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MELKSHAM WITHOUT PARISH COUNCIL

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Wednesday 2nd April 2025

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

You are invited to attend the Highway & Streetscene Committee Meeting which will be held on **Monday, 22 July 2024 at 8.00pm (after Planning Committee)** at Melksham Without Parish Council Offices (First Floor), Melksham Community Campus, Market Place, SN12 6ES to consider the agenda below:

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

Click link here:

<https://us02web.zoom.us/j/2791815985?pwd=Y2x5T25DRlVWVU54UW1YWWE4NkNrZz09&omn=84128956620>

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

Yours sincerely

YOU CAN ACCESS THE AGENDA PAPERS HERE

Teresa Strange
Clerk



Serving rural communities around Melksham

AGENDA

1. **Welcome, Announcements & Housekeeping**
2. **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 last Highways meeting minutes 22nd July 2024 as background information**
7. **Local Highways & Footpath Improvement Group (LHFIG)**
 - a) To note Minutes and Action Log of Local Highways & Footpath Improvement Group (LHFIG) meetings held on 15th Aug 2024, 7th Nov 2024 & 6th Feb 2025
 - b) To note adhoc line marking undertaken (update since LHFIG page 8 of Feb Log)
 - c) To consider items arising from Action Log:
 - (i) **Issue 9-24-10 Semington Road Traffic Calming:** Issue closed following Traffic Survey data. To consider request for review of traffic calming but as not engineering action would not be through LHFIG, but review by Atkins c£10k cost to parish council
 - (ii) **Issue 09-24-11 Bus Stop Semington Road, near Townsend Farm** To receive update from site visit (28th March) and approve recommendation to LHFIG
 - (iii) **Issue 09-24-12 A365 Bath Road/Hornchurch Road** LHFIG not proceeding with request until clarity on future planning applications but repeat request from resident for action; to consider again
8. **To consider requests for support by the Parish Council including requests for the Local Highways & Footpath Improvement Group (LHFIG) next meeting on 29th May 2024 (deadline 15th May):**
 - a) **Beanacre:**
 - (i) Request for better prevention measures for HGV traffic over weight limit bridge on Westlands Lane (See Issue 09-23-10 LHFIG August notes, new signage in place)

b) Bowerhill

- (i) Request for speed limit review – to move 30/40mph limit on A365 Bath Road/Bowerhill Lane
- (ii) Request for Speed Indicator Device on Bath Road between Bowerhill Roundabout and Melksham Oak – will require a Traffic Survey for eligibility
- (iii) Request for double yellow lines on corner of Brabazon Way and St Athan Close
- (iv) Request for double yellow lines and Speed Indicator Device deployment on corner of Lysander Road with business - Impact Handling
- (v) Request for Speed Indicator Device deployment on Halifax Road
- (vi) Request for one way scheme on Bowerhill Industrial Estate
- (vii) Request to plant trees opposite Bowerhill school to prevent parking on the verge

c) Shaw & Whitley:

- (i) To consider list of road safety measures requested by CAWS (Community Action: Whitley & Shaw) following site visit on 28th March with Highways Officer, CAWS and Community Speed Watch volunteer
- (ii) Request to install new kissing gate and improve route between EverGreen (new public space) and rear of Shaw Playing Field
- (iii) Request for road signs to protect wildlife on Corsham Road

d) Berryfield:

- i) Request to re-align kerb stones at Bus Stop on Semington Road (corner of Berryfield Park/New Inn pub) to allow passengers to safely disembark

e) Woodrow:

- i) Request for speed limit review from 60mph to 40mph on Forest Lane/Woodrow Road

9. Road Safety Working Group

- a) To approve the notes of the meeting held on 10 March 2025 as an accurate record
- b) To approve the recommendations of the Road Safety Working Group
- c) To consider any items/projects for review by the Road Safety Working Group (standing item).

10. Speed Indicator Device (SID)

- a) To consider request for more/permanent deployment of SID at Pathfinder Way, Bowerhill
- b) To review the SID deployment schedule (as per point 16 of the Practice Notes – To review every 6 months)

11. Discretionary gully cleaning. To approve proposed list of requests

12. Rights of Way:

- a) To note “Improving the Rights of Way Network at a Local Level” communication and event by Wiltshire Council
- b) To consider responses to Countryside Access Improvement Plan 2025-2035 – Town & Parish Council Engagement survey (Questions 16 & 20)
- c) To consider request for anecdotal evidence of use of level foot crossings over railway to inform bid for more train journeys calling at Melksham station

13. To note upgrade to **Lorry Park** at Chippenham (M4 Junction 17) and consider any implications/action for Bowerhill Industrial Estate

Copy to: All Councillors

MINUTES of the Highways & Streetscene Committee of Melksham Without Parish Council held on Monday 22 July 2024 at Melksham Without Office Space (First Floor), Melksham Community Campus, Market Place, Melksham, SN12 6ES at 7.40pm

Present: Councillors Alan Baines (Committee Chair), Terry Chivers, Mark Harris, Martin Franks, David Pafford (Vice Chair of Council and Committee Vice Chair) and Robert Shea-Simonds

In attendance: Councillor Richard Wood and 4 Members of public (for part of meeting)

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

124/23 Welcome, Announcements & Housekeeping

As the outgoing Chair of the Highways Committee, Councillor Baines welcomed everyone to the meeting and went through the fire evacuation procedures for the building and that the meeting was being recorded to aid the minutes, which would be published on YouTube and deleted once the minutes had been approved.

125/24 Chairman & Vice Chair of Highways & Streetscene Committee for 2024/25

a) To elect Chair of the Highways & Streetscene Committee for 2024/25

Resolved: To elect Councillor Alan Baines as Chair of the Highways & Streetscene Committee for 2024/25.

b) To elect Vice-Chair of the Highways & Streetscene Committee for 2024/25.

Resolved: To elect Councillor David Pafford as Vice Chair of the Highways & Streetscene Committee for 2024/25.

126/23 To receive Apologies and approval of reasons given

Apologies were received from Councillor Glover who was on holiday.

Councillor Wood was in attendance to observe the meeting regarding item 10(b) on the agenda relating to Semington Road.

Resolved: To approve and accept the reasons for absence.

127/23 a) To receive Declarations of Interest

There were no declarations of interest.

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

None received.

128/23 To consider holding items in Closed Session due to confidential nature *Under the Public Bodies (Admission to Meetings) Act 1960, the public and representatives of the press and broadcast media be excluded from the meeting during consideration of business, where publicity would be prejudicial to the public interest because of the confidential nature of the business to be transacted.*

There were no items to be discussed in confidential session.

129/24 Public Participation

Standing Orders were suspended to allow members of the public to speak.

Two residents of Semington Road were in attendance to express their concern at traffic issues on Semington Road:

- Speeding traffic. Whilst appreciating the parish council has looked at options to try and resolve the situation feel the only solution would be to install speed cushions or something similar, in order to slow traffic down from the roundabout near the mobile home park to the Police Station.
- Semington Road is used as a rat run due to employment development at Hampton Park, particularly during shift changes throughout the day. Whilst it is appreciated people have every right to drive down Semington Road, it causes issues for residents.
- There are chicanes to try and slow traffic down, unfortunately, it encourages bad driving. One resident had experienced a driver not stopping at a chicane, despite the resident having right of way.
- The chicanes have become an opportunity for people to park in front or behind them, which causes issues and obstructs cyclists from using the cycle lane, therefore they have to go out into the middle of the road to get around vehicles.
- Whilst one resident expressed concern at the lack of Police enforcement, the other resident with a background in policing appreciated resources were stretched and therefore not to expect a great amount of enforcement by the Police or any

- other agency.
- There is a lot of on-street parking, particularly on one stretch of Semington Road on a blind bend which causes visibility issues for drivers trying to negotiate them.
- The road is busier now than previously given new residential development with even more due to take place.
- Cycle Route 403 runs along Semington Road, however, there is only about 50 yards of actual cycle way. There is a considerable number of cyclists using Semington Road, therefore, a cycleway should be provided all the way along it, particularly as people may be less likely to park on a cycleway than they would a single white line or double yellow lines for instance.
- Parking on pavements is an issue and causes an obstruction.

Councillor Chivers expressed concern at installing speed humps as there were examples elsewhere in the County where they had been installed, only for people to ask for them to be removed once in place due to the noise made particularly by lorries driving over them in the middle of night.

A resident was in attendance to discuss the condition of a stile in Beanacre on MELW97 which was rotten and falling down and needed replacing and expressed concern if it did fall down, their horses would access the A350. The resident also asked as well as being repaired if there was a possibility the stile could be replaced with a kissing gate, particularly as they were registered disabled and the person who owned the land also had mobility issues. Concern was also expressed the stile had been screwed to the back of the stable wall and if the stile fell even further the stable would go with it.

Standing Orders were reinstated.

With regard to the issues on Semington Road, Councillor Baines stated as follows:

Speeding

This was a problem everywhere, noting Semington Road qualified for a speed indicator device and Community Speedwatch.

Parking

This was also an issue elsewhere but had sympathy for the concerns, given the curve in the road making visibility difficult. However, there were no restrictions on parking on Semington Road at present and to get these installed would take considerable time.

The issue of vehicles parking adjacent to chicanes and obstructing the cycleway could be raised with the local Police.

Police Enforcement

Unfortunately, there was no Police enforcement, even with the necessary restrictions in place.

The lack of visible cycleway

Wiltshire Council's Local Cycling and Walking Infrastructure Plans (LCWIP) (on the agenda for discussion) included a proposal for improved cycleway on Semington Road into town.

The Clerk informed the meeting she had met with the Police and PSCO the previous week and they had specifically asked for where speeding occurred in the parish. Therefore, had provided them with the speed indicator device (SID) schedule for their information and agreed to forward the shift change timings of businesses on Hampton Park, as mentioned earlier in the meeting.

Councillor Franks informed the meeting he had witnessed commercial vehicles from Hampton Park using Semington Road and felt being good neighbours they should be encouraged to use the by-pass.

Councillor Baines suggested speed cushion (raised surfaces) was probably the best option as these would not impact the buses as Semington Road was used as a bus route, noting traffic calming on Forest Road caused issues for buses and this was something to forward to LHFIG for consideration.

The Clerk explained the Road Safety Working Party had looked at safety on Semington Road and had come up with a list of suggestions to try and improve the situation with recommendations for consideration later in the meeting. One suggestion was consulting with residents of Semington Road, via the Berryfield Buzz local publication, on what they felt about traffic calming, particularly as this can be quite contentious.

Councillor Baines agreed speed cushions often created noise and additional pollution due to vehicles slowing down and speeding up to negotiate traffic calming.

Standing Orders were suspended to allow a resident of Semington Road to speak to this item.

The resident explained due to parked vehicles already outside their property this meant they were already suffering with noise

and pollution from vehicles waiting to pass them, and therefore it would not make a difference if traffic calming was installed.

Councillor Baines queried if parking vehicles were already causing vehicles to slow down whether additional traffic calming would help in slowing vehicles down.

The resident felt if speed cushions were installed people would be aware and therefore would slow down.

Councillor Baines suggested the way forward was raising the matter of additional traffic calming to the Local Highway & Improvement Group (LHFIG) and referring parking issues, speeding, particularly at shift change, and parking on the pavement to the Police. To also write to businesses on Hampton Park, to politely request that to be good neighbours they advise their employees and visitors to use the Bypass where possible.

Councillor Harris asked in writing to the Police to ask them if they could clarify the law with regard to parking adjacent to build outs/chicanes.

It was asked if item 10 regarding recommendations from the Road Safety meeting on 10 June 2024 and item 9(b) regarding a request for a new kissing gate at Beanacre could be moved further up the agenda which was agreed. With the minutes recorded at Min 133/24 and Min 132(a) respectively.

130/24 To note Minutes of last Highways & Street Scene Committee meeting held on 8 April 2024 and updates on actions taken.

a) Condition of Footpath from Redstocks to Bowerhill.

Correspondence had been received from the Highways Officer and Wiltshire Councillor Nick Holder on the schedule to undertake repair and resurfacing work.

Members noted work was currently being undertaken to widen the footpath by clearing back the encroaching vegetation and any defects revealed to a large extent had been repaired as best they could without resurfacing the whole path.

Thanks were expressed to Wiltshire Councillor Holder and the Area Highway Engineer for lobbying Wiltshire Council to get this work undertaken.

b) New white lining request on A365/Hornchurch Road junction.

The Clerk informed the meeting she had enquired with

Wiltshire Council in April how to get the revised road markings installed when the A365 was resurfaced later in the year to be informed the request should be sent through the Local Highway & Footpath Improvement Group (LHFIG) for consideration. However, this request had previously been submitted to them but paused as there was now a housing allocation in the draft Local Plan adjacent to Melksham Oak school that will change the road layout here, and a petition for a 20mph speed limit outside the school. Therefore, suggested re-submitting the request through LHFIG as the parish council were struggling to find a mechanism to get the white lining installed as part of the resurfacing work as the white lines will be painted then.

Recommendation: To re-submit the request for white lining on the A365/Hornchurch Road junction to the Local Highway & Footway Improvement Group (LHFIG) to enable the work to take place when the white lines are reinstated as part of the resurfacing work later in the year.

c) Replacement of halos on belisha beacons on Corsham Road, Whitley.

Members noted both halos on the belisha beacons on the crossing on Corsham Road near Shaw School would be replaced with new ones.

The Clerk asked if it was worth writing to Wiltshire Council to suggest these were installed in the next 6 weeks during the school holidays, with Members agreeing to this suggestion.

131/24 Local Highways & Footpath Improvement Group (LHFIG)

a) To note Minutes and action log of Local Highways & Footpath Improvement Group (LHFIG) meeting held on 7 May 2024.

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

The implementation costs of £4000 were being asked to be shared between Melksham Without Parish Council, Melksham Town Council, Semington Parish Council and the Local Highway & Footway Improvement Group.

Recommendation: To approve the £1000 share of the £4,000 implementation costs associated with parking control measures.

(ii) Issue 9-23-4: ANPR Camera, Semington Road

It was noted the ANPR camera had now been installed at the bus gate on Semington Road, with the Clerk reporting 103 drivers had been caught driving through the bus gate in the week since it was installed. Tickets had been sent out that day mainly to Trowbridge addresses, with one person caught 8 times.

Councillor Chivers suggested the Melksham Independent News be made aware of the number of people who had been caught since the camera had been installed, with Members agreeing to this suggestion.

Councillor Baines noted someone who had a key for the bus gate had advised that they were going to cut keys for their neighbours which was in contravention of the Traffic Order, as they were not farm vehicles accessing agricultural land or Wiltshire Air Ambulance agreed uses, with the resident being informed as such by the Clerk.

The Clerk informed the meeting a resident of Semington Road beyond the bus gate had asked if they could have a key to the bus gate, having been informed previously this was not possible. Therefore, sought a steer from Members if they wished this request to be included on the Full Council agenda for consideration, as this request had not been included on this agenda as received after publication.

The Clerk highlighted the costs associated in changing the legal order to allow the resident access through the bus gate would be between £2,500 to £3000.

Councillor Franks felt the resident was part of the parish and therefore cut off as the bus gate was located in the wrong place.

Councillor Baines informed the meeting the parish council had assisted the Wiltshire Air Ambulance Trust in requesting the bus gate be moved when they had their Headquarters constructed. However, Wiltshire Council required significant sums of money in order to do this and both Wiltshire Air Ambulance Trust and the parish council could not justify the expense to move the bus gate.

Recommendation: To refer the resident to Wiltshire Council.

iii) Issue 9-23-10: Weight Limit Signage, Corsham Road, Whitley.

Members noted the new signage had been installed, however, additional costs had been incurred for additional traffic management of £218.23 which the Clerk had approved. Whilst there was an increase in costs for this project, it was noted the parish council had saved costs from other highway improvement project requests elsewhere in the parish.

132/24 To consider requests for support by the Parish Council including requests for the Local Highways & Footpath Improvement Group (LHFIG) next meeting on 15 August 2024

a) Valentia Court, Bowerhill and issues exiting driveway due to parked vehicles.

A request had been received for an 'H' Bar opposite a resident's driveway on Valentia Court, however, the resident had subsequently withdrawn their request as they were now looking to move.

Councillor Baines noted 'H' bars were only to preserve access to a dropped kerb and not to stop vehicles parking opposite someone's drive.

b) New kissing gate, Beanacre. To consider replacing stile with kissing gate

Correspondence had been received from a resident requesting a broken/unsafe stile on MELW97, Beanacre be repaired and/or replaced with a kissing gate.

Councillor Baines noted the cost of replacing a stile with a kissing gate would be approximately £500 and felt this particular right of way was not well used and suggested asking the Rights of Way Warden to investigate.

With regard to using it to access any equestrian facility, he felt there must be other means of accessing the facility which did not require the use of the right of way and therefore on this ground alone could not justify seeking the installation of a kissing gate on what was potentially an obsolete right of way.

Councillor Pafford sought clarification at the costs associated with repairing the stile.

Councillor Baines clarified any costs associated with repairing a stile would be the responsibility of Wiltshire Council. However, if it were to be replaced by a kissing gate this request would have to go to the Local Highway & Footway Improvement Group (LHFIG) for consideration and presumably the parish council would have to contribute towards the costs as with other requests.

Councillor Baines highlighted there were other public rights of way which if kissing gates were installed would help more people and suggested this request was a matter of the resident wanting to use it as a separate access to their equestrian facility.

The Parish Officer clarified Wiltshire Council had already been contacted some time ago to ask that the stile be repaired.

Recommendation: Not to progress this request and to ask the Rights of Way Team to fix the broken stile as a matter of urgency.

c) To consider a request for a Brown Tourism Sign directing people to community facilities on Top Lane, Whitley

Councillor Baines noted Brown Tourism Signs were only for tourists and the rules regarding provision of such signs meant that facilities had to be something which catered for visitors and was advertised. It would also have to be proven how many visitors they had. Businesses would also have to pay for the Highway Authority for the signs to be provided. A document regarding Brown Tourism Signs was available on Visit Wiltshire's website.

Given the criteria, Councillor Baines noted the community facilities would not be eligible for such signage, both the Pear Tree and bike shop and café may qualify. However, they needed to be advertising outside the area and drawing outside visitors to their facility, which he felt was not the case.

The Clerk agreed to forward the eligibility criteria to both The Pear Street and Spindles for their information.

d) To consider replacing rotten finger post on the canal tow path directing people to Tesco/Pilot Pub.

The Clerk explained Bowerhill Residents Action Group (BRAG) had been successful in receiving funding via the Pathway Improvement Grants Scheme (PIGS) for a finger post which had been installed on the canal tow path quite a few years ago.

Unfortunately, the finger post had become rotten and had been set to one side awaiting repair, however, had since disappeared.

BRAG was currently talking to the Melksham Shed group on whether they were able to make a new sign, however discussions were still on-going, therefore the Clerk suggested putting in a request to the Local Highway & Footway Improvement Group (LHFIG) for a new sign and if the Shed group were able to help, this request could be withdrawn at a later date.

Recommendation: To submit a request for a new finger post to the local Highway & Footway Improvement Group (LHFIG).

e) Semington Road, Berryfield

A resident of Semington Road had written to the parish council concerned at road highway safety issues due to the volume of parked vehicles restricting the view of drivers.

Concerns regarding parked vehicles was discussed under item 10 regarding road safety (Min 133/24).

133/24 Road Safety (standing item)

a) To approve the notes of the meeting held on 10 June 2024 and make recommendations to Full Council regarding Semington Road suggested improvements.

As the list of recommendations was extensive, it was agreed this needed to be prioritized in what was feasible.

Standing Orders were suspended to allow a resident of Semington Road to speak to this item.

The resident explained local businesses were being blamed for their employees etc speeding along Semington Road, however, a lot of the speeding traffic included other traffic avoiding the congestion on the A350.

Resolved: To approve the notes of the meeting held on 10 June 2024 and to submit the following recommendations to Full Council on 29 July for approval:

- To submit a request to the Local Highway & Footway Improvement Group (LHFIG) to review the traffic calming measures on Semington Road and consider additional traffic calming measures, such as speed cushions, due to the speeding traffic and the material change to the road

due to the new housing development, both that already occupied (Bowood View) and that in construction (Buckley Gardens) and development with planning permission (to the rear of Townsend Farm).

- To write to businesses on Hampton Park West as good neighbours, seeking their assistance in trying to resolve the issue of speeding along Semington Road.
- To write to Highways to ask they look at the feasibility of installing a footway opposite Townsend Farm and incorporating a bus stop within this, noting the developers of Townsend Farm had to improve bus stops as part of their S106 Agreement.

Both residents of Semington Road and Councillor Wood left the meeting after this item.

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

The Clerk suggested having noted in the Local Cycling & Walking Infrastructure Plan (LCWIP) it had details of fatalities and near misses of pedestrians and cyclists if this was something the working group could review to ascertain any accident hotspots.

Recommendation: For the Road Safety Group to review the data on pedestrian/cyclist fatalities and near misses in the LCWIP for any accident blackspots in the parish and to consider what measures could be put in place to address issues identified.

c) Westlands Lane, Traffic Survey Results.

Members noted the average 85th percentile speed of traffic following a traffic survey undertaken between 15 April and 21 April was recorded as 31.7mph and therefore did not qualify for Community Speed Watch or the deployment of a Speed Indicator Device (SID).

d) To receive progress report on new Community Speed Watch team for Bowerhill

The Clerk informed the meeting whilst volunteers had come forward to form a community speed watch team, this had stalled at present. Therefore, both herself and Wiltshire Councillor Nick Holder had offered to help, but whilst they were aware of some of the volunteers, they did not know who Pathfinders Residents Association had recruited, therefore this was still work in progress.

e) Buckley Gardens.

The Clerk informed the meeting no response had been received from Wiltshire Council to the request for a meeting to discuss S106 highway improvements and suggested she contact the Area Ward Member, Councillor Jonathon Seed and Wiltshire Councillor Nick Holder, Cabinet Member for Highways to assist in progressing this, which Members agreed.

f) New Road

The Clerk expressed frustration in trying to find the appropriate person at Wiltshire Council in order to discuss future improvements from proposed housing developments, particularly as Bloor Homes were keen to discuss what future highway improvements were required on New Road, therefore suggested she contact Wiltshire Councillor Nick Holder, as both Ward Member and Cabinet Member for Highways to move this forward.

g) Berryfield Park

Members noted Selwood Housing had undertaken resurfacing work which was welcomed.

Councillor Franks informed the meeting various pothole repairs had been undertaken on Berryfield Lane between the cottages at the end of the lane and the A350 by Wiltshire Council.

134/24 Bus Shelters/Stops

a) To note response from Wiltshire Council to relocate the shelter adjacent to Telford Drive further back on Semington Road and consider a way forward.

Councillor Baines noted the bus shelter had been installed in the sight lines for the road junction of Telford Drive with Semington Road and therefore this issue needed to be resolved by Wiltshire Council, particularly as it had been installed in the visibility sight lines of an approved planning permission for Bowood View development and therefore should not have been located in its current position.

Members felt removing one of the end panels as suggested by Wiltshire Council, in order to provide better visibility was not an option, as anyone waiting in the shelter would also obscure visibility for drivers exiting Telford Drive. The parish council had therefore requested that the bus shelter be relocated in the correct position, with the recent correspondence giving a cost of this at £5,414.80 with only £2,450 left in the budget for s106

funding; the highways officer had asked the parish council to reconsider the option of replacing the side panel with a quarter panel again. The Clerk noted that the surplus s106 funding had previously been intended for RTI (Real Time Information) in the bus shelter, which had been requested at the time, but not installed due to the time implications of installing an electricity supply at the time; with it still being a desire of the council for all new bus stop/shelter installations.

Recommendation: To inform Wiltshire Council the shelter has been located in the wrong place and needed to be relocated further back at the cost of Wiltshire Council and to copy in Councillor Jonathon Seed as the Ward Member and Wiltshire Councillor Nick Holder, Cabinet Member for Highways.

b) Real Time Information displays (RTI).

Following a request for suitable locations for RTI in the parish, various locations had been put forward from various community groups and councillors, which the Committee reviewed.

Councillor Baines noted the parish council was still awaiting notification from Wiltshire Council if they had approved the use of battery operated RTI, noting where requests had come through, the shelters did not include an electric power supply.

Councillor Chivers left the meeting at 9.16pm during discussion on this item.

Recommendation: To recommend the following as a priority list for the installation of real time information (RTI):

- New bus shelter at the New Inn, Berryfield
- The bus stop opposite the Pear Tree, Top Lane, Whitley
- Bus stop, western side, Corsham Road, Whitley
- Bus stop opposite Beltane Place, Shaw
- New bus shelter in layby, Beanacre (near Westlands Lane)
- Bus shelter on western side of Pathfinder Way, Bowerhill
- Beaufort Close, Bowerhill bus shelter
- North bound bus shelter near Halifax Road/Pathfinder Way roundabout.
- Falcon Way (new bus shelter if installed)

135/24 Local Cycling and Walking Infrastructure Plans (LCWIP). To consider response to the consultation on improved networks:

Concern was expressed at the quality of the LCWIP document and the number of inaccuracies within it.

The Clerk had compiled a response to the consultation which Members reviewed and provided additional comments which would be put before the Full Council meeting on 29 July for approval.

Councillor Baines left the meeting briefly during this item and asked Councillor Pafford to take over chairing the meeting.

Recommendation: To submit the response to the Full Council meeting on 29 July for their approval.

136/24 Speed Indicator Device (SID) (standing item)

a) To review the SID deployment schedule (as per point 16 of the Practice Notes – To review every 6 months)

Councillor Baines noted that following new contractors taking over the installation of the SID devices, the programme seemed to be going well.

Recommendation: To keep the current SID schedule.

b) To receive update on SID Data programme

The Parish Officer explained data collected from each location over a two-week period from the Evolis device was now being downloaded and sent directly to the Police for analysis. Having briefly reviewed the data provided the following highlights for the following locations:

Pathfinder Way (device facing Melksham traffic):

951 vehicles had been recorded over the 30mph speed limit.

The highest speed recorded was 81mph at 6.30am on Friday, 10 May, with another vehicle recorded doing 80mph on Thursday, 16 May at 1.30pm. Quite a few vehicles were recorded doing over 70mph.

Beanacre (facing traffic from Chippenham)

613 vehicles had been recorded over the 30mph speed limit.

Whilst quite a few vehicles were recorded doing over 70mph, the highest speed recorded was 86mph.

Outside Melksham Oak School (facing traffic from Melksham)

900 vehicles were recorded doing over the 30mph speed limit.

One vehicle was recorded doing 78mph at 8.30am on Monday, 15 July on the same day one vehicle was recorded doing 70mph at 9.00am, with another recorded doing 76mph at 12.30pm. However, the highest speed was recorded as 82mph on Monday, 8 July at 11.30am.

It was noted some of the higher speeds recorded may be attributed to emergency vehicles.

Councillor Baines noted the batteries on SID 2 whilst outside Melksham Oak School had run out within 10 days. Therefore, suggested if having the device set to record speeds over 30mph as per current guidelines meant the batteries would be continuing running out and asked if the device could be set to record speeds over 35mph, as per the previous guidelines and enabled the batteries to last the full two-week period and therefore be more effective.

Recommendation: The Clerk to discuss with Highways if the Evolis device could be set to record vehicles travelling over 35mph as per previous guidelines.

137/24 Proposed A350 Bypass (Standing Item):

The Clerk informed the meeting there were no updates since the last meeting and would write to the new Minister for Transport for an update.

138/24 To note Q & A list from Area Board Highways focused meeting held on 6 December 2023.

Noted.

139/24 Discretionary gully cleaning

Members noted the discretionary gully cleaning which had been undertaken in the parish and subsequent updates.

140/24 Weed Spraying

The Clerk explained this was still outstanding in the parish due to the level of rain experienced recently but was chasing when this would take place with it due at the beginning of August.

The Clerk drew to Members' attention the council may have to consider if any weed spraying takes place in September if weed spraying was undertaken in August.

Meeting closed at 10.00pm

Signed:.....
Chair, Full Council, 29 July 2024

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
	Melksham LHFIG – Final Meeting Notes for Thursday 6 th February at 18:00 hrs (Via MS Teams)			
1.	Attendees and apologies			
	Attendees:	Cllr Mike Sankey (Chair) Cllr Phil Alford Cllr Nick Holder Cllr Jon Hubbard Pat Aves (Melksham TC) Colin Wade (Semington PC) Alan Baines (Melksham Without PC) Jonathan Tapper (Steeple Ashton PC) Dean Baker (Wiltshire Council) Martin Rose (Wiltshire Council)		
	Apologies:	Cllr Jonathan Seed Sarah Dow Pat Tucker Mary Winterburn		
2.	Notes of last meeting			
		The notes and recommendations of the previous LHFIG meeting held on 25/11/24 were presented to the Area Board at its 04/09/24 meeting and agreed. The meeting minutes can be found here : https://cms.wiltshire.gov.uk/ieListDocuments.aspx?CId=166&MIId=16260&Ver=4		To note

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who																																
3.	Financial Position																																			
		<p>Note: The closing balance for 23/24 included a number of committed schemes totalling £49,263.69, less agreed 3rd party contributions of £17,073.57. These have been carried forward to 24/25.</p> <p>The current balance for 24/25 is £31,939.37</p> <p>Below is an extract from the latest financial summary prepared for the 6th February meeting:</p> <table><tr><td colspan="4">FINANCIAL SUMMARY (as of 07/02/25)</td></tr><tr><td>LHFIG Budget 24/25</td><td>£24,338.00</td><td></td><td></td></tr><tr><td>Carry F/wd from 23/24</td><td>£56,547.47</td><td></td><td></td></tr><tr><td></td><td>£80,885.47</td><td>A</td><td></td></tr><tr><td>Current Projected Spend 24/25</td><td>£73,602.79</td><td>B</td><td></td></tr><tr><td>Balance</td><td>£7,282.68</td><td>C (A-B)</td><td></td></tr><tr><td>3rd Party Contributions (Details below)</td><td>£24,656.69</td><td>D</td><td></td></tr><tr><td>Current Balance</td><td>£31,939.37</td><td>E (C+D)</td><td></td></tr></table> <p>Refer to APPENDIX 2 for 2024/25 for latest finance sheet.</p>	FINANCIAL SUMMARY (as of 07/02/25)				LHFIG Budget 24/25	£24,338.00			Carry F/wd from 23/24	£56,547.47				£80,885.47	A		Current Projected Spend 24/25	£73,602.79	B		Balance	£7,282.68	C (A-B)		3rd Party Contributions (Details below)	£24,656.69	D		Current Balance	£31,939.37	E (C+D)			To note
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Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
4.	Live Priority schemes			
a)	Issue 9-20-9 Melksham Sandridge Road – request to improve footway link to Maple Close	https://www.google.com/maps Town Council to continue to liaise with the landowner's legal team to move this matter forward. Works on hold whilst Legal issues (probate) relating to free dedication with new owners is resolved. 07/05/24 - No progress update to report. Probate issues ongoing. Legal team pressed. LHFIFG agreed that Commitment of £20k will be carried over into 24/25. (Line 1 Finance sheet) 15-08-24 – Probate is now complete. Continuing to chase legal team for progress on free dedication of land. Scheme remains on hold. 07/11/24 - Probate and free dedication of land required to construct footway is now complete. Topo survey for detailed design of £1700.00 + VAT has been instructed. £20,000 budget already allocated in 24/25, with 50% contribution confirmed by Pat Aves (Melksham TC) Construction provisionally programmed for June 25.	06/02/25 Topo survey complete. Detailed Design close to completion. GPR survey required due to amount of underground utilities within area which may push up overall cost more than the £20,000 allocated. Group agreed with the need for GRP survey at this site and the likely overall increase in budget allocation Construction provisionally programmed for June 25 for 2 weeks.	MR
b)	Issue 9-22-17 – Melksham Without (various roads) Request for Parking Control Measures	Issue Submitted by Melksham Without Parish Council Request for a Parking Review at the following locations: <ul style="list-style-type: none"> • Semington Canal Bridge • Lancaster Road Bowerhill • Avro Way Bowerhill • Merlin Way Bowerhill • Mitchell Drive Bowerhill 	06/02/25 Formal advert delayed. Now expected Feb 25 Note: Urgent site at Westinghouse Way have been added to existing review sites on Bowerhill	MS

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
	To also include Issues 9-23-3 Beanacre, 9-23-5 Bowerhill and 9-23-7 Melksham	<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. 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>07/05/24 Initial review for sites completed (17 no.) Draft consultation documents issued to town and parish councils on 4/4/24. Deadline for response 7th May. Mark Stansby has met with MWPC to discuss proposals. MJR to send copy of Semington proposal to Colin Wade</p> <p>Agreed - TRO / Implementation costs at a cost of £4,000.00. 3rd party contribution of 25% for TRO costs to be split evenly across Melksham TC, MWPC and Semington PC. 25% of Implementation costs to be allocated according to number of sites.</p> <p>15-08-24 -Traffic team have made amendments to the proposals following comments from town/ parish council. Formal advert likely early autumn 24. (end Sept / Early Oct)</p> <p>07/11/24 - Proposal currently with Regulatory Team for processing and formal advert. Delay due to high demand. Now expected late Nov/ Early Dec.</p>		

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
c)	Issue 9-22-11 A350 Beanacre - request for measures to control entry speed at north end of village	https://www.google.com/maps 07/05/24 meeting Works Ordered on 08/01/24 with target completion date of 15/02/24. This has slipped due to Milestone resource issues and will likely take place in May. Order Value £4,267.36, HIAMS M00751 15/08/24 – Works postponed from May due to operational issues. Works expected imminently 07/11/24 Slippage due to A36 embargo and Street works refusing permit application. Work commenced on 7/11/24.	06/02/25 Gateways now installed. Accompanying road markings programmed for 3 rd Feb (weather dependent) but likely to slip to March	
d)	Issue 9-23-3 – Beanacre Westlands Lane – request to prohibit parking at the access to the new water pumping station.	Issue submitted by Melksham Without Parish Council Parking would need to be restricted on both sides of the lane, from the A350 to the new access. Refer to Item 4i of the agenda. https://www.google.com/maps 07/05/24 meeting Mark Stansby has included this location as part of parking review under Issue 9-23-5. 15/08/24 – See comments for Issue 9-22-17 Formal Advert Autumn 24 (late Sept / Early Oct) 07/11/24 Proposal currently with Regulatory Team for processing and formal advert. Delay due to high demand. No expected late Nov/ Early Dec.	06/02/25 Formal advert delayed. Now expected Feb 25	MS

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
e)	Issue 9-23-5 – Bowerhill various sites – request for Parking Review	<p>Issue submitted by Melksham Without Parish Council.</p> <p>Parking concerns have been raised at the following sites at Bowerhill:</p> <ol style="list-style-type: none"> 1. Pathfinder Way 2. Westinghouse Way 3. Lancaster Road <p>Refer to Item 4i of the agenda. Mark S has commenced review. Update to be provided at next meeting.</p> <p>07/05/24 meeting - See comments for Issue 9-22-17 above.</p> <p>15/08/24 – See comments for Issue 9-22-17 above. Formal Advert Autumn 24. (late Sept / Early Oct)</p> <p>07/11/24 Proposal currently with Regulatory Team for processing and formal advert. Delay due to high demand. Now expected late Nov/ Early Dec</p>	<p>06/02/25</p> <p>Formal advert delayed. Now expected Feb 25</p>	MS
f)	Issue 9-23-7 – Melksham various roads – request for Parking Review	<p>Issue submitted by Melksham Town Council</p> <p>Parking concerns have been raised at the following locations:</p> <ol style="list-style-type: none"> 1. Union Street – could parking be permitted to create chicanes? 2. Cranesbill Road – issue at school times 3. Skylark – no details submitted. <p>Highways to request further details of these issues from Town Council, prior to the review. Highways to write to Town Clerk.</p>	<p>06/02/25</p> <p>Formal advert delayed. Now expected Feb 25</p>	MS

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		<p>The City / Alms Houses request for residents parking scheme to be removed from list.</p> <p>Mark S has commenced review. Update to be provided at next meeting. Request made that the review be extended to include area on Woodrow Road (opposite Littlejohn Avenue) MR to speak to Mark Stansby</p> <p>It was noted by Dean Baker that the junction of Skylark / A3102 Sandridge Common (Western End) is currently unadopted and the developer is seeking to include 'No waiting at any time' prior to adoption. MS commented the other junction onto Eastern way and junctions in between will need to be included in the review.</p> <p>07/05/24 Meeting - See comments for Issue 9-22-17 above.</p> <p>07/11/24 - Proposal currently with Regulatory Team for processing and formal advert. Delay due to high demand. No expected late Nov/ Early Dec</p>		
g)	<p>Issue 9-23-17</p> <p>Mitchell DR, Bowerhill Estate, Market Place Melksham</p>	<p>R2P have assessed the sites at Mitchell Drive and Market Place x 2. Mitchell Drive - Mains power available and Shelter RTPI ready.</p> <p>Papercast units £7,076.00 (the 23" E-Paper battery display including audio)</p> <p>LED 3-line Bus Shelter display (Mains Powered) £6,806.33.</p> <p>Agreed to progress with sites at Market Place x 2 (Papercast) and Mitchell Drive x 1.(3-line LED)</p> <p>Consideration to be given to installing papercast at Mitchell drive instead of 3-line LED. MR to raise issue with PTU.</p>	<p>06/02/25</p> <p>Kestrell Court RTPI units (x2) now operational.</p> <p>Papercast units (x 2) on the Market Place Melksham installed 22/01/25. A few teething issues with both units to be resolved by R2P</p> <p>No financial contribution from LHFIFG.</p> <p>Remove from next tracker.</p>	

