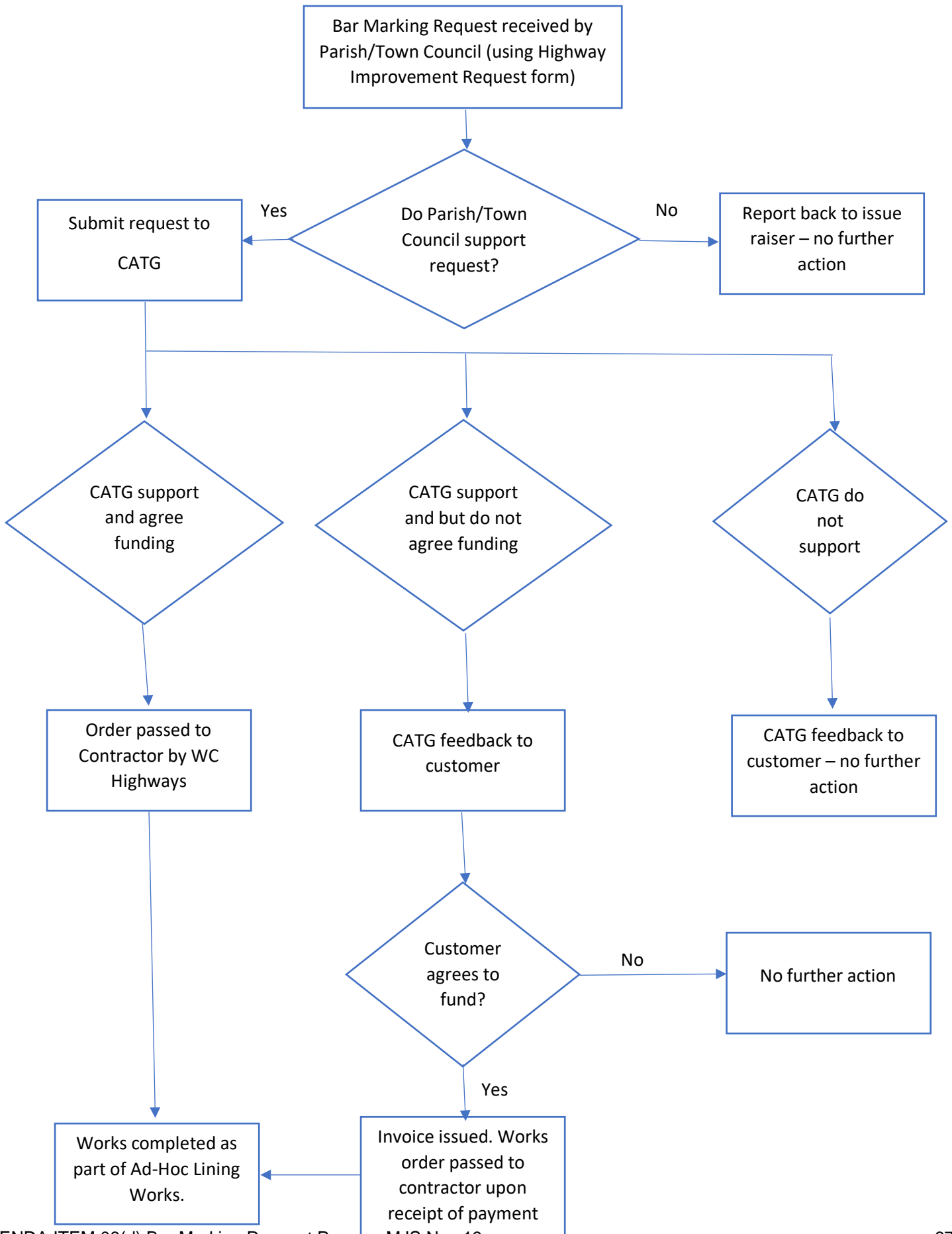
Your local Council and / or the CATG might be willing to fund this work in which case there will be no charge to complete this process. However, if they are unable to provide funding then we will require payment in advance of placing an order for the work to take place. The current charge for this is £150, which is not subject to VAT.

What happens when your application is approved?

It is not practicable or cost effective to mobilise a road marking team to undertake minor work such as a bar marking on an individual basis. Therefore, approved requests will be collated along with other ad-hoc road marking works and ordered as a package of work, with two to three orders being released to the contractor on an annual basis.

You should be aware that road marking activities are not normally carried out during winter months, as road surface conditions are generally not favourable for this type of activity. Markings cannot be laid on damp or dirty road surfaces, where winter grit (road salt) has been applied or when temperatures are too low, as the markings will simply not stick to the road surface.

Bar Marking Request Process



Picture of vehicle in front of drop kerb on Halifax Road



Teresa Strange

From: M4 to Dorset Coast Connectivity Study
<M4toDorsetCoastConnectivityStudy@nationalhighways.co.uk>
Sent: 12 September 2023 09:43
To: Teresa Strange
Subject: RE: M4 to Dorset Coast Strategic Study - Newsletter

Morning Teresa,

Thank you for bearing with me on a response so we could accommodate leave here.

We have now completed the M4 to Dorset Coast Strategic Study and the conclusions are currently with DFT for consideration and a decision on any potential next steps. We still hope to be able to share our findings and information on those conclusions in Autumn 2023 and will ensure that we share our study brochure with you once it is ready for publication in the coming months.

We had provisionally planned a third edition of the newsletter but as you can imagine, given the large amount of evidence gathered from across the study area, collating it all resulted in some delays in completing and reporting to DfT.

Kind regards

Felicity Joyce.
Assistant Planning Manager
Network Planning Division | Customer, Strategy and Communications
National Highways | The Cube | 199 Wharfside Street | Birmingham | B1 1RN
Mob: 07701372176



[Chat with me on Teams](#)

Web: <https://nationalhighways.co.uk>

From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: Monday, August 21, 2023 10:57 AM
To: M4 to Dorset Coast Connectivity Study <M4toDorsetCoastConnectivityStudy@nationalhighways.co.uk>
Subject: RE: M4 to Dorset Coast Strategic Study - Newsletter

Dear Felicity

Melksham Without Parish Council are keen to understand when the report will be in the public domain, our understanding that this would be in the Spring/Summer this year; and we have received nothing since this newsletter back in February.

With many thanks,

Teresa

Teresa Strange
Clerk & Responsible Financial Officer
Melksham Without Parish Council
First Floor
Melksham Community Campus



The Planning Inspectorate

3A Eagle Wing
Temple Quay House
2 The Square
Bristol
BS1 6PN

Direct Line: 0303 444 5226
Customer Services:
0303 444 5000

Email: caroline.baylis@planninginspectorate.gov.uk
www.gov.uk/planning-inspectorate

Your Ref:
Our Ref: ROW/3281765

Melksham Without Parish Council
C/O Lorraine McRandle
Sports Pavilion, Westinghouse Way
Melksham
SN12 TL

08 September 2023

Dear Sir/Madam,

Wildlife and Countryside Act 1981 - Section 53
Order Making Authority: Wiltshire Council
Title of Order: Wiltshire Council Parish of Melksham Path No. 107 & Melksham Without
Path No. 151 DMMO 2020

I enclose for your information a copy of the Inspector's decision on this Order following the Inquiry which opened on 13 June 2023.

Also enclosed are two leaflets entitled *Our Complaints Procedure* and *Challenging the Decision in the High Court*.

If you have concerns or queries about the decision or the way we have handled the order, or you simply wish to provide feedback, please visit our Feedback and Complaints webpage at <https://www.gov.uk/government/organisations/planning-inspectorate/about/complaints-procedure>. Please quote our reference number in any correspondence.

If you do not have internet access you may write to the Customer Quality Team, Room 3H Hawk Wing, at the address above. Alternatively, if you would prefer hard copies of our information on the right to challenge and our feedback procedure, please contact our Customer Service team on 0303 444 5000.

An electronic version of the decision will shortly appear on the Inspectorate's website <https://www.gov.uk/guidance/rights-of-way-order-information-decisions-and-maps>.

We are continually seeking ways to improve the quality of service we provide to our customers. As part of this commitment we are seeking feedback from those who use our service. It would be appreciated if you could take some time to complete this short survey, which should take no more than a few minutes complete:

https://www.surveymonkey.co.uk/r/Planning_inspectorate_customer_survey

Thank you in advance for taking the time to provide us with valuable feedback.

Yours faithfully,

Caroline Baylis
Caroline Baylis

<https://www.gov.uk/government/publications/planning-inspectorate-privacy-notice>



Order Decision

Inquiry opened on 13 June 2023

Site visit made on 12 June 2023

by A Spencer-Peet BSc(Hons) PGDip.LP Solicitor (Non Practicing)

an Inspector appointed by the Secretary of State for Environment, Food and Rural Affairs

Decision date: 8 September 2023

Order Ref: ROW/3281765

- This Order is made under Section 53 (2) (b) of the Wildlife and Countryside Act 1981 (the 1981 Act) and is known as the Wiltshire Council Parish of Melksham Path No. 107 & Melksham Without Path No. 151 Rights of Way Modification Order 2020.
- The Order is dated 18 March 2020 and proposes to modify the Definitive Map and Statement for the area by adding two footpaths as shown in the Order plan and described in the Order Schedule.
- There were two objections outstanding at the commencement of the Inquiry.

Summary of Decision: The Order is confirmed subject to a modification set out below in the Formal Decision.

Preliminary Matters

1. I made an unaccompanied visit to the claimed routes on 12 June 2023. A public Inquiry into the Order was held on 13 June 2023 at the Forest Community Centre, Melksham. The Inquiry was held as a blended event with an interested party joining the Inquiry by Microsoft Teams platform. The interested party who attended virtually, was able to confirm that they could hear the proceedings and were able to speak if they so wished.
2. An application for an award of costs was made at the inquiry and this will be the subject of a separate decision.

Background and the Main Issue

3. An application was made under Section 53 of the 1981 Act in October 2017, which sought to add to the Definitive Map and Statement (the DMS) two footpaths located within the parishes of Melksham and Melksham Without. On 9 June 2021, following recommendation by Officers that the Order be made, Wiltshire Council resolved that the Order be forwarded to the Secretary of State with a recommendation that the Order be confirmed with a modification to the key included on the Order plan.
4. The Order concerns two claimed routes. The first claimed route (Claimed Route 1) runs from Murray Walk, at point F on the Order plan, in a westerly direction to the bank of the River Avon before heading in a generally northeast direction to point E and then in a generally northeast direction to the Parish boundary close to point D. Claimed Route 1 also includes a length of footpath which runs from point E on the Order plan, in a westerly direction across a bridge, known locally as 'Black Bridge', to point G, before heading generally in a southwest direction to point H on the Order plan where it reaches an area of public open space.
5. The second claimed route (Claimed Route 2) runs from the Parish boundary close to point D on the Order plan before heading in an east southeast direction to

- point C and then in a generally southeast direction to point B, before heading in an easterly direction to point A on the Order plan.
6. The Order is made under Section 53(3)(c)(i) of the 1981 Act which provides that an Order should be made to modify the DMS on the discovery of evidence which, when considered with all other relevant evidence available, shows that a right of way which is not shown in the map and statement subsists or is reasonably alleged to subsist over land in the area to which the map relates, being a right of way such that land over which the right subsists is a public path.
 7. Section 32 of the Highways Act 1980 (the 1980 Act) requires a court or tribunal to take into consideration any map, plan or history of the locality, or other relevant document, which is tendered in evidence, giving it such weight as is appropriate, before determining whether or not a way has been dedicated as a highway.
 8. Dedication through public use arises either by presumed dedication as set out in Section 31 of the 1980 Act, or by implied dedication under common law. The 1980 Act requires consideration of whether there has been use of a way by the public, as of right and without interruption, for a period of not less than twenty years prior to its status being brought into question and, if so, whether there is evidence that any landowner demonstrated a lack of intention, during that period, to dedicate a public right of way.
 9. If the matter fails under the statute, then I will need to consider whether there is sufficient evidence of dedication at common law. At common law a right of way may be created through express or implied dedication and acceptance. Dedication may be presumed if there is sufficient evidence, from which it could reasonably be inferred, that the landowner has dedicated a right of way and the public has accepted that dedication. No minimum or fixed user period is required for the dedication of a public right of way at common law.
 10. The main issue is whether, on the balance of probabilities, the evidence shows that public footpaths subsist over the Order routes.

Reasons

Section 31 of the 1980 Act

The relevant twenty-year period

11. It is necessary to determine when the claimed rights of way were brought into question, so that the statutory period of twenty years can be calculated up to that date in accordance with section 31(2) of the 1980 Act.
12. Wiltshire Council are the owners of land between points D-C on the Order plan and have raised no objection to the footpath over Claimed Route 2. It is, however, noted that a Statutory Deposit under Section 31(6) of the 1980 Act was made in 1995. No statutory declaration relating to there being no additional dedications of rights of way was subsequently made. The deposit made in 1995 could have brought into question use by the public between points D-C at that date, with the relevant period for this section of Claimed Route 2 being 1975 to 1995. However, given that no statutory declaration was made, the requirements of Section 31(6) had not been met. Consequently, the 1995 deposit did not constitute an act which brought the right of the public to use that way into question.

13. Subsequently, Wiltshire Council executed a dedication agreement in March 2020 for the section of Claimed Route 2 between points D-C. That agreement provides that dedication of the land for the purposes of the footpath, would only take effect either on the occurrence of the confirmation of the Order that is the subject of this decision, or upon the enactment of any other legal order or instrument creating a public right of way over this section of Claimed Route 2. I have not been provided with any evidence to suggest that any legal order or instrument creating a public right of way over this section has been made. Consequently, the provisions of the dedication agreement have yet to come into effect.
14. Furthermore, the Council supports confirmation of the Order and raises no specific objections. As such, this matter would not alter the position with regards to the date use by the public was brought into question in respect of Claimed Route 2 or with regards to use between points F-E to the Parish boundary close to point D for Claimed Route 1.
15. As noted above, the application to add the claimed routes to the DMS was made in October 2017. The submissions before me indicate that the application was made when there was a blockage found on the claimed routes at point D on the Order plan. As such, the use of the claimed routes could have been brought into question in 2017.
16. However, in objection to the Order, one of the landowners maintains that the public were physically prevented from crossing Black Bridge, shown between points E-G on the Order plan, by locked metal gates positioned at the western end of that bridge in 1998. Furthermore, the objector also maintains that the erection of a sign near to Black Bridge on the western side of the River Avon, and the erection of signage at a field entrance at point F on the Order plan, called in question the public use of the claimed routes.
17. A 'bringing into question' arises when at least some of the users are made aware that their right to use a way as a highway has been challenged, so that they have reasonable opportunity to meet that challenge.
18. Whilst I shall return below to consider the effect of signage in respect of lack of intention to dedicate a right of way, it appears from the evidence that those signs, which are faded and appeared to have not been maintained, said words to the effect that the land was private property. It is not known when those signs were erected. As such and given that public rights can exist over private land, the signs referred to me by the landowner would not be effective in bringing into question the public use of the claimed routes.
19. In respect of the contention that a pair of substantial, locked metal gates were erected at the western end of Black Bridge during the late 1990s, whilst I shall expand on this matter below in this decision, it appears from the written and oral evidence provided that the public's enjoyment of the use of the path was not prevented by the presence of gates or other obstructions at the bridge.
20. Given the reported frequent use by members of the public at the time when it is maintained that the gates on the bridge were locked, it is likely that it would be referred to in the user evidence as it would have formed a significant inconvenience which may also have deterred future use of the route, and it is likely that complaints or comments to the Council would have been made at that time

regarding the obstruction and which would have brought into question use of the claimed route at an earlier date. There does appear to be any evidence to suggest that any such complaints were made to the Council at that time regarding any obstructions on the claimed routes.

