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## MELKSHAM WITHOUT PARISH COUNCIL

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Tuesday, 10 January 2023

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

You are invited to attend the Highway & Streetscene Committee Meeting which will be held on **Monday, 16 January at 7.30pm** at **Melksham Melksham Without Parish Council Offices (First Floor), Melksham Community Campus, Market Place, SN12 6ES** to consider the agenda below:

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

Click link here:

**<https://us02web.zoom.us/j/2791815985?pwd=Y2x5T25DRIVWVU54UW1YWWE4NkNrZz09>**

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

Yours sincerely,

A handwritten signature in cursive script that reads "Strange".

Teresa Strange  
Clerk

Serving rural communities around Melksham

# AGENDA

1. **Welcome, Announcements & Housekeeping**
2. **To receive Apologies and approval of reasons given.**
3. a) **To receive Declarations of Interest**  
  
b) **To consider for approval any Dispensation Requests received by the Clerk and not previously considered.**
4. **To consider holding items in Closed Session due to confidential nature**  
*Under the Public Bodies (Admission to Meetings) Act 1960, the public and representatives of the press and broadcast media be excluded from the meeting during consideration of business, where publicity would be prejudicial to the public interest because of the confidential nature of the business to be transacted.*
5. **Public Participation**
6. **To note Minutes of last Highways & Street Scene Committee meeting held on 26 September 2022 and updates on actions taken.**
  - a) **Highway Funding.** To note updates (if received) following a request to Wiltshire Council, the £200,000 Section 106 Highway contribution from planning application PL/2022/02749 for 144 dwellings on Semington Road be spent on various highway projects in the vicinity of Berryfield, including the provision of a footway along Western Way to improve access for residents of new developments on Semington Road to the proposed new primary school at Pathfinder Way.
  - b) **Pathfinder Way.** Implementation of 20mph to note correspondence from Julie Cleave, Highways Development Control Engineer (Min 177(c)/22)
7. **Local Highways & Footpath Improvement Group (LHFIG) (formerly Community Area Transport Group – CATG)**
  - a) To note Minutes and action log of Local Highways & Footpath Improvement Group (LHFIG) meeting held on 27 October 2022.
  - b) To approve 50% funding towards installation of village gates in Beanacre (Issue 9-22-11).
8. **To consider residents' requests for support by the Parish Council including requests for the Local Highways & Footpath Improvement Group (LHFIG) next meeting on 2 February 2023):**
  - a) To note a request from Wessex Water for double yellow lines on Westlands Lane on junction with A350 to enable better access for vehicles to their proposed new pumping station on Westlands Lane.
  - b) To consider a request from Bowerhill Primary School & Bowerhill Village Hall for improvement to access to the grounds for parking and drop off (including update on School Travel Plan).



- c) To note concerns raised by Shaw Primary School with dangerous driving outside the school grounds, and update on the School Travel Plan.

## 9. Speed Enforcement

- a) To note Police Speed Enforcement undertaken in Shaw and Whitley in December and to note increase in prosecutions and to consider a request for additional enforcement action elsewhere in the parish.
- b) To note concerns of resident of Pathfinder Place at speeding on Pathfinder Way and A365 Bath Road and to consider requesting a traffic survey.
- c) To note concerns of speed limit on Redstocks Lane and to consider requesting a Traffic Survey to support a reduction in the speed limit.
- d) To note response to Michelle Donelan MP regarding speeding concerns on A350 in Beanacre.
- e) To consider changing threshold levels on the Speed Indicator Devices.

**10. Cleveland Bridge and Clean Air Zone Bath.** To note response from Councillor Clewer, Leader, Wiltshire Council to proposals by BANES to extend the Clean Air Zone and continuation of 18 tonnes weight limit on Cleveland Bridge.

## 11. Proposed A350 Bypass (Standing Item)

- a) To note any updates since the last meeting.

## 12. Footpaths

- a) To note an Inspector has been appointed by the Secretary of State for Environment, Food and Rural Affairs to undertake a Public Enquiry into Order: Melksham Without Path No 107 & Melksham Without Path No 151 DMMO 2020 to determine the Order. The inquiry will be held on **Tuesday, 13 June 2023 at Forest Community Centre**. To give consideration to a representative of the Council attending the Inquiry.
- b) To consider future action regarding PROW MELW100 requiring a Diversion Order as it is currently in-accessible (to improve pedestrian access to town using a Right of Way)

## 13. Traffic Orders

- a) **To note No Waiting Restrictions at Any Time** proposed for the North Western access road off Portal Road (both sides) and North Eastern access road, Portal Road (both sides) Re Dick Lovett entrances/exits.