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		<p>Further request for sites at Kestrell Court, Bowerhill, subject to confirmation by MWPC.</p> <p>Note- Cost agreed of 50% PTU and 50% by town / parish council) No funding requirement from LHFIG. Agreed - Proceed with RTPI at Market Place Melksham x 2 and Mitchell Drive (type TBC) as indicated above.</p> <p>Melksham TC and Melksham Without PC have been invoiced for their 50% contribution.</p> <p>15/08/24 - Mitchel Drive RTPI complete. PTU chased re. remaining sites at Market Place (x2) and Kestrell court (x2)</p> <p>07/11/24 - Implementation of the remaining sites at Kestrell Court Imminent. Market Place Papercast displays x 2 were not working correctly and were returned to Papercast. New units now received and being 'tested' off-site, before installation takes place</p>		
h)	<p>No issue number</p> <p>Ad-hoc road markings Melksham community Area</p>	<p>Allocation of £3,500 agreed at Feb meeting to cover ad-hoc road marking requests. Sites to be collated and orders issue 1 or 2 times per year depending on numbers. Note this should not be used for routine road marking maintenance.</p> <p>07/05/24 meeting - Awaiting further submission of sites from town / parish councils. Current Sites agreed at Feb meeting listed below:</p> <ol style="list-style-type: none"> Issue 9/24/04 Semington Road, Melksham (near Mobile Home Park), Berryfield Cycle Ln Issue 9/24/03 - Give way markings Berryfield Lane and Winston Road / Padfield Gardens. 	<p>06/02/25</p> <p>Work programmed for early March 25</p> <p>Note – 20mph roundels completed under routine works in summer 24.</p> <p>Cllr Sankey requested that centre line works on Halifax road, Bowerhill be considered as an ad-hoc site. MJR to examine site.</p>	MR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		<p>15/0824 meeting - No further submissions received since May meeting. Further suggestions submitted by group members at meeting.</p> <ol style="list-style-type: none"> 1. SLOW markings Whitley (see 9-24-07) 2. Snowberry Lane Melksham 3. 20mph roundels Kenilworth Gardens, Melksham 4. SLOW marking Hazlewood Road, Melksham <p>07/11/24 - Order issued but implementation delayed due to availability of road marking gang. Works may be postponed to early spring depending on the weather.</p>		
i)	<p>Issue 9-23-8</p> <p>Melksham Bank Street – request for railings and / or other measures to improve safety</p>	<p>07/05/24 meeting – Bank Street is included in the A3102 safer roads route study proposal. Package 8. Likely summer / autumn 24.</p> <p>15/08/24 - issue on hold pending outcome of A3102 safer roads route study. Suggestion made by Pat Aves re. provision of planters on Footway. MJR to investigate further and report back to group at next meeting. 10th August issue reported to Atkins.</p> <p>07/11/24 Site inspection has taken place. The footway varies in width and height between Bewley's Funeral directors 2.2m wide (0.32m high) and Peking Chef 3.26m width (0.5m height) Width outside The Grapes PH 2.5m (Height 0.6m) No update re. A3102 Safer Roads</p> <p>It was agreed by the group to wait until the outcome of the A3102 Safer Roads assessment for Bank Street is complete</p>	<p>06/02/25 Response from Atkins on current status:</p> <p><i>"We are currently awaiting a final price from our contractor to enable us to confirm if this scheme could feasibly go ahead. This considers a design similar to that of the Melksham Town Bridge".</i></p> <p><i>"Should funds be available to complete this scheme we will then engage with the various stakeholders, including the affected businesses, to confirm the design arrangements and proposed product. If funds are not available, discussions may take place to consider what minimum solution could improve safety at this location"</i></p> <p>Group agreed to wait until outcome of Atkins work is known.</p>	

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		before deciding what action if any to take at Bank Street.		
j)	Issue 09-23-21 Main Street Keevil adjacent to 18a Road edge Erosion.	<p>Road adjacent to 18a main street Keevil.</p> <p><i>“Erosion of tarmac and subsequent reduction of grass verge. Parked cars cannot open nearside doors because of the steep angle of verge. Children are being moved in and out on the ROADSIDE. This is very dangerous at busy times, when road is restricted with buses, coach and many cars”.</i></p> <p>https://www.google.com/maps/</p> <p>07/05/24 meeting - Keevil PC have now agreed their preferred option. Works require temp road closure for approx. 1 week and must be moved to school holidays to reduce disruption. MJR to speak to programming officer to see if Oct ½ term is available for construction. Agreed – Allocate £10,010.00 for works with 25% contribution from Keevil PC.</p> <p>15/08/24 – Contractor work programme already fully booked for summer and Oct ½ term. Kerbing works programmed for Feb 25 ½ term for 1 week. Temp road closure required.</p> <p>07/11/24 -Works pushed back to Easter 25 break due to conflict and programming issues. Sarah Dow (Keevil PC) expressed her disappointment with the continuing delay to works implementation</p>	<p>06/02/25</p> <p>Work programmed for Easter holidays. (14th April to 18th April 2025)</p> <p>Temporary closure booked. Proposal to be issued to Keevil Pc for comment in due course.</p>	MR
k)	9-24-06 Roundponds, Southbrook Road,	<p>Request for 20mph limit to cover the estate listed.</p> <p>15/08/24 – Meeting has taken place with Cllr Alford to agree</p>	<p>06/02/25</p> <p>The 20mph assessment report is complete and</p>	MR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
	Addison Road and Dunch Lane	<p>speed data sites. Locating sites difficult due to lack of available street furniture. 1 no. location agreed on Southbrook Road, 1no. on Dunch Lane (west) and 1no. location on Roundponds</p> <p>Southbrook Rd Average = 24mph, 85% ile = 29mph Dunch Lane (west) Average = 23mph, 85th ile = 27mph Roundponds Average = 25mph, 85th % ile = 29mph</p> <p>1no. location on Addison Road requires a new post. Additional cost of £159.00 agreed. SDR Result to be reported back to group and 20mph assessment undertaken. Agreed – proceed with 20mph assessment for Roundponds once Addison Road speed data is complete and report back to group.</p> <p>07/11/24 Addison Road SDR data received: Average = 20mph 85th percentile = 26mph.</p> <p>Assessment required to take to next stage. Cost of <u>all</u> speed limit assessments is £3,100 (external or internal assessments). Cllr Seed is unhappy with this charge and is raising directly with senior officers at the council.</p> <p>£3100 for the Roundponds assessment will not be added to the finance sheet until the matter is resolved. In this instance it may be possible for any implementation cost to be covered by S106 for Dunch Lane. Confirmation from Development control required.</p> <p>Depending on the outcome of the assessment, MR to seek implementation alongside Gt Hinton 20mph limit to share TRO /Advert costs. See issue 09-24-09</p>	<p>circulated to Cllr Alford and Melksham Town council for comment.</p> <p><i>"It is recommended the current extent of the existing 30mph limit on the Roundpond estate is replaced with a proposed 20mph limit".</i></p> <p><u>The complete lengths to be included are as follows:</u></p> <p>Roundpond, Southbroom Road, Dunch Lane, Northbrook Road & Addison Road.</p> <p>MJR has spoken to DC and agreed that S106 funding for Dunch Lane improvements can be used to cover legal and implementation costs.</p> <p>Melksham TC Economic Development & Planning Committee confirmed support for proposal at 28/01/25 meeting</p> <p>Agreed - Proceed with implementation of 20mph speed limit for the Roundpond estate with costs being met from Dunch lane S106 monies. TRO costs to be combined with Great Hinton 20mph limit. See Issue 09-24-09</p> <p>NOTE - Issue of £3,100 assessment fee for in-house 20mph speed limit assessments is ongoing and not currently included on 24/25 LHFIG finance sheet.</p>	

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
l)	Issue 09-24-09 Great Hinton Village	<p>Request for 20mph limit assessment in Great Hinton https://www.google.co.uk/maps/</p> <p>15/08/24 – Speed survey undertaken in April 24. Average speed 22.6mph.</p> <p>Agreed – proceed with 20mph assessment for Great Hinton and report back to group.</p> <p>07/11/24 Speed limit assessment complete. Recommendation for 20mph limit. Further discussion required by group members. Please note £3,100 is charged for <u>all</u> speed limit assessments, whether they are undertaken internally by WC staff or externally by consultants. Cllr Seed is unhappy with this charge and is raising directly with senior officers at the council.</p> <p>£3100 for the Great Hinton assessment will not be added to the finance sheet until the matter is resolved.</p> <p>Agreed – Allocate £5,500 for 20mph speed limit implementation with a 25% contribution from Great Hinton</p>	<p>06/02/25</p> <p>Advert schedule issued to Regulatory team Jan 25. Work to be combined with Roundponds 20mph limit with TRO cost covered by latter. Reduction in cost from previously agreed figure of £5500 to £3500 is recommended and agreed by group.</p> <p>GHPC contribution reduced to £875.00 accordingly.</p> <p>NOTE - Issue of £3,100 assessment fee for in-house 20mph speed limit assessments is ongoing and not currently included on finance sheet</p>	MR
m)	9-24-07 Top Lane, Westhill, Whitley & Purlpit	<p>07/05/24 meeting - Some footway works have taken place previously along the length in question but could not continue due to contentious land ownership issues.</p> <p>MJR to look at proposal for 'pedestrians in road' signs and additional Whitley 'Please Drive Carefully' sign missing from village gate on West Hill and report back to next meeting with</p>	<p>06/02/25</p> <p>Whitley Sign installed on gate, but 2 no. signs are incorrect. School warning signs installed rather than 'Peds in road'</p> <p>Contractor apologised and will swap over ASAP.</p> <p>'SLOW' markings x 2 to be picked up alongside</p>	MR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		<p>plan/ costs.</p> <p>15/08/24 Proposal for 2no. Peds in road signs (1- opposite Pear Tree PH, 2 – west of junction of 150 – 157c West Hill.</p> <p>New Sign at gateway (offside) <i>WHITLEY - Please drive carefully</i>. Cost - £700.00</p> <p>Option to include SLOW markings at locations for peds in road signs. This work could be included under 'ad hoc road markings' (see above) to avoid set up cost. Agreed - Proceed with implementation of signing works with SLOW markings to be included under Ad Hoc markings. MWPC contribution of 50%</p> <p>07/11/24 - Order issued to contractor. Implementation Nov /Dec 24. SLOW (x2) markings x 2 covered under Ad-hoc lining works</p>	adhoc road marking work for Melksham area.	
n)	9-24-19 B3107 Melksham Road / Williams Mead	<p>Requests from 5no. residents of Williams Mead (Unadopted Road). Concerns relating to speed of traffic on B3107, safety when entering / leaving estate, traffic overtaking slowing traffic. Suggestions include:</p> <ol style="list-style-type: none"> 1. Warning Signs 2. Reduction in speed limit to 40 or 50 mph (currently NSL) 3. Double white lines to prevent overtaking. 4. Flashing sign https://www.google.co.uk/maps/ <p>07/11/24 Options discussed by group. Speed limit reduction, double white lines and flashing sign rejected by group after listening to officer findings. Group felt the provision of warning signs / SLOW markings on the B2107 in advance of Williams Mead would help</p>	<p>06/02/25 Plan agreed in principle by parish council. Parish Council is seeking a contribution from Williams Mead residents to help with their own contribution (£300).</p> <p>Awaiting feedback from BGPC before proceeding to implementation.</p> <p>Group accepted that the clerk works less 10 hours per week and a formal response to the proposal may be delayed.</p>	

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		increase driver awareness. Agreed – Allocate £1,200.00 (subject to confirmation of 25% contribution from Broughton Gifford PC)		
5.	Non LHFIG Funded Schemes (Section 106, Active Travel etc)			
	Melksham Dunch Lane – funded by Section 106 monies from George Ward Gardens development	<p>Consultation on full closure over rail bridge or one way operation from east to west and new parking controls to be carried out by the Town Council.</p> <p>Town Council to undertake consultation in the New Year (2023). Section 106 monies Expires 1/11/2026</p> <p>Ongoing discussion re. consultation for Dunch Lane to be held with Melksham Town council. Consultation on options for Dunch Lane anticipated during Spring 24.</p> <p>07/05/24 - Further discussion to be held with town council re. options and local consultation once resource permits</p> <p>15/08/24 – No further progress or discussion with MTC at this stage. Metro-count for Dunch Lane (east) to take place in September. Results to be discussed with MTC and LHFIG</p> <p>07/11/2 - Cllr Alford has undertaken initial consultation with a limited number of residents, but no strong consensus on a particular option at this stage. Cllr Alford to undertake further work and report back to future meeting before agreeing a way forward. Wider referendum on options likely.</p>	<p>06/02/25 MJR Comments</p> <p>Issue on hold pending further local feedback from Cllr Alford. Group agreed to wait until proposed 20mph limit is installed before agreeing further changes to Dunch Lane.</p> <p>Part of S106 monies to be used for Roundponds 20mph speed limit.</p> <p>MJR to arrange traffic survey.</p> <p>AGR3639 Shurnhold, Melksham is made up of three separate contributions which expire on 01/11/2026</p> <ul style="list-style-type: none"> - Footway Contribution = £24,591.84 - Highways Contribution = £44,265.31 - Pedestrian/ Cycle Signage Contribution = £14,755.10 <p>Please note the Footway contribution (xi - see below) has been fully expended on the Shaw</p>	MR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
			<p>footway improvements in 23/24. The condition relating to Dunch Lane is highlighted below.</p> <div style="border: 2px solid red; padding: 10px; margin: 10px 0;"> <p>(vii) a financial contribution of £45,000 towards implementing the following necessary traffic management measures by the Highway Authority:</p> <ul style="list-style-type: none"> (a) a traffic regulation order to restrict or limit on-street parking on Dunch Lane (b) design and implementation of traffic management measures relating to the access from Dunch Lane to the A350 (c) a traffic regulation order for modification of the speed limit on the A365 to 40 mph past the site and moving the existing gateways </div> <p>(x) a financial contribution of £15,000 towards pedestrian and cycle signing to the town centre and other key locations</p> <p>(xi) a financial contribution of £25,000 for upgrading the footway along the A365 to improve pedestrian and cycle access to Shaw School</p>	

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
	Active Travel Scheme - Signing to promote use of shared use cycle routes in town	<p>Scheme to be funded from a third tranche of Section 106 money from the George Ward Gardens development. There are funds remaining (£13,034.35) specifically to improve cycleway signing within the town. Town Council to submit a list of locations for signing improvements. MR to work with Melksham TC to look at sites within the town for cycle signing improvements.</p> <p>07/05/24 meeting - MJR to undertake initial design work summer / Autumn 24 and report back to Melksham Town council for comments. No further action at this stage.</p> <p>15/08/24 – Signing work to be undertaken and discussed with Melksham TC.</p> <p>07/11/24 - Design work has commenced but not complete. Aim to provide outline design/ locations to Melksham TC by mid Jan 25</p>	<p>06/02/24 Completion of design work pushed back to Spring 2025 due to other commitments. Update at next meeting.</p> <p>MJR to contact Graham Ellis from Melksham TC for assistance.</p> <p>Relevant extract from AGR3639 Shurnhold below:</p> <div style="border: 1px solid red; padding: 5px;"> <p>(x) a financial contribution of £15,000 towards pedestrian and cycle signing to the town centre and other key locations</p> </div>	MR
6.	New Requests and ongoing Issues (no current funding commitment)			
a)	9-24-10 Semington Road (Melksham without)	<p>Request for review of traffic calming including consideration of additional traffic calming measures, such as speed cushions, road humps due to the speeding traffic and the material change to the road, due to new housing developments that are already occupied (Bowood View) and in construction (Buckley Gardens) and development with planning permission (to the rear of Townsend Farm). https://www.google.co.uk/maps/</p> <p>15/08/24 – No Speed survey undertaken. 5 years collision Data over length of Semington Road</p>	<p>06/02/25</p> <p>Summary Data</p> <p>Site Ref 037 (adjacent to #596 Semington Rd) (Northbound)</p> <p>Mean speed 27.13mph (7 day) 85th percentile 31.83mph (7 day) Total volume 6861</p>	

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		<p>4no. collisions 3no. 'slight', 1no. 'Serious'.</p> <p>Note - Existing traffic calming concentrated both north and southern ends of road. Agreed – Establish speed monitoring sites with MWTC and report back results to group at next meeting before agreeing next step.</p> <p>07/11/24 - Speed monitoring sites agreed and metro count survey requests submitted by MWPC. Surveys likely in Dec 24. MR to arrange for additional monitoring site at northern end. Report data to next meeting</p>	<p>(Southbound) Mean speed 27.72mph (7 day) 85th percentile 32.37mph (7 day) Total volume 5972</p> <p>Site Ref 036 (adjacent to #504 Semington rd) (Northbound) Mean Speed 27.53mph (7 day) 85th Percentile 32.58mph (7 day) Total Volume 7529</p> <p>Southbound Mean Speed 27.48mph (7 day) 85th percentile 32.40mph (7 day) Total volume 7749</p> <p>MWPC acknowledged results of traffic surveys and are content for 'no further action' at this time. Remove from next tracker.</p>	
b)	<p>09-24-11 Semington Road (Melksham Without) by mobile home park.</p>	<p>Request to look at the feasibility of installing a footway opposite Townsend Farm and incorporating a new bus stop within this. https://www.google.com/maps/</p> <p>15/08/24 – MWPC to make representation to Development control to seek change to S106 agreement to allow work for footway / bus stop on east (mobile home park side) Update at next meeting.</p> <p>07/11/24 The developer of the Townsend Farm site is legally obliged to</p>	<p>06/02/25</p> <p>Topo survey provided by developer, although some inaccuracy evident.</p> <p>Design investigation required to look at feasibility of improved bus stop provision on east side (mobile home side).</p> <p>MJR to arrange for site meeting with MWPC and Dean Baker to look at and agree options for</p>	MR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		<p>provide an improvement to the existing bus stop to the south of the proposed site entrance, including raised kerbs and bus stop flag.</p> <p>MWPC have contacted Julie Cleave (Dev Control) to request a change to the conditions of the S106 agreement to help fund bus stop improvement on the opposite side. It's not clear if this will be possible. To further explore possible options for bus stop improvements on the east side (Mobile Home Park) a topo survey will be necessary.</p> <p>MR to speak to Julie Cleave again on the issue of S106 monies and check if Topo will be undertaken at the Semington Road junction which could be extended to cover the eastern side.</p>	improvement. Report back to next meeting.	
c)	9-23-13 Sandpits Lane, Steeple Ashton	<p>Request for additional access to recreation ground at Sandpits Lane, Steeple Ashton at the end of existing footway by lay-by.</p> <p>https://www.google.co.uk/maps/</p>	<p>06/02/25</p> <p>Site visit undertaken 27/01/25. New access feasible but will require steps / ramp due to level difference of approx. 700mm between footway and recreation ground. Topo survey required if scheme is to progress to detailed design stage. Cost estimated at £6,000+</p> <p>Agreed - allocate £1800 for a topo survey to enable detailed design work to take place. SAPC contribution of 25% (£450)</p>	

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
d)	09-24-12 A365 Devizes Road / Hornchurch Road	<p>Drivers overtaking vehicles slowing down in preparation to turn right into the slip lane for Hornchurch Road, Bowerhill on the wrong side of the road and into oncoming traffic, which has caused several near misses. https://www.google.com/maps/</p> <p>15/08/24 - Issue previously considered under 9-23-11(June 23). Double white lines <u>cannot</u> be considered where speed limit is 40mph or less. Traffic Island option prepared but not progressed pending possible changes to layout connected to new development site by school.</p> <p>MR to look at options for traffic islands x 2 in ghost island areas to discourage overtaking. Option for roundabout at development site to also be investigated in advance of formal planning application.</p> <p>07/11/24 Outline design prepared for 2no. traffic islands. Estimated Cost £15k +. Outline design was presented to group. Alan Baines confirmed that there have been no recent reports of incidents re. overtaking vehicles and MWPC are happy to hold off until plans for development site are known.</p> <p>06/02/25 - No further action currently</p>	<p>06/02/25</p> <p>No further action at present time.</p> <p>Group agreed to hold off undertaking any further work this issue until there is clarity re. future planning application(s) and the associated access arrangements</p>	
e)	9-24-14 Eastern Way, Melksham	<p>There is currently a cycle path that will be leading from Melksham Oak, across Rocket Way, through the Hunter's Wood estate, and across the Eastern Way (RoW Melk 106) to the Blueberry Road estate. Whilst there are two refuges along that stretch of road on Eastern Way, these are not placed to connect</p>	<p>06/02/25.</p> <p>Issue currently on hold. Possible candidate for 25/26 substantive bid but requires up front feasibility work.</p>	To note

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		<p>the cycle paths, often leading to young riders trying to unsafely cross the busy road.</p> <p>https://www.google.co.uk/maps/ https://www.google.co.uk/maps/</p> <p>Request as to whether the current refuges along the Eastern Way can be moved to create a safer path for cyclists, which also takes into consideration the volume of young cyclists that will be using it during the school runs (i.e. a wider refuge point to allow several to cross at once, traffic lights, or a zebra crossing).</p> <p>07/11/24 - Group members were of the opinion the option for a controlled crossing (Toucan, Parallel) at the point where RoW (Melk106) crosses Eastern Way would be better assessed once the new Hunters Wood SUP and the MERR was open to traffic, and traffic movements had settled. This would most likely take the form of a substantive bid next year 25/26 rather than 24/25.</p>	<p>Further examination, including pedestrian data, to be examined once Hunters Wood shared use path is completed and clear pedestrian routes throughout the estate have been established.</p>	
f)	<p>9-24-15</p> <p>2a Barnwell Road Melksham</p>	<p>Difficulties accessing driveway due to parked vehicles on opposite side. Resident is registered disabled with young child.</p> <p>https://www.google.co.uk/maps/</p> <p>07/11/24 - Group felt this was local issue that was best solved by the community rather than implement formal parking controls opposite #2a Barnwell Road .</p> <p>It was felt this would set a precedence for other residents on the street to make similar requests, which could lead to wider parking problems. MR to speak to owner to fully assess issue and ascertain if other options are possible</p>	<p>06/02/25.</p> <p>MJR visited property during Dec 24, but no answer. Another attempt to contact owner to be made.</p>	MR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
g)	9-24-17 St Georges Primary School, Semington	<p>Request for lighting improvements to footpath outside school.</p> <p><i>"Semington Parish Council supported this request at its August meeting. The PC has previously added "cushioning" to safety barriers along the unlit path after a school pupil knocked his teeth out running into them in the dark"</i></p> <p>https://www.google.co.uk/maps/</p> <p>07/11/24MR to investigate options for low level solar powered bollards along path, and report back to group at next meeting.</p> <p>https://www.lumenalights.com/shop/product/pro-solar-guarda-vandal-resistant-solar-bollard-light/</p>	<p>06/02/25</p> <p>Proposed anti vandal solar bollards spaced at 5.0m intervals along path and located within verge Note verge is not adopted highway, but strategic land owned by WC. Grass areas maintained by WC Street scene. Permission would be required.</p> <p>Approx 8 bollards required. Bollards £384 each. Estimate cost of £300 per install Overall cost including installation approx. at £5,000. Not possible to install bollards on area of path alongside school boundary due to restricted width and lack of direct light. (approx. 11m length)</p> <p>Semington PC are content with the proposal and have contacted 48 Highfield Close, who are also happy.</p> <p>Agreed – Allocate £5000 with a 25% contribution from Semington PC (£1250).</p>	MR
h)	9-24-20 Spa Road, Melksham	<p><i>"Giffords Surgery would like to request road signage to surgery (similar to that in place for close neighbouring practice Spa Surgery). we would also like to have the same signage to Giffords Surgery at the two roundabouts at either end of Spa Road"</i></p> <p>https://www.google.co.uk/maps</p>	<p>06/02/25</p> <p>Min of '3' signs required on eastern approach. Extension / new posts required. Estimate of cost £600.00. Suggest small type flag signs on Rdbt splitter islands. Costs prohibitive to make changes to large ADS on Spa Road and MERR.</p> <p>Giffords Surgery have indicated their willingness to</p>	MR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
			<p>fund 50% of cost.</p> <p>Agreed – Allocate £600.00 with a 50% contribution from Giffords Surgery.</p> <p>Note - Cllr Hubbard declared a conflict of interest due to his wife working at surgery.</p>	
i)	9-24-21 High Street, Steeple Ashton	<p><i>“The Parish Council has been contacted by a resident regarding a false camber which has been created by poor road surfacing outside of the Rose and Crown Cottage and number 11 High Street Steeple Ashton. There is a water build up in the High Street at its junction with Church Street at the war memorial end. The road dips back towards the house allowing water to pool and build up”</i></p> <p><i>“The PC asks WC to investigate this issue and ascertain what measures can be taken to mitigate this”.</i></p> <p>https://www.google.co.uk/maps/</p>	<p>06/02/25.</p> <p>Site visit undertaken 27/01/25 after period of heavy rainfall. Some areas of standing water evident due to verge over run. Road gullies (x 2) free running.</p> <p>Site meeting to be arranged between respective parties. MJR to speak to Cllr Nic Puntis as discussions have already taken place re. this site at the Operational Flood Working Group (OFWG)</p>	MR
6.	Other items			
a)	Pavement and Footway Improvement Schemes (Local Highways)	<p>Dean Baker spoke about recent sites identified for footway maintenance 2025/26 in the Melksham community area.</p> <ol style="list-style-type: none"> 1. Corsham Road Whitley 2. St Margarets Gardens to Heathcote 		To note

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
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 deferred until the following meeting.</p> <p>The deadline for requests in advance of next meeting is 15th May 2025</p>		To note
c)	For information Email address to submit requests to the LHFIG.	<p>Wiltshire Council has a specific email address for submitting requests. Effective immediately, please submit requests to LHFIGrequests@wiltshire.gov.uk.</p> <p>Requests for Traffic Surveys should continue to be sent to trafficsurveys@wiltshire.gov.uk</p>		To note
7.	Any other business			
	Nothing to report.			
8.	<p><u>Dates of future meetings:</u></p> <p><u>The provisional meeting dates are as follows:</u></p> <p>(Note: A full council meeting is schedule for the 20th May followed by a Melksham Area board meeting on the 25th May. This is an extraordinary meeting and will not discuss LHFIG issues)</p> <p>29th May 2025 6pm via teams (TBC)</p>			

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
	<p>Thurs 14th August 2025 - 6pm via teams</p> <p>Tues 28th Oct 2025 6pm via teams</p> <p>Thursday 5th Feb 2026 – 6pm via teams</p> <p>Meetings to commence at 18:00 hrs and will be held on-line until further notice.</p>			

Melksham Local Highways & Footway Improvement Group

Highways Traffic Officer – Martin Rose

Area Highway Engineer – Dean Baker

1. Environmental & Community Implications

- 1.1. Environmental and community implications were considered by the LHFIFG 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 LHFIFG recommendations outlined in this report, and all relevant 3rd party contributions are confirmed, Melksham Area Board will have a remaining Highways funding balance of: **£28,039.37**
- 2.3. **Refer to APPENDIX 2**

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 and accessibility for all users of the highway.

6. Safeguarding implications

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

7. Recommendations to Melksham Area Board

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

- Highfield Road to Pound Lane Semington – Supply and install Solar bollards – Allocate £5,000.00 with a 25% contribution (£1,250) from Semington PC
- Sandpits Lane Steeple Ashton - Alternate access to recreation field - Topo Survey – Allocate £1800.00 with a 25% contribution (£450.00) from Steeple Ashton PC
- Giffords Surgery Melksham Local Signing – Allocate £600.00 with a 50% contribution (£300.00) from Gifford Surgery
- **To Note** - Great Hinton 20mph speed limit implementation – Reduce previously agreed allocation of £5,500.00 to £3,500.00 due to projected savings in legal costs. Great Hinton PC contribution to reduce accordingly to £875.00.

FINANCIAL SUMMARY (as of 06/02/25)

LHFIG Budget 24/25	£24,338.00	
Carry F/wd from 23/24	£56,547.47	
	£80,885.47	A
Current Projected Spend 24/25	£79,002.79	B
Balance	£1,882.68	C (A-B)
3rd Party Contributions (Details below)	£26,156.69	D
Current Balance	£28,039.37	E (C+D)

SCHEMES (Schemes in Bold = Carryover from 23/24) Completed Schemes in BLUE	ORIGINAL COST ESTIMATE	LHFIG COMMITMENT	EXPENDITURE TO DATE 24/25	PROJECTED SPEND 24/25 (Final Settlement figures in RED)	3rd PARTY CONTRIBUTIONS	Town / Parish Council
Melksham Sandridge Rd / Maple CI Footway	£20,000.00	£20,000.00	£0.00	£20,000.00	£10,000.00	Melksham Town Council
Sandpits Lane Signing and Lining	£1,077.14	£1,077.14	£450.33	£455.73	£0.00	N/A
Ashton Common Hill/ Newleaze pedestrian barrier	£1,800.00	£1,800.00	£0.00	£1,507.95	£376.99	Steeple Ashton PC
Magister Road Children / Playground sign	£100.00	£100.00	£0.00	£70.27	£0.00	N/A
Westlands Lane / Corsham Road B3353 Advance Advisory HGV signs x 2	£1,036.73	£1,036.73	£1,473.19	£1,473.19	£736.60	Melksham Without PC
Sandpits Lane Steps / Hardstanding at Kissing gate	£2,640.00	£2,640.00	£2,640.00	£2,640.00	£660.00	Steeple Ashton PC
High Street Semington Bus Gate ANPR camera relocation (to include 1st year set up and maintenance cost) & new Signs	£12,500.00	£12,500.00	£12,500.00	£12,680.00	£2,767.75	Semington PC
Melksham LHFIG Adhoc road markings 2024-25	£3,500.00	£3,500.00	£0.00	£3,500.00	£0.00	N/A
Great Hinton / Keevil Single track Road signs x 2 (includes temp signs <i>unsuitable for diversionary traffic</i>)	£780.00	£780.00	£756.19	£756.19	£189.05	Gt Hinton PC
Footbridge between Westbury View and Primrose Drive.	£4,500.00	£4,500.00	£3,435.11	£3,435.11	£1,717.56	Melksham TC
Kissing Gates x 2 at Keevil (Countryside team to supply and install)	£955.00	£955.00	£955.00	£955.00	£238.75	Keevil PC
A350 Beanacre – Gateway treatment	£10,000.00	£5,000.00	£511.83	£4,314.20	£2,157.10	Melksham Without PC
SID retention socket and post for Steeple Ashton PC	£400.00	£400.00	£324.53	£324.53	£324.53	N/A
Waiting restrictions Melksham Town, Melksham without & Semington - Legal + Implementation costs	£4,000.00	£4,000.00	£0.00	£4,000.00	£1,000.00	Melksham Without PC / Melksham TC / Semington PC
High Street Keevil Kerbing works	£10,010.00	£10,010.00	£0.00	£10,010.00	£2,502.50	Keevil PC
New Post Addison Road, Melksham for SDR (Roundponds 20 assessment)	£158.88	£158.88	£158.88	£158.88	£0.00	N/A
Whitley - Welcome to and Peds in road signs	£700.00	£700.00	£0.00	£621.74	£310.87	Melksham Without PC
Great Hinton 20mph speed limit implementation	£3,500.00	£3,500.00	£0.00	£3,500.00	£875.00	Gt Hinton PC
B3107 Melksham Rd / Williams Mead - Signs / Road markings	£1,200.00	£1,200.00	£0.00	£1,200.00	£300.00	Broughton Gifford PC
Highfield Road to Pound Lane Semington - Solar bollards	£5,000.00	£5,000.00	£0.00	£5,000.00	£1,250.00	Semington PC
Sandpits Lane Steeple Ashton - Alternate access to recreation field - Topo Survey	£1,800.00	£1,800.00	£0.00	£1,800.00	£450.00	Steeple Ashton
Local signing for Giffords Surgery Melksham	£600.00	£600.00	£0.00	£600.00	£300.00	Gifford Surgery
	£86,257.75	£81,257.75	£23,205.06	B £79,002.79	D £26,156.69	

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
	Melksham LHFIG – Final Meeting Notes for Thursday 7 th November at 18:00 hrs (Via MS Teams)			
1.	Attendees and apologies			
	Attendees:	Cllr Jonathan Seed (Chair) Cllr Phil Alford Malcolm Jones (Steeple Ashton PC) Alain Baines (Melksham Without PC) Colin Wade (Semington PC) Sarah Dow (Keevil PC) Pat Aves (Melksham TC) Dean Baker (Wiltshire Council) Martin Rose (Wiltshire Council)	The chair and group members expressed their condolences to Cllr Sankey following the recent passing of his father.	
	Apologies:	Cllr Mike Sankey Mary Winterburn (Great Hinton PC)		
2.	Notes of last meeting			
		The notes and recommendations of the previous LHFIG meeting held on 15/08/24 were presented to the Area Board at its 04/09/24 meeting and agreed. The meeting minutes can be found here : https://cms.wiltshire.gov.uk/ieListDocuments.aspx?CId=166&MId=15325&Ver=4		All

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who																																				
3.	Financial Position																																							
		<p>Note: The closing balance for 23/24 included a number of committed schemes totalling £49,263.69, less agreed 3rd party contributions of £17,073.57. These have been carried forward to 24/25.</p> <p>The current balance for 24/25 is £36,964.37</p> <p>Below is an extract from the latest financial summary prepared for the 7th November meeting:</p> <table><tr><th colspan="4">Melksham LHFIF EXPENDITURE 2024 / 25</th></tr><tr><td colspan="4">FINANCIAL SUMMARY (as of 07/11/24)</td></tr><tr><td>LHFIF Budget 24/25</td><td>£24,338.00</td><td></td><td></td></tr><tr><td>Carry F/wd from 23/24</td><td>£56,547.47</td><td></td><td></td></tr><tr><td></td><td>£80,885.47</td><td>A</td><td></td></tr><tr><td>Current Projected Spend 24/25</td><td>£66,902.79</td><td>B</td><td></td></tr><tr><td>Balance</td><td>£13,982.68</td><td>C (A-B)</td><td></td></tr><tr><td>3rd Party Contributions (Details below)</td><td>£22,981.69</td><td>D</td><td></td></tr><tr><td>Current Balance</td><td>£36,964.37</td><td>E (C+D)</td><td></td></tr></table> <p>Refer to APPENDIX 2 for 2024/25 for latest finance sheet.</p>	Melksham LHFIF EXPENDITURE 2024 / 25				FINANCIAL SUMMARY (as of 07/11/24)				LHFIF Budget 24/25	£24,338.00			Carry F/wd from 23/24	£56,547.47				£80,885.47	A		Current Projected Spend 24/25	£66,902.79	B		Balance	£13,982.68	C (A-B)		3rd Party Contributions (Details below)	£22,981.69	D		Current Balance	£36,964.37	E (C+D)			To note
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Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
4.	Live Priority schemes			
a)	Issue 9-20-9 Melksham Sandridge Road – request to improve footway link to Maple Close	https://www.google.com/maps Town Council to continue to liaise with the landowner's legal team to move this matter forward. Works on hold whilst Legal issues (probate) relating to free dedication with new owners is resolved. Meeting 07/05/24 - No progress update to report. Probate issues ongoing. Legal team pressed. LHFIFG agreed that Commitment of £20k will be carried over into 24/25. (Line 1 Finance sheet) 15-08-24 – Probate is now complete. Continuing to chase legal team for progress on free dedication of land. Scheme remains on hold.	07/11/24 Probate and free dedication of land required to construct footway is now complete. Topo survey for detailed design of £1700.00 + VAT has been instructed. £20,000 budget already allocated in 24/25, with 50% contribution confirmed by Pat Aves (Melksham TC) Construction provisionally programmed for June 25.	MR
b)	Issue 9-22-17 – Melksham Without (various roads) Request for Parking Control Measures To also include Issues 9-23-3 Beanacre, 9-23-5 Bowerhill and 9-23-7 Melksham	Issue Submitted by Melksham Without Parish Council Request for a Parking Review at the following locations: <ul style="list-style-type: none"> • Semington Canal Bridge • Lancaster Road Bowerhill • Avro Way Bowerhill • Merlin Way Bowerhill • Mitchell Drive Bowerhill 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.	07/11/24 Proposal currently with Regulatory Team for processing and formal advert. Delay due to high demand. Now expected late Nov/ Early Dec. Update to be provided at next meeting.	MS

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	Item	Detail & Updates	Actions and recommendations	Who
		<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>Meeting 07/05/24 Initial review for sites completed (17 no.) Draft consultation documents issued to town and parish councils on 4/4/24. Deadline for response 7th May. Mark Stansby has met with MWPC to discuss proposals. MJR to send copy of Semington proposal to Colin Wade</p> <p>Agreed - TRO / Implementation costs at a cost of £4,000.00. 3rd party contribution of 25% for TRO costs to be split evenly across Melksham TC, MWPC and Semington PC. 25% of Implementation costs to be allocated according to number of sites.</p> <p>Meeting 15-08-24 -Traffic team have made amendments to the proposals following comments from town/ parish council. Formal advert likely early autumn 24. (end Sept / Early Oct)</p>		
c)	<p>Issue 9-22-11</p> <p>A350 Beanacre - request for measures to control entry speed at north end of village</p>	<p>https://www.google.com/maps</p> <p>07/05/24 meeting Works Ordered on 08/01/24 with target completion date of 15/02/24. This has slipped due to Milestone resource issues and will likely take place in May. Order Value £4,267.36, HIAMS M00751</p> <p>15/08/24 – Works postponed from May due to operational issues. Works expected imminently</p>	<p>07/11/24</p> <p>Slippage due to A36 embargo and Street works refusing permit application.</p> <p>Work commenced on 7/11/24.</p>	