21. Consequently, I find that the gates erected at the western end of Black Bridge during the late 1990s would not have been a sufficient act that called into question the public's right to use the route across Black Bridge.
22. In respect of the above matters, I am satisfied that, on the balance of probability, that the use of the routes was brought into question when the application to add the claimed routes to the DMS was made in 2017. Consequently, the relevant twenty-year period is from 1997 to 2017.

Evidence of use

23. Evidence of use of the claimed routes arises from oral evidence given at Inquiry, from user evidence forms (UEFs) submitted in connection with the application and from representations received by the Council once the Order was made and advertised.
24. Whilst the details provided by users include ground level photographs which predominantly show dogs being walked in various weather conditions, photographs only show the existence of features on the ground, and particular use by persons, at the time they were obtained. While they may assist me in building a picture of the situation on the ground at the time they were taken, these images do not provide evidence of the status of any of the claimed routes.
25. Eighteen UEFs were provided in support of the application and testify to use of the claimed routes between 1974 and 2018. During the relevant period between 1997 and 2017, nine of the UEFs report use for the full twenty year period. Not all users report using both of the claimed routes in entirety, with ten of the UEFs stating that the route over Black Bridge was used. Frequency of use varies between users, with ten UEFs reporting use at least daily. All report seeing others whilst using the claimed routes, with none of the users recalling being challenged or seeing signs other than footpath signs close to point B.
26. Following advertisement of the Order, a further twenty seven representations were made, of which twenty two had used all or parts of the claimed routes during the relevant period. Whilst many of those reported 'frequent' or 'regular' use during the relevant period, no specific details of frequency of use are provided.
27. In respect of those twenty six users who reported or indicated use over Black Bridge during the relevant period, the Council sought further information and clarification regarding recollections of use of the bridge, whether they recalled seeing any gates or barbed wire at the bridge and if so whether such structures prevented them from crossing over the bridge. In respect of the information provided in UEFs, representations and further consultations, whilst there were a number of users who recall seeing gates at the bridge, most of those state that they were open or unlocked. However, three individuals state that they were prevented from using the bridge by reason of the presence of gates.
28. Whilst I acknowledge that some of the evidence provided suggests that use of the bridge was prevented by closed, locked gates, there is considerable evidence

before me which demonstrates that a majority of those who reported use over the bridge were able to do so without interruption.

29. The claimed routes are located in an area of predominately open land, situated between residential areas. Whilst I find that the number of individuals who have submitted information in respect of the use of the claimed routes, is not significant, overall I am satisfied that, on the balance of probabilities, there were sufficient numbers of users and frequency of use between 1997 and 2017, to support confirmation of the Order with regards to Claimed Route 2 and Claimed Route 1 to include the spur between points E-G-H.
30. In objection to the Order as made, one of the landowners maintained that those who reported use of Claimed Route 1 between points F-E, did not do so as indicated on their UEFs by heading west from point F to the bank of the River Avon, but rather crossed the field diagonally. In that regard, the landowner has provided an aerial image, purported to be from 2006, which appears to show tracks crossing through the field close to point F. At the Inquiry, nearly all of those who reported use between the relevant dates and use of that part of Claimed Route 1, stated that they did in fact follow the edge of the field. One of those who presented themselves to the Inquiry for examination of their evidence, confirmed that they did on occasion cross that field diagonally when that field had previously been used for pasture.
31. However, based on the evidence before me, I am satisfied that the evidence demonstrates that a sufficient number of users did travel along the routes as indicated in their UEFs and which is reflected on the Order plan, at a frequency that is capable of supporting the claimed rights of way. While I shall return to the matter below, it is also apparent from evidence provided at the Inquiry that individuals who had sought or had been provided with permission to walk the land, appear to not have been directed to the edge of the field but rather had permission to generally wander across the land, and as such tracks seen in aerial images which cross the field diagonally could have been created by those who had been given permission.

Use as of right

32. Notwithstanding the above, in order for any use of the claimed routes to give rise to a presumption of dedication, it is also necessary to consider whether or not that use was 'as of right'. The use as of right requires that the use be without force, without secrecy and without permission.

Without Secrecy

33. As noted above, all of the submitted UEFs confirm that others were seen whilst using the claimed routes. Furthermore, a number of the representations that were received following making and advertising the Order, mention seeing others using the claimed routes. No submissions have been made that any use of the claimed routes during the relevant period was done so, secretly. As such, I am satisfied that use of the claimed routes was made without secrecy.

Without Permission

34. One of the landowners who is also a tenant of other land affected by the Order, referred to evidence of permissive use to enter the land, from a number of parties. Letters have been provided by those parties and which confirm that permission was sought from, or provided by, the landowner.

35. As noted above, it appears from the written evidence and from oral evidence given at Inquiry, that permission was given to those few parties to enter the land, but which does not appear to have specified that those who had permission would be required to only use certain areas or routes.
36. I do not agree that use by some who had been provided with permission, would necessarily negate use by others who did not seek or were not provided with permission to enter the land. There is no evidence to suggest that sufficient steps were taken to inform the public that permission was required to enter the land or that those who have submitted UEFs and later representations used the claimed routes with permission.

Without Force

37. Both the relevant landowner and all those who reported seeing gates at the bridge, confirmed that those structures were in place only for a short period, and perhaps up to two years from around 1998. The landowner maintained that one of the gates was vandalised and thrown into the river. Furthermore, the same objecting landowner maintained that there was barbed wire atop of the gate which is located at the field entrance at point F, which was cut by those who wished to force entry onto that section of the claimed route.
38. In terms of the gates at the bridge, it appears that a majority of users who provided evidence, and who stated that gates had been seen, found them to be open or unlocked. It appears that the gates, which were of substantial size and constructed in metal sheeting and supports, were fixed to the bridge by means of wire attached to a metal post. One of those who provided evidence in support of confirmation of the Order, stated that they believed the gates were not securely attached to the bridge and one may have fallen into the river due to a lack of reasonable fixing of that structure to the bridge. Another individual who clarified their use of the bridge during the relevant period, reported that they had seen the gates, but they were overgrown with vegetation.
39. In respect of the evidence before me, whilst it is apparent that one of the gates became unfixed from the bridge, there is insufficient evidence that was a result of vandalism, and given the likely weight of such a substantial metal structure, I find it is unlikely to have become detached as a result of vandalism by a user of the claimed route. As above, there is a substantial amount of evidence that the gates were not locked or were left fully open, and I find that there is insufficient evidence that use of Claimed Route 1 between points H-G-E was with force. Furthermore, there is nothing before me to suggest that the 'Wiltshire gates' could not be easily side stepped or opened or that force was used to pass by those structures.
40. With respect to the gate at point F, at the Inquiry several of the users confirmed that when entering the claimed route at that point, they found the field gate was not in place but had been seen laying flat on the field or propped up against an adjoining hedge. When the gate was in place, users reported that a gap to the side of the gate had been left and their use of the route was via that gap. Given the consistency of evidence provided by those who presented themselves at the Inquiry, I find that, on the balance of probabilities, entry onto the claimed routes at point F was without force.

Conclusions on use as of right

41. I am satisfied that, on the balance of probability, the evidence demonstrates that use of the claimed routes was made without secrecy, without permission and without force. Consequently, I am satisfied that use of the claimed routes was 'as of right'.

Interruption

42. Turning to whether use was without interruption, in order to be effective an interruption must be with intent to disabuse users of any belief that there was a public right.
43. As noted above, the gates erected at Black Bridge did not bring into question use by the public of the claimed routes at an earlier date. As expanded on below, the evidence seen and heard supports, on the balance of probabilities, that the gates were open or unlocked such that users were able to walk the claimed routes without interruption. As such, the gates at Black Bridge did not form an interruption to the public use under consideration.

Lack of Intention to Dedicate

44. As noted above, one of the objecting landowners maintains that there was a sign at point F on the Order plan which included the wording 'Private'. At the time of my visit, the sign was barely legible from Murray Walk. However, the words 'Private Avon Angling Club' could be discerned upon closer inspection. Furthermore, the landowner also maintains that there was a sign close to point H which said, 'Private Property'.
45. None of those who completed UEFs recall seeing any signage on the claimed routes, with the exception of signs close to point B which related to the existing footpath 'MELW66' which is unaffected by the Order. Furthermore, it is not known when such signs were erected, and it is apparent that any wording has faded over time by reason of a lack of maintenance.
46. Even in the event that the signs included wording to the effect of 'Private Property', 'Private' or 'Private Avon Angling Club', such details would be seen as informative of the change in ownership of land beyond the public open space south of point H, and, in respect of signage at point F, such details could have been seen to be referring to fishing rights. Consequently, I do not find that any signage has been erected in such a manner so as to be visible to persons using the claimed routes and which was inconsistent with the dedication of the way as a highway.
47. As described above, the same landowner contends that a pair of substantial, locked metal gates were erected at the western end of Black Bridge during the late 1990s. In oral evidence, the landowner confirmed that, rather than being his recollection of the date, it was his mother who had later reminded him that those gates were put in place in 1998, being the year after the date of death of Diana, Princess of Wales. It was put to me that the gates were locked all year round and that, in or around 2000, those gates were vandalised with one of the pair of gates being thrown into the River Avon.
48. A photograph showing the remaining gate has been provided within the submissions. However, that image does not show the gate in situ at the bridge. A further aerial image of Black Bridge, which is undated but which it is maintained

was taken in 1998, is not entirely clear. It shows a dark line across the bridge which the landowner put to me shows that the gates were in place at that time. However, as noted the image is far from clear and whilst there is a dark line across the very western end of the bridge, that does not correspond with the landowner's oral evidence which indicated that the gates were erected set back from the end of the bridge.

49. The evidence regarding the date when any such gates were erected, whether they were locked all of the time and whether they formed an effective obstruction to public use, is conflicting. Some users reported seeing gates, with those users maintaining that those gates were open or unlocked when they used the claimed route, with others confirming that they did not see any gates at the bridge. A number of interested parties who confirm that they received permission to walk over the land affected by the Order, report encountering locked gates on the bridge.
50. In oral evidence one user stated that they had seen gates at the bridge but that was in or around 1992. However, of those who made themselves available for questioning at the Inquiry, a significant majority did confirm seeing gates but that they were unlocked or open at the time of their use. Whilst the landowner initially maintained that the gates were locked all year, under questioning it was conceded that there were occasions when the gates were unlocked and left open, such as during periods when silage had been collected or when livestock were not in the fields either side of the bridge.
51. Based on the evidence provided to the Inquiry, I am of the view that metal gates were erected at the bridge sometime during 1998. The landowner put it to the Inquiry that the purpose of the gates was to prevent the accumulation of twenty years use of the route by the public. Nonetheless, whilst there is evidence that the metal gates were in situ, given that all of those who I heard from at the Inquiry with the exception of the objector and one of the users who reported encountering gates at a much earlier date, on the balance of probabilities it appears likely that those gates were open or not locked during the day when farming activities were carried out. It is during that time of day when use of the bridge by the public was most likely to occur.
52. Additionally, when there had been movement of livestock between the fields on either side of the bridge, the only structures that were put in place on the bridge was what all the parties referred to as a 'Wiltshire gate', being comprised of a number of strands of horizontal wire between, and supported by, a series of wooden posts and which was unlocked and moveable.
53. Furthermore, it was also made clear that at the time the metal gates were erected, it was the belief of the landowner that the bridge was jointly owned with another party and that the gates were put in place without consultation or permission of that other joint owner. The contention that the gates were always locked is further brought into doubt given that the bridge appeared to have been used by members of the Avon Angling Club in order to access points on the eastern side of the River Avon.
54. Whilst there do appear to have been metal gates erected at the bridge in or around 1998, it does not appear that that structure was always locked or closed, and is likely to have been open for significant periods. It is noted that those who wrote to confirm that they had permission to walk the land, mention the gates being locked,

but do not confirm for how long they found them to be such or whether that situation occurred each time they attempted to use the bridge during the periods when the gates were in situ. None of those who wrote to confirm that they had been provided with permission by the landowner and who reported encountering locked gates at the bridge, provided any oral evidence at the Inquiry. In that respect, I place less weight on the untested evidence than that evidence provided by those who presented themselves for examination of their evidence at the Inquiry.

55. Whilst it is likely that there were gates erected at the bridge and which were closed and locked on occasions, this does not appear to have been done in such a way that the public would have been aware of it. It appears from the evidence that none of the users, who had not been provided with permission to enter the land, knew about the locking of any gates which they reported seeing at the bridge, and it appears that none of those users were prevented from using the path by reason of those gates. As such, on the balance of probabilities, I find that the action of the landowner with regards to the erection of the metal gates or the 'Wiltshire gate', was not sufficient to indicate a lack of intention on their behalf to dedicate a public right of way over the claimed routes.
56. I have been provided with a copy farm business tenancy agreement by one of the objectors which concerns the land to the east of the River Avon and which I am notified has been in place since 2005. The objector maintains that the farm tenancy provides that the landowner clearly shows a lack of intention to dedicate any footpath or other right of way over the land and has referred me to a clause within the agreement which requires the tenant to take reasonable steps to prevent acts of trespass and to prevent any new footpaths, other easements or rights of way from being acquired.
57. In respect of the farm business tenancy agreement, I have been referred to the House of Lords judgment in the case of *Godmanchester Town Council and Drain v Secretary of State for Environment, Food and Rural Affairs [2007] UKHL 28*. In *Godmanchester* it was held that "*in order for there to be 'sufficient evidence there was no intention' to dedicate the way, there must be evidence of some overt acts on the part of the landowner such as to show the public at large – the people who use the path...that he had no intention to dedicate*". It was determined that the terms of a tenancy agreement was insufficient evidence of a lack of intention to dedicate a public right of way as the tenancy had not been brought to the attention of the public and, consequently, users could not have known what the landowner's intentions were.
58. Therefore, whilst this is distinct from a tenant taking actions in line with such a provision, a clause in a tenancy agreement to not allow the creation of new rights of way would not be sufficient to inform the public that there was a lack of intention to dedicate a public right of way.
59. In summary of the above, I do not find, on the balance of probabilities, that there is sufficient evidence of a lack of intention to dedicate rights of way by the relevant landowners over the claimed routes.