**14. Grit Bins.** To consider if parish council would be responsible for distributing salt in icy conditions from grit bins at Pathfinder Place development.

**15. Electric Vehicle Charging.** To note update on EV Charging in Wiltshire following recent webinar by Sarah Valdus, Assistant Director Environment, Wiltshire Council.

**16. Bee Project Route.** To support the Wilts & Berks Canal Trust request in creating more wildlife friendly verges along the old canal next to Semington Road at Outmarsh Farm.

**MINUTES of the Highways & Streetscene Committee of Melksham Without Parish Council held on Monday 26 September 2022 at Melksham Without Office Space (First Floor), Melksham Community Campus, Market Place, Melksham, SN12 6ES at 8.10pm**

**Present:** Councillors Alan Baines (Committee Chair), David Pafford (Vice Chair of Council), Mark Harris, Robert Shea-Simonds and Stefano Patacchiola JP

**Present via Zoom:** 2 Members of Public for part of the meeting

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

**171/22 Welcome, Announcements & Housekeeping**

Councillor Baines welcomed everyone to the meeting and pointed out the various fire escape routes for those present.

**172/22 To receive Apologies and approval of reasons given**

Apologies for absence were received from Councillor Glover who was away.

It was noted Councillor Chivers was not in attendance, but had been unwell and in hospital recently.

**POST MEETING NOTE:** Councillor Chivers tendered his apologies the following day.

**Resolved:** To note and accept the reasons for absence of both Councillor Glover and Councillor Chivers.

**173/22 a) To receive Declarations of Interest**

There were no declarations of interest.

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

There were no dispensation requests.

**174/22 Public Participation**

A resident of Beanacre joined the meeting via Zoom to request safety signage as seen in other areas, on the A350 in Beanacre, to warn drivers of the presence of Beanacre play area.

The resident explained she lived opposite the play area and had witnessed several close calls with children running out of the gate

into the layby adjacent to the road and had a concern for their safety.

The resident explained that she had commuted along this stretch of the A350 for several years and had not realised the presence of a play area. Drivers often drove above the speed limit with a suggestion that if play area warning signage was erected, drivers would be more inclined to slow down.

Councillor Baines explained that whilst the parish council were aware of speeding issues on the A350, the Council's Speed Indicator Device was regularly installed near this location. The play area was separated from the road by a layby and two sets of gates. Wiltshire Council's policy was to minimize signage on the highway, as too much was confusing for drivers and detracted them from other signage, such as speed limits and directional signs.

Councillor Baines suggested the Parish Council could consider some form of signage within the play area itself reminding parents to keep their children safe when coming out of the play area or some form of barrier outside the play area gate to stop children running into the layby.

It was acknowledged there was an issue with the gate not locking correctly and this was on a list for action. However, there was another gate into the play area itself prior to the gate near the layby.

The meeting went back into closed session to discuss this matter, which are recorded at Min 177a/22.

**175/22 To note Minutes of last Highways & Street Scene Committee meeting held on 18 July 2022 and updates on actions taken**

Unfortunately, the annotated minutes of 18 July 2022 were not included in the agenda pack, however, Councillor Baines explained he had read through the minutes online and there were no outstanding actions, with the majority of actions being to refer requests to the Local Highways & Footpath Improvement Group (LHFIG) for consideration, which had been done.

**176/22 Local Highways & Footpath Improvement Group (LHFIG) (formerly Community Area Transport Group – CATG)**

**a) To note Minutes and action log of Local Highways & Footpath Improvement Group (LHFIG) meeting held on 4 August 2022.**

Councillor Baines went through the Local Highway & Footpath Improvement Group (LHFIG) minutes of 4 August 2022.

**Active Travel Scheme: New Footpath - Westhill to Top Lane, Whitley.**

At a recent site meeting it had been agreed any new footway would need to be constructed on the South side of the lane. Phase 1 of the project had been identified (a length of approximately 90m) and a ball park estimate to undertake this work, excluding any drainage considerations, would be in the region of £35,000.