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	Item	Detail & Updates	Actions and recommendations	Who
d)	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. Refer to Item 4i of the agenda. https://www.google.com/maps</p> <p>07/05/24 meeting Mark Stansby has included this location as part of parking review under Issue 9-23-5.</p> <p>15/08/24 – See comments for Issue 9-22-17 Formal Advert Autumn 24 (late Sept / Early Oct)</p>	<p>07/11/24 Proposal currently with Regulatory Team for processing and formal advert. Delay due to high demand. No expected late Nov/ Early Dec.</p> <p>Update to be provided at next meeting</p>	MS
e)	Issue 9-23-4 Bus Gate at Semington Road – request for Camera Enforcement.	<p>15/08/24 – ANPR camera installed on 19th June. Issues with RDS delayed operations but camera went live 16th July. As of 12/08/24 381 contraventions have been recorded and fines issued. Approx. 14 contraventions per day. Further message to go out from WC Communications team re. contraventions</p>	<p>07/11/24 As of 30/10/24 914 contraventions have been recorded and fines issued since ANPR camera became operational. Deliberate damage to adjacent gate reported by local resident 29/10/24. Local Highways have returned gate to upright position and have instructed Milestone to install a replacement.</p> <p>Cllr Seed suggested that Parking Services consider forgoing the annual maintenance charge contribution from Melksham Without PC and Semington PC given the high level of PCNs. Remove from next Tracker</p>	To Note
f)	Issue 9-23-5 – Bowerhill various sites – request for Parking Review	<p>Issue submitted by Melksham Without Parish Council.</p> <p>Parking concerns have been raised at the following sites at Bowerhill:</p> <ol style="list-style-type: none"> 1. Pathfinder Way 	<p>07/11/24 Proposal currently with Regulatory Team for processing and formal advert. Delay due to high demand. Now expected late Nov/ Early Dec Update at next meeting.</p>	MS

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	Item	Detail & Updates	Actions and recommendations	Who
		<p>2. Westinghouse Way 3. Lancaster Road</p> <p>Refer to Item 4i of the agenda. Mark S has commenced review. Update to be provided at next meeting.</p> <p>07/05/24 meeting - See comments for Issue 9-22-17 above.</p> <p>15/08/24 – See comments for Issue 9-22-17 above. Formal Advert Autumn 24. (late Sept / Early Oct)</p>		
g)	Issue 9-23-7 – Melksham various roads – request for Parking Review	<p>Issue submitted by Melksham Town Council</p> <p>Parking concerns have been raised at the following locations:</p> <ol style="list-style-type: none"> 1. Union Street – could parking be permitted to create chicanes? 2. Cranesbill Road – issue at school times 3. Skylark – no details submitted. <p>Highways to request further details of these issues from Town Council, prior to the review.</p> <p>Highways to write to Town Clerk. 2. The City / Alms Houses request for residents parking scheme to be removed from list.</p> <p>Mark S has commenced review. Update to be provided at next meeting.</p>	<p>07/11/24 - Proposal currently with Regulatory Team for processing and formal advert. Delay due to high demand. No expected late Nov/ Early Dec</p> <p>Update at next meeting.</p>	MS

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	Item	Detail & Updates	Actions and recommendations	Who
		<p>Request made that the review be extended to include area on Woodrow Road (opposite Littlejohn Avenue) MR to speak to Mark Stansby</p> <p>It was noted by Dean Baker that the junction of Skylark / A3102 Sandridge Common (Western End) is currently unadopted and the developer is seeking to include 'No waiting at any time' prior to adoption. MS commented the other junction onto Eastern way and junctions in between will need to be included in the review.</p> <p>07/05/24 Meeting - See comments for Issue 9-22-17 above.</p>		
h)	<p>Issue 9-23-17</p> <p>Mitchell DR, Bowerhill Estate, Market Place Melksham</p>	<p>R2P have assessed the sites at Mitchell Drive and Market Place x 2. Mitchell Drive - Mains power available and Shelter RTPI ready.</p> <p>Papercast units £7,076.00 (the 23" E-Paper battery display including audio)</p> <p>LED 3-line Bus Shelter display (Mains Powered) £6,806.33.</p> <p>Agreed to progress with sites at Market Place x 2 (Papercast) and Mitchell Drive x 1.(3-line LED)</p> <p>Consideration to be given to installing papercast at Mitchell drive instead of 3-line LED. MR to raise issue with PTU. Further request for sites at Kestrell Court, Bowerhill, subject to confirmation by MWPC.</p> <p>Note- Cost agreed of 50% PTU and 50% by town / parish council) No funding requirement from LHFIG. Agreed - Proceed</p>	<p>07/11/24</p> <p>Implementation of the remaining sites at Kestrell Court Imminent.</p> <p>Market Place Papercast displays x 2 were not working correctly and were returned to Papercast. New units now received and being 'tested' off-site, before installation takes place.</p> <p>No financial contribution from LHFIG.</p>	


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	Item	Detail & Updates	Actions and recommendations	Who
		<p>with RTPI at Market Place Melksham x 2 and Mitchell Drive (type TBC) as indicated above. Melksham TC and Melksham Without PC have been invoiced for their 50% contribution.</p> <p>15/08/24 - Mitchel Drive RTPI complete. PTU chased re. remaining sites at Market Place (x2) and Kestrell court (x2)</p>		
i)	<p>No issue number</p> <p>Ad-hoc road markings Melksham community Area</p>	<p>Allocation of £3,500 agreed at Feb meeting to cover ad-hoc road marking requests. Sites to be collated and orders issue 1 or 2 times per year depending on numbers. Note this should not be used for routine road marking maintenance.</p> <p>07/05/24 meeting - Awaiting further submission of sites from town / parish councils. Current Sites agreed at Feb meeting listed below:</p> <ol style="list-style-type: none"> Issue 9/24/04 Semington Road, Melksham (near Mobile Home Park), Berryfield Cycle Ln Issue 9/24/03 - Give way markings Berryfield Lane and Winston Road / Padfield Gardens. <p>15/0824 meeting - No further submissions received since May meeting. Further suggestions submitted by group members at meeting.</p> <ol style="list-style-type: none"> SLOW markings Whitley (see 9-24-07) Snowberry Lane Melksham 20mph roundels Kenilworth Gardens, Melksham SLOW marking Hazlewood Road, Melksham 	<p>07/11/24</p> <p>Order issued but implementation delayed due to availability of road marking gang. Works may be postponed to early spring depending on the weather.</p>	MR

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	Item	Detail & Updates	Actions and recommendations	Who
j)	Issue 9-23-8 Melksham Bank Street – request for railings and / or other measures to improve safety	<p>07/05/24 meeting – Bank Street is included in the A3102 safer roads route study proposal. Package 8. Likely summer / autumn 24.</p> <p>Suggestion made to install surface mounted ‘Manchester style’ bollards with metal chain link between (Bollards to match existing bollards on east side). Bollards to act as visual deterrent rather than provide physical barrier.</p> <p>https://www.google.com/maps/</p> <p>https://www.heritagestreetfurniture.co.uk/bollards/steel-bollards/bollard-chains-for-steel-decorative-bollards/</p> <p>Bollards spaced at approx. 2.5m centres with chain link in between. Bollards with eyelets = £380.00 Metal Link Chain approx. £150.00 Approx ‘34’ bollards and 17 lengths of chain required. = £15,470.00. Install cost per bollard £150 x 34 = £5,100.00 Total £20,570.00.</p> <p>Note - Safety Audit would be required (£1,390)</p> <p>The group agreed that whilst no accidents have been recorded, the high pavement continues to cause some local concern. Group agreed that £20,570.00 represented significant cost to group / MTC and as such it would be prudent to waiting until the outcome of the A3103 Safer Roads study before agreeing to further action by the LHFIFG.</p> <p>15/08/24 - issue on hold pending outcome of A3102 safer roads route study. Suggestion made by Pat Aves re. provision of</p>	<p>07/11/24 Site inspection has taken place. The footway varies in width and height between Bewley’s Funeral directors 2.2m wide (0.32m high) and Peking Chef 3.26m width (0.5m height) Width outside The Grapes PH 2.5m (Height 0.6m) No update re. A3102 Safer Roads</p> <p>It was agreed by the group to wait until the outcome of the A3102 Safer Roads assessment for Bank Street is complete before deciding what action if any to take at Bank Street.</p>	MR

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	Item	Detail & Updates	Actions and recommendations	Who
		planters on Footway. MJR to investigate further and report back to group at next meeting. 10th August issue reported to Atkins		
k)	Issue 9-24-02 Footbridge between Westbury View and Primrose Drive	<p>15/08/24 – Engineers from Wiltshire Council’s structures team have inspected the site and have commented the proposed HFS is unlikely to resolve the issues re. the slippery bridge deck. Due to number of depressions resulting in multiple areas of standing water.</p> <p>Option put forward is to overlay the existing surface with a new re-profiled tarmac surface. The levels in the centre of the bridge will be picked up to form a pronounced crown line sending any water to the approaches where this will naturally run off and down the riverbanks avoiding the formation of ice. This can be achieved within the allocated budget. Members happy with the change for this project and agreed to proceed</p>	<p>07/11/24 – MJR Update</p> <p>Works completed 29th October. Note reduced cost from £4500 to £3,435. Remove from next tracker</p> 	MR
l)	Issue 09-23-21 Main Street Keevil adjacent to 18a Road edge Erosion.	<p>Road adjacent to 18a main street Keevil.</p> <p><i>“Erosion of tarmac and subsequent reduction of grass verge. Parked cars cannot open nearside doors because of the steep angle of verge. Children are being moved in and out on the ROADSIDE. This is very dangerous at busy times, when road is restricted with buses, coach and many cars”.</i></p> <p>https://www.google.com/maps/</p>	<p>07/11/24 – MJR Update</p> <p>Works pushed back to Easter 25 break due to conflict and programming issues. Sarah Dow (Keevil PC) expressed her disappointment with the continuing delay to works implementation.</p> <p>Temporary closure booked.</p>	MR

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	Item	Detail & Updates	Actions and recommendations	Who
		<p>Typical road width =5.22m. Kerbing Section 1 – 27m (to steps to #19) Kerbing Section 2 – 26m (steps to Blagdon House) Section 1 is worst due to parked vehicles.</p> <p>Note: Temp road closure may be required due to restricted road width. Est Cost with road closure = £9100.00 (+10% contingency) = £,10,010.00. Keevil PC to discuss options at their next meeting and report back to group.</p> <p>07/05/24 meeting - Keevil PC have now agreed their preferred option. Works require temp road closure for approx. 1 week and must be moved to school holidays to reduce disruption. MJR to speak to programming officer to see if Oct ½ term is available for construction</p> <p>Agreed – Allocate £10,010.00 for works with 25% contribution from Keevil PC.</p> <p>15/08/24 – Contractor work programme already fully booked for summer and Oct ½ term. Kerbing works programmed for Feb 25 ½ term for 1 week. Temp road closure required.</p>		
m)	9-24-06 Roundponds, Southbrook Road, Addison Road and Dunch Lane	<p>Request for 20mph limit to cover the estate listed.</p> <p>https://www.google.com/maps/</p> <p>07/05/24 meeting - Speed limit assessment would first be required to check if site meets the necessary criteria for 20mph limits (mean speed 24-25 mph). MJR to look at sites across the estate to agree speed survey locations and agree with Cllr</p>	<p>07/11/24</p> <p>Addison Road SDR data received: Average = 20mph 85th percentile = 26mph.</p> <p>Assessment required to take to next stage. Cost of</p>	MR

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	Item	Detail & Updates	Actions and recommendations	Who
		<p>Alford.</p> <p>Mary Winterburn has asked that if 20mph sites go ahead in Melksham area that Great Hinton be considered to combine legal process and reduce overall costs to LHFIG / Town Council / Parish Councils</p> <p>15/08/24 – Meeting has taken place with Cllr Alford to agree speed data sites. Locating sites difficult due to lack of available street furniture. 1 no. location agreed on Southbrook Road, 1no. on Dunch Lane (west) and 1no. location on Roundponds</p> <p>Southbrook Rd Average = 24mph, 85% ile = 29mph Dunch Lane (west) Average = 23mph, 85th ile = 27mph Roundponds Average = 25mph, 85th % ile = 29mph</p> <p>1no. location on Addison Road requires a new post. Additional cost of £159.00 agreed. SDR Result to be reported back to group and 20mph assessment undertaken.</p> <p>Agreed – proceed with 20mph assessment for Roundponds once Addison Road speed data is complete and report back to group.</p>	<p><u>all</u> speed limit assessments is £3,100 (external or internal assessments). Cllr Seed is unhappy with this charge and is raising directly with senior officers at the council.</p> <p>£3100 for the Roundponds assessment will not be added to the finance sheet until the matter is resolved.</p> <p>In this instance it may be possible for any implementation cost to be covered by S106 for Dunch Lane. Confirmation from Development control required.</p> <p>Depending on the outcome of the assessment, MR to seek implementation alongside Gt Hinton 20mph limit to share TRO /Advert costs. See issue 09-24-09</p>	
n)	Issue 09-24-09 Great Hinton Village	<p>Request for 20mph limit assessment in Great Hinton https://www.google.co.uk/maps/</p> <p>15/08/24 – Speed survey undertaken in April 24. Average speed 22.6mph.</p> <p>Agreed – proceed with 20mph assessment for Great Hinton and report back to group.</p>	<p>07/11/24 – MJR Update</p> <p>Speed limit assessment complete. Recommendation for 20mph limit. Further discussion required by group members. Please note £3,100 is charged for <u>all</u> speed limit assessments, whether they are undertaken internally by WC staff or externally by consultants.</p>	MR

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	Item	Detail & Updates	Actions and recommendations	Who
			<p>Cllr Seed is unhappy with this charge and is raising directly with senior officers at the council.</p> <p>£3100 for the Great Hinton assessment will not be added to the finance sheet until the matter is resolved.</p> <p>Agreed – Allocate £5,500 for 20mph speed limit implementation with a 25% contribution from Great Hinton</p>	
o)	<p>9-24-07</p> <p>Top Lane, Westhill, Whitley & Purlpit</p>	<p>07/05/24 meeting - Some footway works have taken place previously along the length in question but could not continue due to contentious land ownership issues.</p> <p>MJR to look at proposal for 'pedestrians in road' signs and additional Whitley 'Please Drive Carefully' sign missing from village gate on West Hill and report back to next meeting with plan/ costs.</p> <p>15/08/24 Proposal for 2no. Peds in road signs (1- opposite Pear Tree PH, 2 – west of junction of 150 – 157c West Hill.</p> <p>New Sign at gateway (offside) <i>WHITLEY - Please drive carefully</i>. Cost - £700.00</p> <p>Option to include SLOW markings at locations for peds in road signs. This work could be included under 'ad hoc road markings' (see above) to avoid set up cost. Agreed - Proceed with implementation of signing works with SLOW markings to be included under Ad Hoc markings. MWPC contribution of 50%</p>	<p>07/11/24</p> <p>Order issued to contractor. Implementation Nov /Dec 24. SLOW (x2) markings x 2 covered under Ad-hoc lining works</p>	MR

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	Item	Detail & Updates	Actions and recommendations	Who
5.	Non LHFIF Funded Schemes (Section 106, Active Travel etc)			
	Melksham Dunch Lane – funded by Section 106 monies from George Ward Gardens development	<p>Consultation on full closure over rail bridge or one way operation from east to west and new parking controls to be carried out by the Town Council.</p> <p>Town Council to undertake consultation in the New Year (2023). Section 106 monies Expires 1/11/2026</p> <p>Ongoing discussion re. consultation for Dunch Lane to be held with Melksham Town council. Consultation on options for Dunch Lane anticipated during Spring 24.</p> <p>07/05/24 - Further discussion to be held with town council re. options and local consultation once resource permits</p> <p>15/08/24 – No further progress or discussion with MTC at this stage. Metro-count for Dunch Lane (east) to take place in September. Results to be discussed with MTC and LHFIF</p>	<p>07/11/24</p> <p>Cllr Alford has undertaken initial consultation with a limited number of local residents, but no strong consensus on a particular option at this stage. Cllr Alford to undertake further work and report back to future meeting before agreeing a way forward. Wider referendum on options likely.</p>	MR
	Active Travel Scheme - Signing to promote use of shared use cycle routes in town	<p>Scheme to be funded from a third tranche of Section 106 money from the George Ward Gardens development. There are funds remaining (£13,034.35) specifically to improve cycleway signing within the town. Town Council to submit a list of locations for signing improvements. MR to work with Melksham TC to look at sites within the town for cycle signing improvements.</p> <p>07/05/24 meeting - MJR to undertake initial design work summer / Autumn 24 and report back to Melksham Town council for comments. No further action at this stage.</p>	<p>07/11/24</p> <p>Design work has commenced but not complete. Aim to provide outline design/ locations to Melksham TC by mid Jan 25</p>	MR

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	Item	Detail & Updates	Actions and recommendations	Who
		15/08/24 – Signing work to be undertaken and discussed with Melksham TC		
6.	New Requests and ongoing Issues			
a)	Ongoing Issue 09-24-08 Various Roads Hunters Wood, Melksham	<p>Request for parking review to be undertaken on Various roads on Hunters Wood estate incl. Mint Grove, Chervil Road, Anise Rd, Catnip close, Oregano Close, Nasturtium Close, Bay Gardens.</p> <p>Request for new signs / road markings in area. https://www.google.co.uk/maps/ 15/08/24 – Hunters Moon estate currently unadopted and is split into the Bloor and DWH parcels. Adoption not expected until 2026. Unable to make parking changes on unadopted roads Agreed – Cllr Sankey and other local representatives to assess problem areas on estate and discuss with Development control / Developer to agree a way forward.</p>	<p>07/11/24</p> <p>Cllr Sankey has undertaken assessment of parking problem on the estate and has submitted his findings to David Lear (Development Control) for further consideration and discussion with developer. Remove from next tracker.</p>	To note
b)	Ongoing Issue 9-24-10 Semington Road (Melksham without)	<p>Request for review of traffic calming including consideration of additional traffic calming measures, such as speed cushions, road humps due to the speeding traffic and the material change to the road, due to new housing developments that are already occupied (Bowood View) and in construction (Buckley Gardens) and development with planning permission (to the rear of Townsend Farm). https://www.google.co.uk/maps/ https://www.google.co.uk/maps/ 15/08/24 – No Speed survey undertaken. 5 years collision Data over length of Semington Road 4no. collisions 3no. 'slight', 1no. 'Serious'.</p>	<p>07/11/24</p> <p>Speed monitoring sites agreed and metro count survey requests submitted by MWPC. Surveys likely in Dec 24. MR to arrange for additional monitoring site at northern end. Report data to next meeting.</p>	MR

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	Item	Detail & Updates	Actions and recommendations	Who
		Note - Existing traffic calming concentrated both north and southern ends of road. Agreed – Establish speed monitoring sites with MWTC and report back results to group at next meeting before agreeing next step.		
c)	Ongoing issue 09-24-11 Semington Road (Melksham Without) by mobile home park.	Request to look at the feasibility of installing a footway opposite Townsend Farm and incorporating a new bus stop within this. https://www.google.com/maps/ 15/08/24 – MWPC to make representation to Development control to seek change to S106 agreement to allow work for footway / bus stop on east (mobile home park side) Update at next meeting.	07/11/24 The developer of the Townsend Farm site is legally obliged to provide an improvement to the existing bus stop to the south of the proposed site entrance, including raised kerbs and bus stop flag. MWPC have contacted Julie Cleave (Dev Control) to request a change to the conditions of the S106 agreement to help fund bus stop improvement on the opposite side. It's not clear if this will be possible. To further explore possible options for bus stop improvements on the east side (Mobile Home Park) a topo survey will be necessary. MR to speak to Julie Cleave again on the issue of S106 monies and check if Topo will be undertaken at the Semington Road junction which could be extended to cover the eastern side.	MR
d)	Ongoing Issue 09-24-12 A365 Devizes Road / Hornchurch Road	Drivers overtaking vehicles slowing down in preparation to turn right into the slip lane for Hornchurch Road, Bowerhill on the wrong side of the road and into oncoming traffic, which has caused several near misses. Request for double white lines to protect ghost island made to Major maintenance as part of forthcoming surfacing works but directed to LHFIG. https://www.google.com/maps/	07/11/24 Outline design prepared for 2no. traffic islands. Estimated Cost £15k +. Outline design was presented to group. Alan Baines confirmed that there have been no recent reports of incidents re. overtaking vehicles and MWPC are happy to hold off until plans for development site are	MR

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	Item	Detail & Updates	Actions and recommendations	Who
		<p>15/08/24 - Issue previously considered under 9-23-11(June 23). Double white lines <u>cannot</u> be considered where speed limit is 40mph or less. Traffic Island option prepared but not progressed pending possible changes to layout connected to new development site by school.</p> <p>MR to look at options for traffic islands x 2 in ghost island areas to discourage overtaking. Option for roundabout at development site to also be investigated in advance of formal planning application.</p>	known.	
e)	Ongoing Issue 09-24-13 Bowerhill (K & A canal)	<p>Request for replacement finger post. A finger post located on the canal near the Bowerhill Residents' Action Group's (BRAG) picnic area directing people to Tesco and The Pillot Pub on Bowerhill was damaged and removed before it could be repaired. https://www.google.com/maps/</p> <p>15/08/24 - Finger post location falls within Devizes community area after recent boundary changes.</p> <p>Hardwood Finger post est. £1800 + Install cost Composite Aluminium finger post est. £600 + install cost. Group agreed that Devizes LHFIFG and Seend PC should be approached for funding provision in the first instance, as the finger post doesn't fall within the Melksham Community area. Report back to group at next meeting.</p>	<p>07/11/24</p> <p>Issue raised for consideration with Devizes LHFIFG rep No response to date. MWPC may wish to contact Seend PC direct on this issue.</p> <p>Remove from next tracker.</p>	To note

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	Item	Detail & Updates	Actions and recommendations	Who
f)	New Issue 9-24-14 Eastern Way, Melksham	<p>There is currently a cycle path that will be leading from Melksham Oak, across Rocket Way, through the Hunter's Wood estate, and across the Eastern Way (RoW Melk 106) to the Blueberry Road estate. Whilst there are two refuges along that stretch of road on Eastern Way, these are not placed to connect the cycle paths, often leading to young riders trying to unsafely cross the busy road.</p> <p>https://www.google.co.uk/maps/</p> <p>https://www.google.co.uk/maps/</p> <p>Request as to whether the current refuges along the Eastern Way can be moved to create a safer path for cyclists, which also takes into consideration the volume of young cyclists that will be using it during the school runs (i.e. a wider refuge point to allow several to cross at once, traffic lights, or a zebra crossing).</p>	<p>07/11/24</p> <p>Group members were of the opinion the option for a controlled crossing (Toucan, Parallel) at the point where RoW (Melk106) crosses Eastern Way would be better assessed once the new Hunters Wood SUP and the MERR was open to traffic, and traffic movements had settled. This would most likely take the form of a substantive bid next year 25/26 rather than 24/25.</p>	To note
g)	New Issue 9-24-15 2a Barnwell Road Melksham	<p>Difficulties accessing driveway due to parked vehicles on opposite side. Resident is registered disabled with young child.</p> <p>https://www.google.co.uk/maps/</p>	<p>07/11/24</p> <p>Group felt this was local issue that was best solved by the community rather than implement formal parking controls opposite #2a Barnwell Road .</p> <p>It was felt this would set a precedence for other residents on the street to make similar requests, which could lead to wider parking problems. MR to speak to owner to fully assess issue and ascertain if other options are possible.</p>	MR

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	Item	Detail & Updates	Actions and recommendations	Who
h)	New Issue 9-24-17 St Georges Primary School, Semington	Request for lighting improvements to footpath outside school. <i>"Semington Parish Council supported this request at its August meeting. The PC has previously added "cushioning" to safety barriers along the unlit path after a school pupil knocked his teeth out running into them in the dark"</i> https://www.google.co.uk/maps/	07/11/24 MR to investigate options for low level solar powered bollards along path, and report back to group at next meeting. https://www.lumenalights.com/shop/product/pro-solar-guarda-vandal-resistant-solar-bollard-light/	MR
i)	New Issue 9-24-19 B3107 Melksham Road / Williams Mead	Requests from 5no. residents of Williams Mead (Unadopted Road). Concerns relating to speed of traffic on B3107, safety when entering / leaving estate, traffic overtaking slowing traffic. .Suggestions include: 1. Warning Signs 2. Reduction in speed limit to 40 or 50 mph (currently NSL) 3. Double white lines to prevent overtaking. 4. Flashing sign https://www.google.co.uk/maps/	07/11/24 Options discussed by group. Speed limit reduction, double white lines and flashing sign rejected by group after listening to officer findings. Group felt the provision of warning signs / SLOW markings on the B2107 in advance of Williams Mead would help increase driver awareness. Agreed – Allocate £1,200.00 (subject to confirmation of 25% contribution from Broughton Gifford PC)	MR
6.	Other items			
a)	Pavement and Footway Improvement Schemes (Local Highways)	Dean Baker spoke about the sunken path at St George V recreation gang and ongoing discussion with Wiltshire Council Structures Team to identify likely cause and options for repair. Dean to update at next meeting.		

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
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 deferred until the following meeting.</p> <p>The deadline for our next meeting is 24th January 2024</p>		To note
c)	For information Email address to submit requests to the LHFIG.	<p>Wiltshire Council has a specific email address for submitting requests. Effective immediately, please submit requests to LHFIGrequests@wiltshire.gov.uk.</p> <p>Requests for Traffic Surveys should continue to be sent to trafficsurveys@wiltshire.gov.uk</p>		To note
7.	Any other business			
	<p>Cllr Sankey sought views at August meeting on possible substantive scheme submissions for 24/25 at the following sites:</p> <ol style="list-style-type: none"> Union Street to King George V Recreation field - provision of new footbridge over Clackersbrook – Group agreed to wait until outcome of path assessment by WC Structures team before agreeing way forward. Eastern Way, Melksham - Provision of pedestrian crossing linking RoW (MELK106) – Refer to issue 9-24-14 above Additional access to recreation ground at Sandpits Lane, Steeple Ashton – MR to investigate and report back to next meeting. <p>Note the deadline for substantive bids for 24/25 is 13th December 2024</p>			

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
8.	<p><u>Dates of future meetings:</u></p> <p>6th February 2025.</p> <p>Meetings to commence at 18:00 hrs and will be held on-line until further notice.</p>			

Melksham Local Highways & Footway Improvement Group

Highways Traffic Officer – Martin Rose

Area Highway Engineer – Dean Baker

1. Environmental & Community Implications

1.1. Environmental and community implications were considered by the LHFIFG 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 LHFIFG recommendations outlined in this report, and all relevant 3rd party contributions are confirmed, Melksham Area Board will have a remaining Highways funding balance of: **£31,939.37**
2.3. **Refer to APPENDIX 2**

3. Legal Implications

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

4. HR Implications

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

Melksham Local Highways & Footway Improvement Group

5. Equality and Inclusion Implications

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

6. Safeguarding implications

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

7. Recommendations to Melksham Area Board

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

- **Issue 09-24-09** – Great Hinton 20mph speed limit - Allocate £5,500.00 (25% contribution from Great Hinton PC - £1,375.00)
- **Issue 9-24-19** - B3107 Melksham Road / Williams Mead, Sign /road marking improvements. Allocate £1,200.00 (25% contribution from Broughton Gifford PC - £300.00)

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
	Melksham LHFIG – Final Meeting Notes for Thursday 15th August at 18:00 hrs (Via MS Teams)			
1.	Attendees and apologies			
	Attendees:	Cllr Mike Sankey – (Chair) Cllr Jonathan Seed Cllr Jon Hubbard Pat Aves - Melksham TC Jonathan Tapper - Steeple Ashton PC Sarah Dow - Keevil PC Alain Baines - Melksham Without PC Dean Baker – Area Highway Engineer, Martin Rose – Principal Traffic Engineer		
	Apologies:	Mary Winterburn – Great Hinton PC, Cllr Phil Alford Cllr Nick Holder		
2.	Notes of last meeting			
		The notes and recommendations of the previous LHFIG meeting held on 07/05/24 were presented to the Area Board at its 22/05/24 meeting and agreed. The meeting minutes can be found here : https://cms.wiltshire.gov.uk/ieListDocuments.aspx?CId=166&MId=15312&Ver=4	To note.	All

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who																																
3.	Financial Position																																			
		<p>Note: The closing balance for 23/24 included a number of committed schemes totalling £49,263.69, less agreed 3rd party contributions of £17,073.57. These have been carried forward to 24/25.</p> <p>The current balance for 24/25 is £36,240.72</p> <p>Below is an extract from the latest financial summary prepared for 7th May 24 meeting:</p> <p>Melksham LHFIF EXPENDITURE 2024 / 25</p> <table><tr><td colspan="2">FINANCIAL SUMMARY (as of 31/07/24)</td><td></td><td></td></tr><tr><td>LHFIF Budget 24/25</td><td>£24,338.00</td><td></td><td></td></tr><tr><td>Carry F/wd from 23/24</td><td>£56,547.47</td><td></td><td></td></tr><tr><td></td><td>£80,885.47</td><td>A</td><td></td></tr><tr><td>Current Projected Spend 24/25</td><td>£67,523.48</td><td>B</td><td></td></tr><tr><td>Balance</td><td>£13,361.99</td><td>C</td><td>(A-B)</td></tr><tr><td>3rd Party Contributions (Details below)</td><td>£22,878.73</td><td>D</td><td></td></tr><tr><td>Current Balance</td><td>£36,240.72</td><td>E</td><td>(C+D)</td></tr></table> <p>Refer to APPENDIX 2 for 2024/25 for latest finance sheet.</p>	FINANCIAL SUMMARY (as of 31/07/24)				LHFIF Budget 24/25	£24,338.00			Carry F/wd from 23/24	£56,547.47				£80,885.47	A		Current Projected Spend 24/25	£67,523.48	B		Balance	£13,361.99	C	(A-B)	3rd Party Contributions (Details below)	£22,878.73	D		Current Balance	£36,240.72	E	(C+D)	To note	
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Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
4.	Live Priority schemes			
a)	Issue 9-20-9 Melksham Sandridge Road – request to improve footway link to Maple Close	<p>The Town Clerk has 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. https://www.google.com/maps</p> <p>Town Council to continue to liaise with the landowner's legal team to move this matter forward. Works on hold whilst Legal issues (probate) relating to free dedication with new owners is resolved.</p> <p>Meeting 07/05/24 - No progress update to report. Probate issues ongoing. Legal team pressed. LHFIFG agreed that Commitment of £20k will be carried over into 24/25. (Line 1 Finance sheet)</p>	15-08-24 – Probate is now complete. Continuing to chase legal team for progress on free dedication of land. Scheme remains on hold.	MR
b)	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 • Avro Way Bowerhill • Merlin Way Bowerhill 	15-08-24 -Traffic team have made amendments to the proposals following comments from town/ parish council. Formal advert likely early autumn 24. (end Sept / Early Oct)	MS

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
	To also include Issues 9-23-3 Beanacre, 9-23-5 Bowerhill and 9-23-7 Melksham	<ul style="list-style-type: none"> Mitchell Drive Bowerhill <p>It was noted that the canal forms the boundary between Melksham Without and Semington Parishes and that measures would be needed on both sides of the bridge.</p> <p>Semington Parish confirmed that they are content for measures to be included on their side of the bridge, but no other sites have been identified for review within their Parish.</p> <p>Meeting 07/05/24 Initial review for sites completed (17 no.) Draft consultation documents issued to town and parish councils on 4/4/24. Deadline for response 7th May. Mark Stansby has met with MWPC to discuss proposals. MJR to send copy of Semington proposal to Colin Wade</p> <p>Agreed - TRO / Implementation costs at a cost of £4,000.00. 3rd party contribution of 25% for TRO costs to be split evenly across Melksham TC, MWPC and Semington PC. 25% of Implementation costs to be allocated according to number of sites.</p>		
c)	Issue 9-22-11 A350 Beanacre - request for measures to control entry speed at north end of village	<p>https://www.google.com/maps</p> <p>Plans submitted to Melksham Without for consideration.</p> <p>Projected cost of both road markings / Gates, Signs is £13,300.</p> <p>Alternate option to omit Central Hatching / road Studs and only install gates, signs, yellow transverse base at a cost of £6600. Remaining work to be picked up as part of future MM.</p>	15/08/24 – Works postponed from May due to operational issues. Works expected imminently	

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		<p>MWPC have confirmed their preference for this option and member agreed for this to progress to implementation. MWPC 50% contribution.</p> <p>07/05/24 meeting Works Ordered on 08/01/24 with target completion date of 15/02/24. This has slipped due to Milestone resource issues and will likely take place in May. Order Value £4,267.36, HIAMS M00751</p>		
d)	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. Refer to Item 4i of the agenda. https://www.google.com/maps</p> <p>07/05/24 meeting Mark Stansby has included this location as part of parking review under Issue 9-23-5.</p>	15/08/24 – See comments for Issue 9-22-17 Formal Advert Autumn 24 (late Sept / Early Oct)	MS
e)	Issue 9-23-4 Bus Gate at Semington Road – request for Camera Enforcement.	<p>https://www.google.com/maps/</p> <p>Summary Results of metro count 7th -13th Dec 2023:</p> <p>Total number of vehicles (both directions) 1198 Southbound – 520 Northbound - 678</p> <p>5 Day Average Combined – 201 7 Day Average Combined - 171</p> <p>Members discussed the ongoing concern with the high level of non-compliance and the need for direct enforcement action.</p> <p>It was provisionally agreed to carry out further work on the</p>	15/08/24 – ANPR camera installed on 19th June. Issues with RDS delayed operations but camera went live 16th July. As of 12/08/24 '381' contraventions have been recorded and fines issued. Approx.. 14 contraventions per day. Further message to go out from WC Communications team re. contraventions	MR


Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		<p>provision of ANPR enforcement at the site, subject to confirmation of costs. Semington PC have agreed to contribution to the overall cost. (% TBC)</p> <p>07/05/24 meeting - Costing for ANPR camera are as follows:</p> <p>1. ANPR Camera Set up costs (including discount for 1x RDS, 1 x POE4 and 1 4G Data Sim) = £11,071.00</p> <p>Agreed 3rd party contribution from Semington PC = £2,767.75</p> <p>2. Annual re-occurring cost Year 2+ £5,321.00. Note Semington PC and MWPC have agreed to contribute £1,000 each. WC to fund remainder of annual cost (£3,321). To be reviewed at end of Yr2</p> <p>3. Sign costs = £771.31 (M2/0015)</p> <p>Parking services have placed the order with 'Videalert' (Marston Holdings) Awaiting Install date. Est May / June 24.</p> <p>Draft press release prepared by communications team.</p>		
f)	Issue 9-23-5 – Bowerhill various sites – request for Parking Review	<p>Issue submitted by Melksham Without Parish Council.</p> <p>Parking concerns have been raised at the following sites at Bowerhill:</p> <ol style="list-style-type: none"> 1. Pathfinder Way 2. Westinghouse Way 3. Lancaster Road <p>Refer to Item 4i of the agenda.</p>	<p>15/08/24 – See comments for Issue 9-22-17 above. Formal Advert Autumn 24. (late Sept / Early Oct)</p>	MS



Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		<p>Mark S has commenced review. Update to be provided at next meeting.</p> <p>07/05/24 meeting - See comments for Issue 9-22-17 above.</p>		
g)	Issue 9-23-7 – Melksham various roads – request for Parking Review	<p>Issue submitted by Melksham Town Council</p> <p>Parking concerns have been raised at the following locations:</p> <ol style="list-style-type: none"> 1. Union Street – could parking be permitted to create chicanes? 2. Cranesbill Road – issue at school times 3. Skylark – no details submitted. <p>Highways to request further details of these issues from Town Council, prior to the review.</p> <p>Highways to write to Town Clerk. 2. The City / Alms Houses request for residents parking scheme to be removed from list.</p> <p>Mark S has commenced review. Update to be provided at next meeting.</p> <p>Request made that the review be extended to include area on Woodrow Road (opposite Littlejohn Avenue) MR to speak to Mark Stansby</p> <p>It was noted by Dean Baker that the junction of Skylark / A3102 Sandridge Common (Western End) is currently unadopted and the developer is seeking to include No waiting at any time' prior</p>	15/08/24 – See comments for Issue 9-22-17 above. Formal Advert Autumn 24. (late Sept / Early Oct)	MS


Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		to adoption. MS commented the other junction onto Eastern way and junctions in between will need to be included in the review. 07/05/24 Meeting - See comments for Issue 9-22-17 above.		
h)	Issue 9-23-10 – A350 Beanacre – request to review the signs which indicate the weight limit on Westlands Lane	<p>Request for signing review.</p> <p>Following a discussion, it was agreed that Highways should investigate both ends of the lane, and formulate a proposal with ballpark costings, ahead of the next meeting. https://www.google.com/maps/A350 https://www.google.com/maps/</p> <p>After discussion with MWPC / Mark S it was agreed to proceed with A350 Westland Lane sign work via routine budget. This will be issued as a separate order with no cost to LHFIFG.</p> <p>07/05/24 - B3353 Corsham Road advance HGV signs has been agreed by MWPC. This is chargeable to LHFIFG (less 50% MWPC contribution). Order issued 12/04/24 M2/00178, £1,036.73. (MWPC 50%) .</p> <p>Main A350 works undertaken via routine sign maintenance</p>	<p>15/08/24 – work complete. Increase in cost to £1473 due to extra TM required. MWPC invoiced for 50% contribution. Remove from next tracker</p> 	To note
i)	Issue 9-23-13 Steeple Ashton Sandpits Lane – request to improve access / egress into the playing field	<p>https://www.google.com/maps/</p> <p>Refer to proposal Plan - New steps constructed using timber, stakes, type 1 subbase and compacted road plantings. Non-scheduled work so standalone price will be required - Wessex Tree Care Estimate £2.5k - £3.5k</p>	15/08/24 – work complete. Steeple Ashton PC invoiced for 25% contribution. Remove from next tracker	To note