Conclusions on Evidence of Use

60. In terms of Claimed Route 1, I am satisfied that, on the balance of probabilities, there is sufficient evidence of use by the public, as of right and without interruption

throughout the relevant twenty-year period, and given the frequency of use, there is sufficient evidence to raise the presumption that Claimed Route 1 has been dedicated as a footpath. Whilst being finely balanced, I do not find that there is sufficient evidence of a lack of intention to dedicate rights of way by the relevant landowners over any section of this claimed route.

61. For Claimed Route 2, I am satisfied that, on the balance of probabilities, there is sufficient evidence of use by the public, as of right and without interruption throughout the relevant twenty-year period. As such and by reason of the frequency of use, there is sufficient evidence to raise the presumption that Claimed Route 2 has been dedicated as a footpath.

Common Law

62. For the reasons given above, I have found that the user evidence is sufficient to raise the presumption that the claimed routes have been dedicated as footpaths under statute. As such, it is not necessary to consider the position at common law.

Other Matters

63. At the Inquiry, a map showing the River Avon and the immediate surrounding area of Melksham was provided. In submission of that document, I was directed to the annotation which says 'Rifle Range' in an area adjacent to the east bank of the River Avon at Melksham. However, the map of the area showing the location of a rifle range is undated, and it is not known for what purpose that map was produced. As such that undated map does not provide evidence of status of either of the claimed routes.
64. An article from the Farmers Weekly publication has been provided and which describes the threat to livestock by Neospora infections which are caused by livestock grazing areas contaminated by dog faeces which contain a parasite. However, whilst I acknowledge the extreme difficulties and distress caused by pasture contaminated by dog faeces to livestock, the details provided do not provide evidence of the status, or lack of status, of the claimed routes. The law is quite clear that the desirability of the route, safety and environmental concerns are not matters that I can consider in terms of a Definitive Map Modification.
65. A report commissioned for the Environment Agency regarding the condition of the Black Bridge, dated March 2017, has been provided by one of the landowners. That report concludes that an abutment has deteriorated and requires stabilizing with a longer term solution being required, with a recommendation that a weight limit should be applied to further use of the structure. Whilst I acknowledge the contents of the report, safety concerns are not matters that I consider in terms of a Definitive Map Modification Order.
66. The OMA seeks confirmation of the Order with a modification to the key included on the Order plan. In that respect, the key to the Order plan includes a notation 'Footpath subject to deed of dedication' for the section of Claimed Route 2 between points C-D. Between points C-D, the Order plan shows a thickly drawn pecked line which would correspond with the key notation for 'Footpath to be added'. As such, the OMA requested a modification to remove the notation 'Footpath subject to deed of dedication'. In light of the reasons given at paragraph 13 of this decision regarding when the dedication agreement would become effective, and by reason of the difference between what is shown on the map to that included on the key, I

conclude that a modification is required to remove the incorrect notation from the Order plan. Pursuant to paragraphs 8(1) and 8(2) of Schedule 15 to the 1981 Act, the proposed modification to the Order does not require advertising.

Overall Conclusions

67. Having regard to the above and all other matters raised at the Inquiry and in the written representations, I conclude that the Order should be confirmed subject to a modification.

Formal Decision

68. I confirm the Order subject to the following modification:

- On the Order plan delete the text "*Footpath subject to deed of dedication CoooooD*".

Mr A Spencer-Peet

INSPECTOR

APPEARANCES

For the Order Making Authority:

Mr T Ward of Counsel *instructed by* Wiltshire Council

who called:

Ms S Madgwick Definitive Map and Highway Records Manager, Wiltshire Council

In Support of the Order:

Dr P Wadey

who called:

Mr G Martin

Mr T McMaster

Mr J Campbell

Miss S Aldridge

Mrs S Stoker

Mr A Cooke

In Objection to the Order:

Mr T Farthing of Farthing & Co.

Interested parties speaking in support to the Order

Mr Cardy

Mr Goacher

Mr Howell

Mr Baines

Mr Purnell

Mr Holden

Documents Submitted at Inquiry:

1. Undated copy of map of Melksham
2. Closing submissions submitted by Dr P Wadey
3. Costs Application Response by Dr P Wadey on behalf of Mr T McMaster



Lorraine McRandle

Subject: FW: MELW99 Bridleway signage (PL/2023/05883 also refers)
Attachments: MELW99 bridleway sign.png; MELW99 Chapel Lane sign.png

From: Millard, Paul <Paul.Millard@wiltshire.gov.uk>
Sent: 06 September 2023 15:32
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: Roscoe, Vicky <Vicky.Roscoe@wiltshire.gov.uk>; Hughes, Jane <Jane.Hughes@wiltshire.gov.uk>
Subject: RE: MELW99 Bridleway signage (PL/2023/05883 also refers)

Good Afternoon Teresa,
This Bridleway is signed on the other side of the A350 So I would believe meets the criteria as its signed from the metalled highway, The Chapel Lane sign correct it is a private road, it is recorded as a Public Bridleway and the sign could be a litter clearer about that as I can see that it would be easy to miss our bridleway sign.
I will make a note to improve this next time the contractor has 20 minutes spare.

Paul Millard
Countryside Access Development Officer
Rights of Way and Countryside
Local Highways
Wiltshire Council
Telephone: Internal 12821 External +44 (0) 01225 712821 Mobile +44 (0)7788445292
Email: paul.millard@wiltshire.gov.uk
Web: www.wiltshire.gov.uk

From: Hughes, Jane <Jane.Hughes@wiltshire.gov.uk>
Sent: Wednesday, August 16, 2023 2:18 PM
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: Roscoe, Vicky <Vicky.Roscoe@wiltshire.gov.uk>; Millard, Paul <Paul.Millard@wiltshire.gov.uk>
Subject: RE: MELW99 Bridleway signage (PL/2023/05883 also refers)

Dear Teresa,

I am forwarding this to Vicky Roscoe, the Countryside Access Officer with regard to the signs.

Kind regards

Jane Hughes (Mrs)
Definitive Map and Highway Records Technical Officer
Definitive Map and Highway Records Team



County Hall, Trowbridge, BA14 8JN.
Tel: 01225 713048
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Website: www.wiltshire.gov.uk

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

Sent: Tuesday, August 15, 2023 11:14 AM

To: Hughes, Jane <Jane.Hughes@wiltshire.gov.uk>

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

Subject: MELW99 Bridleway signage (PL/2023/05883 also refers)

Dear Jane

Melksham Without Parish Council's planning committee considered the planning application for Chapel Lane, Beanacre last night, including your comments which they supported.

I have copied below for your ease:

PL/2023/05883 Land to the rear of 52e Chapel Lane, Beanacre, Erection of 3 dwellings, with access, parking and associated works, including landscaping (Outline application with all matters reserved – Resubmission of PL/2022/06389)

Comments

Rights of Way's comment

Comment Number

WC-23-07-274106

Text

Chapel Lane is a bridleway (MELW99) and has not been included in the red line of the application site. The only recorded public rights along it are on foot, horseback and bicycle. In order to drive a vehicle along here, the applicant would require a private right of vehicular access. Without this private right they would be committing an offence under Section 34 of the Road Traffic Act 1988. The granting of planning permission does not give the applicant or householder a vehicular right of access over the bridleway. Even if the applicant has a private vehicular right I would still raise an objection for the following reasons. The proposal would result in an increase in vehicular traffic on a bridleway, this would have an adverse effect on the use and enjoyment by the public and would create an additional maintenance burden on the Council to carry out repairs to the surface. Due to the constraints of the proposed plots it does not appear there would be adequate space to enable vehicles to enter and leave the properties in a forward gear. There is also no provision for visibility when exiting the properties onto the bridleway. This would have an adverse effect on users of the bridleway. There is one visitor space proposed and no turning facility for delivery vehicles or residents. This is likely to lead to vehicles parking along the bridleway, causing further detriment to the use and enjoyment of the bridleway.
Jane Hughes, Rights of Way

A resident at the meeting last night has contacted me this morning to say that the bridleways signs have previously been removed and there is a sign for private vehicles – please see below.

Are you able to confirm why the bridleway signage was removed, and if we can get these reinstated? Is the “private road authorised vehicles only” signage correct? it sounds as though it is from your comments on the application.

I have copied in Paul Millard too, as not sure if the signage is part of your remit or not!

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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From:

Sent: 15 August 2023 10:03

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

Subject: Chapel Lane

Dear Teresa Strange

We live at [REDACTED] **Beanacre Village adjacent to Chapel Lane As you would be aware Chapel Lane is a bridle way and was always clearly signed as one.**

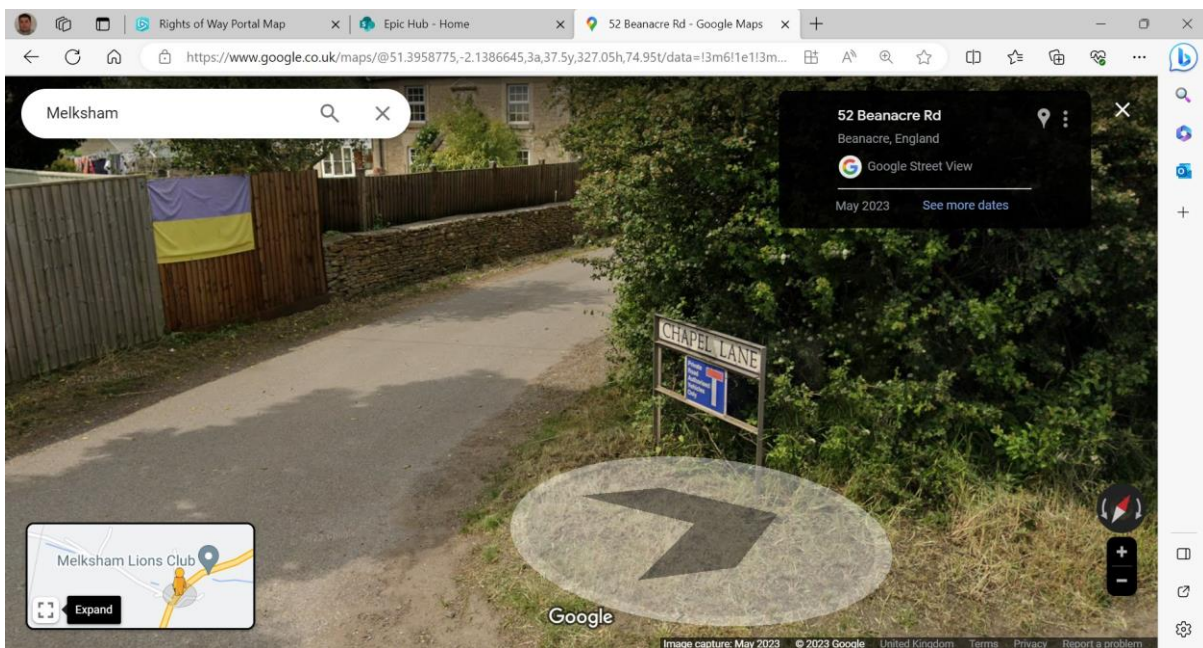
Some time ago both signes one at the entrance to Chapel Lane and the other across the main road were taken down and removed. We both think its very important that bridleways are retained and the public made aware of were they are. There is a sign which reads [Private Road Authorised vehicles only] which is obviously not the case.

Bearing in mind there is a current planning application in at the moment using Chapel Lane for access I thought this would be of some interest to you.

I look foreward to hearing your views regarding this .

Yours Sincerely

BRIDLEWAY SIGNAGE, CHAPEL LANE, BEANACRE



MWPC Road Safety

Summary – drawn from opinion in Shaw & Whitley but it is felt that the issues and priorities are extremely likely to be replicated across the parish

- Road Safety is a Top 2 issue in Shaw & Whitley
- Residents report (informally & *some* formally) road safety issues daily, and most feel a serious accident/loss of life is inevitable very soon
- Traffic volumes and the incidence of events are increasing
- Residents are frustrated that it takes a long time to implement changes and they feel that there are often more reasons not to do something rather than do something positive
- There are many factors that can have an impact on road safety (see next slide), but they seem to be considered individually rather than strategically
- There are many organisations with an interest in road safety (Government, WC, Area Board, MWPC, Police, Community Groups et al) but the local perception is that they are not all joined up
- It is recognised that there is no panacea, but...
- There is a demand for MWPC to be seen as proactive and responsive
- What can be done to demonstrate a proactive and responsive approach?
- No intention to replicate or subvert LHFIG or other groups or processes etc, but rather what can be done to take a more strategic approach (strategy, policy, awareness etc)
- Many parishes around the UK have a road safety policy (example on Slide 4) – should MWPC?

Road Safety – many factors to consider

Road Design

- Black spots
- Blind spots
- Bends
- Line of sight
- Splays
- HGV routes
- Holiday routes
- Diversions
- Distractions
- Type of traffic (e.g. HGV routes)
- Traffic volumes

Road & Vehicle Regulations

- Weight limits
- Speed limits
- Speed ramps & rumble strips
- Traffic Routes (e.g. HGV routes)
- Parking on roads and pavements
- Vehicle standards – MOT, Tax, insurance, maintenance etc
- Seatbelts
- Driving standards – licences, Highway Code etc
- Policies of neighbouring authorities (e.g. Cleveland Bridge, Bath CAZ etc)

Road and pavement conditions

- Potholes
- Cambers
- Kerbs
- Vegetation
- Drainage
- Widths

- Obstacles in roads
- Road markings (visibility)

Driving & riding skills & behaviour

- Reckless driving
- Driving under the influence
- Fatigue
- Aggressive driving
- Drowsiness
- Carelessness
- Driver error
- Loss of control
- Phones
- Braking

Pedestrian behaviour

- Not paying attention
- Carelessness
- Distraction

Deterrence

- Reporting
- Consequences?

Enforcement

- SpeedWatch
- Police enforcement
- SIDS, ASW, ANPR
- Signage

Weather

- Visibility
- Rain
- Sunlight
- Fog
- Ice
- Snow

West Bergholt Traffic Safety – A strategy for improvement

Aims and Objectives of a revised Traffic Safety Plan

The aim of the plan is to ensure that residents can move about the village in safety and be able to access key locations, particularly parents with children on their way to and from school, but also village shops, open spaces and recreational facilities.

The objectives of the plan are to:

- Manage traffic in a way that slows it down, prevents congestion and delays and maximises safety
- Seek ways to encourage safe and legal parking
- Improve all aspects of road safety around Heathlands School and nearby feeder roads.
- Facilitate ease of movement around the village for pedestrians and cyclists
- Maintain ease of access to all focal points of the village.