Having previously discussed this project and the estimated cost of £100,000 (with the parish council having to contribute 50% towards the costs involved) it had been agreed this was not a priority of the council as no resident of Whitley had requested the footpath. Therefore, the Local Highways & Footpath Improvement Group (LHFIG) would be making a recommendation to the Area Board that this issue is closed.

**Issue 9-22-10 – Semington Road, Berryfield: Request to install 2 bus shelters.**

It was noted that £20,662 was available in Section 106 funding to provide two shelters with seating, high access kerbs and a real time information facility. Therefore, there would be no cost to LHFIG.

This project would be advanced when staff resources become available.

**Issue 9-22-12: Halifax Road, Bowerhill: Request for drop kerbs to link Brampton Court with Sunderland Close.**

Following a site meeting, it was agreed the best solution would be to provide three sets of dropped kerbs, each side of Brampton Court and over Halifax Road. The estimate cost for this project was £3,500.

**Issue 9-19-9: Request for Bus Shelter near Kingfisher Drive, Bowerhill**

It was noted there was an issue regarding land ownership of the strip of land it was proposed to erect the bus shelter on and therefore a suggestion had been made to meet with the landowner to discuss a way forward.

The Clerk reminded Members the Parish Council were keen for Wiltshire Council to adopt all strips of land the full length of Falcon Way, which had previously not been adopted by them.

**Issue 9-19-11: Request for Bowerhill name plate and white gates on Portal Road, Bowerhill**

Councillor Baines stated that following a site visit with the Highway Engineer, both himself and the Clerk understood there was only a requirement for one gate on the outside of the bend between the Dick Lovett entrance and the first hangar building, however costs had been given for two gates, one either side of Portal Road.

The Clerk explained she had confirmed with the Highway Engineer only one was required between Dick Lovett and the first hangar on Portal Road.

**Issue 9-20-3: A350 Western Way – Pedestrian Safety at Signal Control Crossing on dual carriageway**

Councillor Baines noted this issue had been discussed earlier in the Planning meeting. Section 106 funding was available from the 144 houses proposed on Semington Road to make improvements to the crossing. However, these improvements had already been completed and paid for by the Government as part of the Active Travel Scheme. Therefore, the Planning Committee had made a recommendation to request this money be spent elsewhere in the vicinity of the development.

**Issue 9-22-9: Request for Nameplates Dowding Way and Duxford Close, Bowerhill**

The sign for Duxford Close has been ordered at no cost to the Local Highways & Footpath Improvement Group (LHFIG). However, the sign(s) for Dowding Way required consultation with the property owners and had unfortunately missed the order for this year. However, it had been agreed a request would be made for new signage in the order for the following year.

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

The Highway Engineer had investigated the possibility of a gateway at the North end of the village, costing between £8,000 and £10,000. It was noted the costs were quite considerable given the amount of traffic management required.

Councillor Patacchiola had provided a picture of a sign in Bath & North East Somerset (BANES) of the type of signage the parish council had originally requested, which gave drivers advance warning of a 30mph speed limit. It was understood this sign had been in place for some time and had been quite

effective.

It was suggested this information be passed on to the Police & Crime Commissioner and to ask if this type of signage would cause the Police a problem, if something similar was installed in Beanacre, as there is a problem with drivers driving at 60mph to suddenly be confronted with a 30mph sign on a sweeping bend, on a falling gradient and no realisation they are entering a village.

Councillor Patacchiola had noted the gradient of the road in BANES was similar to the gradient on the A350 in Beanacre.

Councillor Baines noted there was currently a temporary 30mph speed limit on the roadworks between Lackham roundabout and the A4, adjacent to a 40mph speed limit either side. Therefore, consideration had been given to slowing traffic down and if this could be done here, he questioned why it could not be done elsewhere in the County. It was also noted the roadworks had signage indicating speed enforcement was in operation too.

The Clerk reminded Members there were some pockets of funding available, such as Solar farm monies or from Wessex Water, from the Beanacre area.

The Clerk explained that on the site visit it was noted the 30mph speed sign was obscured by vegetation with the Highway Engineer suggesting this be included on the Parish Steward list to keep an eye on, on a regular basis, and cut back if necessary.

Councillor Patacchiola noted several of the speed signs between Melksham and Shaw were obscured by vegetation and asked if these could also be added to the Parish Steward list as well.