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		<p>NOTE: Investigate option to create new entrance in playing field via existing footway east of current entrance.</p> <p>Steeple Ashton PC to consider option including new entrance into field and report back,</p> <p>Wiltshire RoW team have no objection to new access into field however SASH2 will still need to have its exit onto Sandpits Lane as this is recorded on the definitive map and statement. It would cost in the region of £3,000 to stop up the section parallel with Sandpit Lane and would be open to public consultation and possible objections.</p> <p>Cost £2,200.00 + VAT. (£2,640.00). Steeple Ashton have agreed their 25% contribution. Agreed – Proceed with proposed scheme at existing access a cost of £2,640.00 (SAPC 25%).</p> <p>07/05/24 Meeting - Order raised to Wessex Tree Care (PD300010592) on 14/04/24.</p>		
j)	<p>Issue 9-23-14</p> <p>Steeple Ashton Common Hill / Newleaze – request for pedestrian barrier at exit of children's play area</p>	<p>https://www.google.com/maps</p> <p>Existing path from play area 1.0m wide. Width insufficient for provision of pedestrian barrier. Main footway only 1.2m wide which is insufficient to accommodate barrier at 450mm offset.</p> <p>Option 1 - Provide splay at end of existing footpath to maintain through width and install single pedestrian railing 1.0m wide on existing footway. Cost approx. £1800. Group agreed to move to live priority schemes subject to confirmation from Steeple Ashton PC</p>	<p>15/08/24 – Work complete and PC happy. Invoice issued to PC for contribution</p> 	To note

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
k)	Issue 9-23-16 Magister Road, Bowerhill Request for 'Children at play sign'	<p>Residents had previously sought a change in the grass-cutting regime from wildflower cut on the green at the bottom of Magister Road, in order to create a play area at the front part of the green for children to play and kick a ball etc. Subsequently residents had contacted Wiltshire Councillor Nick Holder with concerns that drivers were not necessarily aware that children may be playing on the green and therefore not aware of the potential for children to run out into the road, chasing a ball for instance. https://www.google.com/maps/</p> <p>Group agreed to move to 'Live priority schemes' Estimated Cost £100.00.</p> <p>07/05/24 meeting - Order issued 24/01/25. Awaiting works start. Order M2/00221 (previously M00832) Milestone chased for install date.</p>	<p>15/08/24 – Work complete remove from next tracker. No 3rd Party contribution</p> 	
l)	Issue 9-23-17 Mitchell DR, Bowerhill Estate, Market Place Melksham	<p>The installation of Realtime Information (RTI) on Mitchell Drive, Bowerhill and Market Place x 2 bus shelters.</p> <p>https://www.google.com/maps/Mitchell Drive https://www.google.com/maps/Market Place</p> <p>Approx cost per site £6000. Group agreed to move to 'Live priority schemes' for RTPI at 3 sites, Market Place Street, Melksham x2, Mitchell Drive, Bowerhill with match funding (50%) where necessary.</p>	<p>15/08/24 - Mitchel Drive RTPI complete. PTU chased re. remaining sites at Market Place (x2) and Kestrell court (x2)</p> <p>No financial contribution from LHFIG.</p>	


Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		<p>R2P have assessed the sites at Mitchell Drive and Market Place x 2. Mitchell Drive - Mains power available and Shelter RTPI ready.</p> <p>Papercast units £7,076.00 (the 23" E-Paper battery display including audio)</p> <p>LED 3-line Bus Shelter display (Mains Powered) £6,806.33.</p> <p>Agreed to progress with sites at Market Place x 2 (Papercast) and Mitchell Drive x 1.(3-line LED)</p> <p>Consideration to be given to installing papercast at Michell drive instead of 3-line LED. MR to raise issue with PTU.</p> <p>Further request for sites at Kestrell Court, Bowerhill, subject to confirmation by MWPC.</p> <p>Note- Cost agreed of 50% PTU and 50% by town / parish council) No funding requirement from LHFIG. Agreed - Proceed with RTPI at Market Place Melksham x 2 and Mitchell Drive (type TBC) as indicated above.</p> <p>Melksham TC and Melksham Without PC have been invoiced for their 50% contribution.</p>		
m)	<p>No issue number</p> <p>Ad-hoc road markings Melksham community Area</p>	<p>Allocation of £3,500 agreed at Feb meeting to cover ad-hoc road marking requests. Sites to be collated and orders issue 1 or 2 times per year depending on numbers. Note this should not be used for routine road marking maintenance.</p> <p>07/05/24 meeting - Awaiting further submission of sites from town / parish councils. Current Sites agreed at Feb meeting</p>	<p>15/0824 - No further submissions received since May meeting. Further suggestions submitted my group members at meeting.</p> <ol style="list-style-type: none"> SLOW markings Whitley (see 9-24-07) Snowberry Lane Melksham 20mph roundels Kenilworth Road, Melksham SLOW marking Hazlewood Road, Melksham 	MR

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		<p>listed below:</p> <ol style="list-style-type: none"> Issue 9/24/04 Semington Road, Melksham (near Mobile Home Park), Berryfield Cycle Ln Issue 9/24/03 - Give way markings Berryfield Lane and Winston Road / Padfield Gardens 		
n)	<p>Issue 9-23-8</p> <p>Melksham Bank Street – request for railings and / or other measures to improve safety</p>	<p>07/05/24 meeting – Bank Street is included in the A3102 safer roads route study proposal. Package 8. Likely summer / autumn 24.</p> <p>Meeting held on site with Cllr Hubbard on 26/03/24 to look at the issue at Bank Street.</p> <p>Suggestion made to install surface mounted 'Manchester style' bollards with metal chain link between (Bollards to match existing bollards on east side). Bollards to act as visual deterrent rather than provide physical barrier.</p> <p>https://www.google.com/maps/</p> <p>https://www.heritagestreetfurniture.co.uk/bollards/steel-bollards/bollard-chains-for-steel-decorative-bollards/</p> <p>Bollards spaced at approx. 2.5m centres with chain link in between. Bollards with eyelets = £380.00 Metal Link Chain approx. £150.00 Approx '34' bollards and 17 lengths of chain required. = £15,470.00. Install cost per bollard £150 x 34 = £5,100.00 Total £20,570.00.</p> <p>Note - Safety Audit would be required (£1,390)</p>	<p>15/08/24 - issue on hold pending outcome of A3102 safer roads route study. Suggestion made by Pat Aves re. provision of planters on Footway. MJR to investigate further and report back to group at next meeting. 10th August issue reported to Atkins</p>	MR


Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		The group agreed that whilst no accidents have been recorded, the high pavement continues to cause some local concern. Group agreed that £20,570.00 represented significant cost to group / MTC and as such it would be prudent to waiting until the outcome of the A3103 Safer Roads study before agreeing to further action by the LHFIG.		
o)	Issue 9/24/01 Main Street, Keevil / Great Hinton Joint request from Keevil PC and Great Hinton PC	<p>Joint request from Keevil PC and Great Hinton PC for additional Single Track Road signs to be placed on the Main Street. "The reason for this request is due to recent road closures and increase in traffic issues which highlighted that the village was being used as a regular cut through"</p> <p>2no. signs in temporary 'A' frames to be provided to PCs to be used when local closure is in operation. Agreed - proceed with scheme at approx. cost £780.00 (25% to be paid by Great Hinton PC)</p> <p>07/05/24 meeting - Order issued for permanent single track road signs x 2 at Great Hinton M2/000135 Value £636.59.</p> <p>Order for temporary signs x (unsuitable for diverted traffic) M2/00212, £118.23 Order held pending further discussion with PC re. storage of signs and placement / removal with PC.</p> <p>Dean Baker will speak to major maintenance team re. closure of C233 Keevil on 10th June (5 Days) for Verge Overrun works to see if '<i>unsuitable for diverted traffic</i>' signs can be erected to discourage traffic from using Great Hinton as a short cut.</p>	<p>15/08/24 – Work complete. Great Hinton PC invoiced for 25% contribution. Holder of temporary signs x 3 TBC. Remove from next Tracker</p> 	To note

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
p)	Issue 9/24/02 Footbridge between Westbury View and Primrose Drive	<p>The issue concerns a footbridge which crosses Clackers brook. <i>"The surface is often slippery, even when cleared of wet leaves. In freezing conditions, the surface is very slippery and treacherous with a number of residents reporting slips and falls recently. This even though the bridge deck has recently been cleaned and cleared of wet leaves"</i>. https://www.google.com/maps/</p> <p>Option 1 - Bridge deck 15m x 3.5m Option 1 - overlay with HFS material in grey or buff (with Temp bridge closure) Est cost £4,500.00</p> <p>Option 2 - Overlay existing bridge surface with new tarmac surface laid an increased crossfall to better disperse surface water Est. cost £4,850.00</p> <p>Allocate £4,500 for HFS across bridge deck (Option 1) with 50% contribution from Melksham TC. (TBC)</p> <p>07/05/24 meeting – Site inspection undertaken, and plan prepared. Low spots on bridge needs to be addressed with a scratch coat. Work to take place Summer 24 MJR speaking to Structures team to see if they can take this project forward</p>	<p>15/08/24 – Engineers from Wiltshire Council's structures team have inspected the site and have commented the proposed HFS is unlikely to resolve the issues re. the slippery bridge deck. Due to number of depressions resulting in multiple areas of standing water.</p> <p>Option put forward is to overlay the existing surface with a new re-profiled tarmac surface. The levels in the centre of the bridge will be picked up to form a pronounced crown line sending any water to the approaches where this will naturally run off and down the riverbanks avoiding the formation of ice. This can be achieved within the allocated budget. Members happy with the change for this project and agreed to proceed</p>	MR
q)	No issue number Ashton Common Steeple Ashton	<p>A Verbal request from Steeple Ashton PC for additional SID retention socket in the village. Formal submission to follow, but PC have asked if this issue can be considered as part of the Feb 24 meeting.</p> <p>Agreed - Proceed with implementation of NAL retention socket and new 4m post at a cost of £450.00. (No 3rd party contribution as under £500 threshold</p>	15/08/24 – Works complete and SAPC happy. No LHFIG contribution. Remove from next tracker.	To note


Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		07/05/24 meeting – Exact location to be agreed on site with Steeple Ashton PC before order is placed.		
r)	Issue 9-24-05 Kissing gates x 2 at Keevil	<p><i>“Installation of two Kissing Gates, both on public footpaths. One on the White Horse Trail at the end of Towmead Lane, Keevil, the other to a field that has livestock on it in the summer. The first one has caused many safety issues with walkers leaving the gate open, and the risk of livestock misusing the field. the second , the stile is very unsteady and beyond repair”</i></p> <p>Alison Rasey (Countryside Access Officer) has agreed the installation. Cost for 2no. gates is £855.00 including delivery. Countryside team will arrange installation but have asked for an extra £100 to cover concrete. Total £955.00</p> <p>Agreed – Proceed with Kissing gates x 2 at a cost of £955.00 (Keevil PC 25% TBC) MR to speak to Alison Rasey to expedite work in current financial year.</p> <p>07/05/24 meeting - 1 no. gate has been installed. Remaining gate will take longer as work required first on adjacent drainage ditch. Discussion with drainage team ongoing</p>	<p>15/08/24 – both kissing gates have now been installed. PC and local residents are happy. Cost £955.00 Keevil PC invoiced for their contribution. Remove from next tracker</p> 	To note
s)	Issue 09/23/21 Main Street Keevil adjacent to 18a Road edge Erosion.	<p>Road adjacent to 18a main street Keevil.</p> <p><i>“Erosion of tarmac and subsequent reduction of grass verge. Parked cars cannot open nearside doors because of the steep angle of verge. Children are being moved in and out on the ROADSIDE. This is very dangerous at busy times, when road is restricted with buses, coach and many cars”.</i></p> <p>https://www.google.com/maps/</p>	15/08/24 – Contractor work programme already fully booked for summer and Oct ½ term. Kerbing works programmed for Feb 25 ½ term for 1 week. Temp road closure required.	MR

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		<p>Typical road width =5.22m. Kerbing Section 1 – 27m (to steps to #19) Kerbing Section 2 – 26m (steps to Blagdon House) Section 1 is worst due to parked vehicles.</p> <p>Note: Temp road closure may be required due to restricted road width. Est Cost with road closure = £9100.00 (+10% contingency) = £,10,010.00. Keevil PC to discuss options at their next meeting and report back to group.</p> <p>07/05/24 meeting - Keevil PC have now agreed their preferred option. Works require temp road closure for approx. 1 week and must be moved to school holidays to reduce disruption. MJR to speak to programming officer to see if Oct ½ term is available for construction</p> <p>Agreed – Allocate £10,010.00 for works with 25% contribution from Keevil PC</p>		
t)	9-24-06 Roundponds, Southbrook Road, Addison Road and Dunch Lane	<p>Request for 20mph limit to cover the estate listed.</p> <p>https://www.google.com/maps/</p> <p>07/05/24 meeting - Speed limit assessment would first be required to check if site meets the necessary criteria for 20mph limits (mean speed 24-25 mph). MJR to look at sites across the estate to agree speed survey locations and agree with Cllr Alford.</p>	<p>15/08/24 – Meeting has taken place with Cllr Alford to agree speed data sites. Locating sites difficult due to lack of available street furniture. 1 no. location agreed on Southbrook Road, 1no. on Dunch Lane (west) and 1no. location on Roundponds</p> <p>Southbrook Rd Average = 24mph, 85% ile = 29mph Dunch Lane (west) Average = 23mph, 85th ile =27mph Roundponds Average = 25mph, 85th % ile= 29mph</p> <p>1no. location on Addison Road requires a new post. Additional cost of £159.00 agreed. SDR Result to be</p>	MR

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		<p>Cllr John Hubbard suggested that other sites in the town could be considered for 20mph limits and will submit locations in due course.</p> <p>Mary Winterburn has asked that if 20mph sites go ahead in Melksham area that Great Hinton be considered to combine legal process and reduce overall costs to LHFIG / Town Council / Parish Councils</p>	<p>reported back to group and 20mph assessment undertaken.</p> <p>Agreed – proceed with 20mph assessment for Roundponds once Addison Road speed data is complete and report back to group.</p>	
u)	<p>9-24-07</p> <p>Top Lane, Westhill, Whitley & Purlpit</p>	<p>Request for pedestrian improvement measures, incl possible footway, warning signs, 30mph repeater signs, reduction of speed limit (currently national speed limit).</p> <p>https://www.google.com/maps/</p> <p>https://www.google.com/maps</p> <p>Parish council would like to request the following:</p> <ol style="list-style-type: none"> 1. Pedestrians in Road' signage on Top Lane, beyond the First Lane junction with Top Lane for cars heading towards to West Hill/Purlpit; and in the opposite direction for those vehicles coming up from Purlpit towards West Hill in the other direction, where there is no footway. 2. Welcome to Whitley 'Please Drive Carefully' signage to be added to the Whitley Village gateway signage coming from Westhill/Purlpit on the right-hand side. 3. Councillor Richardson explained that Daisy Chain Nursery often walked young children along this road and that the 	<p>15/08/24 Proposal for 2no. Peds in road signs (1- opposite Pear Tree PH, 2 – west of junction of 150 – 157c West Hill.</p> <p>New Sign at gateway (offside) <i>WHITLEY - Please drive carefully.</i></p> <p>Cost - £700.00</p> <p>Option to include SLOW markings at locations for peds in road signs. This work could be included under 'ad hoc road markings' (see above) to avoid set up cost.</p> 	MR

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		<p>speed limit changed to 60mph once reaching the village gates at Purlpit, the road became narrow at this point and queried if the speed limit here could be reviewed.</p> <p>07/05/24 meeting - Some footway works have taken place previously along the length in question but could not continue due to contentious land ownership issues.</p> <p>MJR to look at proposal for 'pedestrians in road' signs and additional Whitley 'Please Drive Carefully' sign missing from village gate on West Hill and report back to next meeting with plan/ costs.</p>	<p>Agreed - Proceed with implementation of signing works with SLOW markings to be included under Ad Hoc markings. MWPC contribution of 50%</p>	
5.	Non LHFIFG Funded Schemes (Section 106, Active Travel etc)			
	Melksham Dunch Lane – funded by Section 106 monies from George Ward Gardens development	<p>Consultation on full closure over rail bridge or one way operation from east to west and new parking controls to be carried out by the Town Council.</p> <p>Town Council to undertake consultation in the New Year (2023). Section 106 monies Expires 1/11/2026</p> <p>Ongoing discussion re. consultation for Dunch Lane to be held with Melksham Town council. Consultation on options for Dunch Lane anticipated during Spring 24.</p> <p>07/05/24 meeting - Further discussion to be held with town council re. options and local consultation once resource permits</p>	<p>15/08/24 – No further progress or discussion with MTC at this stage. Metro-count for Dunch Lane (east) to take place in September. Results to be discussed with MTC and LHFIFG</p>	MR
	Active Travel Scheme - Signing to promote use of shared use cycle routes in town	<p>Scheme to be funded from a third tranche of Section 106 money from the George Ward Gardens development. There are funds remaining (£13,034.35) specifically to improve cycleway signing within the town.</p>	<p>15/08/24 – Signing work to be undertaken and discussed with Melksham TC.</p>	MR

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		<p>Town Council to submit a list of locations for signing improvements. MR to work with Melksham TC to look at sites within the town for cycle signing improvements..</p> <p>07/05/24 meeting - MJR to undertake initial design work summer / Autumn 24 and report back to Melksham Town council for comments. No further action at this stage</p>		
6.	New Requests and ongoing Issues			
a)	<p>Issue 09-24-08 Various Roads Hunters Wood, Melksham</p>	<p>Request for parking review to be undertaken on Various roads on hunters moon estate incl. Mint Grove, Chervil Road, Anise Rd, Catnip close, Oregano Close, Nasturtium Close, Bay Gardens.</p> <p>Request for new signs / road markings in area.</p> <p>https://www.google.co.uk/maps/</p>	<p>15/08/24 – Hunters Moon estate currently unadopted and is split into the Bloor and DWH parcels. Adoption not expected until 2026. Unable to make parking changes on unadopted roads</p> <p>Agreed – Cllr Sankey and other local representatives to assess problem areas on estate and discuss with Development control / Developer to agree a way forward.</p>	
b)	<p>Issue 09-24-09 Great Hinton Village</p>	<p>Request for 20mph limit assessment in Great Hinton</p> <p>https://www.google.co.uk/maps/</p>	<p>15/08/24 – Speed survey undertaken in April 24. Average speed 22.6mph.</p> <p>Agreed – proceed with 20mph assessment for Great Hinton and report back to group.</p>	
c)	<p>Issue 9-24-10 Semington Road (Melksham without)</p>	<p>Request for review of traffic calming including consideration of additional traffic calming measures, such as speed cushions, road humps due to the speeding traffic and the material change to the road, due to new housing developments that are already occupied (Bowood View) and in construction (Buckley Gardens) and development with planning permission (to the rear of Townsend Farm). https://www.google.co.uk/maps/</p>	<p>15/08/24 – No Speed survey undertaken. 5 years collision Data over length of Semington Road 4no. collisions 3no. 'slight', 1no. 'Serious'.</p> <p>Note - Existing traffic calming concentrated both north and southern ends of road.</p>	

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		https://www.google.co.uk/maps/	Agreed – Establish speed monitoring sites with MWTC and report back results to group at next meeting before agreeing next step.	
d)	09-24-11 Semington Road (Melksham Without) by mobile home park.	Request to look at the feasibility of installing a footway opposite Townsend Farm and incorporating a new bus stop within this. https://www.google.com/maps/	15/08/24 – MWPC to make representation to Development control to seek change to S106 agreement to allow work for footway / bus stop on east (mobile home park side) Update at next meeting.	To note
e)	09-24-12 A365 Devizes Road / Hornchurch Road	Drivers overtaking vehicles slowing down in preparation to turn right into the slip lane for Hornchurch Road, Bowerhill on the wrong side of the road and into oncoming traffic, which has caused several near misses. Request for double white lines to protect ghost island made to Major maintenance as part of forthcoming surfacing works but directed to LHFIG. https://www.google.com/maps/	15/08/24 - issue previously considered under 9-23-11(June 23). Double white lines <u>cannot</u> be considered where speed limit is 40mph or less. Traffic Island option prepared but not progressed pending possible changes to layout connected to new development site by school. MR to look at options for traffic islands x 2 in ghost island areas to discourage overtaking. Option for roundabout at development site to also be investigated in advance of formal planning application.	
f)	09-24-13 Bowerhill (K & A canal)	Request for replacement finger post. A finger post located on the canal near the Bowerhill Residents' Action Group's (BRAG) picnic area directing people to Tesco and The Pillot Pub on Bowerhill was damaged and removed before it could be repaired. https://www.google.com/maps/	15/08/24 - Finger post location falls within Devizes community area after recent boundary changes. Hardwood Finger post est. £1800 + Install cost Composite Aluminium finger post est. £600 + install cost. Group agreed that Devizes LHFIG and Seend PC should be approached for funding provision in the first instance, as the finger post doesn't fall within the Melksham Community area. Report back to group at next meeting.	

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
6.	Other items			
a)	Pavement and Footway Improvement Schemes (pre-LHFIG)	Update provided upcoming footway maintenance schemes from Local highway engineer Dean Baker.	<ol style="list-style-type: none"> 1. A365 Vegetation cutback to reestablish footway width. 2. Ferris Grove Melksham 3. Berryfield Close, Melksham 	To note
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 deferred until the following meeting.</p> <p>The deadline for our next meeting is 24th October 2024</p>		To note
c)	For information Email address to submit requests to the LHFIG.	<p>Wiltshire Council has a specific email address for submitting requests. Effective immediately, please submit requests to LHFIGrequests@wiltshire.gov.uk.</p> <p>Requests for Traffic Surveys should continue to be sent to trafficsurveys@wiltshire.gov.uk</p>		To note
7.	Any other business			
	<p>Cllr Sankey sought views on possible substantive scheme submissions for 24/25 at the following sites:</p> <ol style="list-style-type: none"> 1. Union Street to King George V Recreation field - provision of new footbridge over Clackersbrook – Agreed by members 2. Eastern Way, Melksham - Provision of pedestrian crossing linking RoW (MELK106) – Agreed by members 			

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
8.	<p><u>Dates of future meetings:</u></p> <p>7th November 2024.</p> <p>Meetings to commence at 18:00 hrs and will be held on-line until further notice.</p>			

Melksham Local Highways & Footway Improvement Group

Highways Traffic Officer – Martin Rose

Area Highway Engineer – Dean Baker

1. Environmental & Community Implications

1.1. Environmental and community implications were considered by the LHFIFG 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 LHFIFG recommendations outlined in this report, and all relevant 3rd party contributions are confirmed, Melksham Area Board will have a remaining Highways funding balance of: **£35,890.72**

2.3. Refer to APPENDIX 2

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 and accessibility for all users of the highway.

6. Safeguarding implications

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

7. Recommendations to Melksham Area Board

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

Issue 9-24-07 Top Lane, Westhill, Whitley & Purlpit – Provision of Whitley ‘please drive carefully’ sign at Gateway and ‘pedestrians in road signs’ x 2. Allocate - **£700.00**. Melksham without parish council to contribute 50% (£350)

Teresa Strange

From: Rose, Martin <martin.rose@wiltshire.gov.uk>
Sent: 19 March 2025 15:03
To: Teresa Strange
Cc: Alan Baines
Subject: Ad hoc Road markings Melksham
Attachments: SITE 3 - A365 Bath Road Melksham.pdf

Hi Teresa,

A quick note to say the ad-hoc road markings sites for the Melksham area were recently completed, namely Berryfield Lane, Semington Road, West Hill, Whitley and Hazlewood Road.

Disappointingly the only site that was missed was the 40/30 roundels on the A365 Bath Road as requested by Alan (see attached).

I can only assume that traffic management was a concern. I've chased today and hopefully they will be completed soon.

Regards

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



Email: martin.rose@wiltshire.gov.uk

Web: www.wiltshire.gov.uk

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

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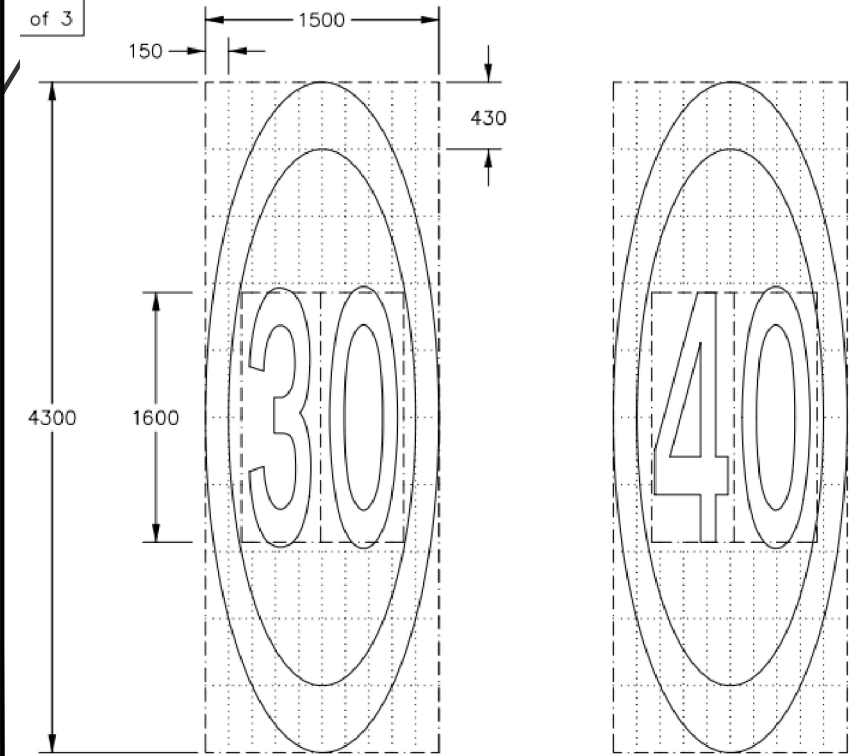
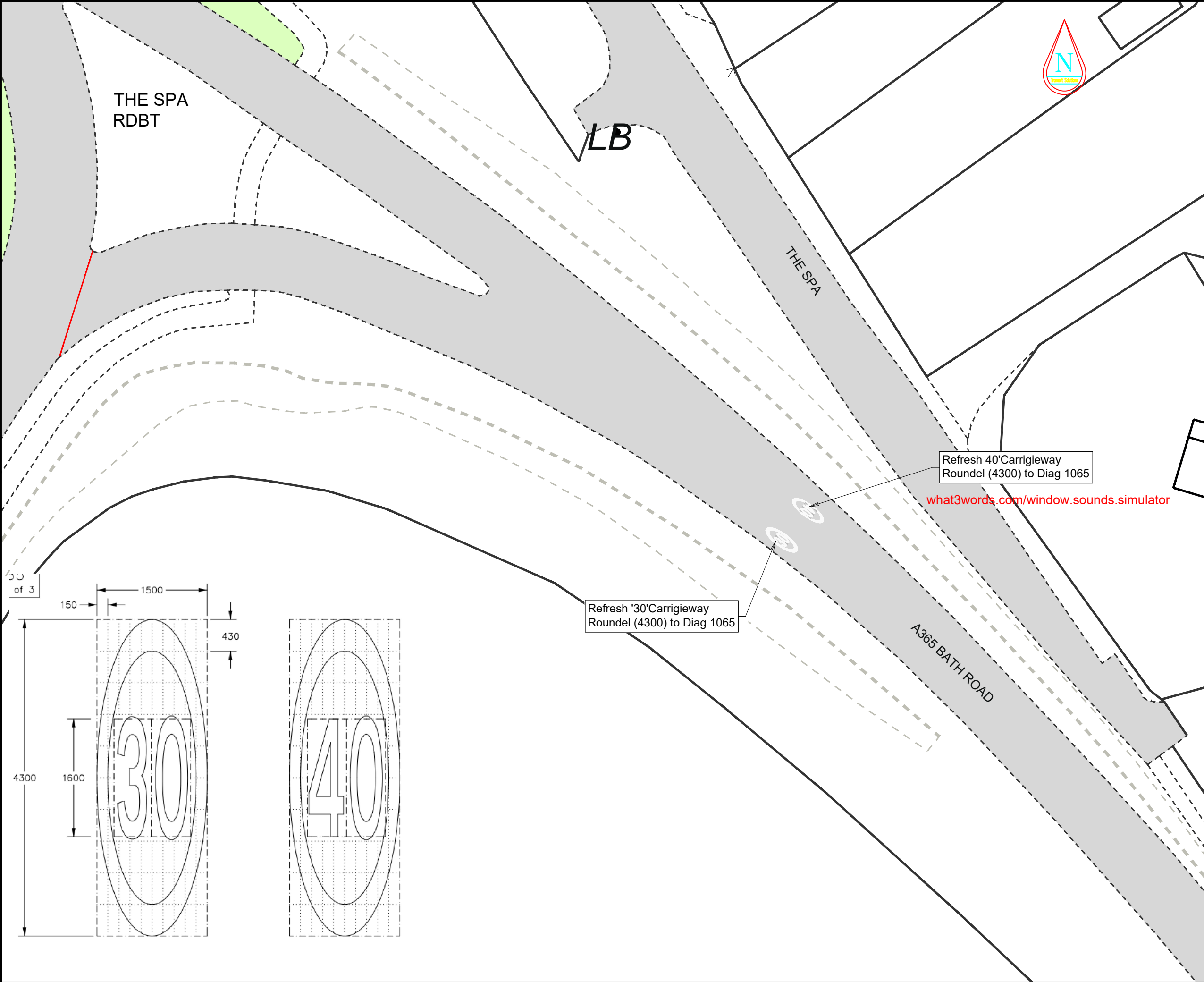
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Wiltshire Council (100049050) 2024

Wiltshire Council

Traffic Engineering Team

County Hall, Bythesea Road, Trowbridge
Wiltshire, BA14 8JD

Tel: 0300 4560100
Website: www.wiltshire.gov.uk

F					
E					
D					
C					
B					
A					
O	12/11/24	MJR	DMT	GTR	ORIGINAL
REV	DATE	DRAWN	CHECK	APPRV	DESCRIPTION

DRAWING PURPOSE:

ISSUE

PROJECT:

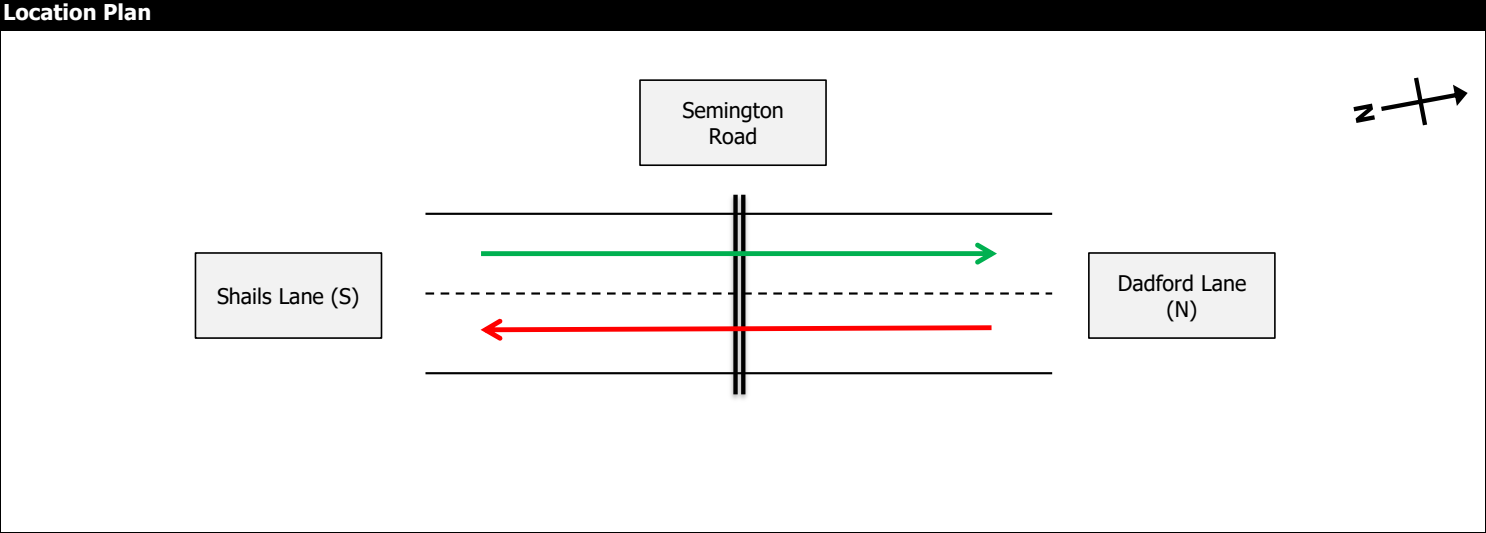
MELKSHAM LHFIG
AD-HOC ROAD MARKINGS

DRAWING TITLE:

SITE 3 - A365 BATH ROAD - MELKSHAM

SCALES:	NOT TO SCALE	SHEET SIZE:	A3
DRAWING No.	MR/MISC/MELKSHAM/D003	REVISION:	0
FILE REF:			

Road Name	Semington Road		
Direction AB	Shails Lane (S)	to:	Dadford Lane (N)
Direction BA	Dadford Lane (N)	to:	Shails Lane (S)
Site Co-Ordinates	ATC Start Date	ATC Finish Date	PSL
51.359190, -2.143580	11/12/2024	19/12/2024	30
Link to location on Google Maps			
Click Here			



Photograph Record

The photograph shows the intersection of Semington Road, Shails Lane (S), and Dadford Lane (N). A white car is visible in the foreground. Overlaid on the image are two tables providing traffic data for the 5-day AM and PM peak periods.

5-day AM Peak Ave Flow - 241
5-day AM Peak Speed (mph) - Mean 26.68 / 85th%ile 31.28
5-day PM Peak Ave Flow - 276
5-day PM Peak Speed (mph) - Mean 27.33 / 85th%ile 31.83
5-day Average Weekday HGV% - 8.3%

5-day AM Peak Ave Flow - 318
5-day AM Peak Speed (mph) - Mean 27.36 / 85th%ile 32.26
5-day PM Peak Ave Flow - 140
5-day PM Peak Speed (mph) - Mean 28.5 / 85th%ile 33.41
5-day Average Weekday HGV% - 5.7%

Comments

The minimum speed threshold to include vehicles in the reports is 5mph. Unclassified vehicles are excluded.
Some data loss on the 12th, likely due to parking on the tubes.