Since the original plan of 2012 a number of changes have taken place, for example:

- There has been a steady increase of traffic through the village
- More residents are parking on the roads for a variety of reasons
- Increasing numbers of non – West Bergholt residents come to the village to use its facilities
- Parking restrictions are now in place at certain junctions around the shop and the school
- Heathlands Primary School has been enlarged.
- The school is still seen as a key partner in any plan, but other partners now need to be considered, particularly residents who regularly use the website [Trygve](#) [Webmaster note – now known as [Safeland](#)] to report parking and traffic violations.
- A successful Speedwatch team operates within the village.

A Strategy for the development of the plan

From the start, the Group recognised that there is no magical answer to the issues identified in the Aims and Objectives. An approach based on 5 Es seems a practical way forward:

- **E1 Engagement** Already a successful workshop has raised awareness. The number of residents using [Trygve](#) to report issues has reached over 70
- **E2 Encouragement** Schemes involving resident making pledges are to be considered. Leaflets encouraging responsible parking are handed out from time to time around the school
- **E3 Education** The school through its pupils (School Council) is perceived to have a key role to play here and a booklet is to be provided for each new set of parents each year. Banners displayed around the village are designed to educate about legal requirements and to encourage responsible road behaviour.
- **E4 Enforcement** The Speedwatch team is judged to have had some success but its activities could be extended. Popular opinion suggests that speed limits in and approaching the village need to be reviewed. With many parking violations now recorded on [Trygve](#) the frustrations of residents who perceive a lack of enforcement need to be addressed.
- **E5 Engineering** This is acknowledged as the most difficult part of any strategy to achieve as most is beyond local control. Measures that are to be perceived to have a beneficial effect are a restriction on traffic speed throughout the whole village and a raised table in the area of the zebra crossing in Chapel Road.

July 2017

(CAWS) Highways & Road Safety – a major concern for residents - various meetings with WC, PCC, and MWPC et al, several complete and other ongoing initiatives...



- Complete
 - Bypass Consultation Comments
 - Bin Stickers
 - Grit Bins
- WIP
 - SLOW Road Markings - expected
 - Traffic Light Louvers - expected
 - 30 MPH Limit GWG to Shaw
 - School Travel Plan & 20 MPH Limit
 - Speed Watch & Enforcement
 - Parish Steward Works
 - Potholes
 - Workshop with MWPC and WC on 19 September 2023 to consider a strategic approach to road safety and ongoing CAWS involvement

Local residents wanted...

Could you help support your local community in reducing speeding?



The image shows a yellow sign for a 'Community Speed Watch Area'. The sign has a black border and contains the following text: 'POLICE NOTICE' in a black box at the top, 'Community SPEED WATCH AREA' in large bold letters in the middle, and 'REDUCE YOUR SPEED' in a black box at the bottom. To the left of the sign are two circular inset photos. The top photo shows a man in a high-visibility yellow jacket with 'COMMUNITY SPEED WATCH' on the back, talking on a mobile phone. The bottom photo shows two women in high-visibility yellow jackets; one is holding a camera and the other is holding a clipboard. Below the sign, there is a white box with the text 'For more information contact:' followed by the email address 'shaw_and_whitley@aol.co.uk' written in a handwritten style. The background of the sign area is a blurred image of a road with a speed limit sign showing '30'.

If you would like get involved in Speed Watch or anything else CAWS is involved in please let us have your contact details (form circulating)



What can CAWS do to improve road safety?

- Propose/consult on speed limits
- Propose/consult on signage
- Report adverse road conditions and incidents
- Speed Watch
- SIDS/ANR/ASW etc
- Request enforcement
- Raise awareness

30 MPH Speed Limit from George Ward Gardens to Shaw Traffic Lights

Setting Local Speed Limits, January 2013, Para No or Ref	Comments
23	This road is used by vulnerable road users including children walking or cycling to school, and other pedestrians and cyclists.
30, History of Collisions	There have been a number of accidents along this stretch of road including in the last few years (evidence from Crash Database).
30, Road Geometry	There is a bend just before Rocking Horse Nursery. A reduction in the speed limit to 30 MPH would make it safer for drivers, cyclists and pedestrians entering and leaving the premises. Some parents cite a number of near misses.
30, Composition of Road Users	The road is used by pedestrians (including young children) and cyclists who are judged to be "vulnerable road users".
30, Road Environment	There has been an increase in commercial businesses along this stretch of road in the last few years including the business park at Church Farm. Volumes of traffic have increased significantly following the housing development at George Ward Gardens, the CAZ in bath and weight restrictions on Cleveland Bridge.
32, 43	There are many reports from residents/road users regarding fear of traffic and their quality of life. It is DfT policy for the needs of these road users should be taken into account.
48	Street lights are present along this stretch of road.
Section 6, Key Points	The national speed limit on street lit roads is 30 MPH. This road has street lights, but the distance between them has not been measured.
73	It is government policy that a 30 MPH limit should be the norm through villages. The start of Shaw village is marked by a name sign just past Dunch Lane and before Shaw Farm (Shaw Country Hotel).
133	There are more than 20 houses on this stretch of the road, therefore meeting the criteria for a village 30 MPH speed limit in this part of Shaw.

Road Safety update – Melksham Area Board

Tuesday 12 September 2023

• Road Safety Campaign 2023



Narrative.....

- Increase in number for those killed and seriously injured on our roads
- The Serious Collision Investigation Team (SCIT) has already been called out to 19 of the most serious road traffic collisions since January (where injuries sustained are the most serious) – compared to 20 incidents for the entirety of last year.

For information visit:

[Road safety campaign 2023 | Wiltshire Police](#)

[Road Safety \(wiltshire-pcc.gov.uk\)](http://wiltshire-pcc.gov.uk)

• Community Road Safety Team

- Community Safety Initiatives
- Work with Wiltshire Council and Dorset & Wiltshire Fire & Rescue Service (DWFRS) on road safety matters
 - Safe Drive Stay Alive with DWFRS
 - Car seat checks with Wiltshire Council
 - Op Close Pass-2 wheels

- Project Zero days
- CRST days of action
- Support to Tramline Op
- Community Roads Safety and Speed Enforcement Officers
- Speed awareness courses, fine & points and court action

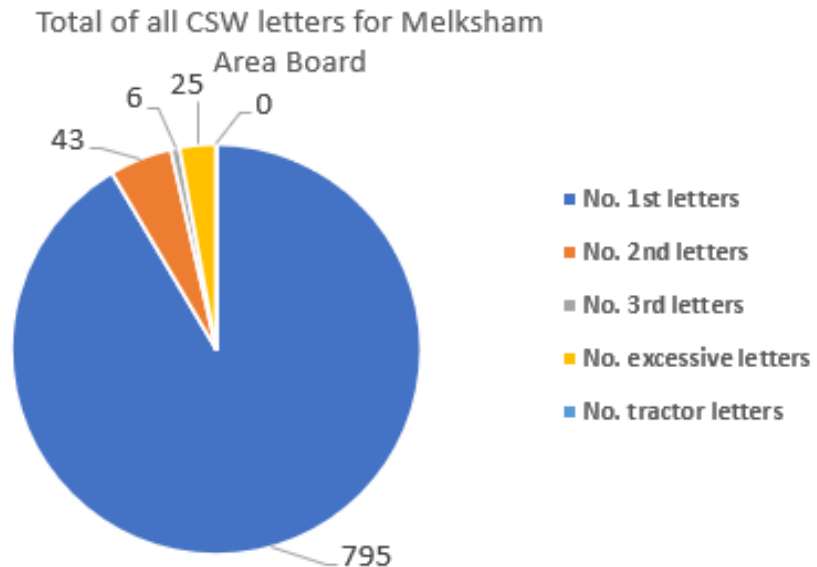
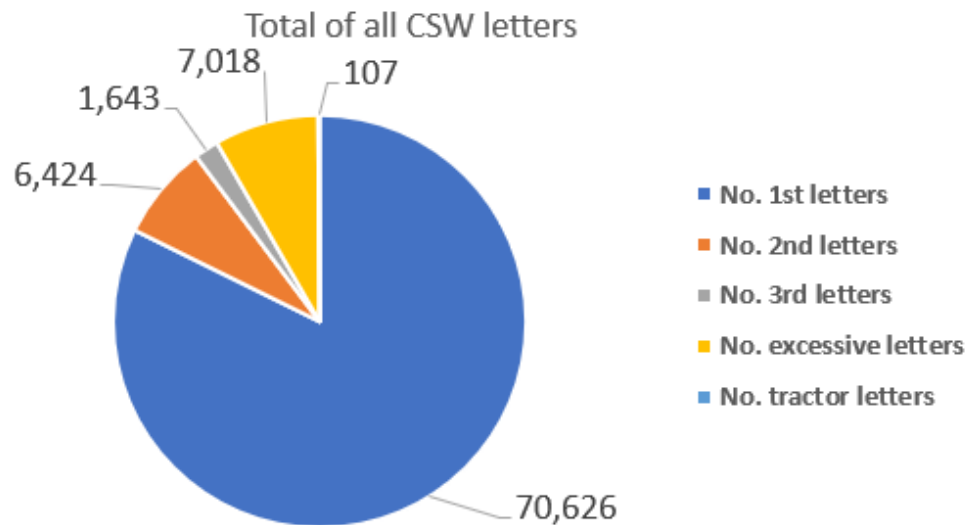


- RS campaign 2023
- CSW letters
- Visible presence
- Police Cadets

- Empowerment to communities to deliver Community Speed Watch (CSW)
- CSW letters
- Visible presence
- Op Close Pass - Equine

• CSW Melksham area - Data since July 2020 to 29 August 2023

Team	No. 1st letters	No. 2nd letters	No. 3rd letters	No. excessive letters	No. tractor letters	Total letters	No. of watches	Average speeders %
Beanacre	35	3	1	4	0	43	4	5.1%
Melksham - Berryfields	66	3	0	0	0	69	57	1.2%
Melksham - Woodrow Road	215	22	2	8	0	240	51	6.2%
Shaw and Whitley	479	15	3	13	0	510	99	2.1%
Grand Total	795	43	6	25	0	862	211	2.9%



• Traffic surveys – Melksham Wiltshire since October 2020

Wiltshire Council

Title	Result	Survey start date	Speed limit	85th percentile	CPT	Area Board
Atworth - A365 Bath Road	No further action	15/05/2023	30	32.4	Trowbridge	Melksham
Atworth - Purlpit	No further action	02/11/2020	30	27.9	Trowbridge	Melksham
Melksham - Coronation Road	Speed education	01/12/2021	20	27.9	Trowbridge	Melksham
Melksham - 3102 Lowbourne	No further action	21/11/2021	30	30.7	Trowbridge	Melksham
Melksham - Church Lane	No further action	21/11/2021	30	31	Trowbridge	Melksham
Melksham - Coronation Road	No further action	21/11/2021	30	27.9	Trowbridge	Melksham
Melksham - Halifax Road	No further action	12/10/2021	30	34.8	Trowbridge	Melksham
Melksham - Hazelwood Road	No further action	21/11/2021	30	25.7	Trowbridge	Melksham
Melksham - Pembroke Road	No further action	01/11/2021	30	24.5	Trowbridge	Melksham
Melksham - Pembroke Road	Speed education	01/12/2021	20	24.5	Trowbridge	Melksham
Melksham - Queensway	No further action	21/11/2021	30	29.5	Trowbridge	Melksham
Melksham - Skylark Road	No further action	21/11/2021	20	20.2	Trowbridge	Melksham
Melksham -Spa road	No further action	12/10/2021	30	28.2	Trowbridge	Melksham
Seend, A361 High Street	Speed education	25/04/2022	30	35.24	Trowbridge	Melksham

Community Road Safety Officers

CRSO's

Your officer is Kaylie Griffiths

• CRSO's

Recent events

Tier 1
National Roads Partnership Calendar 2022-2023



4 July

Commercial Vehicle Week
CDG, Insecure Loads, HGVs, Clandestine Entry & WRRR
11th July - 24th July Comms
18th July - 24th July Enforcement

5 August

Drug Driving Week
15th Aug - 28th Aug Comms
22nd Aug - 28th Aug Enforcement



- Officer training in:
- Intoxilyzer
 - Speed gun training

Upcoming events

Tier 1
National Roads Partnership Calendar 2022-2023

6 September

Vulnerable Road Users
12th Sep - 25th Sep Comms
19th Sep - 25th Sep Enforcement

Project Edward
19th - 23rd Sep

• Wider work recently

Wilts Specialist Ops @WiltsSpecOps · 18 Aug
 #RPU using the unmarked lorry again on OpTramline 2x camper drivers stopped using their phones to communicate to each other on the M4. No crockery was harmed in the issuing of papers to these unhappy campers #Fatal5



Wilts Specialist Ops @WiltsSpecOps · 2 Jul
 #RPU with one arrested following recorded speed of 76 in a 50mph limit that lead to possession of cannabis and discovery of illegal entry to the UK. The driver confirmed they entered the UK in the back of a lorry and had no permission to be here. #Arrested #Fatal5



Wiltshire Specials @wiltspolicesc · Aug 19
 #SRSU couple of units out today on Road Safety around #Wiltshire various offences dealt with, speeding, seatbelts #fatal5 window tints, missing number plates, and finishing off with an RTC Bike v Car #RoadSafety



Wiltshire Specials @wiltspolicesc · Aug 24
 #SRSU Specials Road Safety!

Team out on the A303 today, 1 offences

- 7 x Mobile Phone
- 1 x Speeding (93mph)
- 1 x Seatbelt
- 3 x VDRS (Tyres)
- 2 x No Insurance (Seized)
- 2 x HORT (Insurance)
- 2 x No Tax reported to #DVLA

#fatal5



Wiltshire Specials @wiltspolicesc · Aug 24
 #SRSU team continued to support @trowbridgeCPT this week on #RoadSafety

Checks on Canal Road, Woodmarsh, Frome Road and Bradley Road leading to 6 x drivers reported for excess speed, 1 x reported for mobile phone offence #fatal5 #NoExcuses



Community Speed Enforcement Officers

CSEO's



• CSEO – Dashboard

CSEO Activity Dashboard

Outcomes are dependent on previous convictions and history

5,728.00
Sum of Speed awareness ...