**Recommendation:** To write to the Police & Crime Commissioner to ask if this type of signage would cause the Police a problem, if something similar was installed in Beanacre.

**Issue 9-22-13: Request for dropped kerbs between DeHavilland Close and Dowding Way.**

At a site visit the Highway Engineer had explained there were various issues at Dowding Way and DeHavilland Close is too close to the bend in Halifax Road. Therefore, an alternative crossing point had been identified to give access to the industrial estate from Pegasus Way over to Cheshire Close.

**Commented [L1]:** PCC Written to and response considered at Full Council meeting on 5.12.22. It was agreed to write to BANES to ascertain if they have authorisation to install such signage following WC Highways query. Email sent to BANES before Xmas and awaiting a response.

The work required would include one set of dropped kerbs, a possible short extension of footway (to line up the crossing point) and removal of two concrete bollards. An estimate for the work had been given of £2,500.

It was noted this request had been made by Bowerhill Residents Action Group (BRAG) and a resident who was partially sighted.

**Issue 9-22-16 – Melksham Without (various roads) – request for Parking Control**

Councillor Baines stated at the Local Highways & Footways Improvement Group (LHFIG) meeting it had been suggested, in order to save legal costs, that the Traffic Order includes all sites within the Area Board area. Unfortunately, because no one was present from the Town Council this item had been deferred until the next meeting with a hope someone from the Town Council would be present.

Councillor Baines expressed frustration, particularly as some of parking restriction requests had been submitted by the Parish Council over two years ago and would still take 12-18 months to process, even if agreed.

Current requests are:

- Semington Canal Bridge,
- Lancaster Road, Bowerhill
- Avro Way, Bowerhill
- Merlin Way, Bowerhill
- Mitchell Drive, Bowerhill

The Clerk stated that having met with the Highway Engineer he had explained that the Parish Council did not have to prioritise the requests in Bowerhill, as these would be advertised in one Traffic Order advert.

Unfortunately, the request for the Canal Bridge at Semington was a frustration, as despite the parish council informing Semington Parish Council two years ago a request had been submitted to Wiltshire Council, they had only just realised this. Therefore, they were putting in their own request the other side of the bridge. This had implications in causing a delay, as this request would be advertised in the local press separately, as Semington is in a different area, as far as advertising Traffic Orders is concerned, even though Semington comes under the Melksham Area Board.

The Clerk sought a steer from Members to see if they were

happy that she contacted Melksham Town Council to express frustration the parish council's requests were being held up as they had not attended the last Local Highways & Footpaths Improvement Group (LHFIG) meeting and if they could come up with any requests for the next meeting, in order to progress these, as some of the parish council requests have been waiting over two years.

It was noted the legal costs to advertise the Traffic Orders was in the region of £3,000.

**Recommendation:** For the Clerk to contact the Town Council to ask they consider any requests for double yellow lines for consideration at the next LHFIG meeting.

**Commented [L2]:** Clerk contacted Town Council to remind them to do this.

**Issue 9-22-18: Bowerhill Lane. Request to replace staggered barriers with bollards to allow access to shared use path using a pony and trap.**

The Parish Council needed to consider whether they would prefer the installation of bollards or barriers.

It was noted at the Local Highways & Footpath Improvement Group (LHFIG) meeting that the current barriers had been placed to deter children running into the carriageway at each end and possibly to prevent motor vehicles from using the link path.

Councillor Pafford noted from the LHFIG minutes that no one from the Town Council was in attendance at the last meeting which had caused a delay in progressing projects they had put forward and reminded the meeting of a need to provide a substitute for Councillor Baines, if necessary, who attended these meetings.

**b) To approve the Council's 50% contribution towards recent requests submitted to LHFIG for consideration; now indicative costs have been provided**

The Clerk reminded Members the Council were now expected to approve and contribute 50% of the costs of any requests submitted to the Local Highways & Footpath Improvement Group (LHFIG), instead of a third as previously agreed, and make a recommendation to Full Council.