Prepared by

Rachael Harnby

Checked by

Elyece Malnati

Project Director

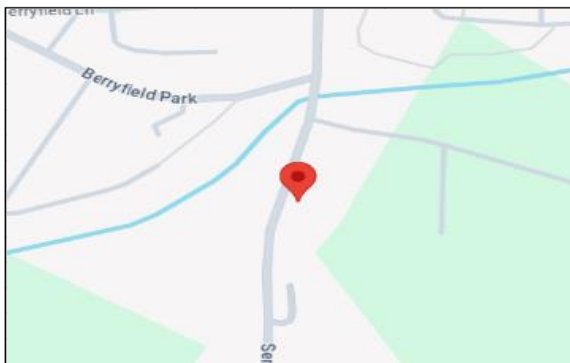
Paul O'Neill

Intelligent Data Collection Limited

Client: Wiltshire Council
Project Number: ID-1124-0005
Site Number: Site 37



Project Number	057-037	
what3words	s://what3words.com/hothouse.known.rest	
Road Name	Semington Road	
Town/Village	Berryfield, Melksham	
Easting/Northing (X/Y)	Easting	Northing
	390099	162246
Survey Start/End Dates	Start Date	End Date
	11/12/2024	19/12/2024



Posted Speed Limit (mph)	30
Combined 85th%ile Speed (mph)	32.37
Total Vehicles	12833
% Exceeding PSL	30.0%

	A-B	B-A	Total
Total Vehicles by Direction	6861	5972	12833

	A-B	B-A	Total
5-day Average Speeds (mph)	27.16	27.70	27.43

	A-B	B-A	Total
7-day Average Speeds (mph)	27.13	27.72	27.43

Class	Vehicle Type	Total Vehicles by Class (A-B)	Total Vehicles by Class (B-A)	Total Vehicles by Class (Total)
1	Cycle	113	176	289
2	Motor Cycle	177	157	334
3	Car	4457	4354	8811
4	LGV	1576	943	2519
5	2 Axled Rigid	466	238	704
6	3 Axled Rigid	5	56	61
7	4 Axled Rigid	6	7	13
8	3 Axled Artic	30	10	40
9	4 Axled Artic	0	1	1
10	5+ Axled Artic	6	20	26
11	Bus	25	10	35

DfT 2010 with Coba Classification

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

Hour Starting	Monday 09/12/2024	Tuesday 10/12/2024	Wednesday 11/12/2024	Thursday 12/12/2024	Friday 13/12/2024	Saturday 14/12/2024	Sunday 15/12/2024	Monday 16/12/2024	Tuesday 17/12/2024	Wednesday 18/12/2024	Thursday 19/12/2024	Friday 20/12/2024	Saturday 21/12/2024	Sunday 22/12/2024	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	*	*	*	1	8	10	6	4	5	7	4	*	*	*	4	5	6
01:00	*	*	*	3	0	7	6	2	3	1	3	*	*	*	3	2	3
02:00	*	*	*	3	2	2	5	2	6	2	2	*	*	*	3	3	3
03:00	*	*	*	2	0	3	2	2	0	3	0	*	*	*	1	1	2
04:00	*	*	*	1	0	0	0	0	1	0	1	*	*	*	1	1	0
05:00	*	*	*	5	5	1	0	4	6	6	4	*	*	*	5	5	4
06:00	*	*	*	25	25	6	8	16	16	9	17	*	*	*	17	18	15
07:00	*	*	*	86	76	16	5	98	86	76	67	*	*	*	79	82	64
08:00	*	*	*	87	92	29	17	86	92	101	97	*	*	*	94	93	75
09:00	*	*	*	*	59	50	26	72	65	70	*	*	*	*	68	67	57
10:00	*	*	*	*	71	59	44	67	66	57	*	*	*	*	62	65	61
11:00	*	*	*	*	60	86	42	61	63	46	*	*	*	*	55	58	60
12:00	*	*	*	*	97	67	62	88	92	68	*	*	*	*	80	86	79
13:00	*	*	*	*	113	52	66	67	84	66	*	*	*	*	75	83	75
14:00	*	*	*	*	83	67	43	119	109	132	*	*	*	*	121	111	92
15:00	*	*	*	*	95	68	55	82	91	97	*	*	*	*	94	91	81
16:00	*	*	*	104	100	47	41	101	137	109	*	*	*	*	117	110	91
17:00	*	*	*	115	90	51	32	112	131	131	*	*	*	*	126	116	95
18:00	*	*	37	57	57	41	33	46	47	56	*	*	*	*	49	50	47
19:00	*	*	28	24	34	13	12	26	29	26	*	*	*	*	27	28	24
20:00	*	*	19	21	25	12	13	18	30	20	*	*	*	*	23	22	20
21:00	*	*	18	17	8	14	11	10	12	20	*	*	*	*	17	14	14
22:00	*	*	18	21	17	12	10	28	27	21	*	*	*	*	22	22	19
23:00	*	*	3	3	10	9	5	7	6	10	*	*	*	*	6	7	7
Summary Data															Summary Data		
0700-1900	0	0	37	449	993	633	466	999	1063	1009	164	0	0	0	1018	1010	876
0600-2200	0	0	102	536	1085	678	510	1069	1150	1084	181	0	0	0	1100	1092	949
0600-0000	0	0	123	560	1112	699	525	1104	1183	1115	181	0	0	0	1128	1121	975
0000-0000	0	0	123	575	1127	722	544	1118	1204	1134	195	0	0	0	1145	1137	992
0700-1000	0	0	0	173	227	95	48	256	243	247	164	0	0	0	241	241	196
1600-1900	0	0	37	276	247	139	106	259	315	296	0	0	0	0	292	276	233
Peak Hour Analysis															Peak Hour Analysis		
07:00-10:00	0	0	0	87	92	50	26	98	92	101	97	0	0	0	94	93	75
10:00-16:00	0	0	0	0	113	86	66	119	109	132	0	0	0	0	121	111	92
16:00-19:00	0	0	37	115	100	51	41	112	137	131	0	0	0	0	126	116	95

Note: Peak Hour Analysis calculates and then highlights the highest flow within the period listed

Hour Starting	Monday 09/12/2024	Tuesday 10/12/2024	Wednesday 11/12/2024	Thursday 12/12/2024	Friday 13/12/2024	Saturday 14/12/2024	Sunday 15/12/2024	Monday 16/12/2024	Tuesday 17/12/2024	Wednesday 18/12/2024	Thursday 19/12/2024	Friday 20/12/2024	Saturday 21/12/2024	Sunday 22/12/2024	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	*	*	*	2	2	5	7	0	1	3	2	*	*	*	2	2	3
01:00	*	*	*	4	1	5	3	5	3	2	0	*	*	*	2	3	3
02:00	*	*	*	0	1	2	3	1	0	2	0	*	*	*	1	1	1
03:00	*	*	*	0	0	0	2	2	1	0	1	*	*	*	1	1	1
04:00	*	*	*	4	1	1	1	6	5	2	2	*	*	*	3	3	3
05:00	*	*	*	55	48	5	7	35	42	45	42	*	*	*	46	45	35
06:00	*	*	*	38	40	7	8	38	40	34	39	*	*	*	38	38	31
07:00	*	*	*	105	86	27	4	66	104	98	90	*	*	*	99	92	73
08:00	*	*	*	163	111	26	24	152	172	207	150	*	*	*	173	159	126
09:00	*	*	*	*	44	31	34	64	76	84	*	*	*	*	80	67	56
10:00	*	*	*	*	45	42	44	56	57	39	*	*	*	*	48	49	47
11:00	*	*	*	*	49	39	42	56	59	45	*	*	*	*	52	52	48
12:00	*	*	*	*	59	43	42	67	68	59	*	*	*	*	64	63	56
13:00	*	*	*	*	55	33	48	63	89	70	*	*	*	*	80	69	60
14:00	*	*	*	*	48	52	39	52	73	88	*	*	*	*	81	65	59
15:00	*	*	*	*	47	38	39	44	60	66	*	*	*	*	63	54	49
16:00	*	*	*	56	50	26	40	60	73	59	*	*	*	*	63	60	52
17:00	*	*	*	31	38	16	18	41	63	60	*	*	*	*	51	47	38
18:00	*	*	30	21	35	34	24	32	45	39	*	*	*	*	34	34	33
19:00	*	*	18	23	17	11	20	26	27	26	*	*	*	*	24	23	21
20:00	*	*	14	21	23	17	9	16	22	27	*	*	*	*	21	21	19
21:00	*	*	18	20	10	10	8	10	10	14	*	*	*	*	16	14	13
22:00	*	*	11	15	13	8	11	8	15	11	*	*	*	*	13	12	12
23:00	*	*	1	5	8	12	3	4	3	5	*	*	*	*	4	4	5
Summary Data															Summary Data		
0700-1900	0	0	30	376	667	407	398	753	939	914	240	0	0	0	887	811	695
0600-2200	0	0	80	478	757	452	443	843	1038	1015	279	0	0	0	984	906	778
0600-0000	0	0	92	498	778	472	457	855	1056	1031	279	0	0	0	1001	923	795
0000-0000	0	0	92	563	831	490	480	904	1108	1085	326	0	0	0	1055	976	840
0700-1000	0	0	0	268	241	84	62	282	352	389	240	0	0	0	352	318	254
1600-1900	0	0	30	108	123	76	82	133	181	158	0	0	0	0	148	140	123
Peak Hour Analysis															Peak Hour Analysis		
07:00-10:00	0	0	0	163	111	31	34	152	172	207	150	0	0	0	173	159	126
10:00-16:00	0	0	0	0	59	52	48	67	89	88	0	0	0	0	81	69	60
16:00-19:00	0	0	30	56	50	34	40	60	73	60	0	0	0	0	63	60	52

Note: Peak Hour Analysis calculates and then highlights the highest flow within the period listed

Hour Starting	Monday 09/12/2024	Tuesday 10/12/2024	Wednesday 11/12/2024	Thursday 12/12/2024	Friday 13/12/2024	Saturday 14/12/2024	Sunday 15/12/2024	Monday 16/12/2024	Tuesday 17/12/2024	Wednesday 18/12/2024	Thursday 19/12/2024	Friday 20/12/2024	Saturday 21/12/2024	Sunday 22/12/2024	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	*	*	*	3	10	15	13	4	6	10	6	*	*	*	6	7	8
01:00	*	*	*	7	1	12	9	7	6	3	3	*	*	*	5	5	6
02:00	*	*	*	3	3	4	8	3	6	4	2	*	*	*	4	4	4
03:00	*	*	*	2	0	3	4	4	1	3	1	*	*	*	2	2	2
04:00	*	*	*	5	1	1	1	6	6	2	3	*	*	*	4	4	3
05:00	*	*	*	60	53	6	7	39	48	51	46	*	*	*	51	50	39
06:00	*	*	*	63	65	13	16	54	56	43	56	*	*	*	55	56	46
07:00	*	*	*	191	162	43	9	164	190	174	157	*	*	*	178	173	136
08:00	*	*	*	250	203	55	41	238	264	308	247	*	*	*	267	252	201
09:00	*	*	*	*	103	81	60	136	141	154	*	*	*	*	148	134	113
10:00	*	*	*	*	116	101	88	123	123	96	*	*	*	*	110	115	108
11:00	*	*	*	*	109	125	84	117	122	91	*	*	*	*	107	110	108
12:00	*	*	*	*	156	110	104	155	160	127	*	*	*	*	144	150	135
13:00	*	*	*	*	168	85	114	130	173	136	*	*	*	*	155	152	134
14:00	*	*	*	*	131	119	82	171	182	220	*	*	*	*	201	176	151
15:00	*	*	*	*	142	106	94	126	151	163	*	*	*	*	157	146	130
16:00	*	*	*	160	150	73	81	161	210	168	*	*	*	*	179	170	143
17:00	*	*	*	146	128	67	50	153	194	191	*	*	*	*	177	162	133
18:00	*	*	67	78	92	75	57	78	92	95	*	*	*	*	83	84	79
19:00	*	*	46	47	51	24	32	52	56	52	*	*	*	*	50	51	45
20:00	*	*	33	42	48	29	22	34	52	47	*	*	*	*	44	43	38
21:00	*	*	36	37	18	24	19	20	22	34	*	*	*	*	32	28	26
22:00	*	*	29	36	30	20	21	36	42	32	*	*	*	*	35	34	31
23:00	*	*	4	8	18	21	8	11	9	15	*	*	*	*	9	11	12
Summary Data															Summary Data		
0700-1900	0	0	67	825	1660	1040	864	1752	2002	1923	404	0	0	0	1904	1821	1571
0600-2200	0	0	182	1014	1842	1130	953	1912	2188	2099	460	0	0	0	2085	1998	1727
0600-0000	0	0	215	1058	1890	1171	982	1959	2239	2146	460	0	0	0	2128	2043	1769
0000-0000	0	0	215	1138	1958	1212	1024	2022	2312	2219	521	0	0	0	2200	2113	1832
0700-1000	0	0	0	441	468	179	110	538	595	636	404	0	0	0	593	558	450
1600-1900	0	0	67	384	370	215	188	392	496	454	0	0	0	0	439	416	355
Peak Hour Analysis															Peak Hour Analysis		
07:00-10:00	0	0	0	250	203	81	60	238	264	308	247	0	0	0	267	252	201
10:00-16:00	0	0	0	0	168	125	114	171	182	220	0	0	0	0	201	176	151
16:00-19:00	0	0	67	160	150	75	81	161	210	191	0	0	0	0	179	170	143

Note: Peak Hour Analysis calculates and then highlights the highest flow within the period listed

Intelligent Data Collection Limited

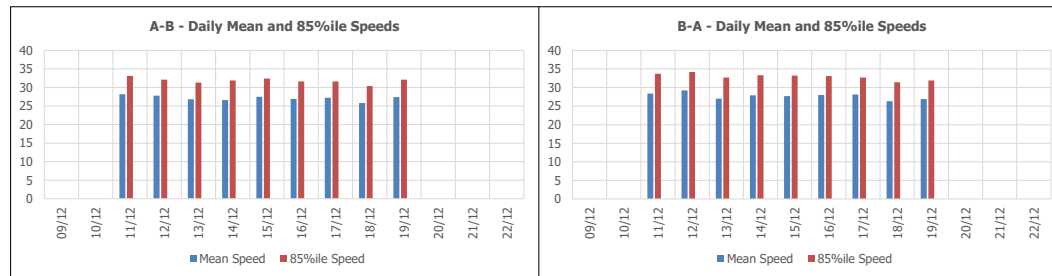
Client: Wiltshire Council
Project Number: ID-1124-0005
Site Number: Site 37



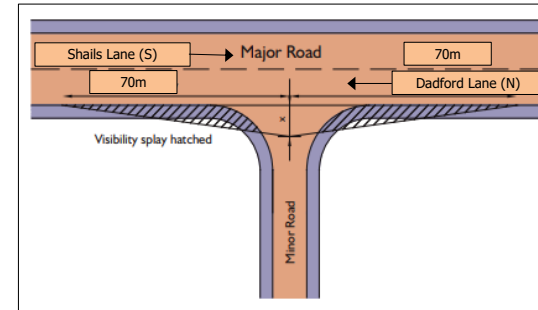
Mean and 85%ile Speed Summary

Direction A-B (Mph)														
Date	09/12	10/12	11/12	12/12	13/12	14/12	15/12	16/12	17/12	18/12	19/12	20/12	21/12	22/12
Day	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Mean Speed (mph)	-	-	28.2	27.8	26.8	26.6	27.5	26.9	27.2	25.8	27.4	-	-	-
85%ile Speed (mph)	-	-	33.1	32.1	31.3	31.9	32.4	31.6	31.6	30.4	32.1	-	-	-
85%ile Speed (kph)	-	-	53.0	51.4	50.1	51.0	51.84	50.56	50.56	48.64	51.36	-	-	-
Visibility Splay (m)	-	-	70	70	70	70	70	70	70	70	70	-	-	-
Max														

Direction B-A (Mph)														
Date	09/12	10/12	11/12	12/12	13/12	14/12	15/12	16/12	17/12	18/12	19/12	20/12	21/12	22/12
Day	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Mean Speed (mph)	-	-	28.4	29.2	27.0	27.9	27.7	28.0	28.1	26.3	26.9	-	-	-
85%ile Speed (mph)	-	-	33.7	34.2	32.7	33.3	33.2	33.1	32.7	31.4	31.9	-	-	-
85%ile Speed (kph)	-	-	53.9	54.7	52.3	53.3	53.1	53.0	52.3	50.2	51.0	-	-	-
Visibility Splay (m)	-	-	70	70	70	70	70	70	70	70	70	-	-	-
Max														



Visibility Splay



Splay Standards	
Speed (kph)	Distance (m)
30	33
40	45
50	70
60	90
70	120
85	160
100	215
120	295

Guidance Notes

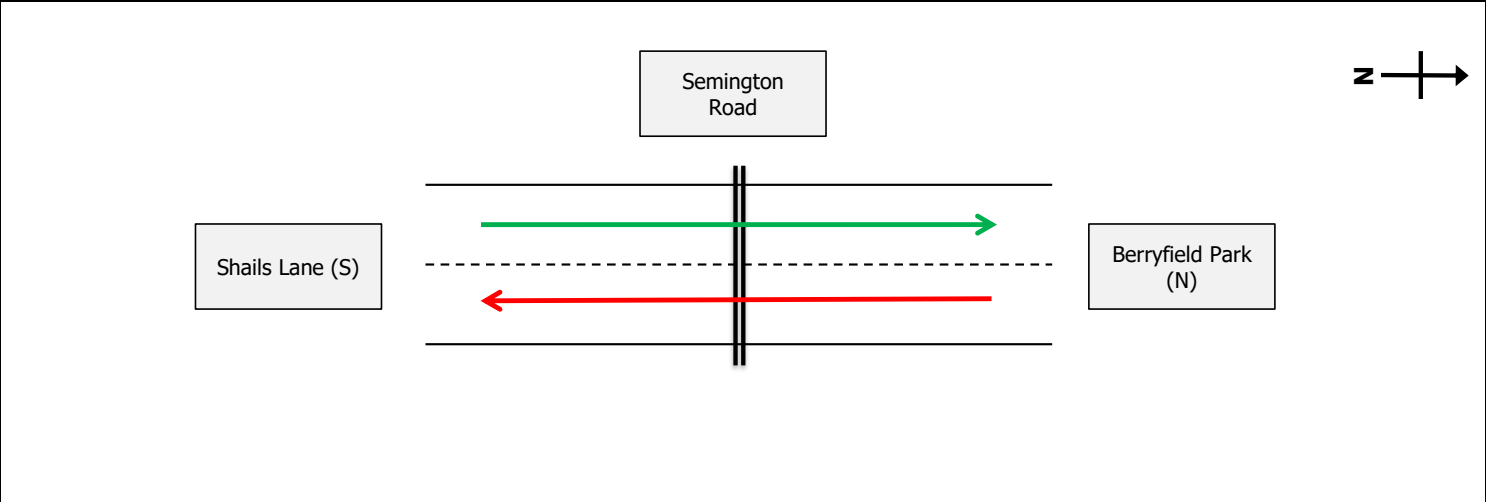
The visibility splay is a line drawn from a point 2.4 metres back from a minor road stopline to the nearside kerb of the major road in both directions. This distance along the major road where the line intersects is based on the speed conditions of the major road. Any space within the resulting two triangles must remain free of any obstruction above 1.005 metres.

For our indicative illustration we have used the maximum 85th percentile speed for all of the days surveyed, and rounded it to the nearest speed given for required visibility distances.

These are for indicative purposes only and Intelligent Data are not liable for any losses from advice, or follow-on work, including design of infrastructure using this information.

Road Name	Semington Road			
Direction AB	Shails Lane (S)	to:	Berryfield Park (N)	
Direction BA	Berryfield Park (N)	to:	Shails Lane (S)	
Site Co-Ordinates		ATC Start Date		ATC Finish Date
51.357260, -2.143770		11/12/2024		19/12/2024
PSL				
30				
Link to location on Google Maps				
Click Here				

Location Plan



Photograph Record



Comments

The minimum speed threshold to include vehicles in the reports is 5mph. Unclassified vehicles are excluded.

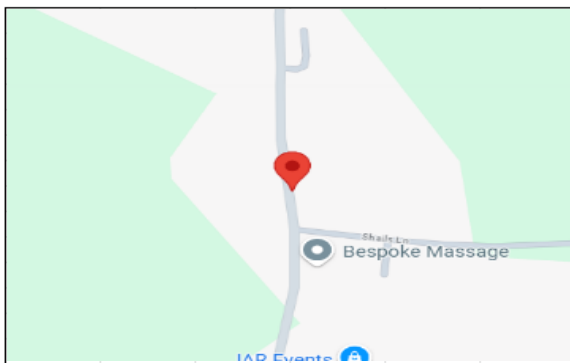
Prepared by	Rachael Harnby	Checked by	Elyece Malnati	Project Director	Paul O'Neill
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Intelligent Data Collection Limited



Client: Wiltshire Council
Project Number: ID-1124-0005
Site Number: Site 36

Project Number	057-036	
what3words	https://what3words.com/wove.ushering.troub	
Road Name	Semington Road	
Town/Village	Berryfield, Melksham	
Easting/Northing (X/Y)	Easting	Northing
	390086	162036
Survey Start/End Dates	Start Date	End Date
	11/12/2024	19/12/2024



Posted Speed Limit (mph)	30
Combined 85th%ile Speed (mph)	32.49
Total Vehicles	15278
% Exceeding PSL	29.2%

	A-B	B-A	Total
Total Vehicles by Direction	7529	7749	15278

	A-B	B-A	Total
5-day Average Speeds (mph)	27.31	27.50	27.41

	A-B	B-A	Total
7-day Average Speeds (mph)	27.53	27.48	27.51

Class	Vehicle Type	Total Vehicles by Class (A-B)	Total Vehicles by Class (B-A)	Total Vehicles by Class (Total)
1	Cycle	111	158	269
2	Motor Cycle	196	157	353
3	Car	5316	5565	10881
4	LGV	1471	1375	2846
5	2 Axled Rigid	297	375	672
6	3 Axled Rigid	71	75	146
7	4 Axled Rigid	17	10	27
8	3 Axled Artic	20	17	37
9	4 Axled Artic	1	2	3
10	5+ Axled Artic	12	8	20
11	Bus	17	7	24

DfT 2010 with Coba Classification

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

Hour Starting	Monday 09/12/2024	Tuesday 10/12/2024	Wednesday 11/12/2024	Thursday 12/12/2024	Friday 13/12/2024	Saturday 14/12/2024	Sunday 15/12/2024	Monday 16/12/2024	Tuesday 17/12/2024	Wednesday 18/12/2024	Thursday 19/12/2024	Friday 20/12/2024	Saturday 21/12/2024	Sunday 22/12/2024	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	*	*	*	1	8	10	6	4	5	7	4	*	*	*	4	5	6
01:00	*	*	*	2	0	7	6	1	3	1	2	*	*	*	2	2	3
02:00	*	*	*	3	2	2	4	2	7	2	4	*	*	*	4	3	3
03:00	*	*	*	3	0	3	2	2	0	3	0	*	*	*	2	1	2
04:00	*	*	*	1	0	0	0	0	1	0	1	*	*	*	1	1	0
05:00	*	*	*	4	3	1	0	4	8	4	3	*	*	*	5	4	3
06:00	*	*	*	23	19	3	7	17	14	9	19	*	*	*	16	17	14
07:00	*	*	*	80	79	19	6	100	81	85	64	*	*	*	78	82	64
08:00	*	*	*	94	104	26	12	96	102	110	105	*	*	*	103	102	81
09:00	*	*	*	62	63	48	28	73	66	78	*	*	*	*	69	68	60
10:00	*	*	*	80	77	53	41	71	63	56	*	*	*	*	66	69	63
11:00	*	*	*	56	63	87	43	61	72	43	*	*	*	*	57	59	61
12:00	*	*	*	78	99	74	60	89	97	74	*	*	*	*	83	87	82
13:00	*	*	*	78	119	54	68	68	91	64	*	*	*	*	78	84	77
14:00	*	*	*	112	88	66	47	109	124	140	*	*	*	*	125	115	98
15:00	*	*	*	92	101	71	54	79	97	99	*	*	*	*	96	94	85
16:00	*	*	*	116	105	49	45	106	135	103	*	*	*	*	118	113	94
17:00	*	*	*	118	91	46	30	111	130	130	*	*	*	*	126	116	94
18:00	*	*	51	59	57	40	26	46	43	61	*	*	*	*	54	53	48
19:00	*	*	28	22	33	14	13	27	29	25	*	*	*	*	26	27	24
20:00	*	*	18	18	25	12	14	16	28	21	*	*	*	*	21	21	19
21:00	*	*	18	15	7	12	12	10	12	18	*	*	*	*	16	13	13
22:00	*	*	20	21	17	12	10	28	25	22	*	*	*	*	22	22	19
23:00	*	*	1	4	11	9	5	8	6	9	*	*	*	*	5	7	7
Summary Data															Summary Data		
0700-1900	0	0	51	1025	1046	633	460	1009	1101	1043	169	0	0	0	1052	1042	906
0600-2200	0	0	115	1103	1130	674	506	1079	1184	1116	188	0	0	0	1131	1120	976
0600-0000	0	0	136	1128	1158	695	521	1115	1215	1147	188	0	0	0	1158	1149	1002
0000-0000	0	0	136	1142	1171	718	539	1128	1239	1164	202	0	0	0	1175	1165	1019
0700-1000	0	0	0	236	246	93	46	269	249	273	169	0	0	0	249	252	205
1600-1900	0	0	51	293	253	135	101	263	308	294	0	0	0	0	298	282	236
Peak Hour Analysis															Peak Hour Analysis		
07:00-10:00	0	0	0	94	104	48	28	100	102	110	105	0	0	0	103	102	81
10:00-16:00	0	0	0	112	119	87	68	109	124	140	0	0	0	0	125	115	98
16:00-19:00	0	0	51	118	105	49	45	111	135	130	0	0	0	0	126	116	94

Note: Peak Hour Analysis calculates and then highlights the highest flow within the period listed

Hour Starting	Monday 09/12/2024	Tuesday 10/12/2024	Wednesday 11/12/2024	Thursday 12/12/2024	Friday 13/12/2024	Saturday 14/12/2024	Sunday 15/12/2024	Monday 16/12/2024	Tuesday 17/12/2024	Wednesday 18/12/2024	Thursday 19/12/2024	Friday 20/12/2024	Saturday 21/12/2024	Sunday 22/12/2024	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	*	*	*	2	2	5	7	0	1	3	2	*	*	*	2	2	3
01:00	*	*	*	3	1	5	3	5	2	2	0	*	*	*	2	2	3
02:00	*	*	*	0	1	2	3	1	0	2	1	*	*	*	1	1	1
03:00	*	*	*	0	0	0	2	2	1	0	2	*	*	*	1	1	1
04:00	*	*	*	3	1	1	1	6	5	2	1	*	*	*	3	3	3
05:00	*	*	*	55	51	5	7	33	42	40	43	*	*	*	45	44	35
06:00	*	*	*	40	44	8	6	43	39	34	39	*	*	*	38	40	32
07:00	*	*	*	105	95	25	4	97	109	100	106	*	*	*	105	102	80
08:00	*	*	*	180	185	48	33	176	186	238	148	*	*	*	188	186	149
09:00	*	*	*	78	72	58	44	72	94	130	*	*	*	*	101	89	78
10:00	*	*	*	64	78	69	51	68	60	57	*	*	*	*	60	65	64
11:00	*	*	*	67	69	62	52	80	59	73	*	*	*	*	66	70	66
12:00	*	*	*	74	94	91	56	71	65	82	*	*	*	*	74	77	76
13:00	*	*	*	78	87	62	59	89	105	97	*	*	*	*	93	91	82
14:00	*	*	*	64	71	61	55	84	89	83	*	*	*	*	79	78	72
15:00	*	*	*	68	88	44	43	68	72	91	*	*	*	*	77	77	68
16:00	*	*	*	70	68	43	38	58	85	62	*	*	*	*	72	69	61
17:00	*	*	*	63	61	34	20	52	69	76	*	*	*	*	69	64	54
18:00	*	*	39	33	39	41	23	41	50	49	*	*	*	*	43	42	39
19:00	*	*	30	27	27	11	20	25	29	32	*	*	*	*	30	28	25
20:00	*	*	13	21	22	18	9	15	20	26	*	*	*	*	20	20	18
21:00	*	*	17	20	9	8	8	9	10	12	*	*	*	*	15	13	12
22:00	*	*	11	12	11	8	10	7	12	10	*	*	*	*	11	11	10
23:00	*	*	1	5	8	14	3	5	3	4	*	*	*	*	3	4	5
Summary Data															Summary Data		
0700-1900	0	0	39	944	1007	638	478	956	1043	1138	254	0	0	0	1027	1010	890
0600-2200	0	0	99	1052	1109	683	521	1048	1141	1242	293	0	0	0	1130	1111	976
0600-0000	0	0	111	1069	1128	705	534	1060	1156	1256	293	0	0	0	1144	1126	992
0000-0000	0	0	111	1132	1184	723	557	1107	1207	1305	342	0	0	0	1197	1178	1036
0700-1000	0	0	0	363	352	131	81	345	389	468	254	0	0	0	394	377	308
1600-1900	0	0	39	166	168	118	81	151	204	187	0	0	0	0	184	175	154
Peak Hour Analysis															Peak Hour Analysis		
07:00-10:00	0	0	0	180	185	58	44	176	186	238	148	0	0	0	188	186	149
10:00-16:00	0	0	0	78	94	91	59	89	105	97	0	0	0	0	93	91	82
16:00-19:00	0	0	39	70	68	43	38	58	85	76	0	0	0	0	72	69	61

Note: Peak Hour Analysis calculates and then highlights the highest flow within the period listed

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
Hour Starting	09/12/2024	10/12/2024	11/12/2024	12/12/2024	13/12/2024	14/12/2024	15/12/2024	16/12/2024	17/12/2024	18/12/2024	19/12/2024	20/12/2024	21/12/2024	22/12/2024			
00:00	*	*	*	3	10	15	13	4	6	10	6	*	*	*	6	7	8
01:00	*	*	*	5	1	12	9	6	5	3	2	*	*	*	4	4	5
02:00	*	*	*	3	3	4	7	3	7	4	5	*	*	*	5	4	5
03:00	*	*	*	3	0	3	4	4	1	3	2	*	*	*	2	2	3
04:00	*	*	*	4	1	1	1	6	6	2	2	*	*	*	4	4	3
05:00	*	*	*	59	54	6	7	37	50	44	46	*	*	*	50	48	38
06:00	*	*	*	63	63	11	13	60	53	43	58	*	*	*	54	57	46
07:00	*	*	*	185	174	44	10	197	190	185	170	*	*	*	183	184	144
08:00	*	*	*	274	289	74	45	272	288	348	253	*	*	*	291	287	230
09:00	*	*	*	140	135	106	72	145	160	208	*	*	*	*	169	158	138
10:00	*	*	*	144	155	122	92	139	123	113	*	*	*	*	127	135	127
11:00	*	*	*	123	132	149	95	141	131	116	*	*	*	*	123	129	127
12:00	*	*	*	152	193	165	116	160	162	156	*	*	*	*	157	165	158
13:00	*	*	*	156	206	116	127	157	196	161	*	*	*	*	171	175	160
14:00	*	*	*	176	159	127	102	193	213	223	*	*	*	*	204	193	170
15:00	*	*	*	160	189	115	97	147	169	190	*	*	*	*	173	171	152
16:00	*	*	*	186	173	92	83	164	220	165	*	*	*	*	190	182	155
17:00	*	*	*	181	152	80	50	163	199	206	*	*	*	*	195	180	147
18:00	*	*	90	92	96	81	49	87	93	110	*	*	*	*	96	95	87
19:00	*	*	58	49	60	25	33	52	58	57	*	*	*	*	56	56	49
20:00	*	*	31	39	47	30	23	31	48	47	*	*	*	*	41	41	37
21:00	*	*	35	35	16	20	20	19	22	30	*	*	*	*	31	26	25
22:00	*	*	31	33	28	20	20	35	37	32	*	*	*	*	33	33	30
23:00	*	*	2	9	19	23	8	13	9	13	*	*	*	*	8	11	12
Summary Data															Summary Data		
0700-1900	0	0	90	1969	2053	1271	938	1965	2144	2181	423	0	0	0	2079	2052	1796
0600-2200	0	0	214	2155	2239	1357	1027	2127	2325	2358	481	0	0	0	2261	2231	1952
0600-0000	0	0	247	2197	2286	1400	1055	2175	2371	2403	481	0	0	0	2302	2274	1994
0000-0000	0	0	247	2274	2355	1441	1096	2235	2446	2469	544	0	0	0	2372	2343	2055
0700-1000	0	0	0	599	598	224	127	614	638	741	423	0	0	0	643	628	513
1600-1900	0	0	90	459	421	253	182	414	512	481	0	0	0	0	482	456	389
Peak Hour Analysis															Peak Hour Analysis		
07:00-10:00	0	0	0	274	289	106	72	272	288	348	253	0	0	0	291	287	230
10:00-16:00	0	0	0	176	206	165	127	193	213	223	0	0	0	0	204	193	170
16:00-19:00	0	0	90	186	173	92	83	164	220	206	0	0	0	0	195	182	155

Note: Peak Hour Analysis calculates and then highlights the highest flow within the period listed

Intelligent Data Collection Limited

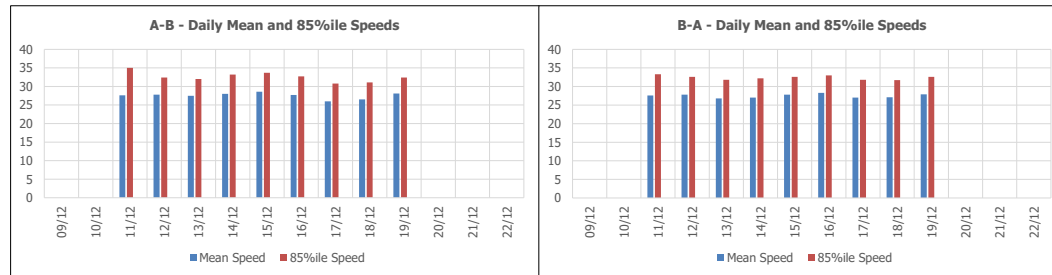
Client: Wiltshire Council
Project Number: ID-1124-0005
Site Number: Site 36



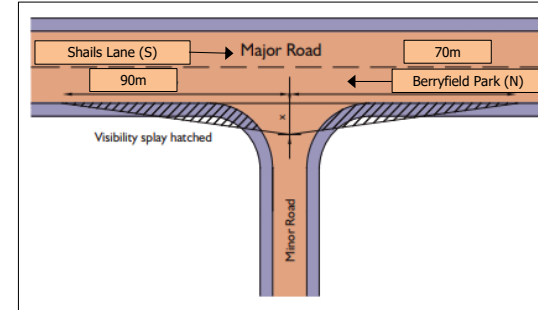
Mean and 85%ile Speed Summary

Direction A-B (Mph)														
Date	09/12	10/12	11/12	12/12	13/12	14/12	15/12	16/12	17/12	18/12	19/12	20/12	21/12	22/12
Day	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Mean Speed (mph)	-	-	27.6	27.8	27.5	28.0	28.6	27.7	26.0	26.5	28.1	-	-	-
85%ile Speed (mph)	-	-	35.0	32.4	32.0	33.2	33.7	32.7	30.8	31.1	32.4	-	-	-
85%ile Speed (kph)	-	-	56.0	51.8	51.2	53.1	53.92	52.32	49.28	49.76	51.84	-	-	-
Visibility Splay (m)	-	-	90	70	70	70	70	70	70	70	70	-	-	-

Direction B-A (Mph)														
Date	09/12	10/12	11/12	12/12	13/12	14/12	15/12	16/12	17/12	18/12	19/12	20/12	21/12	22/12
Day	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Mean Speed (mph)	-	-	27.6	27.8	26.8	27.0	27.8	28.3	27.0	27.1	27.9	-	-	-
85%ile Speed (mph)	-	-	33.3	32.6	31.8	32.2	32.6	33.0	31.8	31.7	32.6	-	-	-
85%ile Speed (kph)	-	-	53.3	52.2	50.9	51.5	52.2	52.8	50.9	50.7	52.2	-	-	-
Visibility Splay (m)	-	-	70	70	70	70	70	70	70	70	70	-	-	-



Visibility Splay



Splay Standards	
Speed (kph)	Distance (m)
30	33
40	45
50	70
60	90
70	120
85	160
100	215
120	295

Guidance Notes

The visibility splay is a line drawn from a point 2.4 metres back from a minor road stopline to the nearside kerb of the major road in both directions. This distance along the major road where the line intersects is based on the speed conditions of the major road. Any space within the resulting two triangles must remain free of any obstruction above 1.005 metres.

For our indicative illustration we have used the maximum 85th percentile speed for all of the days surveyed, and rounded it to the nearest speed given for required visibility distances.

These are for indicative purposes only and Intelligent Data are not liable for any losses from advice, or follow-on work, including design of infrastructure using this information.

From: [REDACTED]
To: [Teresa Strange](#)
Cc: [Anne Sullivan](#); [Alan Baines](#); [John Glover](#); [Nathan Keates](#); [David Pafford](#); [Robert Shea-Simonds](#); [Holder, Nick](#); [Mark Harris](#)
Subject: Re: Filter Lane From A365 into Hornchurch Road
Date: 13 February 2025 15:07:42

Teresa,
Thanks for this.
Please can you let me know when the date is set.
Thanks.
[REDACTED]

On Thu, 13 Feb 2025 at 14:44, Teresa Strange <clerk@melkshamwithout-pc.gov.uk> wrote:

Dear [REDACTED]

I have been copied into later copies of this email trail.

This issue has been raised with the parish council as you are aware, and went through to the Wiltshire Council Local Highways & Footway Improvement Group.

Whilst you are welcome to attend the full council meeting on Monday evening, and to raise it in public participation, this item is not on the agenda and therefore will not be able to be discussed – items for discussion have to be on the published agenda etc.

Therefore, I would suggest that you raise it at the next Highways Committee meeting, which will feed into the next LHFIG meeting in May. That will be on either Monday 31st March (if a standalone meeting) or Monday 7th April (the same evening as the planning committee) dependent on the number of agenda items. We have already received a request for a review of the speed limit sign placement on this stretch of the road, from a resident of Bowerhill Lane which will be on the agenda for that meeting.

I hope that helps,

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 X: @melkshamwithout

On Instagram: melkshamwithoutpc

On LinkedIn: Melksham Without Parish Council

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We do not guarantee that any email is free of viruses or other malware.

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

Sent: 13 February 2025 12:11

To: [REDACTED]

Cc: Anne Sullivan <anne.sullivan@melkshamwithout-pc.gov.uk>; Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>; John Glover <john.glover@melkshamwithout-pc.gov.uk>; Nathan Keates <nathan.keates@melkshamwithout-pc.gov.uk>; David Pafford <david.pafford@melkshamwithout-pc.gov.uk>; Robert Shea-Simonds <robert.shea-simonds@melkshamwithout-pc.gov.uk>; Teresa Strange <clerk@melkshamwithout-pc.gov.uk>

pc.gov.uk>; Holder, Nick <Nick.Holder@wiltshire.gov.uk>

Subject: Re: Filter Lane From A365 into Hornchurch Road

Hi [REDACTED]

As far as I am aware the Parish Council have raised this as a matter of concern and the response was disappointing, to say the least.

You could address the Parish Council at the next Full Council meeting on Monday the 17th of February - 7pm at the Campus (1st floor).

Also, as a resident of Bowerhill I would suggest you contact your Unitary Member who just happens to be the Cabinet Member for Highways:-

Cllr Nick Holder

Unitary Member for Bowerhill

Cabinet Member for Highways, Street Scene and Flooding

nick.holder@wiltshire.gov.uk

07931 905520

Nick is very much a "hands-on" Councillor and always willing to help the residents of Bowerhill whenever he can.

Regards,

Mark.

From: [REDACTED]

Sent: 13 February 2025 11:45

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

Cc: Anne Sullivan <anne.sullivan@melkshamwithout-pc.gov.uk>; Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>; John Glover <john.glover@melkshamwithout-pc.gov.uk>

pc.gov.uk>; Nathan Keates <nathan.keates@melkshamwithout-pc.gov.uk>; David Pafford <david.pafford@melkshamwithout-pc.gov.uk>; Robert Shea-Simonds <robert.shea-simonds@melkshamwithout-pc.gov.uk>; Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; Holder, Nick <Nick.Holder@wiltshire.gov.uk>

Subject: Re: Filter Lane From A365 into Hornchurch Road

Mark,

Are WC aware of the frequency of issues with this junction and have you pushed it as a safety concern?

What is the mechanism for the general public to push this further with WC please.

Thanks.

██████

On Thu, 13 Feb 2025 at 11:28, Mark Harris <mark.harris@melkshamwithout-pc.gov.uk> wrote:

Hi

██████

Following the conversation you mention in your email the Parish Council raised this with Wiltshire Council, who said it would be reviewed.