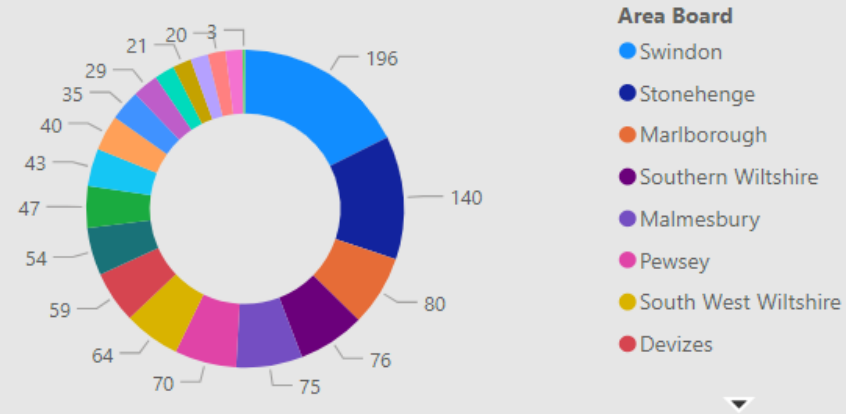
749.00
Sum of Fine & Points

76.00
Sum of Court

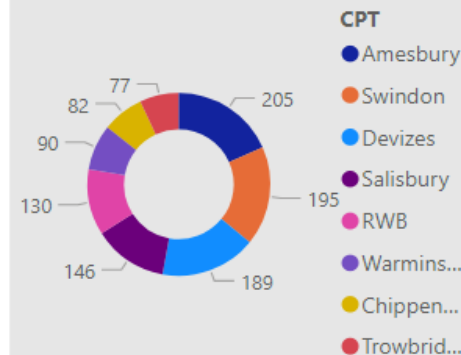
494
Count of Location

Location	Year	Month	Speed awareness course	Fine & Points	Court	CPT	Area Board
Operation Wolf - Salisbury - 29/6/2022	2022	June	149.00	22.00	3.00	Salisbury	Salisbury
Wilton - The Avenue	2023	August	100.00	30.00	4.00	Salisbury	South West Wi
Tilshhead	2022	December	93.00	7.00	1.00	Amesbury	Stonehenge
Cricklade - Spital Lane	2023	April	80.00	10.00	0.00	RWB	RWB
Tilshhead - Candown Road	2023	August	74.00	9.00	0.00	Amesbury	Stonehenge
Coombe Bissett - Deegan House	2023	July	71.00	9.00	0.00	Salisbury	Southern Wilts
Wilton - The Avenue	2022	December	65.00	19.00	8.00	Salisbury	South West Wi
Coombe Bissett - Deegan House	2023	June	64.00	8.00	0.00	Salisbury	Southern Wilts
Collingbourne Kingston	2022	December	62.00	9.00	0.00	Amesbury	Tidworth
Sutton Benger - B4069 No. 2 Box Cottage	2023	June	61.00	3.00	0.00	Chippenham	Chippenham
Ogbourne St Andrew	2023	April	60.00	4.00	0.00	Devizes	Marlborough
Tilshhead	2022	November	58.00	6.00	1.00	Amesbury	Stonehenge
Shaw and Whitley (Shaw Hill)	2022	December	55.00	9.00	0.00	Trowbridge	Melksham
Enford - Old Vicarage	2023	August	54.00	5.00	0.00	Amesbury	Pewsey
Cholderton	2023	March	53.00	3.00	1.00	Amesbury	Stonehenge
Cholderton - Church Close	2023	April	51.00	1.00	0.00	Amesbury	Stonehenge
Harnham - Portland Avenue	2023	August	51.00	8.00	0.00	Salisbury	Salisbury
Total			5,728.00	749.00	76.00		

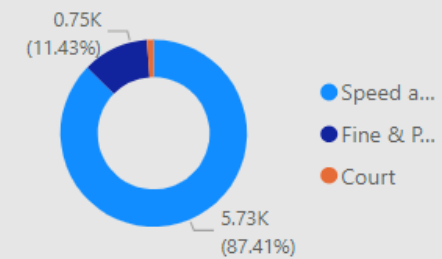
Activity by Area Board



Activity by CPT



Outcomes



• CSEO – Melksham Area Board results

CSEO Activity Dashboard

Outcomes are dependent on previous convictions and history

182.00
Sum of Speed awareness course

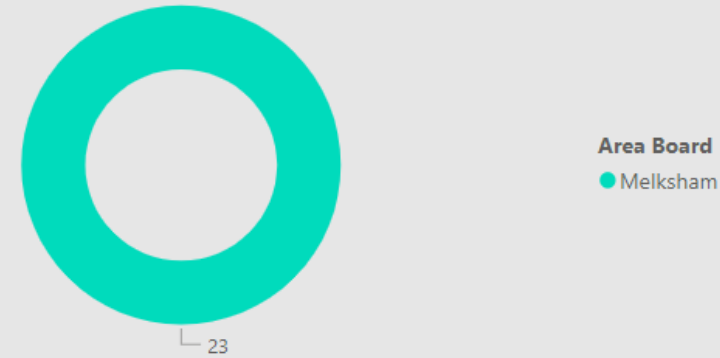
21.00
Sum of Fine & Points

3.00
Sum of Court

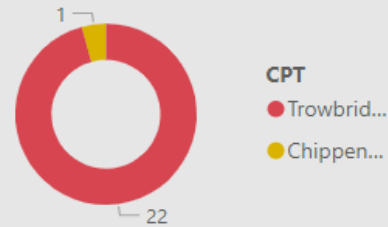
12
Count of Location

Location	Year	Month	Speed awareness course	Fine & Points	Court	CPT	Area Board
Shaw and Whitley (Shaw Hill)	2022	December	55.00	9.00	0.00	Trowbridge	Melksham
Shaw & Whitley (Shaw Hill)	2023	January	40.00	2.00	1.00	Trowbridge	Melksham
Shaw and Whitley - Shaw Hill	2023	February	24.00	2.00	2.00	Trowbridge	Melksham
Shaw and Whitley (Shaw Hill)	2023	February	17.00	2.00	0.00	Trowbridge	Melksham
Shaw and Whitley - Shaw Hill	2022	December	16.00	4.00	0.00	Trowbridge	Melksham
Beanacre - A350 Bus Stop	2023	March	11.00	0.00	0.00	Trowbridge	Melksham
Beanacre	2022	March	9.00	1.00	0.00	Trowbridge	Melksham
Beanacre - Bus Stop	2023	June	5.00	0.00	0.00	Trowbridge	Melksham
Shaw and Whitley - Corsham Road	2022	December	3.00	1.00	0.00	Trowbridge	Melksham
Melksham - Woodrow Road	2023	March	1.00	0.00	0.00	Chippenham	Melksham
Shaw and Whitley	2021	December	1.00	0.00	0.00	Trowbridge	Melksham
Beanacre	2022	April	0.00	0.00	0.00	Trowbridge	Melksham
Beanacre	2022	August	0.00	0.00	0.00	Trowbridge	Melksham
Melksham	2022	March	0.00	0.00	0.00	Trowbridge	Melksham
Melksham Woodrow Road	2021	September	0.00	0.00	0.00	Trowbridge	Melksham
Shaw & Whitley	2023	July	0.00	0.00	0.00	Trowbridge	Melksham
Shaw and Whitley	2022	May	0.00	0.00	0.00	Trowbridge	Melksham
Shaw and Whitley - Shaw Hill	2023	July	0.00	0.00	0.00	Trowbridge	Melksham

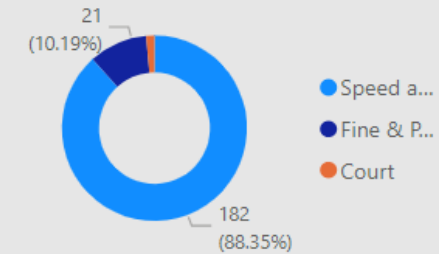
Activity by Area Board



Activity by CPT



Outcomes



Making Wiltshire Safer : Road Safety

Melksham Police
6 h

Next week, speed enforcement will be out and about across the Melksham area.

A reminder to be safe, drive smart and watch your speed.

#YourForceYourArea

SPEEDCHECKS IN THIS AREA

#YourForceYourArea

Trowbridge CPT

6

26

Melksham Police
16 August at 14:10

What are the Fatal Five?

- Careless driving
- Drink and drug driving
- Not wearing a seatbelt
- Distracted (using a mobile phone)
- Speeding

Road users who commit one of the Fatal Five offences are far more likely to be involved in a fatal collision than those who do not.

People are dying on our roads as a result of motorists' poor driving, reckless decisions and momentary lapses in concentration.

Fatal collisions are heart-breaking – for the family, for the community, and for the responding emergency services staff who have to witness the tragedy and subsequent aftermath and we've seen too many this year already.

Stopping any more deaths from occurring as a result of something unnecessary and totally avoidable is a top priority for us.

Across the Summer, our Community Policing Teams, along with speed enforcement officers and the Roads Policing Unit will be making sure motorists are being safe and driving smart.

#Fatal5 #YourForceYourArea #KeepingWiltshireSafe

STAY ALIVE GET TO KNOW THE FATAL 5

1 CARELESS DRIVING

2 DRINK/DRUG DRIVING

3 NOT WEARING A SEATBELT

4 DISTRACTED (using a mobile phone while driving)

5 SPEEDING

+3

Melksham Police
14 August at 17:54

Tomorrow (15/08/23) Melksham NPT and Bradford on Avon NPT are working together to highlight road safety in our area with a day of action.

A reminder to drive safe and look out for one another.

21

3 3

Melksham Police
15 August at 14:51

You spoke, we listened.

We have spent the day out and about in key areas dealing with traffic offences- one ticket issued for 43mph in a 30 zone. Others have received words of advice.

As our Road Safety Campaign continues we will be carrying out further days of action at different times, in different locations- results will be shared on our social media.

Be safe on our roads and know the #Fatal5

- 1- Careless Driving
- 2- Drink/Drug Driving
- 3- Not wearing a seatbelt
- 4- Distraction from phone
- 5- Speed

#yourforceyourarea #Fatal5 #keepingwiltshiresafe

SGT 2315

STAY ALIVE GET TO KNOW THE FATAL 5

1 CARELESS DRIVING

2 DRINK/DRUG DRIVING

3 NOT WEARING A SEATBELT

4 DISTRACTED (using a mobile phone while driving)

5 SPEEDING

18

4 5 108

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[Wilts Specialist Ops \(@WiltsSpecOps\) / X \(twitter.com\)](#)

[Wiltshire Specials \(@wiltspolicesc\) / Twitter](#)

MWPC Road Safety Working Group 19 September 2023

Themes	Approach/Action
Engagement	1. Maintain regular formal and informal contact with the nominated WC HW Engineer for the MWPC area.
	2. Maintain regular formal and informal contact with WC Sustainable Transport.
	3. Improve engagement with the PCC (e.g. regarding enforcement etc).
	4. Provide feedback to residents on requests for any road safety related matters using material from elsewhere in this table (this also relates to Education (see below)).
Encouragement	5. Encourage residents to report accidents and dangerous driving to the police using the online tool: https://www.wiltshire.police.uk/ro/report/rti/rti-beta-2.1/report-a-road-traffic-incident/
	6. Encourage residents to report poor road and pavement conditions to WC using the online tool: https://archive.connectingwiltshire.co.uk/drive/report-a-problem/#:~:text=Report%20a%20problem%20Getting%20around%20on%20the%20road&text=You%20can%20report%20faults%20and,problem%20with%20a%20traffic%20light
Education	7. Prepare a summary sheet containing basic facts about setting local speed limits and other road safety matters, to be used, inter alia, when reviewing requests from residents for changes in speed limits, or with developers for new build sites (see an example summary of DfT 01/2013 attached from Nottinghamshire County Council).
	8. Prepare a register of previous requests and decisions regarding proposed changes regarding road safety matters to be used, inter alia, when reviewing requests from residents for changes in speed limits, or with developers for new build sites.
	9. In consultation with the schools, prepare a School Booklet for each school in the area for parents setting out the key themes of the School Travel Plan to educate parents about legal requirements and to encourage responsible road behaviour.
	10. In consultation with the schools, consider the use of banners near schools to display key messages about legal requirements and to encourage responsible road behaviour.

Enforcement	11. Local Speed Watch teams to propose additional sites for deployments.
	12. Via consultation with the PCC et al, and using local knowledge (see data collection actions elsewhere in this table), encourage more police speed and parking enforcement deployments.
	13. Investigate using ANPR devices to help with enforcement regarding parking on ZigZags (the WC HW Engineer will support establishing whether an extant Order exists for ZigZags under consideration).
Engineering	14. Investigate replacing the gate on Semmington Road.
	15. Investigate the feasibility of installing a Village Gate on Bath Road on the entrance to Shaw (approaching from Melksham).
	16. Consider more frequent Traffic Surveys on selected roads (using data from elsewhere in this table) noting that WC will provide a free survey no less than annually (subject to a justifiable and realistic request).

PJR
20/09/2023

Appendix 1 – Summary of DfT Circular 01/2013 Setting Local Speed Limits

1. Background

The overall speed limit framework, which includes the setting of national limits for different road types and when exceptions to these general limits can be applied, is the responsibility of the government. The three national speed limits are:

- 30mph on roads with street lighting
- 60mph national speed limit on single carriageway roads
- 70mph national speed limit on dual carriageways and motorways.

The national speed limits are not, however, appropriate for all roads. Where local conditions suggest the national speed limit is not appropriate the Highways Agency is responsible for determining speed limits on the trunk road network (motorways and selected A roads) and local highway authorities are responsible for determining speed limits on the local road network. In such cases the responsible highway authority must follow guidance issued by the Department for Transport (DfT).

DfT Circular 01/2013 Setting Local Speed Limits was issued in January 2013. The guidance contained within the circular sets out the framework that highway authorities should follow when reviewing and setting local speed limits. The circular also asks highway authorities to keep their speed limits under review with changing circumstances; and consider the introduction of more 20mph limits and zones in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists.

Highway authorities have the flexibility to set local speed limits that are appropriate for the individual road, reflecting local needs and taking account of all local concerns. Local speed limits should not, however, be set in isolation but as part of a package with other measures to manage vehicle speeds across the local road network and improve road safety.

The underlying aim is to provide a safe, efficient highway network with traffic travelling at appropriate speeds. This policy therefore aims to achieve a safe distribution of traffic at appropriate speeds which reflects the function of the road and the road's environment (i.e. vehicles travelling at or below the speed limit whilst having regard to the traffic conditions). It is hoped that this will be achieved by providing a consistent message between the speed limit and what the road looks like; and for changes in speed limits to reflect changes in the road layout and characteristics.

A speed limit should be set with support from the local community, the police and other local services. Close working is also needed with neighbouring highway authorities where a road crosses administrative boundaries. It should also be supported by education and engineering measures where necessary to reduce speeds.

As part of the process of making a speed limit order, public consultation of those affected is very important and, together with good information about planned changes, this will improve support for and compliance with new limits. Local residents may also express their concerns or desire for a lower speed limit and these comments should be considered. It is important that highway authorities and police forces work together from an early stage when considering or determining any changes to speed limits. It is also important that neighbouring traffic authorities work closely together, especially where roads cross boundaries, to ensure speed limits remain consistent.