The Clerk also explained that the Highways Officer had acknowledged there was a staffing resource problem within the Highways department and had suggested that the Parish Council put their requests in priority order for consideration by the Local Highways & Footpath Improvement Group (LHFIG):



<b>ISSUE &amp; ISSUE NO</b>	<b>COST</b>	<b>Melksham Without's 50% contribution</b>	<b>PRIORITY</b>
Bus Shelters – Bowood View <b>Issue 9-22-10</b>	Section 106 funding available		High
Berryfield Village Hall Signs <b>Issue No: 9-2-16</b>	(Costs to come via Area Board as under £500)		High
Falcon Way, Bus Shelter <b>Issue No: 9-19-9</b>	Deferred to enable discussions with land owner.		Not a priority until land ownership issues resolved.
Pony and Trap Barrier, Bowerhill Lane <b>Issue No. 9-22-18</b>		0	Not to proceed with this request as barriers need to be in place for safety reasons.
Halifax Road East, Bowerhill dropped kerbs <b>Issue No. 9-22-12</b>	£3,500	£1,750	Medium
Portal Road, Bowerhill Village Gates (one gate	£4,500-£5,000 <b>For 2.</b>	£1,500	Medium

between Dick Lovetts and first hangar) <b>Issue No: 9-19-11</b>	Following site meeting agreed <b>only 1</b> was required, therefore, costs <b>£2,250-£2,500</b>		
Cheshire Close, Bowerhill dropped kerb <b>Issue No; 9-22-13</b>	£2,500	£1,250	Medium
Parking Restriction Request Fees <b>Issue No. 9-22-16</b>	£3,000	£750 estimated share	Low. Need other councils to agree their priorities, in order costs of advertising the legal orders can be split between the various councils in the Melksham Area Board area.
<b>TOTAL</b>		<b>£5,250</b>	

It was suggested the dropped kerbs in Bowerhill could be done at the same time, as there would be a cost saving.

**Recommendation:** That Full Council agree the 50% share of the costs from the £5,500 in the Budget for CATG/LHFIG contributions funded from Community Infrastructure Levy (CIL), as well as the priorities of the various projects above, in order to submit to the Local Highways & Footpath Improvement Group for actioning.

**Commented [L3]:** 50% funding approved at Full Council on 3.10.22 as well as MWPC priorities

**c) To consider priority of current requests with LHFIG**

As listed above under Min 176(b).

**d) Following the LHFIG Meeting.**

- **To confirm if request 9-19-11 Portal Road white gates is for both sides of the road or just the “hangars” side.**

As discussed earlier in the meeting, it was confirmed only one white gate is required at Portal Road, Bowerhill.

- **To confirm on request 9-22-18 Bowerhill Lane if preference is for bollards or barriers**

Councillor Baines stated the path in question was not a right of way, but a shared path and therefore a public highway, the right of way had not been diverted.

Whilst being sympathetic to the request, Members were concerned at the safety of children, particularly as Bowerhill Lane was subject to a national speed limit and visibility was poor in places.

Councillor Baines noted the parish council had previously received complaints of drivers speeding down Bowerhill Lane to access the canal.

**Recommendation:** Not to progress this request as the barriers are in place for safety reasons.

**e) To consider response to query on use of s106 funding vs government Active Travel funding for recent improvements to A350 Western Way crossing – Issue 9-20-3 (if received)**

As discussed earlier in the Planning meeting, a recommendation had been made to request the £200,000 Section 106 highway improvement funding for the 144 dwellings on Semington Road be handed to Wiltshire Council to spend on highway improvements in the vicinity of the development.

**f) To consider response on query on shuttering on new traffic lights outside Shaw School (if received)**

The Clerk explained she had raised a query on why there was no shuttering on the new traffic lights outside Shaw School in order to slow traffic down, but was still waiting for a response.

Councillor Baines explained the reasoning for the shuttering had originally been to slow traffic down due to the pedestrian crossing, this had not changed as part of the recent improvements, despite the inclusion of a couple of directional arrows.

Councillor Patacchiola explained that since the introduction of the two arrows he had observed people going the wrong side of the

**Commented [L4]:** Clerk emailed Gareth Rogers and Planning. Following response, requests the funding could be spent on were submitted to Planning/Highways prior to Xmas 22 following Planning meeting on 19/12.

small traffic island, as it was not very clear which side vehicles should use compared to the previous road layout.

**Commented [L5]:** Response received and considered at a FC Meeting at which it was resolved to submit a request for the installation of louvres to LHFIG.