I raised the matter again recently when the resurfacing of the A365 outside the school was publicised. I suggested that perhaps the road markings could be updated when they were re-laid following the resurfacing.

The response was that any review of line marking would be carried out when the access to the site allocation for housing next to the Melksham Oak Community School is considered , if and when a planning application comes forward.

To me, this is a lost opportunity and very short-sighted of Wiltshire Council.

In the meantime, my advice remains the same - indicate well before maneuvering into the filter lane and, if necessary, reinforce your intentions with hand signals.

Defensive driving is the key here - protect yourself against the stupidity of others whenever and wherever possible.

Kind regards,

Mark.

Cllr Mark Harris

Bowerhill Ward

Melksham Without Parish Council

From: [REDACTED]

Sent: 13 February 2025 09:54

To: Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>; John Glover <john.glover@melkshamwithout-pc.gov.uk>; Mark Harris <mark.harris@melkshamwithout-pc.gov.uk>; Nathan Keates <nathan.keates@melkshamwithout-pc.gov.uk>; David Pafford <david.pafford@melkshamwithout-pc.gov.uk>; Robert Shea-Simonds <robert.shea-simonds@melkshamwithout-pc.gov.uk>; Anne Sullivan <anne.sullivan@melkshamwithout-pc.gov.uk>

Subject: Filter Lane From A365 into Hornchurch Road

Hello all,

I would like to raise with you a serious safety concern regarding the filter lane on the A365, outside of the Oak School, into (and actually out of) Hornchurch Road and the school.

Currently there is "Hash Island" which allows for a middle filter lane for the right turn off of the A365 into Hornchurch Road and in the opposite direction, a right turn off into the school.

I have personally experienced, when turning right into Hornchurch Road, several incidents of vehicles overtaking me whilst maneuvering into the filter lane, presumably because I have slowed in preparation for the turn, putting themselves on the wrong side of the road. On at least one occasion I have witnessed an overtaking vehicle almost hit a vehicle travelling in the opposite direction, and in a separate incident I have witnessed vehicles having to brake suddenly when turning out of Hornchurch Road to avoid an accident. Clearly drivers are using the hashed area to overtake when it is not entirely safe to do so.

On speaking to my friends and neighbours on the estate I have found that they have

also experienced such instances and near misses. The debate on Facebook about the Gompels warehouse has also highlighted that many other people have experienced such instances of dangerous overtaking on this stretch of road.

If you look at the Highway Code, it states that the hashed off area should only be used if safe to do so. This is therefore advisory and not mandatory and seems to facilitate stupidity.

A simple solution to this situation that would be relatively cheap, would be to provide double white lines around the island that will clearly indicate that it is illegal to overtake in that area. It removes any ambiguity.

I have previously requested this in discussion with two Bowerhill MWPC Councillors but they discounted the solution, despite their clear lack of understanding of the Highway Code, stating that the actual driver who is not at fault changing driving behaviour. Quite a baffling stance.

I believe that it is only a matter of time before there is serious collision, including potential injury to drivers or pedestrians, if nothing is done to address the situation.

I look forward to your response and further dialogue on this serious matter.

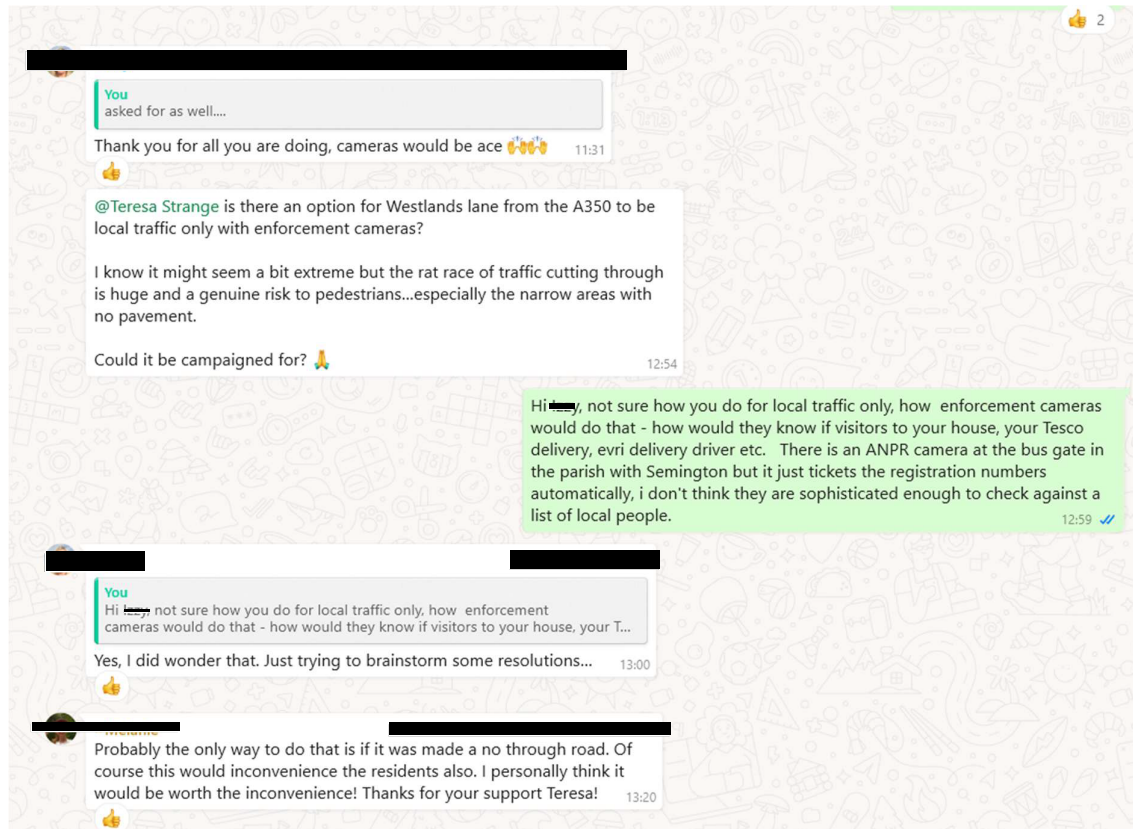
Many thanks.

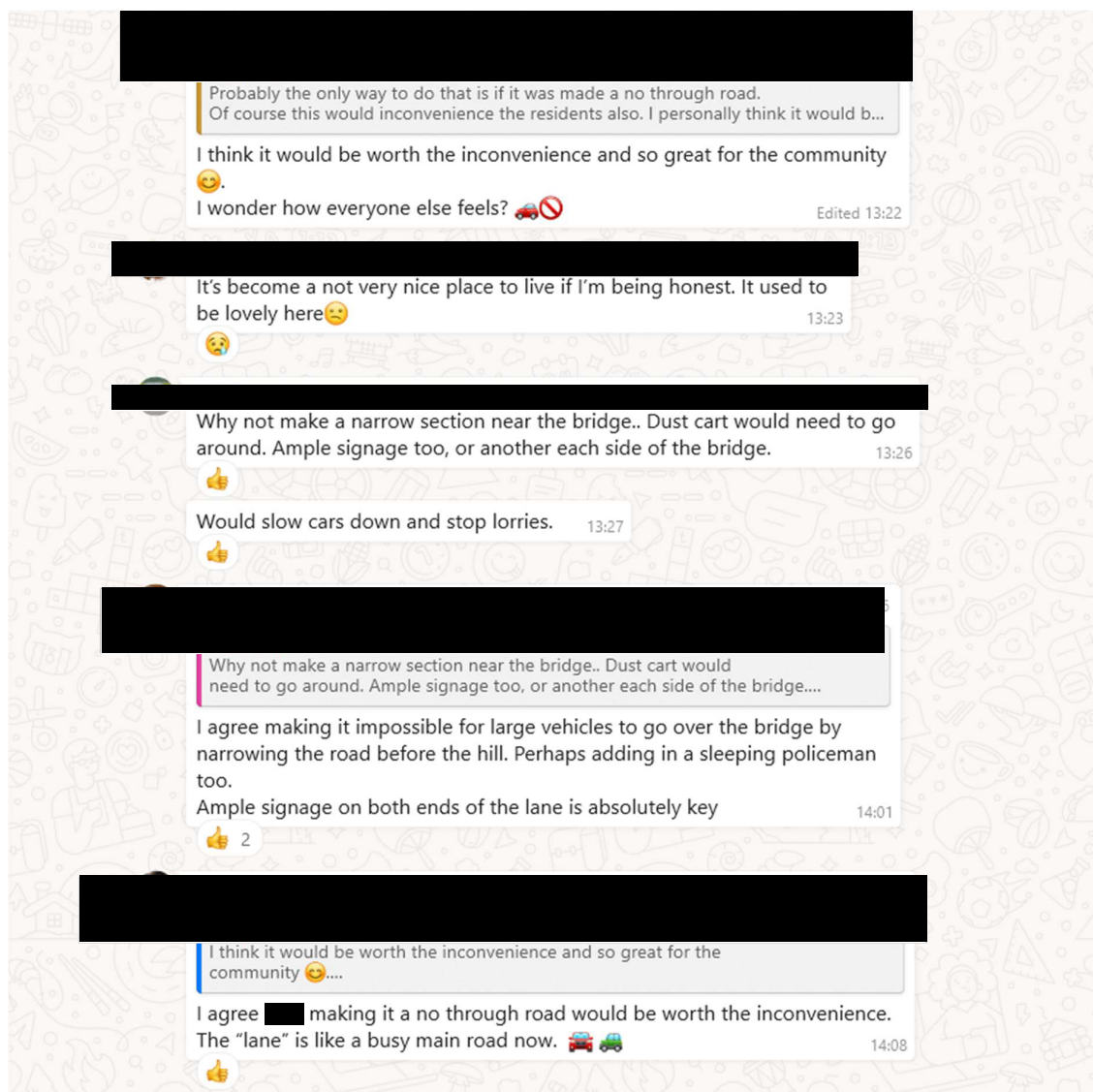
[REDACTED]

[REDACTED] Hornchurch Road,

Bowerhill.

Discussion from Westlands Lane whatsapp group:





Us stamping our little feet, accomplishes little. To change the road access would be a large political process. Our politicians all live in Whitley-Shaw. Fixing the Westlands Lane traffic abuse will put that traffic into Whitley. That road change is unlikely to happen in the current political climate.

If a political process is to be undertaken, the first two steps are (1) have a functioning civic association, (2) get a Beanacre resident into MWOPC, perhaps even potentially into WCC.

Edited 14:33

Local highway and footway improvement groups - Wiltshire...
www.wiltshire.gov.uk

So, in terms of the process, there is a Wiltshire Council group <https://www.wiltshire.gov.uk/article/6632/Local-highway-and-footway-improvement-groups> and any requests to go to that group have to be supported by the parish council (they are expected to pay 50% of the costs). Therefore I will add this to the agenda of the next highways meeting of the parish council, which is due on Monday 7th April. You can come and speak to the item.

14:42 ✓

Information for candidates - Wiltshire Council
Find key info if you're thinking about running for Wiltshire Council or Parish Council. Get help with guidance and nomination papers to mak...
www.wiltshire.gov.uk

<https://www.wiltshire.gov.uk/local-elections-candidates> Elections are on Thursday 1st May for both the parish council (and the Beanacre, Shaw, Whitley and Blackmore Ward) and Wiltshire Council (Melksham Without North and Shurnhold) covers Beanacre. All the details on the link of how to put forward your nomination papers. You can come and have an informal chat with me about the time commitment, details about the role. The positions are as volunteers,, but at Wiltshire Council there is an allowance.

14:45 ✓

For your information, currently one of the 12 councillors lives in Whitley, the rest are elsewhere in the parish and two just over the boundary in town.

14:46 ✓

For your information, currently one of the 12 councillors lives in Whitley, the rest are elsewhere in the parish and two just over the boundary in town.

14:46 ✓

Nominations are now open for all the council positions, with a deadline of 2nd April at 4pm, you will need to book an appt and deliver your nomination papers by hand.

14:48 ✓

If you want to make a difference in your community, then do think of standing....

14:48 ✓

If folks are serious, there is a timeline. By April 7 have a functioning Civic Association and coordinate support with one or more councillors in that meeting. Individuals showing up at council meetings with poorly scripted and organized proposals fare very poorly.

14:50

In MWOPCC there are 4 council seats attributed to Beanacre, Shaw, Whitley and Blackmore Ward. According to Teresa above, only 1 on them lives in the ward proper (one of those 4 seats is empty, so no incumbent on May 1). Be really good to have a Beanacre resident in that seat.

14:58

I would support a road closure either side of the bridge (then bridge would be pedestrian only)

15:08

@Ieresa Strange - In my opinion it is very counter-productive to put that issue on the April 7 agenda. There is no coherent movement behind that proposal. As such it will be debated at council without proper advocacy and defeated. This means it is then, essentially, disqualified from being on the agenda again for a good while. You should wait until there is an organized and cogent group to support the proposal.

15:08

In MWOPCC there are 4 council seats attributed to Beanacre, Shaw, Whitley and Blackmore Ward. According to Teresa above, only 1 on them live... the Ward covers Blackmore too, north east of the parish and one of the current councillors in the ward lives there

15:13 ✓

[Redacted]


Dunch lane will get very busy if they shut the lane. Don't think you will get the lane shut to traffic, just because some of the residents of the lane want it closed. I don't want it closed for starters. But weight restriction on the bridge could be used as a reason for putting a width restriction on it. It would also slow traffic down dramatically. Not sure how the firebrigade and ambulances would view it ?

15:15

There are active community groups in Whitley & Shaw, Bowerhill and Berryfield, if you would like to have a chat with them let me know, no point reinventing the wheel - they have constitution, bank account, what they do etc. There was an active group in the early 2000s Beanacre Matters - they got the funding for the play area to be built.

15:16 ✓

[Redacted]



15:19

[Redacted]

You

We are looking into that as a permanent measure, and have been in touch with Network Rail too as the bridge is their asset (someone hit the bridge i...

Extra permanent signage on both sides of the bridge would be great - and BTW it still beggars belief that the regular speed limit on the bridge itself is 60mph

14:20

Email from Westlands Lane resident 25th March (extract)

Thanks for your response Teresa.

I will await events. It is so frustrating for you and us when instructions are in place and then no one enforces them.

I was frustrated that we tried to get a 30 mile an hour limit extended to the substation a few months ago after an accident, to no avail. (I know the Parish Council tried their best as well.) The 60 mile an hour limit over the bridge is still allowed in normal times. Now, there is a 20 mile limit to accommodate the construction work. Are we to assume that construction lives are more valuable than residents and pedestrians who walk the lane often with dogs? Just saying!

Anyway, thanks for your perserverance

From: [REDACTED]
To: [Teresa Strange](#)
Subject: Re: Highways request?
Date: 12 February 2025 10:08:11

Hi Teresa, happy for you to share, I can be available on both of those dates, concern raised partly because of the accident on 10/2/2025 and partly because of my growing understanding of the role of the PC .

Regards, [REDACTED]

On 12 Feb 2025, at 09:44, Teresa Strange <clerk@melkshamwithout-pc.gov.uk> wrote:

Good morning [REDACTED]

Yes, Wiltshire Council are the highways authority, and they have a discretionary fund for non statutory improvements.

The mechanism is LHFIG <https://www.wiltshire.gov.uk/article/6149/Local-Highway-and-Footway-Improvement-Groups>

The Local Highway and Footway Improvement Groups meet quarterly, and the Melksham one considers requests for both the town and surrounding villages, the Melksham Area Board area.

Any request requires the support of the relevant parish or town council, and as a demonstration of that support they will have to fund 50% of any improvement.

I will put on the agenda for the next parish council's highways meeting, LHFIG only met last week, so it won't be considered by them for a few months (2nd May)– and then goes to an Area Board for approval.

The meeting will be on Monday 31st March if a standalone meeting or Monday 7th April after the Planning meeting. It will depend on the number of agenda items to see if we run both meetings on the 7th or have on two separate meetings with Highways on the 31st. You are most welcome to come and speak to the item in public participation, and listen to the debate and recommendation.

For your information, the Highways Committee and LHFIG, did look at an issue raised about cars waiting to turn right into Hornchurch Road, and as the measures suggested may be overtaken by the other changes on that stretch of road (namely a Local Plan site allocation for housing and school expansion) to land the Devizes side of Melksham Oak, and the petition at the time for a 20mph limit outside the school at peak times), it was decided to wait until that was reviewed. As part of the comments submitted by the parish council for the Gompels warehouse application was a request for the Wiltshire Council

highways officers to undertake a holistic review of that stretch of the A365 and not just look at the potential Gompels access in isolation.

The parish council have also looked at moving the speed limit sign in the past, near the Turnpike, but from memory that was for traffic coming from Devizes and I am assuming that this request has been triggered by the accident earlier in the week, which was traffic coming from the Melksham direction?

With your permission, I will send this email correspondence to Cllr Nick Holder, as the local Wiltshire Council member, and Cllr Alan Baines who is the Chair of MWPC's Highway committee and the rep who sits on the LHFIG; so that they are aware, in the period running up to the meeting.

I look forward to hearing from you on sharing this email and your contact details, and will be in touch when we firm up the agenda and date for the next Highways meeting.

Kind regards,

Teresa

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

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From: [REDACTED]
Sent: 11 February 2025 14:55
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: Highways request?

Hi, I was speaking today to Nick Holder about the speed limits on the A365 near Bowerhill Lane junction and possibility of getting the position of the 30-40mph limit moved. He recommended that I raise this at a MWPC meeting, where I could talk about my personal experience of turning into Bowerhill Lane and, if supported by the PC, a request can be made to the Wiltshire Council Highways department (I think!). Please let me know whether this can be accommodated and at which meeting, thanks.
Regards, [REDACTED]

Teresa Strange

From: [REDACTED]
Sent: 12 November 2024 17:59
To: Alan Baines
Cc: Teresa Strange; Marianne Rossi
Subject: Re: Speed check sign Bath Road

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for your response, Alan.

With 12 SID locations around Bowerhill, surely this stretch of Bath Road would be prioritised given the high volume of Melksham Oak pupils who walk along it daily at peak traffic times? This section of Bath Road has no speed reminders once in the 30mph zone, and in places, students share a single pavement with cyclists, who frequently veer into traffic to get around the pedestrians.

While the Hornchurch Road area regularly sees a speed indicator, it benefits from two wide pavements and less pedestrian-cyclist conflict. This said stretch of Bath Road, however, lacks similar protections and serves a larger percentage of the school community.

While it's unfortunate that a previous sign was destroyed, this could happen in any area and should not rule out its deployment here again. Are there specific locations where SIDs could be safely placed along this stretch? There are plenty of lampposts that might serve as secure options.

Thank you for considering this critical area for improved speed management.

Kind regards,
[REDACTED]

On 9 Nov 2024, at 11:11, Alan Baines <alan.baines@melkshamwithout-pc.gov.uk> wrote:

Good morning Lyndsey, [REDACTED]

You will no doubt have observed that Melksham Without Parish Council deploy one of their two Speed Indicator Devices (SID) on a regular basis for traffic in both directions between the Falcon Way roundabout and the Hornchurch Road junction. We have 12 locations within the parish where we deploy our SIDs, and move them every two weeks. When we initially purchased our first unit, it was deployed near the layby at the bottom of Wellington Drive, but it was attacked and deliberately destroyed. As there are very strict rules applied by Wiltshire Council on the deployment of SIDs, there was unfortunately no real scope for finding a more secure position for the unit in that area. It was therefore decided to use the sites near the school as having greatest impact in the area.

Speeding traffic is a huge problem for almost every community and the general policy of education with SIDs and Community Speedwatch groups with handheld cameras, are only limited deterrents.

I understand the problem of traffic coming off the Bowerhill roundabout (bizarrely at 40) and not then observing the 30 limit. The inbound direction is well inside the 30 limit, although the falling gradient doesn't help keep the speed down. If the road markings have become worn, then we might be able to get them refreshed. Also, it maybe that the police could be persuaded to include this stretch of road within their enforcement campaign - I'll see if we can try that too.

Sorry not to be able to offer any better ideas at present, but thank you for raising the issue so that we are aware of the problems which are occurring.

Kind regards,
Alan

Cllr. Alan Baines
Bowerhill Ward
Melksham Without Parish Council

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From: [REDACTED]
Sent: 08 November 2024 16:32
To: Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>
Subject: Speed check sign Bath Road

Hello,

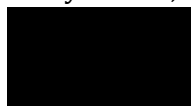
Could you advise on the process for installing a speed check sign on Bath Road between the Bowerhill roundabout and the small roundabout near the Bowerhill housing estate and Melksham Oak School?

After the Bowerhill roundabout, there's a 30mph gateway, but the road markings are faded, and the 30mph signs are widely spaced, making them easy to miss. The wide road seems to encourage speeding, with drivers often accelerating quickly between roundabouts. This is also an issue when driving from the small roundabout towards Melksham.

We live on Bath Road and have noticed traffic volume and speed increasing over the past 12 years, particularly with new housing developments and school children walking to and from school. Without clear speed reminders, this stretch of Bath Road seems to lack adequate speed control measures.

What steps can be taken to address this?

Many thanks,



SN12 6QN

Teresa Strange

From: Teresa Strange
Sent: 14 March 2025 13:14
To: [REDACTED]
Cc: Alan Baines
Subject: RE: Parking between Locking Close and Brabazon
Attachments: 20250215_153917 (002).jpg.png

Dear [REDACTED]

Just to note that this will be on the agenda for the next Highways meeting, likely to be on Monday 31st March or Monday 7th April, just depending on the amount of agenda items whether we can hold on the same night as our planning committee or not. I will be in touch nearer the time.

[REDACTED]

All the best,
Teresa

Teresa Strange
Clerk & Responsible Financial Officer
Melksham Without Parish Council
First Floor
Melksham Community Campus
Market Place, Melksham
Wiltshire, SN12 6ES
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From: Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>

Sent: 14 March 2025 11:00

To: [REDACTED]

Subject: Re: Parking between Locking Close and Brabazon

Hello [REDACTED]

Thank you for raising this issue with me. I will arrange for it to be discussed at the next meeting of Melksham Without Parish Council's Highways & Streetscene committee.

As you say, poor parking is always an issue and it occurs in all areas. The introduction of waiting restrictions is a costly and very involved process. They can only be applied as the result of a legal traffic order which has to be precisely drawn up, advertised for a specified time, all representations & objections properly considered and any modifications also then advertised before the order can be implemented. It is certainly not a quick process. We have a list of areas in the Parish where restrictions have been requested, including in Bowerhill, but some of those requests go back more than 3 years. The reason for that is to spread the cost of a traffic order, requests are combined to be covered by a single order in an area. A combined order has been drawn up for the Melksham area and is about to be published. Any requests for additional restrictions will now need to be grouped together for next time, which could be a number of years away. It is also disappointing that there seems to be very little enforcement of the disregard that occurs in numerous locations of restrictions that are in place.

It is difficult to envisage what can be done in the area that you highlight, but there is much, much more to it than just applying some yellow paint !

I'm sorry to be unable to offer the prospect of any swift resolution of the problem, but the matter will be kept 'on the radar' by the Parish Council.

Kind regards,

Alan

Cllr. Alan Baines

Bowerhill Ward

Melksham Without Parish Council

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From: [REDACTED]
Sent: 13 March 2025 11:29
To: Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>
Subject: Fwd: Parking between Locking Close and Brabazon

[REDACTED]

[REDACTED] . [REDACTED]

Kind regards

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 13 Mar 2025, 11:25
Subject: Parking between Locking Close and Brabazon
To: <alan.baines@melkshamwithout-pc.gov.uk>

Good morning,

Parking between Locking Close and Brabazon Way has been gradually increasing over the years, quite a few vans and larger vehicles choosing to park here. The last few days it has become more of a hazard with cars parking up to and on the corner of Brabazon. This means that turning right from St Athan you are effectively on the wrong side of the road up to and around the corner. This coupled with cars and coaches parked on Brabazon is going to result in cars potentially coming at each other head on. I can only imagine that the visibility for those turning left from Locking is probably close to zero. I know parking is always going to be an issue but this seems ridiculous. I have attached a photo taken today at just gone 11am so that you can see the cars parked on the corner.

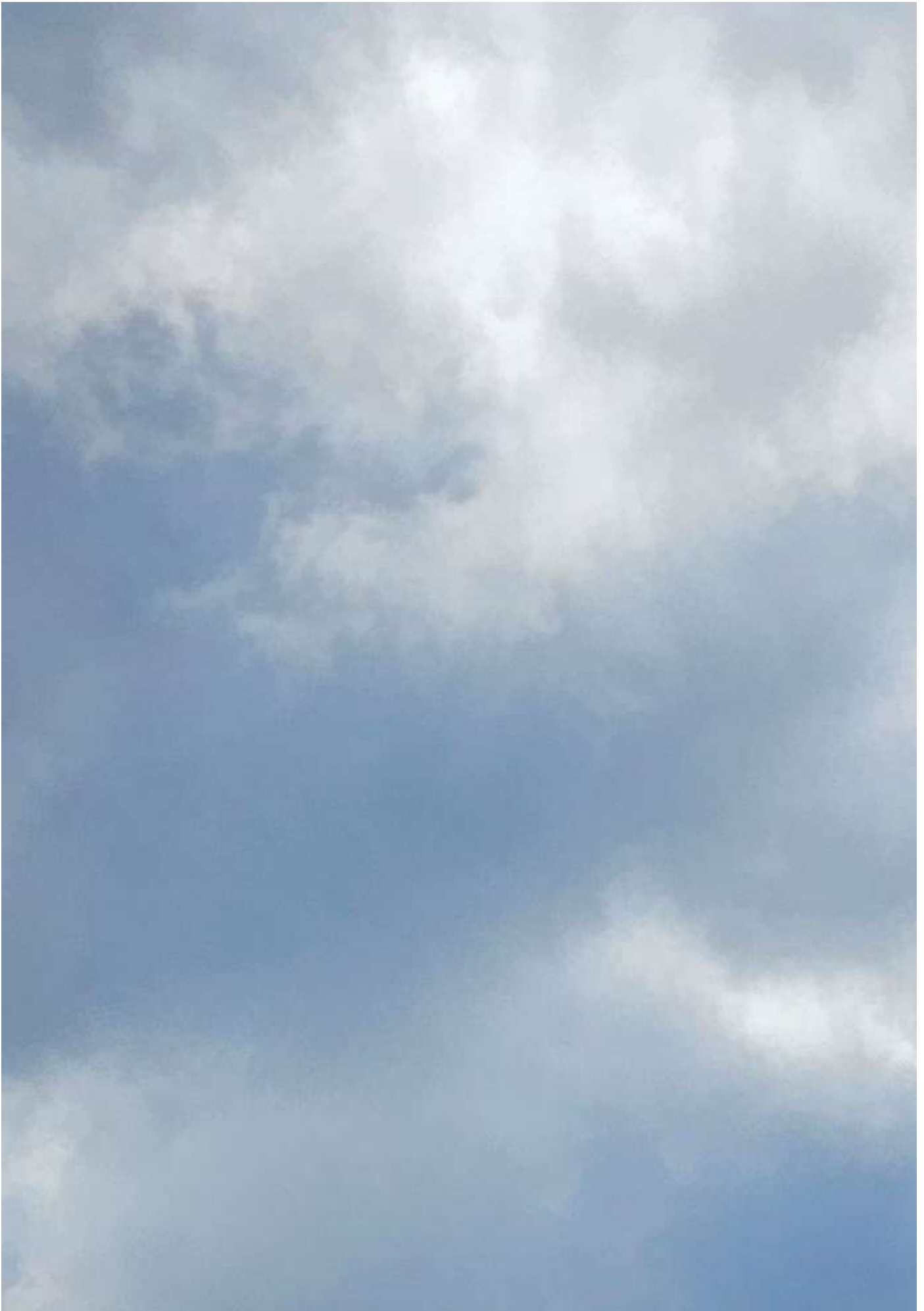
Is there any way that the actual corner could have yellow lines on? In an ideal world it wouldn't be necessary as who would park on a corner right? But clearly sense seems to have vanished.

Kind regards

[REDACTED]

Resident of St Athan Close









From: [Teresa Strange](#)
To: [Vivienne Feltham](#)
Cc: [Marianne Rossi](#)
Subject: RE: Bowerhill Industrial Estate double yellow lines
Date: 16 January 2025 11:17:00

Morning Viv

Thank you for this, we will put to the next Highways meeting of the parish council for consideration.

I don't have a date for that yet, awaiting the next Wiltshire Council meeting to co-ordinate with, and they have not yet scheduled, I think the forthcoming elections will be a factor.

Will let you know when.

Kind regards, Teresa

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

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From: Vivienne Feltham <vivienne.feltham@impact-handling.com>
Sent: 16 January 2025 08:00
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: Marianne Rossi <admin@melkshamwithout-pc.gov.uk>
Subject: FW: Bowerhill Industrial Estate double yellow lines

In terms of deliveries/collections with our hauliers that use big lorries, with the concrete post on the opposite side of the road & cars/vans parking like that on the corner – the hinderance and danger it caused to the lorry driver, other road users waiting for the lorries to make their manoeuvres, it is just ridiculous, hence why I mentioned about double yellows.. from the back of that car as its parked around the curvature of the pavement.

Looking at the plan that you sent me, this is not an area they are planning to put them, but I would like to see it so, so if you can put that forward on my and Impacts behalf, that would be very much appreciated.

Kindest regards.

Viv Feltham

Short Term Rental Controller

Covering Wiltshire & The South West

T: 01225 707076
M: 07931 338 059
vivienne.feltham@impact-handling.com
www.impact-handling.com



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From: Vivienne Feltham
Sent: 16 January 2025 07:47
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: Marianne Rossi <admin@melkshamwithout-pc.gov.uk>
Subject: RE: Bowerhill Industrial Estate double yellow lines

Morning,

I took this this morning- this is what I am talking about outside of our building. Not even parked properly- sometimes its bigger cars or vans.....

Kindest regards.

Viv Feltham

Short Term Rental Controller

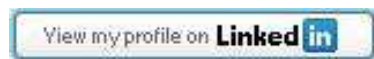
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M: 07931 338 059

vivienne.feltham@impact-handling.com

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

Sent: 15 January 2025 13:24

To: Vivienne Feltham <vivienne.feltham@impact-handling.com>

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

Subject: RE: Bowerhill Industrial Estate double yellow lines

Hi Viv

Good to talk to you..... please see attached.

1. Current scheme being drawn up for waiting restrictions (double yellow lines) for Lancaster Road. This will be advertised shortly as part of the legal process. It's the yellow and red (the grey is existing). Ignore the pavilion marked on there, that is the old one on the sports field that was demolished, it can be confusing as the old mapping that has been used still shows it on there.
2. The criteria for "intervention" ie speed watch and speed indicator device – snapshot

of speeds and the practice note.

3. The results for Halifax Road and Bader Park, the most recent requests close to where you requested, both did NOT meet the intervention criteria

If you still think that both your requests – for double yellow lines on Lysander and SID speed indicator device, or CSW community speed watch in Halifax Road are still required, then please let me know and I will ask the parish council to consider putting forward as a request to LHFIG <https://www.wiltshire.gov.uk/article/6632/Local-highway-and-footway-improvement-groups>

Kind regards, Teresa

Teresa Strange
Clerk & Responsible Financial Officer
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From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: 15 January 2025 12:14
To: Vivienne Feltham <vivienne.feltham@impact-handling.com>; Jack, Andrew <Andrew.Jack@wiltshire.gov.uk>
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Marianne Rossi <admin@melkshamwithout-pc.gov.uk>
Subject: RE: Bowerhill Industrial Estate double yellow lines

Hi Viv

I am going to give you a call now on both emails, thought that would be easiest.

Kind regards, Teresa

Teresa Strange
Clerk & Responsible Financial Officer
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Market Place, Melksham
Wiltshire, SN12 6ES
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From: Vivienne Feltham <vivienne.feltham@impact-handling.com>

Sent: 15 January 2025 12:13

To: Jack, Andrew <Andrew.Jack@wiltshire.gov.uk>

Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Marianne Rossi <admin@melkshamwithout-pc.gov.uk>

Subject: RE: Bowerhill Industrial Estate double yellow lines

Hi Andrew,

Yes those ones.

So would it be who I have copied in again (lets hope so as I have copied them in!)

Kindest regards.

Viv Feltham

Short Term Rental Controller

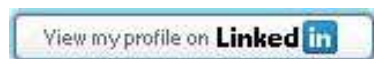
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From: Jack, Andrew <Andrew.Jack@wiltshire.gov.uk>

Sent: 15 January 2025 12:08

To: Vivienne Feltham <vivienne.feltham@impact-handling.com>

Subject: RE: Bowerhill Industrial Estate double yellow lines

Hi Viv,

Do you mean the speed-activated flashing ones? They are the responsibility of the local town or parish to buy and install. They will need permission from Wiltshire Highways to install on the road verge and there has to be a proven case of excess

speed, measured via a traffic survey which can be requested from Highways. The local council should know all of this as it is dealt with through a process called the Local Highways & Footpaths Improvement Group (LHFIG).

Andrew

ANDREW JACK

Strategic Engagement and Partnerships Manager – Malmesbury, Marlborough and Royal Wootton Bassett & Cricklade
Leisure, Culture and Communities
Wiltshire Council | County Hall | Trowbridge | BA14 8JN
T. 01225 713109 M. 07769 917270 | www.wiltshire.gov.uk



From: Vivienne Feltham <vivienne.feltham@impact-handling.com>

Sent: 15 January 2025 11:06

To: Jack, Andrew <Andrew.Jack@wiltshire.gov.uk>

Subject: RE: Bowerhill Industrial Estate double yellow lines

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On another note, who does one contact about speeding signs ? this is for this road on Bowerhill, plus a part of Halifax Road that I live off of near the industrial estate.

Kindest regards.

Viv Feltham

Short Term Rental Controller

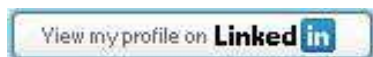
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M: 07931 338 059

vivienne.feltham@impact-handling.com

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From: Jack, Andrew <Andrew.Jack@wiltshire.gov.uk>
Sent: 15 January 2025 10:53
To: Vivienne Feltham <vivienne.feltham@impact-handling.com>
Subject: RE: Bowerhill Industrial Estate double yellow lines

Hi Viv,

Thanks for letting me know about the situation with parking at Bowerhill. All requests for new double yellow lines need to come to Wiltshire Council through the local town or parish council. Since the Bowerhill estate falls within [Melksham Without parish council](#), please contact them on 01225 705700 or at office@melkshamwithout-pc.gov.uk They will know how to make the request on your behalf and have the forms to submit to us.

Best wishes,

Andrew

ANDREW JACK
Strategic Engagement and Partnerships Manager – Malmesbury, Marlborough and Royal Wootton Bassett & Cricklade
Leisure, Culture and Communities
Wiltshire Council | County Hall | Trowbridge | BA14 8JN
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From: Vivienne Feltham <vivienne.feltham@impact-handling.com>
Sent: 15 January 2025 10:38
To: Jack, Andrew <Andrew.Jack@wiltshire.gov.uk>
Cc: AreaBoards <AreaBoards@wiltshire.gov.uk>
Subject: Bowerhill Industrial Estate double yellow lines

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I am hoping you can help me.

I work at Impact Handling, Unit 35 Lysander Road on Bowerhill Industrial Estate, Melksham SN12 6SP

There is a small part of the road outside of our building where we find cars/vans are parking right on the corner; either at an angle or overhanging the pavement completely.

It makes it extremely hard and dangerous to pull out from our carpark to join the main road

(especially as cars hurtle along this particular piece of road!)

We also take deliveries/collections of forklift trucks (as that is what our business is).

What with the stone bollard on the opposite side of the road & the atrocious parking right outside, would there be any way of requesting to have a small set of double yellow lines?

It may be prudent for you to come out to have a look?

I do so hope you can help & I look forward to hearing back from you.

Kindest regards.

Viv Feltham

Short Term Rental Controller

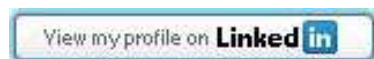
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AGENDA ITEM 08b (iv)

Request for double yellow lines and SID deployment on corner of Lysander Road with business Impact Handling

Images submitted to Clerk on parking outside Impact in Feb and March 2025:















Teresa Strange

From: Teresa Strange
Sent: 21 November 2024 12:04
To: simon@daas.co.uk
Cc: Nick.Holder@wiltshire.gov.uk; Marianne Rossi
Subject: FW: Local Highway & Footway Improvement Group
Attachments: Highways-improvement-form-rev-c.pdf; Lancaster Road.pdf

Importance: High

Dear Simon

Thank you for your email and LHFIG request form.

There has been a long waiting list for waiting restrictions (yellow lines) in the Melksham Area and there are now schemes proposed that are due to be advertised shortly as part of making the legal order.