If a speed limit is set unrealistically low for the particular road function and condition, it may be ineffective and drivers may not comply with the speed limit. Drivers are likely to expect

and respect lower limits where they can see there are potential hazards, for example outside schools, in residential areas or villages and in shopping streets.

Before introducing or changing a local speed limit, the highway authority will need to ensure that the expected benefits exceed the costs. Many of the costs and benefits, however, do not have monetary values associated with them but these will still need to be considered. The objective will be to seek an acceptable balance between costs and benefits taking into account economic, environmental and quality of life benefits as well as road safety improvements.

The factors that will therefore be used in the assessment of appropriate speed limits are:

- the function of the road – whether it is a strategic road, whether it carries through traffic or if it is mainly residential
- existing traffic speeds as well as its potential to reduce congestion and improve journey time reliability
- estimated collision and injury savings – whether there is a history of collisions, including frequency, severity, types and causes
- what the road looks like to the road users – considering the road geometry and engineering such as its width, sightlines, bends, junctions, accesses etc.
- the composition of the road users (including existing and potential levels of road users) and its ability to increase walking and cycling levels – whether it is outside a school, in a residential area or village, in a shopping area
- the environment of the road – considering the level of roadside development and possible impacts on residents' quality of life (e.g. visual impact, noise, vibration, severance and air quality)
- costs – including engineering and other physical measures including signing, as well as future maintenance liabilities and the cost of enforcement.

The speed limit appraisal tool provided by DfT enables highway authorities to wholly assess the full costs and benefits of proposed speed limit changes; and to help ensure a consistent approach to setting local speed limits.

To avoid too many speed limit changes along a route the minimum length of a speed limit should generally be not less than 600m, although this could be reduced to 400m for lower speed limits, or even 300m on roads with a purely local access function, or where a 20mph speed limit is introduced.

2. Urban road network

Lower speeds benefit all urban road users, and setting appropriate speed limits is therefore an important factor in improving urban safety. The standard speed limit in urban areas is 30mph, which represents a balance between mobility and safety factors.

Sometimes a decision about a road's primary or most important function needs to be taken and therefore there may be a need to consider alternative speed limits. For example, it may be appropriate to consider 20mph limits on roads with high pedestrian and cycling activity, such as residential streets, shopping areas, or outside schools and these are discussed further in section 5 below.

Similarly, on dual carriageways where the road environment and characteristics allow, it may be appropriate to implement 40mph and, in exceptional circumstances, 50mph limits.

Suitable routes for urban through-traffic will be promoted, and the speed of traffic using these routes to access residential streets will be managed through the use of appropriate traffic management techniques. 40mph speed limits (and 50mph speed limits in exceptional

circumstances) will be considered on dual carriageways where the road environment and characteristics allow.

Roads suitable for 40mph speed limits will generally be higher-quality suburban roads or those on the outskirts of urban areas where there is little development. Such roads will also have good width and layout, parking and waiting restrictions in operation, and buildings set back from the road. These roads should, wherever possible, cater for the needs of non-motorised road users through segregation of road space, and have adequate footways and crossing places.

In exceptional circumstances a 50mph speed limit may also be used on higher-quality roads where there is little or no roadside development and such speeds can be achieved safely. The roads most suited to these higher urban limits are special roads or those with segregated junctions and pedestrian facilities, such as primary distributors. These will include dual carriageway ring or radial routes or bypasses that have become partially built up. 50mph speed limits will only be considered where they will have little or no negative impact on the local community and non-motorised road users.

3. Rural road network

Reducing the numbers of road users killed and seriously injured on rural roads is one of the key road safety challenges. Research has assessed the risk of death in collisions at various impact speeds for typical collision types on rural roads. This research suggests that the risk of a driver dying in a head on collision involving two cars travelling at 60mph is around 90%, but that this drops rapidly with speed, so that it is around 50% at 48mph (Richards and Cuerden, 2009).

Given the percentages of travelling too fast for the conditions as a contributory factor to road traffic collisions, speed limit changes alone are unlikely to fully address all of the collisions occurring on the roads. Speed limits will therefore be considered as part of the wider rural safety management programme.

The majority of the rural road network is subject to the national speed limit of 60mph on single carriageway roads and 70mph on dual carriageways.

In most instances, consideration of collision history, road function, road users (including the presence of vulnerable road users), road geometry, engineering and environment, and actual traffic speed should enable the determination of the appropriate speed limit on single and dual carriageway rural roads.

The choice of speed limits should take account of whether there is substantial roadside development and whether the road forms part of a recognised route for vulnerable road users, including whether there is a footway.

Revised speed limits will consider the function and nature of the road as well as the likely benefits of any revision. The speed limit appraisal tool provided by DfT will be used to help inform such decisions to help ensure a consistent approach to setting local speed limits.

On A and B classified single carriageway rural roads the following speed limits are considered appropriate and will be used as guidance when reviewing the speed limits on such roads:

- 60mph is recommended for most high quality strategic A and B roads with few bends, junctions or accesses
- 50mph should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. It can also be considered

where mean speeds are below 50 mph, so the lower speed limit does not interfere with traffic flow

- 40mph should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.

On C and unclassified single carriageway rural roads with important access and recreational function, the following speed limits are considered appropriate and will be used as guidance when reviewing the speed limits on such roads:

- 60 mph is only appropriate for the best quality C and unclassified roads with a mixed function (i.e. partial traffic flow) with few bends, junctions or accesses. In the longer term, these roads should be assessed against through-traffic criteria.
- 50 mph may be appropriate for lower quality C and unclassified roads with a mixed function and high numbers of bends, junctions or accesses.
- 40 mph may be considered for roads with a predominantly local, access or recreational function, for example in national parks or areas of outstanding natural beauty, or across, or adjacent to, unenclosed common land; or if they form part of a recommended route for vulnerable road users. It may also be appropriate if there is a particular collision problem.

Dual carriageway roads with segregated junctions and separate facilities for vulnerable road users are generally subject to and suitable for the 70mph national speed limit. A lower limit may, however, be appropriate if, for example, a history of collisions indicates that this speed cannot be achieved safely and this risk of collisions cannot be addressed through other engineering measures.

3.1 Villages

Fear of traffic can affect people's quality of life and therefore the built-up area of villages should have comparable speed limits to similar roads in urban areas. For the purposes of applying a village speed limit of 30mph the definition of what constitutes a village is that there are:

- 20 or more houses (on one or both sides of the road), and
- a minimum length of 600 metres.

If there are just less than 20 houses, extra allowance may be made for any other key buildings, such as a church, shop or school. The minimum length may also be lowered to 400 metres (and in exceptional circumstances 300 metres) when there are 20 or more houses located within this shorter length.

30mph speed limits should be the norm on roads in villages with sufficient housing and/or key buildings. At locations where the above criteria for a village are not met and there is less housing development (or where engineering measures are not practicable or cost-effective to achieve a 30mph limit) but a reduction from the national 60mph speed limit is considered appropriate, consideration will be given to alternative lower limits of 40mph or 50mph. Revised speed limits should consider the function and nature of the road as well as the likely benefits of any revision.

4. **Buffer zones**

At some locations it may be appropriate to use a short length of 40mph or 50mph speed limit as a transition between a length of road with a national limit and another length on which a 30mph limit is in force (for example, where there are outlying houses beyond the village boundary or on roads with high approach speeds).

The use of such transitional limits should only be used on sections of road where immediate speed reduction would cause risks or is likely to be less effective. In such cases, consideration may be given to other speed management measures if necessary to help encourage compliance so that no enforcement difficulties are created for the police.

5. 20mph limits and zones

There is clear evidence of the effect of decreased traffic speeds on the reduction of collisions and casualties; collision frequency is lesser at lower speeds and where collisions do occur, there is a lesser risk of fatal injury at lower speeds. Research also shows that on urban roads with low average traffic speeds any 1mph reduction in average speed can reduce the collision frequency by around 6% (Taylor, Lynam and Baruya, 2000). There is also clear evidence confirming the greater chance of survival of pedestrians in collisions at lower speeds.

Additional benefits of 20mph schemes include the encouragement of healthier and more sustainable transport modes such as walking and cycling, as well as quality of life and community benefits (Kirkby, 2002). Walking and cycling can make a very positive contribution to improving health and tackling obesity, improving accessibility, tackling congestion, reducing carbon emissions and improving the local environment. There may also be environmental benefits as, generally, driving more slowly at a steady pace will save fuel and reduce pollution, unless an unnecessarily low gear is used.

20mph schemes are usually introduced as either 20mph limits (using only appropriate signing) or 20mph zones (where signing is generally accompanied by other traffic calming features).

20mph zones and limits are now relatively wide-spread, with more than 2,000 schemes in operation in England. Traffic authorities are able to use their powers to introduce 20mph speed limits or zones on:

- Residential streets in cities, towns and villages, particularly where the streets are used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable
- Major streets where there are (or could be) significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic.

5.1 20mph zones

Research has shown that 20mph zones are very effective at reducing collisions and injuries (research in 1996 showed that overall average annual collision frequency could reduce by around 60%; and the number of collisions involving injury to children could reduce by up to two-thirds). There is no evidence of migration of collisions to streets outside the zone.

20mph zones are predominantly used in urban areas (both town centres and residential areas). They can also be used around schools, shops, markets, playgrounds and other areas with high pedestrian or cyclist traffic, although they should not include roads where motor vehicle movement is the primary function. It is generally recommended that they are imposed over an area consisting of several roads.

20mph zones require terminal signs at all of the entrances/exits of the zone and require traffic calming measures (e.g. speed humps, chicanes) or repeater speed limit signing and/or roundel road markings at regular intervals, so that no point within a zone is more than 50m from such a feature.

5.2 20mph limits

Research has shown that signed-only 20mph speed limits generally lead to only small reductions (about 1mph on average) in traffic speeds and therefore such limits are most appropriate where vehicle speeds are already low. Where mean vehicle speeds are already at or below 24mph, introducing a signed-only 20mph speed limit is therefore likely to result in general compliance with the 20mph speed limit.

20mph limits can be introduced over larger numbers of roads where mean speeds at or below 24mph are already achieved over a number of roads.

In Portsmouth, where signed-only speed limits were introduced in most streets, greater than average reductions in average speeds were recorded where the average speed was 25mph or higher prior to the introduction of the scheme (although the speed reductions were insufficient to make the resulting speeds generally compliant with the new 20mph limits).

Such schemes should consist of entry/terminal signs and at least one repeater sign (additional repeater signs will be considered if necessary to inform road users of the speed limit in force).

5.3 Variable speed limits

Highway authorities are able to introduce 20mph speed limits that apply at certain times of day. Variable speed limits may be of particular value outside schools located on distributor roads (main through roads). DfT has produced guidance on the signs to be used for such speed limits (both advisory and mandatory) – mandatory limits must use variable message signs; and advisory limits must place an advisory part-time 20mph speed limit sign with flashing school warning lights.

Lorraine McRandle

Subject: FW: Bus gate and ANPR Camera
Attachments: 25.9.23 Highways Agenda.pdf

From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: 20 September 2023 14:21
To: [REDACTED]
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: RE: Bus gate and ANPR Camera

Hi Peter

We have our correspondence on our agenda for our Highways meeting next week. Agenda attached for your info (item 11b)ii)

I know nothing more at this stage, except what it says on the LHFIG minutes of the last meeting, 3rd August:

- | | | | | |
|----|---|---|---|-------------------------------|
| r) | Issue 9-23-4 – Bus Gate at Semington Road – request for Camera Enforcement. | Issue submitted by Semington Parish Council
Wiltshire Council has a camera available and the Parish have asked if this could be installed for enforcement.
Semington have liased with Melksham Without who are supportive of this proposal.
Since the last meeting, the road markings have been refreshed and the signs inspected for compliance to enable enforcement by the Police. Maintenance of the metal gate is the responsibility of the local highways office and defects should be reported using the MyWilts App.
Having considered the suggestion of relocating the gate, it is officers' recommendation to maintain the gate where it is, and to undertake a traffic survey to guage the | Traffic to request a new survey.
Local Highways to action repair or replacement of the gate. | Traffic Area Highway Engineer |
|----|---|---|---|-------------------------------|

level of non-compliance prior to committing to any expenditure. Parish are content for the survey to take place.

All the best, Teresa

From: [REDACTED]
Sent: 20 September 2023 11:51
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: Re: Bus gate and ANPR Camera

Hi Teresa,

I'm just catching up on business for tonight's Semington parish council meeting.

A very belated thanks for your email of 5 weeks ago, which was very encouraging.

I don't know whether there's any further news yet as to when the traffic survey might happen? I'd be very grateful if you could tip me off whenever you get a date for it.

I imagine both gate replacement and ANPR camera will await the survey outcome.

Best wishes,

Peter

Sent from my iPad

On 15 Aug 2023, at 12:53, Teresa Strange <clerk@melkshamwithout-pc.gov.uk> wrote:

Hi Peter

I caught up with Alan last night.....

He said that a traffic survey was going to be put in place before the ANPR camera can be put in situ (we are assuming that this is to prove that there is an issue, a bit like why you need a traffic survey to prove there is a speeding issue). But definitely looks like progress here.

Alan said, that Jonathon Seed thinks as a replacement gate is about £150 then WC should just be replacing it; and I think he still thinks that WC should be funding the ANPR camera here.

There was a recent ANPR survey by WC (about sites they already were running it, not locally, and there was a question as to whether you had suggestions for other sites, and we added the Semington one in the MWPC response).

All the best, Teresa

From: [REDACTED]
Sent: 14 August 2023 18:37
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>

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

Subject: Re: Bus gate and ANPR Camera

Thanks for the update, Teresa.

Good to know the local PCSOs are taking an interest. I haven't spotted any Dick Lovett motors, though one parishioner has mentioned it.

Please let me know where things stand once you have feedback from Alan.

Best wishes,

Peter

Sent from my iPad

On 14 Aug 2023, at 17:11, Teresa Strange <clerk@melkshamwithout-pc.gov.uk> wrote:

Hi Peter

Sorry for the delay, I was off last week too and just catching up now, but this puts you to the top of my inbox. 😊

I didn't attend the LHFIG meeting, but Cllr Alan Baines did, so I have asked him what progress there is ahead of the minutes being circulated.

I can tell you that the local PCSOs are doing some stints down there though, I have met with them in early August and they mentioned that they have been standing at the bus gate to catch those driving through illegally.

We also have some anecdotal evidence that some are in vehicles with trade plates from Dick Lovett, so will follow up with them too.

All the best, Teresa

From: [REDACTED]
Sent: 14 August 2023 14:52
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: Fwd: Bus gate and ANPR Camera

Hi Teresa,

I sent the attached to you 3 weeks ago when you were on leave....hope you had a good break.

In the busyness following your return, you may have missed my email. Or buried under neighbourhood plan stuff. Or both!

It would be great if we could have a brief chat to refresh where we are with the bus gate, and hopefully to coordinate what we do next.