**177/22 To consider residents' requests for support by the Parish Council including requests for the Local Highways & Footpath Improvement Group (LHFIG) next meeting on 4 August 2022):**

**a) Request for play area warning signs on A350, Beanacre**

The Clerk explained she had spoken to the Highway Engineer regarding this request and the response had been this would not have been considered by the Local Highways & Footpath Improvement Group (LHFIG).

**Recommendation:** Not to progress this request to the Local Highways & Footways Improvement Group (LHFIG) for consideration.

**b) Request to change configuration/remove safety bars on Corsham Road, Whitley**

A request had been received via Councillor Chivers for the removal/reconfiguration of the safety bars on Corsham Road in order for someone in a mobility scooter to negotiate more easily.

It was noted, as discussed earlier in the meeting following a similar request, the barriers were there to stop children, in particular, and cyclists coming out on to a main road without slowing down.

It was noted Eden Grove had several bungalows, some adapted for those with disabilities.

**Recommendation:** To ask Highways to suggest a suitable solution to enable a scooter to negotiate the barriers, bearing in mind the safety of others.

**Commented [L6]:** Request submitted to LHFIG

**c) Request for 20mph zone and appropriate signing for Pathfinder Place development**

The Clerk explained a resident of Pathfinder Place had contacted the office to request it be a 20mph zone. The Clerk had explained the development had been built so it had a self-enforcing 20mph speed limit. The resident had informed the Clerk there was no signage or markings installed that indicated it was a 20mph zone.

It was understood if a development was built so it was self-enforcing, there was no need for signage.

Concern was raised new signage had been installed by Taylor Wimpey adjacent to Pathfinder Place advertising a development in

Chippenham. The Clerk agreed to contact Planning Enforcement on this issue.

**Recommendation 1:** To contact Taylor Wimpey to ask that some form of signage and roundel be installed at Pathfinder Place on both sides, indicating a 20mph zone and to also contact the officer/s responsible for highway adoption at Wiltshire Council for their views.

**Commented [L7]:** Clerk contacted TW and response on the agenda

**Recommendation 2:** To contact Planning Enforcement regarding the signs on Pathfinder Place advertising a development in Chippenham.

**Commented [L8]:** Outstanding Action.

## 178/22 Speed Enforcement

**a) To note new Speed Indicator Device schedule is underway and the device appears to be working effectively.**

Councillor Baines informed the meeting that the new speed indicator device schedule was underway and the new device was currently deployed outside Melksham Oak School.

**b) To note old SID is currently with manufacturer for repair**

The Clerk explained it had been noted some of the pixels on the display were not working on the old Speed Indicator Device and therefore, as the device was still under its year warranty, it had been sent back to the manufacturer for repair which had changed the schedule slightly.

**c) To consider feedback from meeting with Community Action Whitley & Shaw (CAWS) regarding requests for traffic calming methods.**

Community Action Whitley & Shaw (CAWS) had raised a few concerns regarding speeding in both villages and had met both the Clerk and Councillor Baines to discuss these, as listed below:

- **Installation of 30mph repeater signage:** These cannot be installed in a 30mph limit, as street lights indicate the speed, unless signage indicates otherwise.
- **Traffic Light Shutters on the new lights outside Shaw School:** Discussed above.
- **20mph limits in the village lanes:** These are unlikely to be considered for funding as a key criterion is that the average existing speed is less than 24mph. In order to get an evaluation, the costs are approximately £2,000 and may not

meet the relevant criteria.

- **Installation of permanent electronic speed signs:** Such devices cannot be installed permanently. Wiltshire Council's policy states in order to be effective, devices can only be installed for a period of 2-8 weeks.

Councillor Baines stated that he had contacted the Chair of Community Action Whitley & Shaw (CAWs) explaining the parish council had two speed indicator devices which are deployed every two weeks between 12 sites, with Shaw and Whitley having two eligible sites each. Therefore, each site has to wait 12 weeks before they see a device again.

In response to this correspondence a reply had been received that day from Community Action Whitley & Shaw (CAWS) indicating they were prepared to fund a new Speed Indicator Device, with the Clerk confirming this would be permissible. They had also requested a copy of the device schedule, with Councillor Baines suggesting the schedule could be forwarded to them, once the old device had been returned from the manufacturer and the schedule back up and running.

Councillor Baines noted if there was another device, it would mean each device could be installed for longer periods at each location and still be effective and within the parameters set by Wiltshire Council, however, on a busy road it could run out of battery life.