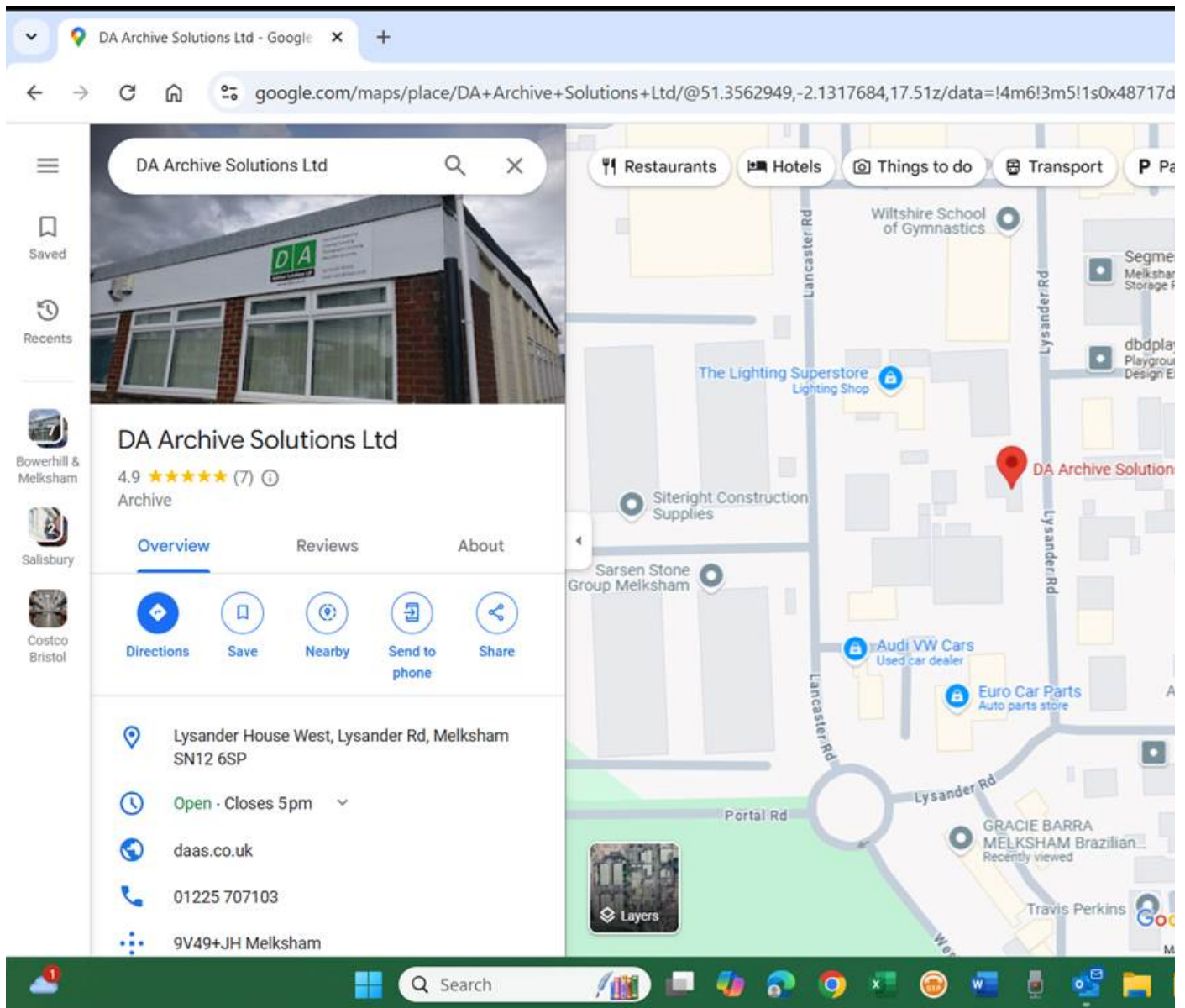
Whilst we await to see the final details, the attached map shows in yellow the area proposed for “no waiting at any time” by Wiltshire Council highways, with the addition of the red line by the parish council so it covers the roundabout where there are on occasion some cars parking.

I will let you know when the consultation of these goes live. From looking at online mapping below I think this covers the entrance to your premises on Lysander Road.

With regards to the suggestion of a one way scheme, the parish council did suggest this when the road was closed at Pathfinder Way for the housing development works. They suggested it was implemented as a temporary solution, and would have been a good trial for anything permanent in the future, but at the time Wiltshire Council’s highway officers did not want to progress it. I will put your request to the next Highways Committee meeting for the parish council to consider. This is currently scheduled for Monday 13th January, after its Planning Committee so time to be confirmed but likely to be 7.30pm or 8pm, and you are most welcome to come and speak to this item. I will notify you nearer the time.

As you will have seen on the form you have filled in, there is a box to ask if you have discussed with your Wiltshire Councillor, and to that end I have taken the liberty of copying in Wiltshire Councillor Nick Holder so he is aware.

With kind regards,
Teresa



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

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 On twitter: @melkshamwithout
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From: Simon Alderson <simon@daas.co.uk>
Sent: 21 November 2024 11:37
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: Local Highway & Footway Improvement Group
Importance: High

Hi,

Please find attached a completed Highways Improvement Form which I hope you will consider in your next meeting as this issue a huge safety risk and needs to be addressed before someone gets more seriously injured!

If you need anything further please don't hesitate in contact me and I look forward to your reply with a matter of urgency.

Kind Regards

Simon Alderson
Director

T: +44 (0)1225 707103 | M: +44 (0)7774 987627
E: simon@daas.co.uk



DA Archive Solutions Ltd

Lysander House West, Lysander Road, Bowerhill, Melksham, Wiltshire, SN12 6SP
www.daas.co.uk



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Your personal data will not be held in any other form for future contact and will not be passed on to a third party.

AGENDA ITEM 08b (vi) Request for one way scheme on Bowerhill Industrial Estate

Clerk's Note:

You have already considered the request for the double yellow lines, it's the wider question about a one way scheme that was to be considered at the next Highways Meeting – not enough business to run a meeting in January, and so at this one on 7th April.

Extract of

MINUTES of the Full Council Meeting of Melksham Without Parish Council held on Monday 2nd December 2024 at

329/24 Highways & Transport:

a) Proposed scheme for double yellow lines on Westinghouse Way, Bowerhill and consider any additions required following recent correspondence:

Councillor Glover explained that the parish council had considered the schemes for double yellow lines on Westinghouse Way back in April, but they have still not been advertised by Wiltshire Council. The reason this had come back onto the agenda was because the Clerk had received some recent correspondence from some businesses on the industrial estate requesting double yellow lines in other areas. It was noted that this item was over the six-month period as per the council's standing orders, so it could be considered again this evening. It was advised that although the agreed scheme has not been advertised yet, the Clerk did have a look at the LHFIG (Local Highways and Footway Improvement Group) minutes, which stated that these schemes would be advertised in late November or early December, so it may be too late to make any more additions. If this is the case, the parish council could include any additions/amendments in their response. It was noted that the current proposed scheme was to put double yellow lines on either side of the Bowerhill Sports Pavilion entrance gate and on both sides of the junction just off of the Westinghouse Way roundabout. There is also a scheme to put double yellow lines around the Westinghouse Way roundabout and in some areas on both the Lancaster and Lysander Roads.

It was explained that in response to the proposal for a takeaway van to be located on Westinghouse Way, a business on Swift Way had suggested that there should be double yellow lines at the junction with Swift Way, as their vehicles had difficulty getting down Westinghouse Way when vehicles were

parked on this junction. It was noted that this was next to the walkway bridge onto the Bowerhill Sports Field, so people commonly park there to access this facility. The Clerk explained that the businesses on Swift Way included Gompels, Knorr Bremse, and a fire engine servicing facility. Members agreed that this request for the Swift Way corners to have double yellow lines should be included in the scheme; if it is too late to make any changes, this should be included in the parish council's response to the consultation.

In addition, the Clerk was contacted by a business owner on Lysander Road who was having difficulty coming out of their business due to cars being parked on both sides of their entrance and obscuring their view as they leave the premise. They had also informed the council that one of their staff members has recently had a car accident when coming out of this site. They had asked whether double yellow lines could be installed on either side of their entrance to enable a safe route out of their premises. Additionally, they had requested for the industrial estate to be a one-way system, which will be considered at the next Highways meeting on 13th January 2025. Members reviewed the current scheme for double yellow lines in conjunction with the location of this business and noted that the double yellow lines proposed were on the same side of the road as this business; therefore, no amendments needed to be made to the scheme.

Resolved 1: The parish council include the request for double yellow lines on the junction with Swift Way in the scheme. If it is too late to make any amendments to the scheme this should be included in the parish council's response to the consultation.

Resolved 2: The parish council make no additions to the proposed scheme following correspondence from a business on Lysander Road for double yellow lines either side of their premises as the current scheme included for double yellow lines to be installed outside of their business.

Highways Improvement Request Form

Contact Details


Name:	Simon Alderson	Date:	21/11/2024
Address:	DA Archive Solutions Ltd, Lysander Rd, Bowerhill, Melksham, SN12 6SP		
Telephone No:	01225 707103		
Email Address:	simon@daas.co.uk		

Issue Details

Location of Issue:	Lysander Road, Access Entrance/Exit to our Office	
Community Area:	Melksham	
Parish or Town Council:	Melksham without Parish Council - Bowerhill	
Nature of Issue:		
<p>Problems with cars and vans parking too close to the Junction/entrance/exit from our business premises and car park. This has been a problem for many years and is extremely dangerous due to lack of visibility and speeding traffic coming from both directions. This issue led to an incident yesterday 20th November 2024 where one of our employees was involved in a car crash with another vehicle which has led to their car being written off and caused serious damage to the other vehicle. There are already yellow lines painted on other junctions along Lysander Road for this very reason and this should be considered for every Junction. The Highway code clearly states “<i>you should not park within 10 metres of a Junction, except in an authorised Parking Space</i>” (I have photographs of vehicles parked too close to our junction if needed)?</p>		
How long has it been an issue?	Many years	
What would you like done to resolve this issue?		
<p>Restrict vehicles parking so close to our Junction/entrance/exit by painting double yellow lines 5-10 metres either side which will enable all employees and visitors to have a safe and clear view both ways along Lysander Road when exiting. A further option for consideration would be to introduce a one-way system for the entire Bowerhill Trading Estate which would also help considerably with this issue and make it much safer for all drivers and pedestrians?</p>		
Have you been in touch with your local Wiltshire Councillor? (Yes/No)		No

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

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

Town or Parish Council Comments: (To be completed by Town or Parish Council only)


Teresa Strange

From: Teresa Strange
Sent: 20 February 2025 15:18
To: Mark Harris
Cc: Marianne Rossi
Subject: RE: Damaged kerb/grass (mud) verge opposite Bowerhill Primary School/Village Hall

Hi Mark

I will add to the agenda, but will have to look up the latest Wiltshire Council tree policy/Design Guide. Highways really don't like, or allow, trees on the highway but I think that has been recently replaced by draft Local Plan policy and the things I have mentioned above. Would need a utility check underground, land ownership etc. All the best, Teresa

From: Mark Harris <mark.harris@melkshamwithout-pc.gov.uk>
Sent: 20 February 2025 15:14
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; Marianne Rossi <admin@melkshamwithout-pc.gov.uk>
Subject: Damaged kerb/grass (mud) verge opposite Bowerhill Primary School/Village Hall

I have today reported the damaged kerb (Report number 00213340 on My Wilts.)

I notice someone has planted some new trees to replace the ones that were removed outside the Hurricane Road flats.

Could we have an item on the next Highways & Street Scene agenda to do the same on the other side of the road to discourage the parents from using it as a car park.

Thanks,

Mark.

Teresa Strange

From: CAWS <whitley.and.shaw@gmail.com>
Sent: 01 April 2025 15:41
To: Teresa Strange
Cc: CAWS
Subject: HW/Road Safety Works
Attachments: Road Safty Ideas.pdf

Hi Teresa

Here is the final version of the table of the ideas we identified on Friday.

Clearly there is a lot on the list. We have therefore added priorities which it might be worth discussing, especially as not all items will necessarily get support or funding. There is also a discussion to be had about phasing the work over different financial years.








I would like to explore what the financial arrangements are for this type of work as I am not clear on what normally goes to LHFIG (with the expectation of joint funding), and what might be reasonable to expect WC to pay 100%. I think the latter is worthy of discussion for reasons I will not go into now.


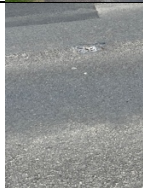

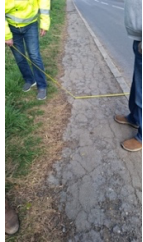
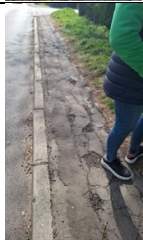




Happy to discuss and thank you again for arranging the visit with Martin which was gone down really well with the Speedwatch team et al.



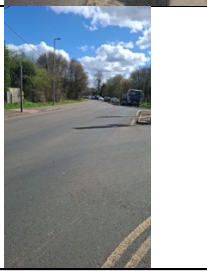
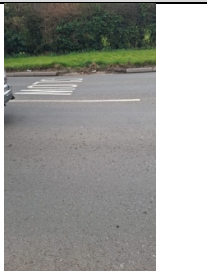



Kind Regards



Peter

Whitley and Shaw Potential Highways/Road Safety Improvements

Description	Location	Priority
Top Lane		
New "First Lane" sign		Low
3 Lines on SLOW		Med
Refuge Island First Lane/Top Lane Junction		Low
Confirm Top Lane SID/Speedwatch locations		High
New "Middle Lane" sign		Low
Corsham Road		
Village Gate		High
Repaint Roundels with grey background		Med

Repaint centre line		Med
Replace Cats Eyes inner section		Med
White lines inside kerb lines (NB. Some research suggests that these lines are only temporary in improving road safety)		Low
Scrape back vegetation on pavements to widen (Mosquitto)		High
Footpath repairs		High
Refurbish bench opposite school		Low
New bin		Low
Repaint Zebra Crossing		Med
3 lines on SLOW		Med

Bath Road		
Paint internal walls of bus shelter		High
Roundels with red/grey background by traffic lights		High
Village Gate		High
Shaw Hill		
Yellow lines on SLOW		Med
Scrape back vegetation on pavements to widen (Mosquitto)		High
Village Gate & Roundels at end of Folly Lane		High
New SLOW on the rise up to Beltane Place		High

Pedestrian crossing sign on the brow of the hill towards Beltane Place		High
Textured line across road near Bus Shelter		High
General		
<p>Undertake Traffic Surveys to inform possible 20 MPH limit on Top/Middle/First Lanes</p> <p>Note 1. WC HW Engineer advised that WC pay for surveys and there is no limit to the number that can be requested, but not all requests would necessarily be supported.</p> <p>Note 2. WC HW Engineer advised that speeds below the threshold that triggers Speedwatch/SID deployment would not risk the loss of those services.</p> <p>Note 3. WC HW Engineer advised 20MPH Limits typically better than Zones in rural settings in order to avoid traffic calming measures.</p>	TBA	TBA
School Travel Plan (hasten school)	N/A	TBA
Safe walking to school route across Ever Green Meadow/Chicken Alley	TBA	TBA

From: [Teresa Strange](#)
To: [REDACTED]
Cc: [CAWS](#)
Subject: RE: Road signs to protect wildlife in village - Corsham Road
Date: 04 February 2025 16:34:00

Hi [REDACTED]

Thank you for your email.

This will be considered by the Parish Council's Highways Committee, which will either be on Monday 31st March or Monday 7th April. We will confirm nearer the time. At the time you sent it to me, it wasn't related to a planning application.

If you want it to be considered as part of the Middle Farm planning application – I think you do, as you wish it to go to the Planning Committee members – then I suggest you send it to Wiltshire Council who are the decision makers. The parish council have already submitted their comments to the planning officer on this application. In my other email I have sent the details of how to comment on the planning application.

Kind regards, Teresa

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

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From: [REDACTED]
Sent: 04 February 2025 12:25
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: CAWS <whitley.and.shaw@gmail.com>
Subject: Re: Road signs to protect wildlife in village - Corsham Road

Hi Teresa

I'm also following up on this as I didn't hear back from you on this matter.

This also impacts tonight's planning meeting, so please can you ensure that it is shared with councillors ahead of the meeting, drawing their attention to the significance of it relating directly to the road, Corsham road, and slow worms coming from the area covered by the planning application.

Please can you confirm that it has been shared with the parish councillors as the Facebook group post with support from villagers was earlier in the year, but you asked that I follow up by email.

Regards

[REDACTED]

On Wed, 27 Nov 2024 at 18:09, [REDACTED] wrote:

Hi Teresa

Further to the post on village facebook group which had some good support, I would like to ask for new road signs to be installed along Corsham Road to make drivers aware of crossing slow worms to reduce road deaths.

They reside and cross from the field on the opposite side of Corsham road to Top lane so signs would be welcomed from the last house up to nearly Westlands lane, as this is where they tend to cross.

Slow worms are

This area of land is important habitat for this shy creature.

protected under the Wildlife and Countryside Act, 1981, meaning it is an offence to kill, injure or sell them. Like much of the UK's wildlife, they are threatened by habitat loss. Hence why it's so important for us to protect this area in our village and make drivers aware that they are crossing the road to reduce road deaths.

This road is dangerous when driving as other drivers regularly ignore the speed limits and overtake on the straight road at crazy speeds and without checking for turning vehicles. I have experienced a number of near misses myself and spoken to other residents who also have had this experience. There is increased traffic using this road so something needs to be done to protect all residents in the village & its wildlife too.

Kind regards

[REDACTED]

Highways Improvement Request Form

Contact Details

Name:	[REDACTED]	Date:	04/02/2025
Address:	[REDACTED], WOODROW ROAD, FOREST, MELKSHAM SN12 7RD		
Telephone No:	[REDACTED]		
Email Address:	[REDACTED]		

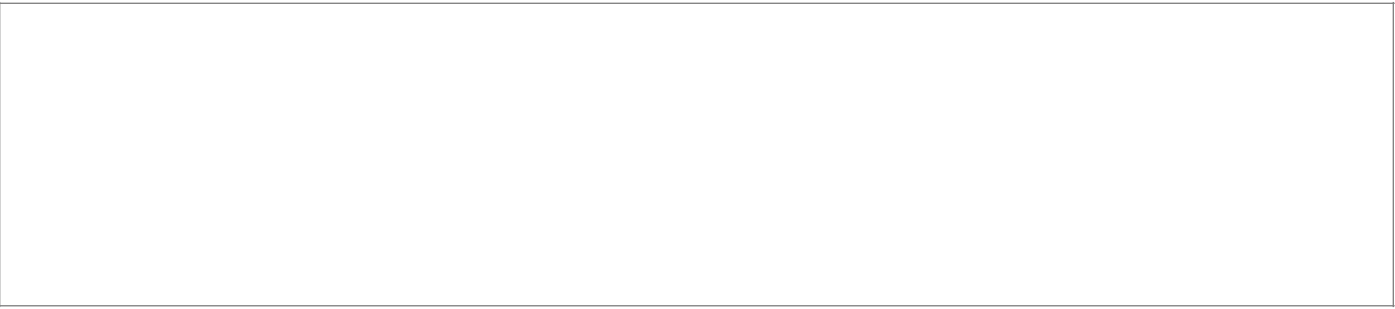
Issue Details

Location of Issue:	FOREST LANE / WOODROW ROAD
Community Area:	MELKSHAM
Parish or Town Council:	MELKSHAM WITHOUT
Nature of Issue: URGENT - CARS SPEEDING 60mph+ IN BUILT UP RESIDENTIAL AREA	
<p>I have lived in our family home since 2016 and have always been very very concerned about the speeds cars are going past our property still after our neighbours (Mr & Mrs Harjette) managed to get the 30mph speed limit sign moved slightly further back up towards new road. This was approved in the hope that cars coming along forest road would slow down further back from 60mph to 30mph as they pass our houses but this has not made any change.</p> <p>The road signs I feel should be right at new road junction so cars slow down there and go safely past our houses.</p> <p>After a very serious near miss accident yesterday involving 2 cars at the same time traveling at 60mph + past our house forcing a cyclist into me and my daughter I feel I should contact yourselves with a view if possible of moving these signs up slightly towards new road more and a 20mph speed limit introduced. I feel the speed limits on forest road also need looking at as I feel the cars are going ridiculously fast from lacock towards new road / Woodrow road. There are lots of stables along this road and it's a daily horse route from lacock to forest lane / Woodrow road. I feel it's not acceptable that cars should be able to go at the national speed limit (60mph) (which they do) down that road with all of the bends and blind corners / different gradients in the road. I feel that the road should be 40mph and then 20mph from new road into the residential housing along Woodrow road into Melksham. The cars are going from the bell pub to the 'S' bend on forest lane at 60+ mph and slowing down briefly then continuing at 60+ mph right through to Melksham residential area. Driving at 40mph down forest road still feels very fast. This needs addressing urgently as young children are now living in most of these homes now with cars flying past at ridiculous speeds. This is no exaggeration but even putting the bins out with cars going past is getting ridiculously dangerous!</p> <p>You may already be aware of this major issue but if not acted upon somebody is going to be seriously injured/killed.</p> <p>I'm emailing on behalf various houses that would like the speed limit lowered to 20mph and the signs moved up to new road. Please could you reply with any information or steps I/we need to follow to get this issue looked at and actioned by the relevant people</p>	
How long has it been an issue?	10 YEARS +
What would you like done to resolve this issue?	
<p>I Would like the speed limit on forest lane reviewed to suit the road- it should be reduced to 40mph as that is still very fast on that road with so many dangerous dips and corners</p> <p>So many horses and cyclists daily and cars are going 60mph +</p> <p>The road is so tight width wise in so many different places along the whole road and cars at going sooo fast!</p> <p>From new road junction on Woodrow road I would like a 20mph limit introduced all the way into Melksham and the current 30mph speed limit signs moved back up towards new road junction so cars are slowing down much further back to a sensible safe speed of 20mph</p>	
Have you been in touch with your local Wiltshire Councillor? (Yes/No)	NO

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Town or Parish Council Comments: (To be completed by Town or Parish Council only)



Teresa Strange

From: secretaryofshawvillagehall@gmail.com
Sent: 23 March 2025 22:38
To: Teresa Strange
Subject: Footpath Gate
Attachments: ShawVillageHall_Gate onto Footpath.jpg

Hi Teresa

As discussed on Friday. We were asked last year at our AGM to investigate the following:

Mike Sarson-Rowe – Mike explained that they had purchased the field (between Shaw and Whitley) and put forward a proposal to institute a walking route from the corner of their field on to 'chicken alley' and into the playing field. 'Chicken Alley' is generally wet and muddy and this would need to be rectified (there are currently bark chippings down which have made some improvement) plus there are brambles and ivy that need clearing and an entrance into the playing field would be required. Discussion would also need to be undertaken with John Miller who owns the land that the path sits on as it belongs with the paddocks that he owns. Mike said that there is already a footpath from Corsham Road, up chicken alley straight to Beltane Place and the proposed walking route would join in to that.

I had completely forgot about this and have attached a map of the area in question. The committee are happy with the intent and links in to long term to have a soft path around the site that could be used for exercise and protect the grass in wet weather that seems to be a increasingly regular occurrence (except a very dry March that we have just experienced).

Kind Regards
Paddy

Mr Patrick Hunt

Secretary to Shaw Hill Playing Field and Village Hall Trust
Committee E-mail: secretaryofshawvillagehall@gmail.com
Mobile: 07732033509



From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: 21 March 2025 09:22
To: Paddy <secretaryofshawvillagehall@gmail.com>
Subject: RE: Reminder of grant aid deadline for Melksham Without Parish Council

Hi Paddy, at 4pm? I have earlier meetings, not sure how long they will run for?
T

From: Paddy <secretaryofshawvillagehall@gmail.com>
Sent: 21 March 2025 07:38
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: Martin Franks <martin.franks@melkshamwithout-pc.gov.uk>; Marianne Rossi <admin@melkshamwithout-pc.gov.uk>
Subject: Re: Reminder of grant aid deadline for Melksham Without Parish Council

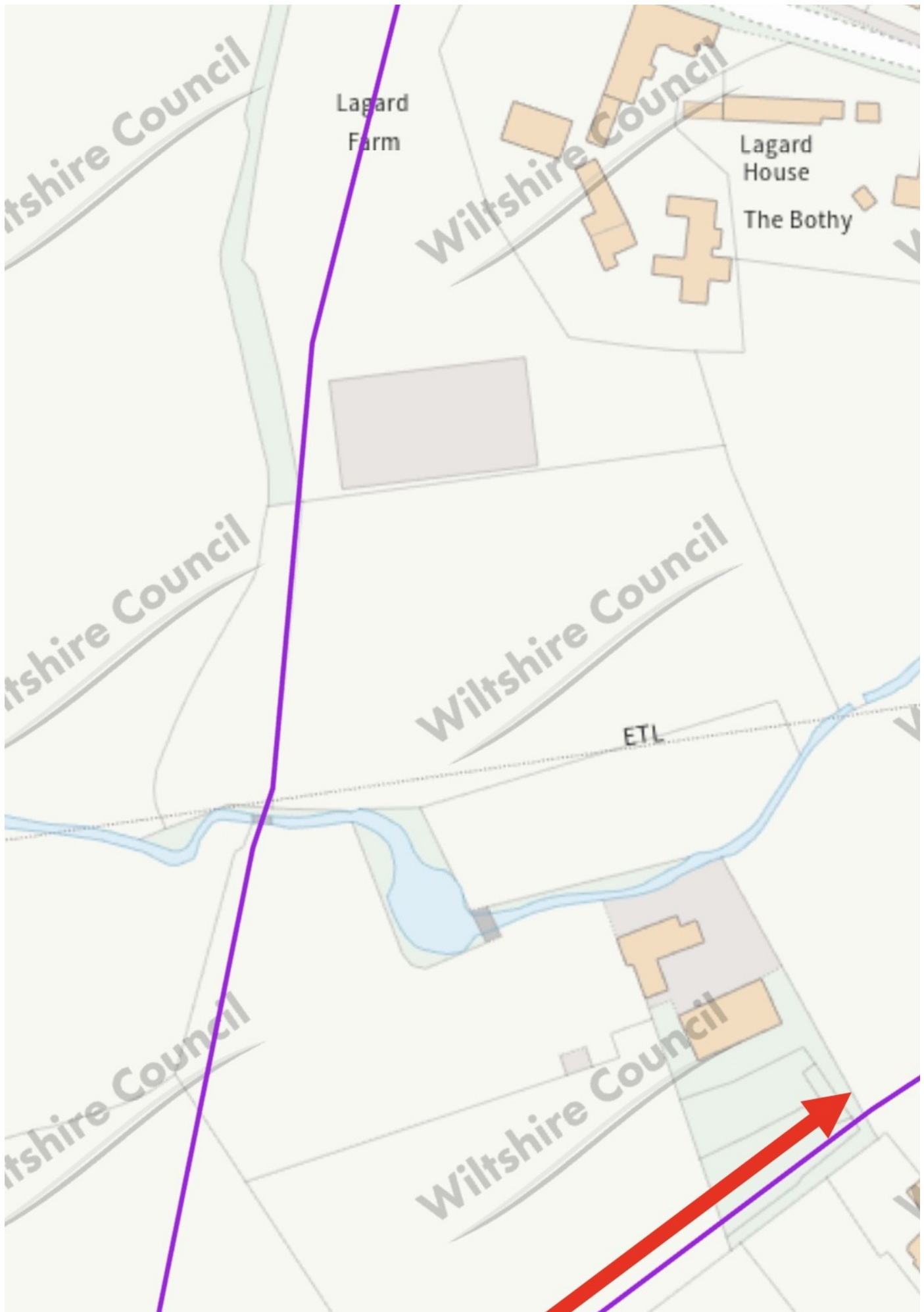
Teresa Strange

From: Peter Richardson
Sent: 26 March 2025 12:54
To: Alan Baines; Teresa Strange
Subject: Re: Footpath Gate

Hi Alan and Teresa

"Chicken Alley" is approx. where the red arrow is below and the idea is to cut the corner off into Shaw Playing Field so that people coming from Corsham Road can get into SPF avoiding going into the "Cow Field" when cows are out grazing. It will make more sense when we see in on foot on Friday.

Peter



From: Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>
Date: Tuesday, 25 March 2025 at 12:06
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: Peter Richardson <peter.richardson@melkshamwithout-pc.gov.uk>
Subject: Re: Footpath Gate

I'm not clear as to where 'chicken alley' is, but may be the existing RoW MELW79 which runs from the bridge on Corsham Road straight to the top of Shaw Hill. My recollection is that there is a kissing gate in the other back corner of the Playing Field already, which was renewed. I haven't heard PIGs mentioned for ages, but it could be a LHFIG request or we might consider involving the Ramblers. If you have a look on site, then we'll maybe get a better understanding of the idea, thanks..
See you in Semington Road at 11.
Alan

Cllr. Alan Baines
Bowerhill Ward
Melksham Without Parish Council

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From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: 25 March 2025 11:22
To: Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>
Cc: Peter Richardson <peter.richardson@melkshamwithout-pc.gov.uk>
Subject: FW: Footpath Gate

Hi Alan

For your info, this will be on the highways agenda for 7th April, so thought it worth having a walk to on Friday? Is there still PIGS funding? Or can these sort of requests go to LHFIG for part funding?
It would give a way to encourage parents to park at the village hall, and walk to Shaw School.....

It if goes to LHFIG we could get Martin to look too.

The speed watch ladies wanted a time to meet, so we have said noon outside Spindles (meeting at 11am at Semington Road).
See you then,
Teresa

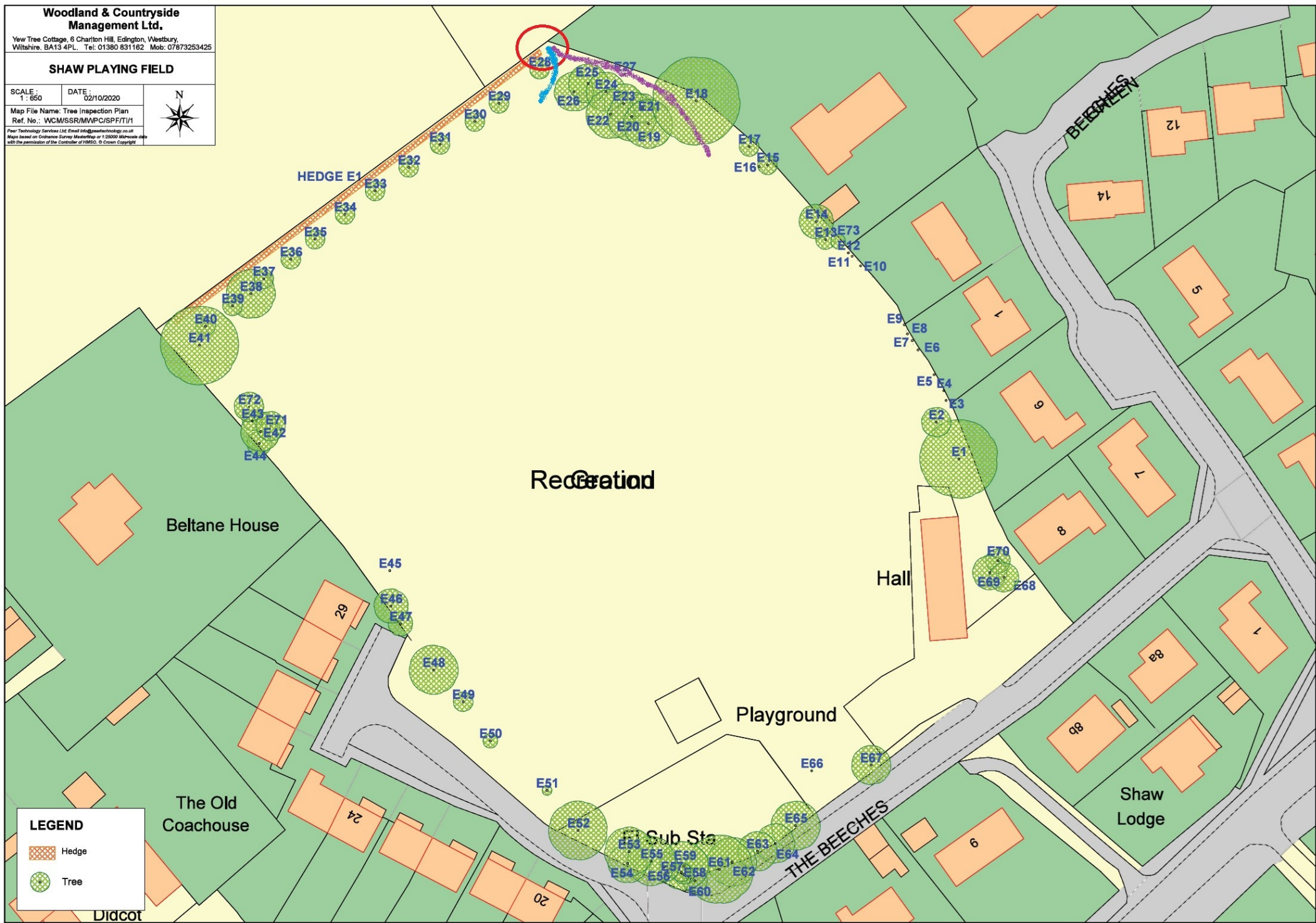
From: secretaryofshawvillagehall@gmail.com <secretaryofshawvillagehall@gmail.com>
Sent: 23 March 2025 22:38

SHAW PLAYING FIELD

SCALE: 1:650
DATE: 02/10/2020



Map File Name: Tree Inspection Plan
Ref. No.: WCM/SSR/MWPG/SPFT/1/1
Power Technology Services Ltd Great Bridge Technology Co. Ltd
Maps based on Ordnance Survey MasterMap or 1:25000 Monochrome data with the permission of the Controller of HMSO. © Crown Copyright



**NOTES of Road Safety Working Group of Melksham Without Parish Council
held on Monday 10th March 2025 at Melksham Without Parish Council Offices
(First Floor), Melksham Community Campus, Market Place,
Melksham, SN12 6ES at 8.17pm**

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

Officer: Teresa Strange, Clerk

1. To receive apologies

There were no apologies. All members of the Working Party were present.

2. To note Notes from last working party meeting held on 10th June 2024 and subsequent Highway Committee review of working party recommendations.

Noted.

3. To note results of Traffic Survey in Semington Road.

The traffic survey had been undertaken because it was a requirement of the request to LHFIG (Local Highways & Footpath Improvement Group) for a review of the traffic calming on Semington Road.

It was noted that there was general observance of the 30mph speed limit, and the speeds recorded would not give eligibility for SID (Speed Indicator Device) and CSW (Community Speed Watch).

It was agreed that the Results documents gave much more detailed information than in the past, and this now included volume numbers and type of vehicles. The group took some time to analyse the results as well as the type of information the reports now provided.

Summary of results:

Site Ref 037 (adjacent to #596 Semington Road)
(Northbound)

Mean speed 27.13mph (7 day)
85th percentile 31.83mph (7 day)
Total volume 6861

(Southbound)

Mean speed 27.72mph (7 day)
85th percentile 32.37mph (7 day)
Total volume 5972

Site Ref 036 (adjacent to #504 Semington Road)
(Northbound)

Mean Speed 27.53mph (7 day)
85th Percentile 32.58mph (7day)
Total Volume 7529

(Southbound)

Mean Speed 27.48mph (7 day)
85th percentile 32.40mph (7 day)
Total volume 7749

Recommendations:

1. To include the results with the planning application for the proposal for 68 dwellings at land north of Berryfield Lane as evidence of traffic numbers, type, speed and patterns.
2. A repeat traffic survey be undertaken when the construction work for several residential developments on Semington Road have been completed. This will demonstrate if HGVs are still using the road and finding an alternative route to the A350, rather than construction traffic, to provide evidence for a weight limit request.
3. To explore if the SID and CSW can still be utilized at these locations as already in place, and the mitigating factors are:
 - a. Lots of construction traffic and mud on the road
 - b. Trained CSW volunteers already in place and a shame to lose that excellent resource
 - c. Not all accidents are caused by speed, concern due to the narrow or non existent pavements on this stretch of road and trip hazards
 - d. Pedestrian route to schools and Mobile Home Park so high

numbers of vulnerable pedestrians

- e. National cycle route
- f. Route to K&A canal for many walkers, ramblers, runners, cyclists
- g. Active Travel route Melksham to Hilperton
- h. Survey was undertaken as much to inform traffic numbers and type of vehicles to inform Traffic Calming review, rather than for speed

4. To consider Wiltshire Speed Safety Survey report.

The survey was undertaken by a Corsham councillor who was trying to find out the experience/views of other parish and town councils on SID deployments locally. The views in the report resonated with those of the parish council, that on narrow rural roads 30mph feels fast to pedestrians, even if a Traffic Survey records the 85 percentile within the limits, and that it doesn't take into account vulnerable users such as cyclists and children walking to school.

5. To consider downloaded data from parish council's Speed Indicator Device.

The data is downloaded and sent direct to the police who analyse it and deploy their resources accordingly.

It was agreed that there was some good data, but quite hard to gain some insights from the data as its currently presented. For example, the Beanacre one showed the highest volume of traffic at rush hour, the highest speeds in the evening outside of rush hour, and a recorded speed of 91mph in the 30mph zone at 2.30am. There was a lot of traffic travelling between 65 and 90mph in the evening.

It was agreed that it would be useful to put all the downloaded data into a format that could be analysed together, to see where the hot spots were, to see if there were any patterns of a speeding car at a particular time for example.

Recommendations:

1. The new Parish Officer to look at assembling the data into a format that can be analysed across the parish SID sites to gain insight into any patterns and hot spots/times.
A table to be compiled by location; to have columns for number of vehicles, highest speed, average speed, peak time of speeding.
To add to the table any information from the initial Traffic Surveys.
2. To contact Wiltshire Police to see if they can share their analytical data for the parish, as this has been presented at the Melksham Area Board in the past.
3. It was agreed that the information could be useful evidence when reviewing planning applications.

6. To consider accident statistics within the parish and possible measures to prevent in the future.

In Wiltshire Council's draft LCWIP (Local Cycling Walking Improvement Plan) there were a couple of pages of accident data in the Melksham area. It also showed the Department for Transport figures for traffic flows and average number of vehicles on the road. The Wiltshire Council officer had also passed on the details of a "crash" map, which shows the detail of highways accidents (Fatal, Serious, Slight), but you need to pay to download the detail. To have a look the Clerk had paid £18 for 25 downloads and had downloaded one as an example.

It was noted that the Coroner makes highways recommendations following an inquest and the Clerk had queried with the Highways Officer what happens following a serious accident, and they advised that 5/6 months after an accident the information is uploaded to a crash map (may be the same one) and they analyse it then to see if it relates to any highway improvements.