Thanks, and best wishes,

Peter

Sent from my iPad

Begin forwarded message:

From: [REDACTED]
Date: 20 July 2023 at 11:18:13 BST
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: [REDACTED] Jonathon Seed
<Jonathon.Seed@wiltshire.gov.uk>
Subject: Bus gate and ANPR Camera

Hi Teresa,

At our parish council meeting last night, that old and vexed chestnut of the bus gate was discussed.

Whilst someday sometime the gate might get moved, we would in the meantime love to join with Melksham Without in getting an APNR camera installed. The strong view last night was that driving through the gate is unlawful and we should take steps to enforce that. Anecdotally, and from short stints monitoring traffic going through, there's a lot of traffic passing through Semington that uses that gate.

We know that you considered this back in April, and at that time the approach seemed to be that road markings and the actual gate needed to be restored prior to an approach to LHFIFG for funding. Whilst I was a bit down that this meant a delay, I understood the rationale.

We would rather like to push on with this, if Melksham Without Council too is willing. I phoned your number this morning to have a chat about "where are we and what next?", and was advised you're away until next week...and very busy with the neighbourhood plan when you get back (lucky you!).

So please could you give me a call when you've the time, on [REDACTED]. Leave a message if I'm out.

Many thanks,

Peter

Sent from my iPad

Lorraine McRandle

From: Teresa Strange
Sent: 18 September 2023 15:58
To: Rose, Kirsty
Cc: Lorraine McRandle; Seed, Jonathon
Subject: RE: Hilperton to Melksham Active Travel Route - Stage 4 Audit

Hi Kirsty

We are just drawing up the agenda for our next Highways Committee (that feeds into the LHFIG).

Is it worth us submitting the concerns about the cyclists through that forum too? I don't want to muddy the waters, but on the other hand I don't want it to get missed!

If the funding can come from the original government grant (and not LHFIG and the parish council) then all the better.

kind regards, Teresa

From: Rose, Kirsty <Kirsty.Rose@wiltshire.gov.uk>
Sent: 22 August 2023 13:40
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Seed, Jonathon <Jonathon.Seed@wiltshire.gov.uk>
Subject: RE: Hilperton to Melksham Active Travel Route - Stage 4 Audit

Hello Teresa,

Thank you very much for this information.

As well as sharing this with the auditors, I will share with my colleagues in Sustainable Transport so that we can consider the best mechanisms for educating cyclists on how to approach the crossing correctly. I agree that there is further consideration needed for continuing a route into Melksham town centre. It is unfortunate that we were unable to extend the original project to include this, but I will highlight for inclusion in future route planning with Sustainable Transport.

Kind regards,

Kirsty

From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: Wednesday, August 16, 2023 11:51 AM
To: Rose, Kirsty <Kirsty.Rose@wiltshire.gov.uk>
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Seed, Jonathon <Jonathon.Seed@wiltshire.gov.uk>
Subject: RE: Hilperton to Melksham Active Travel Route - Stage 4 Audit

Hi Kirsty

Sorry, didn't mean to chase, just knew there was a deadline and checking we had met it. 😊

I am sorry that more detail on the specific issues had not been sent through to you with the comments below. The comments below were a more blanket approach to all the issues that we have consistently had raised about Semington Road in general, and it seemed appropriate to send them as part of this review.

As you will be aware there is the new development for 150 dwellings and the new village hall at Bowood View that has now been built and occupied, but you may not be aware that there are several other planning applications along this stretch too. This makes a big impact on the amount of traffic that will be on the road now, and in the future.

- 144 dwellings, approved at reserved matters earlier this year, due to start on site this August 20/01938/OUT & PL/2022/02749 – this is between Bowood View and Shails Lane
- 50 dwellings, approved at appeal at outline, and at reserved matters last week 20/07334/OUT – this is behind Townsend Farm and will be 100% affordable housing
- 53 dwellings, still at outline pending a decision, this is behind Townsend Farm too, behind the one above – so a phase 2

With regards to the specific comments on the way cyclists use the cycle lane incorrectly, this is from two Melksham Without Parish Councillors who live there and use Semington Road daily, and they see it as a regular occurrence. One councillor lives on Semington Road, and one lives in Bowood View and works further along Semington Road at the Ashville Centre – I mention this so you can see that they are very regular users of the route.

I have attached a map. Cyclists are heading to Melksham and when they get to the mobile home park, at the spot where there 3 new mobile homes are situated they cross to the wrong side of the road and continue along there all the way to the route to use the pedestrian crossing on the A350. I hope that makes sense?

The other point that was made by councillors was that it's a "Hilperton to Melksham" route, and there is no safer route onwards to Melksham Town Centre. Once cyclists have crossed the improved crossing at the A350 and head towards the town centre, there is no cycle lane once you get past the Longford Road turning (blue line on the "other issues" map.)

Other information you may find of use/relevant/for background context:

- Under the planning s106 obligations for the new developments, there is a requirement for the desire line across the A350 roundabout to be made "less attractive" (green on the "other issues" map) – this is a well used route to get to Aloeric primary school, there is a cut through at Hazelwood Road through to St Michaels Road.
- Working with Cllr Seed through the LFIG process the parish council are working with Semington Parish Council on installing an ANPR camera to prevent the unauthorised access via the bus gate, I understand that the latest update is that a traffic survey will be undertaken, and the parish council have requested that the broken gate is replaced and locked as per the proper use of the bus gate. We are following up with Dick Lovett as anecdotal evidence is that vehicles regularly seen are brand new, have trade plates and are the models that they sell! The local PCSOs are spending some time at the bus gate at present.
- The parish council have not pursued more traffic calming in Semington Road (such as the sleeping policemen installed at Hilperton) as they did not feel it was appropriate as its regularly used by "blue light" vehicles from both police station and the Air Ambulance. Some residents on Semington Road have questioned if this is correct, and if they should be using the A350?
- There is a project by the Wilts & Berks Canal Trust to turn the road from the police station to the canal bridge as part of their "Bee Route" project <https://www.wbct.org.uk/news-plans/wiltshire/675-bee-route-en-route> as the historic route of the canal – which would change the grasscutting regime on that stretch of the road and involve wildflower planting. The parish council support this, but it has not yet taken the section 96 licence as the Canal Trust volunteers do not hold a street works licence, this is a bit of an impasse at present. But, as part of that the parish council requested the street lights to be switched off, and then changed the request to be dimmed as the Somerset Arms in Semington has closed and so likely to be more Semington residents walking to and from the New Inn and Milk Churn pubs in the parish; and in response to the comments from the street lighting officer about the need for light for feeding bats. See email attached for the map and timings etc
- Semington Road is eligible for Community Speed Watch and Speed Indicator Device and we regularly deploy the SID for inbound traffic outside 594 Semington Road (Lampost 22) and there is an active CSW volunteer team in place.

I hope all of that is useful.
Please give me a ring if anything is not clear.
With kind regards,
Teresa

From: Rose, Kirsty <Kirsty.Rose@wiltshire.gov.uk>
Sent: 15 August 2023 19:59
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: RE: Hilperton to Melksham Active Travel Route - Stage 4 Audit

Hello Teresa,

Thank you for your email. I can confirm that I have received the email below from Lorraine. Apologies for not coming back sooner, I have been working my way through the inbox.

If there is additional information that can be shared regarding cycle lane and cyclists using this incorrectly, I'd be very pleased to have it.

Kind regards,

Kirsty Rose IEng FIHE
Principal Engineer Manager
Traffic Engineering Team



Tel: 01225 756182
Email: kirsty.rose@wiltshire.gov.uk
Website: www.wiltshire.gov.uk
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From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: Tuesday, August 15, 2023 4:58 PM
To: Rose, Kirsty <Kirsty.Rose@wiltshire.gov.uk>
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: FW: Hilperton to Melksham Active Travel Route - Stage 4 Audit

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Hi Kirsty

Are you able to acknowledge receipt of this submission to the audit please, we have had no response at all and I just wanted to check you had received it.

The councillors were quite specific about a particular spot that cyclists were in the wrong direction in the cycle lane, it was on Semington Road, near the roundabout with the A350. Would you like more details on that?

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: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Sent: 10 August 2023 13:29
To: Rose, Kirsty <Kirsty.Rose@wiltshire.gov.uk>
Cc: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; Seed, Jonathon <Jonathon.Seed@wiltshire.gov.uk>
Subject: Hilperton to Melksham Active Travel Route - Stage 4 Audit

Kirsty

Following your email to Teresa, seeking submissions on any concerns the Parish Council may have regarding the Hilperton to Melksham Active Travel route, please see below a list of concerns as raised at a recent meeting:

- Improvements, such as signage/markings are required to stop cyclists travelling in the wrong direction along the cycle lanes.
- There has been no investment in Semington Road traffic management/road safety despite various recent new developments providing highway contributions via Section 106 Agreements to Wiltshire Council.
- Money has been spent on improving the cycleway and providing a new junction at the A350 roundabout end of Semington Road near Townsend Farm. However, cycling along Semington Road is highly dangerous due to speeding traffic, inconsiderate parking, including on parts of the cycleway. The road is constantly used as a cut through by drivers/customers wishing to access businesses on Hampton Park West, rather than using the A350 bypass.
- The cycle route should be a pleasure to use, all the way through to the new byway/bridle path from Semington village through to Hilperton. Unfortunately, this is not the case.
- One of the consequences of the poor-quality cycling provision and speeding traffic is those cyclists who are prepared to use the road, invariably use the pavements, rather than the roadway, causing serious danger to pedestrians.

- As a route for residents of Melksham to access the few remaining green spaces in the town, including the Kennet & Avon canal, this route needs to be far more user friendly to pedestrians, cyclists, horse riders, dog walkers etc. However, such road users need far better protection than is currently afforded.
- With the 400 plus additional houses due to be built or already completed, there will be an increase in school aged children, who will need safe access to nearby primary and secondary schools. Unfortunately, due to the issues around speeding traffic, inconsiderate parking and dangerously narrow and unsuitable footpaths, there is no existing safe route.

Regards

Lorraine McRandle
Parish Officer
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Lorraine McRandle

From: Teresa Strange
Sent: 06 September 2023 09:49
To: Shona Holt
Cc: Lorraine McRandle
Subject: RE: Road Safety Working Group: Tuesday 19 September

Thanks Shona

The Road Safety working group is primarily about the principles and guidance policy that the council is writing, rather than specifics but be rest assured that I did put this forward as part of the safety audit review for the Active Travel Route; I will send you a copy by separate email. In addition I will raise at the MWPC highways meeting in September and we will seek advice if it is being dealt with via the Safety Audit, or whether we need to raise separately with the LHFIG. Might be good to do both!

Thanks for visiting Shails Lane this morning, I will follow up now with Planning.
All the best, Teresa

From: Shona Holt <shona.holt@melkshamwithout-pc.gov.uk>
Sent: 05 September 2023 21:59
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: Road Safety Working Group: Tuesday 19 September

Hi Teresa

Having already given my apologies that I am unable to attend the Working Group, I thought I'd jot down some thoughts in particular to the cycle route 403 along Semington Road.

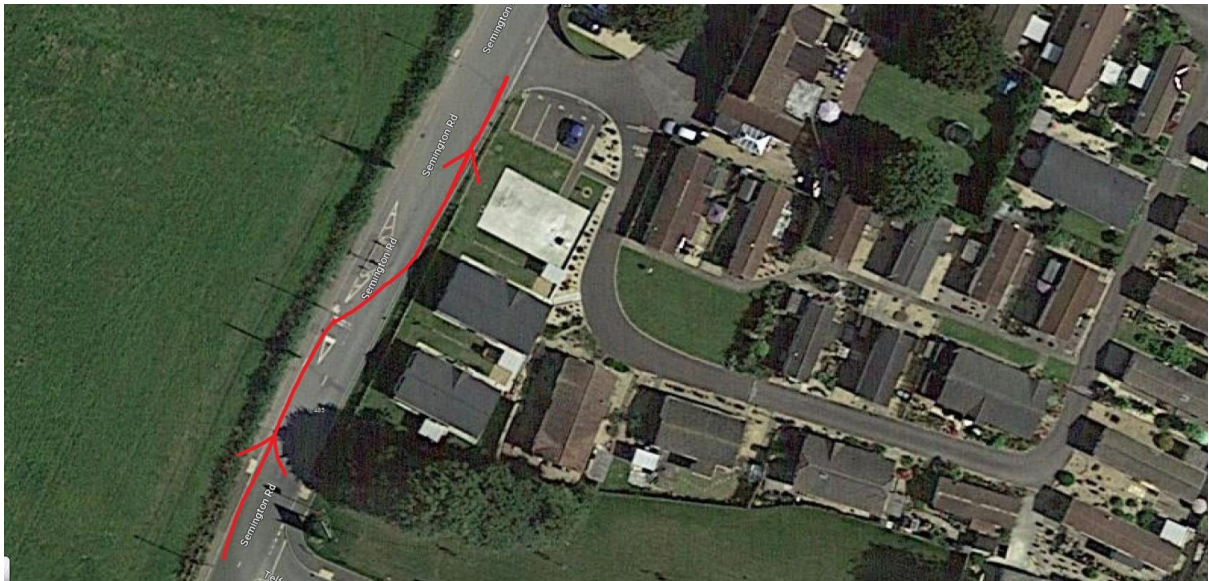
- As noted at the full council meeting in July, Richard and I raised concerns about some cyclists heading to Melksham along Semington Road.
- I have witnessed cyclists cross to the wrong side of the road when they reach the southernmost entrance to the mobile home park, which results in them travelling directly against the flow of oncoming traffic.
- This is encouraged by the faded road markings at that point, which appear to indicate it is a 'safe' cycle route.
- This is misleading to cyclists and alarming to drivers!
- I suggest that the old line is removed or blacked out to prevent this occurring.
- The new road markings around the zebra crossing (toward the A350) are good and clearly delineate pedestrians and cyclists.

Please share this with the Working Group and Mark Stansby as part of the agenda. Many thanks.