**Recommendation:** To accept Community Action Whitley & Shaw (CAWS) offer of purchasing an additional speed indicator device to be used in the whole parish and to forward the costs of the new device (Evolis Radar Speed Sign from Elan City: £2,200.00 +VAT) and explain as they were prepared to cover the capital costs of a new device, the Parish Council were prepared to cover the cost of installing the device at each eligible location.

- **Other Traffic Calming Measures, such as 20mph Zones:** Such measures can be unpopular for some residents and would need to be reviewed by emergency services.
- **Traffic Surveys:** There are no plans to commission additional surveys, with Community Action Whitley & Shaw (CAWS) understanding the reasons why.

**Commented [L9]:** Costs of providing a SID were forwarded to CAWs for information. CAWs due to meet soon to decide which projects to move forward, including potential for SID device.

## 179/22 Proposed A350 Bypass

### a) To note information on when the M4 to Coast Study will be published.

The Clerk had contacted National Highways to seek an update on when the outcome of their M4 to Dorset Coast Study would be published, as it was anticipated a preferred route was to be identified in the Summer of 2022.

A response had been received stating 'several briefings and workshops with stakeholders throughout the region had been completed, providing context and outlining an approach to the study. The study included a shortlist of corridors and potential interventions, that further technical and modelling work would take place on, to highlight potential investment solutions.

The study is now due to be completed in late 2022 and the report published soon after completion. The initial evidence on existing and future route performance was not intended for public circulation and is what has helped inform discussion, agree the routes, options and interventions to be considered.'

It was noted the next newsletter was planned for distribution in October.

It was also noted in a document from Wiltshire Council that they had delayed submitting their outline business case for the proposed A350 bypass until March 2023.

## 180/22 Cycling & Walking Infrastructure

### a) Wiltshire Council Local Cycling and Walking Infrastructure Plan. To consider response to consultation (consultation ends on 26 September) <https://www.wiltshire.gov.uk/transport-town-cycle-networks>

The Clerk explained there were various questions which needed a response within the consultation. The final document would be useful in providing evidence to developers of a need for particular types of infrastructure and therefore it was important to make sure any local requests/projects were included within the document.

#### **Q4: Are any key routes missing where there is likely to be high potential for walking to a railway station outside the market town.**

On looking through the report it was noted it did not mention the following routes:

- The long-held ambition to install a cut through from Foundry Close to the Railway Station.
- Access to Melksham Oak School from the new development (Hunters Wood/The Acorns).

**Q5: Are there any routes missing**

The Clerk explained the canal tow path from Melksham to Lacock was not included despite the Wilts & Berks Canal Trust stating they planned to construct a pedestrian/cycleway route which had already been costed, prior to the canal being built.

The Clerk explained she had noted the Kennet & Avon Canal Trust were looking at improving the whole route along the Kennet & Avon Canal for cyclists and pedestrians. It was noted there were areas within the Melksham area, which were virtually impassable.

Given the deadline was today, it was:

**Resolved:** to respond to the consultation to highlight the following routes are missing from the consultation:

- A cut through from Foundry Close to the Railway Station.
- Access to Melksham Oak School from the new development (Hunters Wood/The Acorns).
- Wilts & Berks Canal tow path/pedestrian/cycleway from Melksham to Lacock.

And to welcome the improvements along the Kennet & Avon Canal.

**b) To note latest government guidance for Cycling Infrastructure**  
[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf)

The Clerk explained this report had been compiled as areas were not conforming to the national standard and therefore infrastructure guidance had been published. It was a useful document the council can refer to when seeking improvements or additional cycleways.