Recommendations:

1. It was agreed that it was useful to know that the data was available and

could be dipped into on a case by case basis. .

2. It was agreed that the information could be useful evidence when reviewing planning applications.
3. To download the Fatal and Serious accident reports in the parish.
4. To add to the Table in Point 5 above any accident report information if related to the same site.

Meeting closed at 9.26pm

Signed.....
Chair of Highways & Streetscene, 7th April 2025

From: [Teresa Strange](#)
To: [REDACTED]
Cc: [Marianne Rossi](#); Nick.Holder@wiltshire.gov.uk; [Alan Baines](#)
Subject: RE: Speeding Traffic Pathfinder Way
Date: 09 December 2024 13:43:00
Attachments: [Govt guidance on use of 30mph repeater signs.pdf](#)
[Practice Note - CSW SID ANPR Deployment April 2023 \(003\).pdf](#)

Dear [REDACTED]

Firstly an apology for you not having a reply before now, I think it fell down the cracks between holidays and staff retirement, but not an excuse, we should have picked it up. Thank you for raising your concerns of speeding on Pathfinder Way to the parish council.

In terms of improvements to the highway, Melksham Without Parish Council are not the highways authority, that is Wiltshire Council, however, there is a route to ask for improvements that are not of a statutory nature. Its through a group called LHFIFG <https://www.wiltshire.gov.uk/article/6149/Local-Highway-and-Footway-Improvement-Groups> which is run by Wiltshire Council. Any requests made by individuals like yourself firstly have to be approved by the parish council as they are asked to contribute to any proposed schemem and for Melksham Without this is 50%. If you would like to put more details you can do that here <https://www.wiltshire.gov.uk/media/2581/Report-a-highways-improvement-issue-PDF/pdf/Highways-improvement-form-rev-c.pdf?m=1578659739877> on this form, or I can just raise it with the parish council to consider from this email correspondence. The Melksham LHFIFG only meet once a quarter, and so the parish council's Highways Committee that considers such requests only meets quarterly too. The next meeting will be held on Monday 13th January, and will be after the Planning Committee, so likely to be at 7.30/8pm – we can confirm nearer the time when we know what planning applications are being considered beforehand. The LHFIFG will be able to consider any request for physical things like traffic calming (speed chicanes and cushions). As a guide to the type of costs involved, you can read more here but I have extracted the Traffic Calming details. <https://www.wiltshire.gov.uk/article/1281/Costs-of-highway-works>

Traffic Calming

The details below indicate methods typically used in traffic calming schemes. It should be noted that all sites require individual consideration and assessment before a particular scheme can be agreed.

Full gateway, including signs, lines and coloured high friction surfacing costs depending on size and location from £6,000. These costs will rise if any electrical work to the signs are required.

The physical narrowing of the carriageway to introduce one-way priority traffic operation, including signing, lining and street lighting costs up to £50,000 but is dependent on length.

Traffic calming features

Double speed cushion layout and associated works such as street lighting, signing and lining typically cost between £18,000-£23,000

Speed control table with crossing point and associated works such as coloured surfacing, street lighting, signing and lighting costs from £20,000. Dependant on length and carriageway width.

Raised junction with crossing point and associated works such as coloured surfacing, street lighting, signing and lining costs from £55,000 Dependant on length and carriageway width.

The other thing that residents also request, is more 30mph signs, and I have attached the guidance on why they cannot be deployed.

With regards to the interventions such as the use of the Speed Indicator Device (SID) and Community Speed Watch, these can only be for eligible sites, and therefore there is a need for a traffic survey to be undertaken. In fact, the parish council have just asked for a review of the traffic calming on Semington Road due to the new housing developments, and a speed survey has to be undertaken there as part of that review. I have attached for you the guidance on their use for context and background information, and why the devices that the parish council have purchased move about the parish every 14 days. (The highlights on the guidance just indicate the updates since the previous guidance in 2019). The latest SID has downloadable data that is sent directly to the police and they use to assess where to deploy their resources. We also look at it, to see if we can spot any pattern (a car consistently speeding at the same time every day) so that it can be highlighted to the police. Those that are travelling in excess of the speed limit that are picked up by the Community Speed Watch team also receive a letter from the police, the data from the speed gun is also sent to the police. In terms of your questions regarding police action and how many speeding tickets they have issued, that will have to be directed to the police; however, this is the latest report and figures from them, it was reported to the Area Board meeting on 6th November and shows figures for Melksham Without parish <https://cms.wiltshire.gov.uk/documents/b49907/Agenda%20Supplement%20Wednesday%2006-Nov-2024%2019.00%20Melksham%20Area%20Board.pdf?T=9>

With regards to things being put in place before the new primary school is in place, the parish council have been working on this with Wiltshire Council highways and Cllr Nick Holder and have waiting restriction requests shortly to be advertised for parts of Pathfinder Way and the entrances to the new development as well as requests for no right turn from/to the school but these are designed to alleviate possible congestion and not speeding.

I hope this information is useful, the parish council will consider your request for traffic calming on Pathfinder Way at their next Highways meeting on Monday 13th January, which you are most welcome to attend and speak to this item. We will send more details nearer the time.

In the meantime, I have copied in Melksham Without Parish Councillor Alan Baines who chairs the Highways Committee and is the parish council rep who attends the LHFIG meetings; and Wiltshire Councillor Nick Holder, who is the Bowerhill ward member (you will see on the LHFIG request form that it asks if you have been in contact with your Wiltshire Councillor).

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

ADVANCE NOTICE OF LEAVE:

The parish council office will close for the Christmas break on Friday 20th December and re-open on Monday 6th January.

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 X: @melkshamwithout

On Instagram: melkshamwithoutpc

On LinkedIn: Melksham Without Parish Council

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From: Teresa Strange

Sent: 29 November 2024 10:42

[REDACTED]

Subject: RE: Speeding Traffic Pathfinder Way

Dear [REDACTED]

I apologise if you did not receive a response in the Summer.

I acknowledge your email now and will respond.

Regards,

Teresa

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

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On twitter: [@melkshamwithout](#)

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From: [REDACTED]
Sent: 29 November 2024 10:21
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: Fwd: Speeding Traffic Pathfinder Way

Dear clerk to Melksham Without Parish Council,

I have reattached the email I sent to you on 30th July of this year. I believe I have left sufficient time for some action, or a response. I have received no response, and any action is minimal and ineffective.

We have had the Evolis device in situ for very short periods of time, and during those periods, drivers do slow down. However, this is just for the few days the Evolis is there. When it is not there, the speeds return to normal, as per your previous survey.

I gave you some options to consider in my first email to combat this problem. Sending out the overstretched police for a Photo Shoot is not a good use of their time, limited resources and Tax payers money.

Speed cameras, Speed Cushions, Speed Chicanes are options that should be being considered now. Not wait for the school to be built and act in retrospect again.

I would appreciate a reply of some sort. Even an acknowledgment of receipt would be something.

Regards.

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Tue, 30 Jul 2024 at 13:20

Subject: Speeding Traffic Pathfinder Way

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

Dear Melksham Without Parish Council,

I write, to ask what practical steps are being taken by yourselves, and your various committees, about speeding traffic throughout Melksham Without Parish in general, and Pathfinder Way in particular.

I do know that you have done a traffic survey over 12 months ago for pathfinder Way, and Nick Holder reported that it had shown a very high percentage of speeding vehicles.

I do know that as a result of that survey, two police staff checked for speeding traffic at 15:00 for 10 minutes(I timed them from my house). The timing coincided with the school run, and everyone knows the traffic is at a standstill at that time. Enough time for a photoshoot, which appeared on the police Facebook page within a couple of hours.

I also now know that almost a year later the following survey was done(see

below).

Pathfinder Way (device facing Melksham traffic):

951 vehicles had been recorded over the 30mph speed limit.

The highest speed recorded was 81mph at 6.30am on Friday, 10 May, with another vehicle recorded doing 80mph on Thursday, 16 May at 1.30pm. Quite a few vehicles were recorded doing over 70mph.

I now know that over 50 vehicles were speeding(in one direction) every day, in spite of the one time Evolis device in situ. Reaching speeds in excess of 80mph.

Those are the things I do know, but what I do not know is how many speeding tickets have been issued for Pathfinder Way. How about the whole of Melksham without parish, while we are at it.

Does the speeding tickets issued exceed the Police photoshoots?

People who do the speeds your surveys record know that there is nothing out there to bring them to task.

Asking residents to police this, is a farce. It is not right and will not happen.

For goodness sake do something that is not a survey or promotional.

Speed cameras, Speed Cushions, Speed Chicanes. Even police speed checks would work if they are done at the right time.

When Motorcyclists use Pathfinder Way and the large Spa Roundabout for speed runs and wheelies, I have twice gone out to them to confront their actions directly with them. Is it really the job of a 73 year resident to do this. Police were contacted at the time by phone by another resident. The

police contacted that person over a week later. All of that was recorded.

I am not anti police, far from it having work in service for 30 years. I do not envy your tasks as councillors, with the financial constraints you have.

However, I think it is time that a stronger more high profile stance was taken on this issue.

I look forward to your, or the councils response.

Yours faithfully

[REDACTED]

■ Pile Place

Bowerhill

SN126YP

[REDACTED]

Teresa Strange

From: Alan Baines
Sent: 18 December 2024 20:00
To: [REDACTED]
Subject: Re: Speeding Traffic

Dear Mr Goodger,

Thank you for your further views.

Pathfinder Way was purpose-built to replace the original RAF Station access via Wellington Drive, allowing it to be closed, when Bowerhill was established as a village and industrial estate in the early '70s. Its design and construction was appropriate to that dual function. Portal Road was only fully justified when the industrial estate was expanded southwards and westwards. It has reduced the levels of commercial traffic using Pathfinder Way by giving improved access onto the A350, particularly to/from the south. A weight limit could never be justified particularly as all recent development has maintained a wide separation from the highway. Vehicle weight is not the problem, it is really driver behaviour in the form of 'white van man', parents in a panic and those late for work. Traffic flows were fully considered as part of the planning process for the school. I attended the Wiltshire Planning meeting where it was approved and, on behalf of the Parish Council, successfully made the case for a condition to be attached for measures to be incorporated to prevent a right-turn exit from the access.

In respect of speed cameras, permanent camera installations are not permitted anywhere in Wiltshire, so we would not be allowed them. We did investigate the solar option for our SIDs each time when purchasing, but it is only used to charge the batteries, and would require an additional mounting at a higher level which is not available in many locations. Also, it would increase the cost of deployment and the connecting wires would be exposed and vulnerable to damage (no modifications permitted to lampposts !). Changing the location every two weeks maintains the element of surprise as to where they might pop up next and has proved to be most the effective giving each part of the parish a more frequent share of the resource.

You may wish to consider becoming a member of a Community Speedwatch team for Bowerhill, so that you can play an active part in the control of speeding by educating drivers. Please contact the Parish Council if you would like to find out more.

Kind regards, and a Happy Christmas,
Alan

Cllr. Alan Baines
Bowerhill Ward
Melksham Without Parish Council

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From: [REDACTED]
Sent: 15 December 2024 09:20
To: Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>
Subject: Re: Speeding Traffic

Dear Mr Baines,

Thank you for your in depth reply. I sense we are of a similar opinion on many of these issues.

I do understand the calming measures, with regard to Buses and Emergency vehicles , but HGV heading toward the Industrial Park should be using the road that was built for that purpose(Portal Road), and the majority don't. Maybe a weight restriction is needed along Pathfinder Way, before the school arrives.

However, back to speeding, which you seem to agree is out of control and not enforced. I do believe the police are too short handed to manage this, and believe offending drivers know this. The cursory police photo shoot is laughable, and not good use of limited resources. It also annoys people, not pacify them.

We go back to the good old, self financing, Speed Cameras, permanently located in the areas you mentioned. The only complainants will be offenders.

I know, by watching them out of my window, that the SID device does slow traffic down on regular basis. Purchasing extra devices, although at an expense, would work. a solar option could solve the battery issue.

I look forward to your response.

Regards

[REDACTED]

On Fri, 13 Dec 2024 at 10:43, Alan Baines <alan.baines@melkshamwithout-pc.gov.uk> wrote:

Dear [REDACTED],

Sorry that you had to wait so long for a response to your original email. [REDACTED]

[REDACTED] I hope the full details now provided by the Clerk demonstrates all the various constraints we have to consider.

Additionally, I can explain that we have 12 locations throughout the parish where we deploy our two SIDs. They cover all through roads in the parish with 30 limits in Bowerhill, Berryfield, Shaw, Whitley, Beanacre and Woodrow. We need to have regard for every one of our communities, as speeding occurs everywhere. The effectiveness of SIDs diminishes once regular drivers get used to where they are, so they are moved every two weeks, coinciding with the period before the batteries need to

be changed. Only the Evolis device is capable of recording data, but bizarrely is deemed too heavy by Wiltshire Highways to be mounted on some older lampposts. It is therefore deployed at Pathfinder Way (as you know), A365 Bath Road near Oak School, and A350 Beanacre for both traffic directions at each location. There was a bit of a hiatus when we had to dispense with the services of the contractor employed to move them around for failure to deliver, but now our new contractor is consistently reliable.

Reminding drivers of their speed has limited effectiveness as determined offenders take no heed, so the only real deterrent to speeding is enforcement which is the only thing some drivers will understand. The Parish Council are supplying data regularly obtained from the Evolis device to the Police and requesting action to be taken to deal with the law breaking that this clearly shows. To be fair, there have been several spells of enforcement action at Shaw, Whitley and Beanacre, but we need more, probably along with most other parishes in the county.

Traffic calming features are not permitted on A-class roads and are not favoured on bus routes or roads used by HGVs and emergency vehicles. There also need to be multiple locations along any route to be effective, making any scheme prohibitively expensive. They also generate additional traffic noise and pollution as vehicles slow down & speed up again successively.

Thank you for getting in contact; I hope the further explanations are helpful.

Kind regards,

Alan

Cllr. Alan Baines
Bowerhill Ward
Melksham Without Parish Council

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MELKSHAM WITHOUT PARISH COUNCIL
SID SCHEDULE - APRIL 2024

Speed Indicator Device (SID 1 - SOLAGEN)
Melksham Without Installation Schedule
Schedule as per review 22nd July 2024

Week	Site	Location of SID	Date due to installed	Date Actioned	Date SID left location		What 3 Words
1 & 2	Shaw Hill - on right hand side travelling towards Melksham (facing In bound traffic from Atworth direction)	Lamp Post 38	1st March 25				///unopposed.dices.deserved
3 & 4	Outside 594 Semington Road (facing inbound traffic from Hampton Park direction)	Lamp Post 22	15th March 25				///excellent.skill.stags
5 & 6	Outside 180A Woodrow Road (facing out bound traffic from Melksham direction)	SID post in socket	29th March 25				///safe.stimulates.nametag
7 & 8	Beanacre A350 Far end of Church Layby Island (facing North Bound traffic from Melksham direction)	SID post in socket	12th April 25				///adventure.clauses.rise
9 & 10	West Hill, Whitley (near Children's Nursery) (facing the traffic travelling towards Purlpit/Atworth)	New lamp (No. 14) by old phone box	26th April 25				///pesky.flinches.nipping
11 & 12	Shaw Hill (Outbound) - on left hand side travelling towards Atworth (facing out bound traffic travelling from Melksham)	Lamp Post 38	10th May 25				///unopposed.dices.deserved
13 & 14	Outside 194A Woodrow Road (facing In bound traffic Lacock direction)	SID post in socket	24th May 25				///wharfs.discloses.tutored
15 & 16	Corsham Road, Whitley (facing In bound traffic from Corsham direction)	Lamp Post 13	7th June 25				///encourage.target.brands
17 onwards	Repeat sequence of weeks 1 to 16						

Speed Indicator Device Schdule (New Evolis/Elan City Device) - LATER MODEL THAT DOWNLOADS DATA THAT IS SENT TO POLICE
Melksham Without Installation Schedule
Schedule as per review 22nd July 204

Week	Site	Location of SID	Date due to installed	Date actioned	Date SID left location	Date data sent	What 3 Words
1 & 2	Pathfinder Way, Bowerhill (Facing traffic coming from Melksham direction) NEW LOCATION	Lamp Post 6	1st March 25				///divisible.suitable.stealing
3 & 4	Beanacre A350 Traffic Island (facing in bound traffic coming from the Chippenham direction)	Column 27a	15th March 25				///willpower.defectors.ties
5 & 6	A365 (Opposite Melksham Oak) near Hornchurch Road Junction (facing in bound traffic coming from Devizes direction)	Column 34	29th March 25				///attending.helpfully.grazed
7 & 8	Pathinder Way, Bowerhill (facing traffic coming from Bowerhill direction) NEW LOCATION	Lamp Post 7	12th April 25				///tape.dunk.choppy
9 & 10	Outside Melksham Oak School, Devizes Road (A365) (facing out bound traffic from Melksham direction)	Column 0035	26th April 25				///taker.relations.ranch
11 & 12	Beanacre A350 Traffic Island (facing in bound traffic coming from the Chippenham direction)	Column 27a	10th May 25				///willpower.defectors.ties
13 & 14	A365 (Opposite Melksham Oak) near Hornchurch Road Junction (facing in bound traffic coming from Devizes direction)	Column 34	24th May 25				///attending.helpfully.grazed
15 & 16	A350 - Beanacre Road (near last bus stop heading out of Beanacre towards Lacock) (facing out bound traffic TRAVELLING TOWARDS CHIPPENHAM)	Column 29	7th June 25				///book.bearings.saddens
17 onwards	Repeat sequence of weeks 1 to 16						

Teresa Strange

From: rightsofway <rightsofway@wiltshire.gov.uk>
Sent: 18 March 2025 17:50
Cc: rightsofway
Subject: Improving the rights of way network at a local level
Attachments: Letter 1 Crop Informal.docx; Letter 1 Vegetation Encroaching informal.docx; Letter 1 Obstruction Informal.docx; Letter 2 Generic.docx

Improving the rights of way network at a local level – *An introduction to the public rights of way network in Wiltshire and how Town and Parish councils can contribute to the maintenance of and improvements to paths within their boundaries.*

Dear Town and Parish Councils,

Thank you to those that came to the online meeting held on Monday 24th February 6-8pm and to all those that wanted to come but couldn't make it. We were delighted with the interest shown and the amount of people that attended with approx. 70 councils represented from all over the county.

A huge thanks to our **Wiltshire and Swindon Countryside Access Forum (WSCAF)** members Tim Lewis (Chairman) and Nigel Linge MBE and Wiltshire Rambler Peter Gallagher who put together a very informative and useful introduction to the network in Wiltshire and covered many topics that we hope have helped broaden your knowledge about public rights of way in Wiltshire.

We have followed up questions and requests made at the meeting but if you have any outstanding requests or queries related to the presentation, please email rightsofway@wiltshire.gov.uk.

Presentation slides

The slides can be viewed on the [Wiltshire and Swindon Countryside Access Forum](#) web pages under the heading **Meetings**.

Meeting recording

Unfortunately, we experienced some technical issues with the meeting recording but are working with the council communications team to get this resolved and hope to be able to provide a link at some point if possible.

Online resources

Wiltshire - The online working copy of the Wiltshire definitive map was updated last year. Please use the updated link [Public Rights of Way Experience App](#). You can always access the latest version of the map via the [Rights of way web pages](#) and click the link under the heading **Public rights of way maps**.

Parish letters

Attached are letters that have been drafted to help you communicate issues you experience with landowners. There are 3 letters tailored to the most common issues and a follow up letter (Letter 2 Generic) if the issues have not been resolved within the expected timeframe.

Countryside Access Improvement Plan 2025-2035 - Town and Parish Council Engagement survey

To inform the next Countryside Access Improvement Plan, we want to engage with Town and Parish councils to understand what you know about your network, and what your priorities are for maintenance and improvements.

Thank you to the councils that have submitted a response to the survey so far.

The structure of the survey is simple and should only take approximately 5-10 minutes to complete. Please provide **one response** for your council. Note, this is not a public survey so the link is only for the council to fill in and should not be forwarded.

Link to survey - https://surveys.wiltshire.gov.uk/s/CAIP25-35_TownParish

With best wishes

Rights of Way & Countryside



Email: rightsofway@wiltshire.gov.uk

Website: www.wiltshire.gov.uk

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Countryside Access Improvement Plan 2025-2035 - Town and Parish Council Engagement Survey

Wiltshire has an abundance of beautiful countryside and is fortunate to have a large public rights of way (PROW) network of over 3,750 miles of footpaths, bridleways, restricted byways and byways open to all traffic. To inform the next Countryside Access Improvement Plan, we want to engage with Town and Parish councils to understand what you know about your network, and what your priorities are for maintenance and improvements.

Find out more about the public rights of way network in Wiltshire at the Wiltshire Council [Rights of Way web pages](#). You can use the [Wiltshire rights of way explorer map](#) to view a map of the network.

**The survey should take approximately 5-10 minutes to complete.
Please provide one response for your council.**

If you require this survey in another format, please contact rightsofway@wiltshire.gov.uk.

1. What is the name of your Town or Parish Council?

2. What is the position of the person filling in the form?

3. Do you have a working copy map (PDF) of the public rights of way in your town or parish?
- ☐ Yes
- ☐ No
4. Do you have a copy of the Definitive Statement for your town/parish?
- ☐ Yes
- ☐ No
5. Do you have a nominated person responsible for rights of way?
- ☐ Yes
- ☐ No
6. Do you have a rights of way strategy/management plan?
- ☐ Yes
- ☐ No
7. Would you like help to develop a rights of way strategy/management plan?
- ☐ Yes
- ☐ No
8. Do you fund any maintenance, or improvement works from the town/parish precept on the rights of way network?
- ☐ Yes
- ☐ No
9. If yes, how much on average do you spend per year?
- ☐ Under £1,000
- ☐ £1,000 - £2,000
- ☐ £2,000 - £5,000
- ☐ Over £5,000
10. Can you highlight some examples of tasks that have been funded? (E.g. vegetation clearance, stile repairs etc.)

11. Are you aware of volunteers carrying out work on the network in your town/parish including countryside sites?

- ☐ Yes
☐ No

12. Is there a walking group based in your town/parish?

- ☐ Yes
☐ No

13. Do members of the public report issues to you?

- ☐ Yes
☐ No

14. If yes, do you investigate all issues reported?

- ☐ Yes
☐ No

15. Do you submit them to Wiltshire Council or try and resolve the issue?

- ☐ Submit to Wiltshire Council
☐ Resolve issue
☐ Depends on type of issue

16. Please rate the rights of way network in your Town/Parish from 1 to 5 in the following categories.

1 = Inadequate - 5 = Acceptable

	Don't know	1	2	3	4	5
Signage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Structures (Condition of access furniture, gates, stiles, bridges etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Accessibility (furniture accessibility e.g., gates rather than stiles)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Availability through all the seasons - Spring/Summer	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Availability through all the seasons -
Autumn/Winter

☐☐☐☐☐☐

Connectivity

☐☐☐☐☐☐

17. Briefly describe the issues that you commonly experience on the network in your parish. Please include path numbers – [Wiltshire rights of way explorer map](#)

18. Are you aware that funding is available for upgrading rights of way via LHFIG [Local highway and footway improvement groups - Wiltshire Council](#))?

☐ Yes

☐ No

19. Are you aware of the powers available to you as a Town/Parish council under the Highways Act 1980/Countryside Act 1968?

☐ Yes

☐ No

20. What would make the network easier to use in your parish?

Thank you for taking the time to complete this survey.

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Teresa Strange

From: Alan Baines
Sent: 24 March 2025 09:56
To: Graham Ellis
Cc: Teresa Strange
Subject: Re: Footpath crossings over the railway in the Melksham area - looking for local data

Hi Graham,

A few thoughts

The crossing (3) in Beanacre that was upgraded fairly recently takes RoW MELW85 across the railway, but also has two other RoWs feeding into it on the village side. Visibility is good in both directions and it is sufficiently remote so as not to be subject to excessive background noise.

Crossing (2) is for RoW MELW92 and close to the farm occupational crossing behind Beanacre Manor and is thus subject to the railway 'Sound Whistle' regulation (to the annoyance of some local residents !). Far safer than using Dunch Lane bridge as a pedestrian at certain times of the day, in my view. Any future development of nearby land will require a planning condition to upgrade that crossing due to the potential increased usage by new residents accessing Shurnhold Fields. MWPC has made the developer aware of that requirement in previous early contact. The site is not a planned proposal and has subsequently gone away for now !

I am not too familiar with the crossing behind ASDA, but although train speeds are lower, visibility is probably not that great due to track curvature, certainly from the 'country' direction.

Hope that is helpful,
Alan

Cllr. Alan Baines
Bowerhill Ward
Melksham Without Parish Council

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From: Graham Ellis <graham@sn12.net>
Sent: 23 March 2025 15:45
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; Locum <locum@melksham-tc.gov.uk>; clerk@bgpc.org.uk <clerk@bgpc.org.uk>
Cc: Saffron Rabey <saffi.rabey@melksham-tc.gov.uk>; Phil Alford <phil.alford@melksham-tc.gov.uk>; Pat Aves <pat.aves@melksham-tc.gov.uk>; Mark Harris <mark.harris@melkshamwithout-pc.gov.uk>; John Glover

<john.glover@melkshamwithout-pc.gov.uk>; Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>; shirley@mkmeg.org.uk <shirley@mkmeg.org.uk>; Terrychivers <terrychivers66@gmail.com>; <john.hamley@btinternet.com> <john.hamley@btinternet.com>

Subject: Footpath crossings over the railway in the Melksham area - looking for local data

Dear Clerks,

The Go-op co-operative has a license to operate extra trains calling at Melksham Station, and all studies suggest that a handful of extra trains each day would results in a dramatic increase in passenger train usage - please let me know if you need me to bore you with figures.

Network Rail are asking Go-op to fund improvements at three level foot crossings in the Melksham, one of which is the connection to a path to Broughton Gifford - hence my involving the clerk there too. The request is on the grounds that train numbers would increase from 36 to 42 per day on the line, triggering safety concerns, and on the grounds that (it is said) the crossings are busy and the risk would be increased. I myself have only, even, met people using the paths to one of the three crossings, and indeed had have to fight my way through undergrowth to get to one of them which gives lie to the suggestion that it is busy!

Do you have any traffic flow figures for these crossings? Any anecdotal or data that might be useful in establishing the current and potential usage?

Attached is my report with details of all three crossings, photo, and a list of some of the things that could be done to improve safety. Let me me clear - there have not been any recorded accidents at any of the three crossings that I can remember (nor in any records since Network Rail was established) but better safe than sorry ... having said which, I would very much regret the loss of a potential train service improvement on the ground of the cost of improving (in one case) a virtually unused crossing.

Your thoughts would be appreciated (by 4th April??) as would those of any of the local councillors and knowledgable local people I have copied in.

Graham

P.S. This request comes from a director at Go-op who I have known for many years and spend some time with on Friday. They have been around for a number of years and we have only had an outside chance - but as they now have an operating license and some very much more experienced members in their team, their chances are much improved.

Graham Ellis
48 Spa Road, Melksham SN12 7NY - 07974 925 928
<https://grahamellis.uk> - graham@sn12.net
My emailing policy: <https://grahamellis.uk/email>



Graham Ellis - my blog

Foot crossing over the railway in Melksham

Level foot crossings over railway lines ... we have three in the Melksham area - two in Melksham Without (Beanacre ward) and one in Melksham Town (North ward). Consideration is being given to an increased train service along the line. That would be an extra 3 or 4 passenger trains each way calling at Melksham on top of perhaps 36 train of all sorts which pass through, up to 9 calling each way.

Questions asked - what is needed, if anything, to enhance the safety of these three crossings? It has been suggested that all three might be busy with foot traffic. Do we have any local evidence to confirm or deny this? What action needs to be taken to make the crossings safer? Are they used enough to make it sensible to spend money on them, and if so on what extra facilities? Is it such a big problem that no extra trains should be run and indeed the current train service curtailed? Is there any merit and closing or diverting the footpaths?

I am looking at the crossings north to south here - so in descending order

3. Crossing on the path between Beanacre and the Melksham electric substation Wholly in the parish of Melksham Without



3.1 This crossing has recently been upgraded / refurbished with railings and new signage. There are long straight track sections on the approach to give good visibility. The refurbishment includes steps and a swing-gate style so the crossing is not wheelchair friendly. The line speed limit is 70 mph and it should be expected that trains

will be travelling at close to that speed

3.2 From limited local evidence, pedestrian usage of this crossing is low. The crossing itself shows signs of last autumn's leaf mould still there, and the grass growing in the field leading to the gate to the crossing shows only a faint track indicating limited foot passage.

3.3 I am not aware of any planning applications or future developments "community side" that would result in a significant change in pedestrian use. I am aware of proposals so add a second track to some parts of the Chippenham to Trowbridge line, and if that were done past this point the crossing and static barriers would need rebuilding.

2. Crossing on the path between Beanacre and Shurnhold Field / Dunch Lane In the parish of Melksham Without, footpath leads into Melksham Town



2.1 The crossing itself is modern but not the very latest of signage as there is at crossing No. 3. There are steps up meaning it is not suitable for wheelchairs, and also swing-gate styles. Trains here are travelling at about 40 mph as this crossing is on the edge of the change from the 70 limit to the north to the 40 limit through curves at Melksham Station.

2.2 Local evidence suggests that this is the busiest crossing of the three. The path approach is clearly worn, and this is the only one of the three crossings where I have encountered other user - not in my look yesterday to take photos (no-one else around) but in summer weather. However, although the "busiest" that does NOT mean I would describe it as busy - compared (for example) to the foot crossing in Poole I would suggest that the Poole crossing is used by more people in a typical daytime minute than use even this busiest Melksham crossing in a week! (note - data from <https://abcrailwayguide.uk/> confirms this)

2.3 Planning applications have been submitted (not sure current status) for land to the south east of the crossing and they could result in a modest increase in foot crossings for people walking to Shurnhold Fields. However, a more logical route for these people to walk would be over the nearby Dunch Lane road bridge. Like the other crossings, work would be required should a second track be relayed here.

1. Crossing on the path behind Asda into fields to the west. In the parish of Melksham Town. Path carries and divides giving access to parished of Melksham Without and Broughton Gifford, as well as back to a public road within Melksham Town.



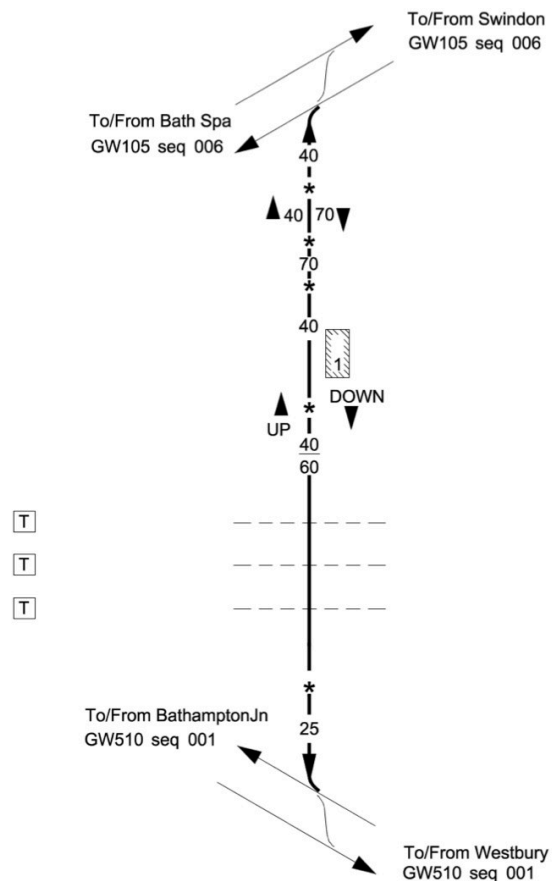
1.1 This Crossing is currently closed (8th to 27th March) while Network Rail relay the railway. Looking through the fence, it is currently flat access and with fence to close to the track, level across, recent but not latest signage. Access to the crossing is across traditional styles, making it unsuitable for wheelchairs and indeed for anyone not fit enough to climb a stile. Trains typically pass at around 40 mph due to the proximity of the curve through Melksham Station - the limit rises to 60mph at around this point.

1.2 Historically this has been the least used of any of the three crossings. I was unable to cross yesterday due to the closure, but I do note that I have not heard a single complaint about the 3 week closure and the very long diversion in a town that is very good at grumbling. The approach to the crossing from the Town side (behind ASDA) has recently been redone - it's now a brand new stone chipping walkway without any chance yet of evidence of passing feet. On a previous visit a couple of years ago, I had to fight my way through brambles and thistles to get to it. - *This is the picture to the right*



1.3 Planning applications for the "upside" are possible but in the immediate proximity unlikely due to flood plain issues. Housing a little further away would likely lead to traffic over the A365 road bridge which is quite close by. It has been suggested in local plans that this crossing could form part of a strategic walking and cycling path from Melksham to Shaw Hill which is far more direct than the road, using the route of current moribund public footpaths. Also note that this crossing would need re-doing if a second track of railway was restored at this point.

In addition to these three level foot crossings in the Melksham area, the Network Rail Sectional Appendix shows three private user worked crossings to the south of Melksham, with telephones, probably for farm vehicles between fields, and I am aware of a further footpath crossing in the Broughton Gifford Parish to the north of the Pack Horse Bridge, providing the only public right of way access to the bridge from that side of the river. These crossings are outside the area of enquiry, but clearly need to be considered within the overall crossing regime.



I am drawing no conclusions here - just providing evidence. Foot crossings ARE dangerous and become more so as train numbers increase, train speeds increase, trains become quieter, foot passages over the crossings increase, and users of the crossings become less familiar with the crossings as they become rarities. There are multiple solutions available to reduce the risk but all have consequences, and there is no "one size fits all". The ABC Railway guide above tells me that there have been no accidents at any of the three crossings in the recent past (as of the date it was last updated) and I know of nothing very recent either - but that is not an excuse for us consider the risks and take any preventative measures as a precaution. We should bear in mind that most of the options would involve substantial cost and might hinder or prevent service improvement.

Options to reduce the risk **IF ANY NEEDED** include

1. Better / more local publicity
2. Add warning lights that a train is coming (as done on Westbury avoider)
3. Add locking gates or barrier and with CCTV to signal box
4. Provide a footbridge
5. Require all trains to slow down
6. Divert or close the path
7. Limit the number of trains passing
8. Close the railway

And all of these would cost money and / or have dramatic other consequences

Published Saturday, 22nd March 2025

March, April, May 2025 and beyond - personal plan

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Truck stop unveils new facilities after £2m revamp



David Hatherell (left) runs the family business and knows his customers such as Harling (right) well

Karen Gardner & Sophie Parker

BBC News, Wiltshire

13 March 2025

More lorry drivers can now book to rest at an expanded and improved truck stop.

National Highways has partly funded the £2m project at Chippenham Pit Stop, an independent business just off of J17 of the M4.

Going from 89 to 152 lorry bays, more drivers will now have somewhere to sleep and also have healthier food options and an all-weather gym.

Harling, who had just driven six hours from Yorkshire for the opening, said: "They are the template and we need more of these."

"To be able to come somewhere like the pitstop and get that home welcome, it's a massive thing.

"You can book in here and secure a place. Psychologically, it's absolutely massive," said Harling.

"I really value the time, effort and passion that's gone into making this pitstop what it is," he added.



NATIONAL HIGHWAYS

| Drivers will be able to book a space ahead of time, knowing they have somewhere safe to stop

Managing director of the family business, David Hatherell, said: "We recognise that drivers need somewhere that's a home from home during the week."

He explained it took four years to happen and they also invested in the restaurant, kitchen, toilets and showers.

Chippenham Pitstop is already a place that regular motorists stop at too.



NATIONAL HIGHWAYS

With 152 spaces now available, Chippenham Pit Stop will also get more business in the cafe and shop

"As a family firm, we take enormous pride in the service and facilities we offer and previously, when we were so often full it was horrible to see a disappointed driver leave to look for a layby to park in," said Mr Hatherell.

One of the other additions to the two-acre extension are charging points for refrigerated lorries - this means drivers will not need to keep noisy diesel engines running overnight.

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National Highways put more than £720,000 into the project, part of the £13m Lorry Parking Facilities Improvement Fund.

The new facility was officially opened on Thursday.

Elliot Shaw, National Highways chief customer and strategy officer, said they were proud to unveil it as it provides "safer spaces for drivers to rest and

recharge, reducing the risks of unsafe roadside parking, and making roads safer for everyone".

The Pit Stop has been praised by the Road Haulage Association as setting the benchmark when it comes to customer care.

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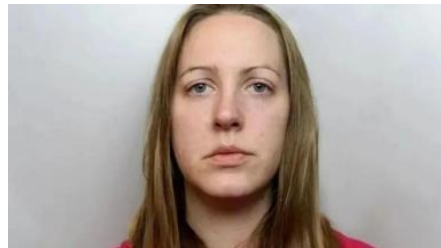
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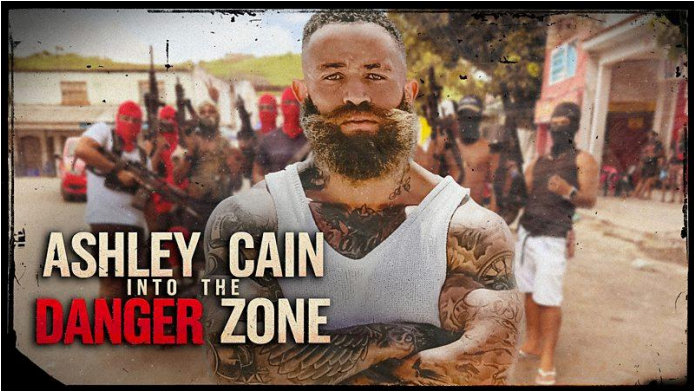


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