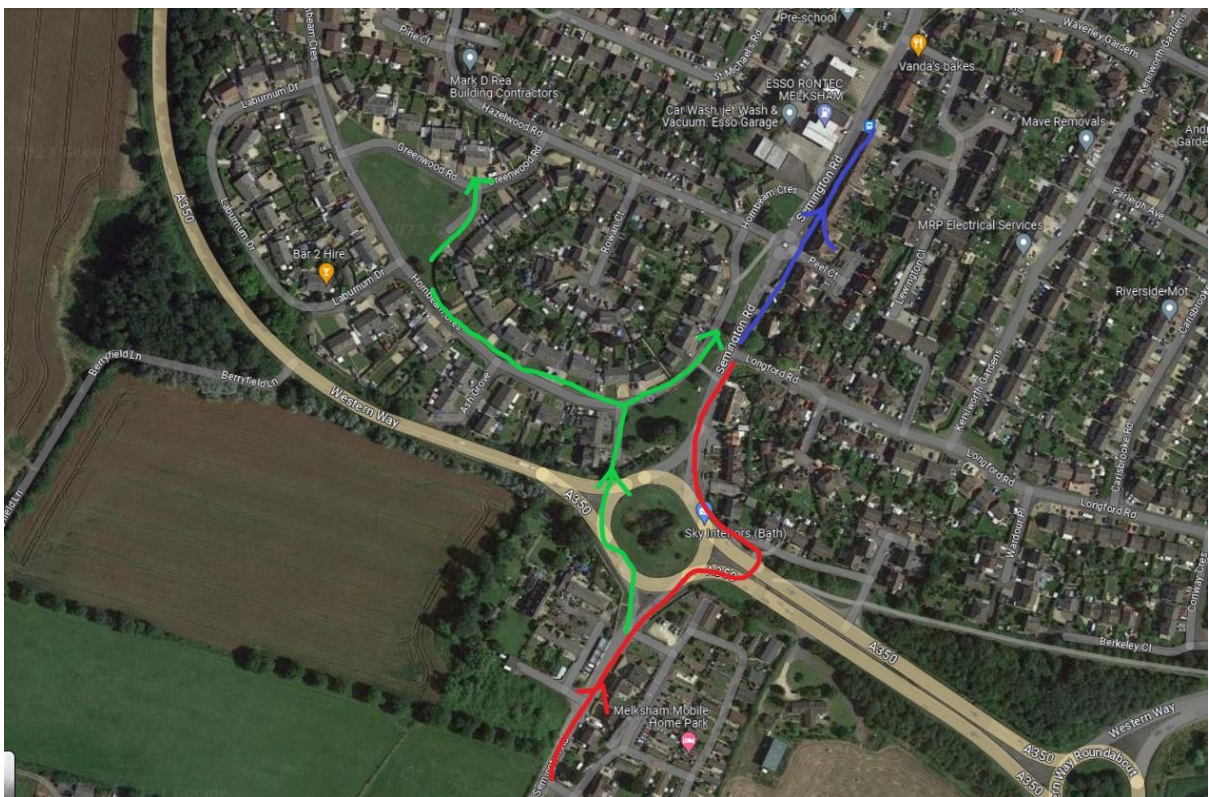
Kind regards
Shona

SEMINGTON ROAD CYLCE LANE

Map of cyclists moving to wrong side of the road



Map re cycle lane, Semington Road to Town Centre



19 September 2023

Michelle Donelan MP
House of Commons
London
SW1A 0AA

Cabinet Office
County Hall
Bythesea Road
Trowbridge
Wiltshire
BA14 8JN

Your Ref: MD41338
Our Ref: CT/KB/23272

Dear Michelle,

Thank you for your letter dated 5th July on behalf of your constituent, Mr [REDACTED] who raised concerns about the speed of traffic having a negative impact on cycling and pedestrian road safety along Semington Road in Berryfield.

You will recall that last year we carried out a substantive cycle improvement scheme between Hilperton and Melksham. Whilst the physical works undertaken were predominantly on the byways between Hilperton and Semington, the overall route included Semington Road in Berryfield and the signal-controlled crossing on the A350 north of Townsend Farm. The scheme is now approaching its 1st year anniversary and as such will be subject to a further Safety Audit this month. I have provided a copy of Mr [REDACTED] comments to the audit team, so his feedback is given due consideration.

Developer contributions secured through Section 106 agreements are normally tied to specific improvements, and must meet a variety of tests, one of which is that the improvements are essential for the associated development to proceed. The legal agreements which secure those contributions rarely allow the ability to spend them elsewhere. In the case of Semington Road, Wiltshire Council do not hold any 106 contributions that could be used for the purpose in Mr [REDACTED] request.

In relation to the provision of 30mph speed limit repeater signs, as the area is street lit it is not possible to provide repeater signs. It is the presence of the streetlights themselves that define the speed limit as 30mph. This is national legislation which forms part of the Highway Code.

Several avenues exist to address concerns raised about speeding. Through the Wiltshire & Swindon Road Safety Partnership we have recently published revised guidance on the use of Community Speed watch, Speed Indicator Devices and civilian deployed ANPR cameras. Details can be found at [Road safety education - Wiltshire Council](#) within the Safer Speeds section.

I would also recommend Mr [REDACTED] to visit the Wiltshire Police webpages about the actions that they are taking to address speeding.

Yours sincerely,



Cllr Caroline Thomas
Cabinet Member – Highways, Transport, Street Scene & Flooding
Direct line: 01225 718386
Email: caroline.thomas@wiltshire.gov.uk

Lorraine McRandle

Subject: FW: Request for signage
Attachments: Wiltshire Sign.pdf

From: Teresa Strange
Sent: 12 September 2023 12:17
To: [REDACTED]
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: RE: Request for signage

Hi [REDACTED]
A couple of updates for you....

- Seend Parish Council are very much aware of the accident, and I understand they have written to the family. They have been advised to not comment as a parish council until the police investigation has been concluded.
- Cllr Tamara Reay (the Wiltshire Councillor for Devizes Rural West which covers Seend) says that she is in touch with the equestrian community at your yard, and is attending the gathering on Saturday.
- I have just seen a reporter for the Melksham News, and they have confirmed that the paper is covering the gathering on Saturday.
- The Highways Officer for Wiltshire Council has provided the following information.....

In advance of any directive by the LHFIG, it may be useful if [REDACTED] [REDACTED] contacted Alan Hiscocks from the British Horse Society See details below.

alan.hiscox@bhs.org.uk

We worked with Alan back in 2022 as part of a 'Dead Slow' campaign to erect some temporary posters in and around the A362 Corsley, warning of the need to

reduce speed around riders on horseback (see attached) . The posters went up in selected areas during the summer months. As they are temporary,

they do not come under 'The Traffic sign Regulations and general directions 2016' which would rule out their use as permanent signs

on the network. This was successful campaign which targeted specific hotspots and their use has spread to other areas. All that's required

is a fairly simple risk assessment which is carried out by the BHS

Of course, if permanent "Accompanied horses or ponies likely to be in or crossing road ahead" signs are required.

(See below). These can be considered as part of the usual LHFIG process.



I think really at this stage, please be reassured that Wiltshire Council as the local highways authority are aware of the incident, as are the local parish councils (Seend and Melksham Without) and that they will consider what highways measures are appropriate when on receipt of the police investigation report and/or any Coroner advice. I think at the Melksham Without Highways meeting, we may just note that you have raised it, but will probably confirm that at this stage its premature to do anything further at this stage. As an aside, I think that the Wiltshire Councillor who chairs the Melksham LHFIFG has lived at Tan House Farm at some point in the past, and has good knowledge of the area.

You may wish to follow up yourself with the British Horse Society in the meantime.

I hope that helps, I will keep you posted with any updates, and do contact me with any queries/questions or concerns as we wait for the statutory bodies to undertake their normal procedures in these types of cases.
With kind regards,
Teresa

From: [REDACTED] >
Sent: 11 September 2023 14:30
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: RE: Request for signage

Hi Teresa,

Thank you for your prompt response. Was great speaking to you. Following on from our telephone conversation this afternoon, here is my mobile number [REDACTED]. Please do contact me via email or telephone should you require anything further.

Thank you,

Kind Regards,

From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: Monday, September 11, 2023 1:50 PM
To: [REDACTED]
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: RE: Request for signage

Dear [REDACTED]

Thank you for your correspondence.

We were all very sorry to hear the sad news of the accident.

Any requests such as this go to Wiltshire Council's LHFIFG <https://www.wiltshire.gov.uk/article/6632/Local-highway-and-footway-improvement-groups> who meet quarterly.

Before then, they need the support of the parish or town council, in this case it may be Melksham Without Parish Council. They need to support it, and also to agree to fund 50% of any measures brought in. Obviously signage is relatively low cost, but pedestrian crossings can be way over £100,000; but it's the same process for all. This will go to the next Melksham Without Parish Council Highways meeting on Monday 25th September, so in good time for the next meeting.

Can you help me with the location a bit better please, I understand that the accident was near Bollands Hill, and that is in the parish of Seend, and actually a different area LHF1G (Devizes not Melksham). It may be that your request needs to go to both? Or just to Seend? It depends if you are requesting for a specific location, or some of the closeby roads too? I am not sure which road you mean, as a precise

This is the online mapping for bridleways is here

<https://wiltscouncil.maps.arcgis.com/apps/webappviewer/index.html?id=43d5a86a545046b2b59fd7dd49d89d22>

And you can just put Bollands Hill or the road your livery is on in here and it will take you to the right spot. The lines in lime green are bridleways (the purple are Rights of Way). You should be able to identify for me the road on there – I am not sure if it's the crossroads or the road from Redstocks to the A365?

As a useful guide, you can tick a box in the legend to tell you what parish it is, but if you look at the green/purple lines they begin with MELW they are in Melksham Without, and the SEEN ones are in Seend – it's a quick way to tell which parish.

If you are able to screenshot and mark them that would be really helpful.

If not, you are welcome to do it anyway you can, or ring and we can have a look together. Our office is upstairs in the Melksham Campus and you can also call in and look at the map on the wall.

My colleague Lorraine will be in touch nearer the time regarding the meeting, and you are most welcome to attend the meeting and speak to this item.

I hope that helps, if you are able to give your permission to share your email address, then I can share with your Wiltshire Councillor and also the Clerk at Seend Parish Council (and their Wiltshire Councillor) too; in case its part of their parish as well.

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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From: [REDACTED]
Sent: 11 September 2023 11:41
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: Request for signage
Importance: High

Good Morning,

I wonder if you can help.

I am part of a livery yard in Redstocks, Melksham. We recently lost a lovely lady from our yard in a fatal accident whilst she was riding her horse on a road nearby. The road is used frequently by horse riders in order to access nearby bridleways. We would like to have some signage put up as per below. Please could you advise on how we would go about this?



Kind Regards,

DEAD SLOW



2 METRES



Teresa Strange

From: Holder, Nick <Nick.Holder@wiltshire.gov.uk>
Sent: 29 August 2023 10:20
To: Teresa Strange
Cc: Lorraine McRandle
Subject: RE: Trailers Parking on Bowerhill Industrial Estate

Hi Teresa,

Sorry for the delay in responding. You are quite correct the planning application has still not been approved and I am not certain if the lease has actually been signed either. So I would suggest you mail Andy Brown, Chris Clark and also Perry Holmes asking if the points can be incorporated into the planning conditions, if approved and also into the lease between Milestone and WC.

Hope this helps

Nick

Nick Holder
Councillor for Bowerhill
Cabinet Member for Environment and Climate Change
Wiltshire Council | County Hall | Trowbridge | Wiltshire | BA14 8JN



Tel: 07931 905520
Email: nick.holder@wiltshire.gov.uk
Web: www.wiltshire.gov.uk
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From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: Monday, August 21, 2023 2:30 PM
To: Holder, Nick <Nick.Holder@wiltshire.gov.uk>
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: FW: Trailers Parking on Bowerhill Industrial Estate

Hi Nick

I would be interested in your thoughts on this...

The parish council have resolved for us to write as attached and below, for the commercial vehicle servicing companies, and to the companies that have trailers left on the road.

I notice though that Wiltshire Council/Milestone are leaving their operational vehicles on the road; these were there Friday 11th August evening, all day Sat 12th and Sunday 13th August. The photos are dark as Mark was asked to supply Inspector Lemon with photos at night.

I think its worth raising – might be covered in their planning application, which has not had a decision on yet.

Not sure if its Milestone direct, but think it should be WC too... Andy Brown? Or Chris Clark as head of highways?

Let me know what you think,

All the best, Teresa

From: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Sent: 18 August 2023 16:38
To: gemma.rutter@wiltshire.police.uk
Cc: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: Trailers Parking on Bowerhill Industrial Estate

Sgt Rutter

Thank you to you and your team regarding the issue of trailers parking on Bowerhill Industrial Estate.

As well as reporting the issue to yourselves and the DVLA, we had an outstanding action to write to both trailers companies, as well as businesses on Bowerhill Industrial Estate who service commercial vehicles to remind them of the law (template letter attached).

We have written to the following trailer companies we could identify:

Wavin (Chippenham)
E H Nicholls, Sittingborne, Kent
D K Barnsley, Hercules Way, Bowerhill (it would appear they also service vehicles)
Lloyds, Tamworth
Sparks, Glastonbury

We have also written to the following businesses on Bowerhill who service commercial vehicles:

Melksham Commercials, Lancaster Road
Wiltshire Commercials, Lancaster Road
Cooke Automotive, Lancaster Road

Again apologies in getting this letter out.

Best Regards

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

Council to invest an extra £10m into road resurfacing to improve Wiltshire's highways

At its meeting today (Tuesday 12 September), Wiltshire Council's Cabinet agreed to invest a further £10m over the next two years into maintaining and resurfacing the county's roads.

Published 12 September 2023



The £10m of extra funding, which is on top of the £14m the council will spend this financial year on highways maintenance, is being funded through the council's capital funding programme. The additional money will be spent on preventative maintenance and a road resurfacing programme including small, local repairs to the highways; verge repairs on rural roads and materials support to volunteers working on public rights of way. Work on potholes will continue in parallel, with £2m existing funds and the government's recent £3.6m additional grant.

The preventative investment will reduce the number of potholes forming on the road network, mitigate the risk of further deterioration; improve road safety across the county for all road users; improve customer satisfaction and reduce the number of highway defect

reports to the council, which will save officer time by reducing the number of ad-hoc inspections required and expensive reactive works.

Cllr Caroline Thomas, Cabinet Member for Transport, said: "£10m is a huge investment into improving the resilience and safety of Wiltshire's roads, and one made possible because of our strong financial position and prudent financial management.

"The money will help to prevent potholes and defects forming over the winter months and make our roads safer for all users - and is on top of the £1.3m extra we have invested in renewing road signage, repainting road markings and repairing drainage, plus more than £500,000 we have invested in litter collection for the next two years.

"We manage around 2,700 miles of road here in Wiltshire, and usually we can resurface around 40 to 80 miles each year. This new funding will enable us to resurface at least 130 miles of road each year, plus address deterioration in rural road verges, making it easier for people to get to where they want to go and helping to boost the local economy.

"We know how important Wiltshire roads are to our residents, businesses and visitors, and that's why before we start this programme, we are going to give our area boards the opportunity to comment on areas identified for improvement and highlight roads they see as a high priority. We will also ensure that roads in all of our 18 community areas receive attention.

"In our Business Plan, we have committed to having vibrant, well-connected communities with an efficient and effective transport network, and this considerable £10m investment will help us to achieve that."

The programme of work will begin with identifying the roads due to be resurfaced and giving area boards the opportunity to comment, before the work programme begins in earnest from April 2024 until the end of 2025.

[Find out more about the extra funding.](#)