**Resolved:** To note the report.

Meeting finished at 9.43pm

Signed .....  
 Chair, Full Council, 24 October 2022

**Commented [L10]:** TS Responded to consultation.





## Melksham Local Highways & Footway Improvement Group

<b>3.</b>	<b>New Policy on submission of Issues to the LHFIG</b>			
		<p>The following Policy was agreed by the Area Board:</p> <ul style="list-style-type: none"> <li>a) Each agenda item should be discussed and ratified by the relevant Full Council of each Town and Parish Council unless an alternative process is agreed and accepted by the LHFIG.</li> <li>b) Attendance at LHFIG should be by an authorised representative who is fully briefed, has visited the site and is authorised to act on behalf of the Council.</li> <li>c) Each Council should be committed to part-fund each project: financial contributions will normally be expected at a rate of 50% for the larger Councils (Melksham Town and Melksham Without) and 25% for the other smaller Councils.</li> <li>d) The Chairman of the LHFIG reserves the right to withdraw consideration of any agenda item not meeting these requirements.</li> </ul> <p>N.B. Guidance on typical costs can be found on the Wiltshire Council Website (see Highways page). All items costing £500 or less will be funded in full by the LHFIG budget.</p>	LHFIG to note	All
<b>4.</b>	<b>Financial Position</b>			
		<p>The current balance for 2021/22, less previous commitments, stands at £26,147.87 (see Appendix 1).</p> <p>The current balance for 2022/23, less previous commitments stands at £38,185.87 (see Appendix 2).</p>	Area Board to note	AB
<b>5.</b>	<b>Priority schemes</b>			

## Melksham Local Highways & Footway Improvement Group

a)	6055 – Broughton Gifford - Gateways and Traffic Management measures.	<p>The scheme, plus some remedial work, has been completed with interim costs standing at £13,357.13.</p> <p>Highways will refurbish any defective road markings over this summer period.</p> <p>Safety concerns have been raised about the cobbled feature and Highways will discuss this with the Parish Council, with a view to making some changes.</p>	<p>Area Board to note</p> <p>Highways to arrange site meeting with Parish Representatives</p>	<p>AB</p> <p>Highways</p>
b)	A365 Shaw Bath Road Footway improvements – funded by Section 106 monies from George Ward Gardens development.	<p>Resurfacing of the footway from the new drop kerb to the first field access, towards Shaw is to take place during during 22/23.</p> <p>Construction has been pencilled in for the October half term week, subject to road space and gang availability.</p>	Highways to action	Highways
c)	Issue 9-20-9 – Melksham Sandridge Road – request to improve footway link to Maple Close	<p>Town Council and Highways representatives have met with the land owner to agree in principle the area of land to be dedicated. This would result in a 2 metre wide path parallel to the A3102, and a wider area where the path turns through 90 degrees towards Maple Close. A new boundary wall is to be constructed as part of this agreement.</p> <p>The estimated combined cost, inclusive of Wiltshire Council's legal fees is in the region of £20,000. This figure includes for:</p> <ul style="list-style-type: none"> <li>• removal of the existing fence, hedgerow and roots.</li> <li>• Provision of footings for wall and edging for new path and to provide temporary fencing.</li> <li>• Completion of footway work following construction of the wall.</li> </ul> <p>The landowner's legal costs are to be met by the Town Council in full.</p>	Highways to liase with internal legal team	Highways

## Melksham Local Highways & Footway Improvement Group

		A site meeting has been held to agree the extent of the work with the property owner. The legal process for the land dedication can now commence.		
d)	Active Travel Scheme - Farmers Roundabout – signing to promote use of shared use cycle route to and from Holt Road and town bridge.	<p>Scheme to be funded from a third tranche of Section 106 money from the George Ward Gardens development.</p> <p>Signing work has been completed.</p> <p>There are funds remaining specifically to improve cycleway signing within the town.</p>	<p>Highways request that the Town Council consider where additional improvements could be made.</p> <p>Defer to next meeting with MTC present</p>	Town Council
e)	Melksham Dunch Lane – funded by Section 106 monies from George Ward Gardens development	<p>Consultation on full closure over rail bridge or one way operation from east to west and new parking controls to be carried out by the Town Council.</p> <p>Update from Town Council:</p>	Defer to next meeting with MTC present	MTC
f)	Active Travel Scheme - Melksham Town Bridge – drop kerbs and signs.	<p>Preliminary design work now completed, see drawings included (Appendix 3A and 3B). Preliminary costs, including legal fees for road closure and a 20% contingency fee are estimated in the region of £14,000.</p> <p>For discussion:</p>	Defer to next meeting with MTC present	MTC
g)	Active Travel Scheme - Whitley West Hill to Top Lane – new footpath	A site meeting has been held and it was agreed that any new footway provisions would need to be constructed on the southside of the lane. Phase 1 of this project has potentially been identified, a length of approximately 90 metres. This would run from the Bus Stop Hard standing opposite to property 158A, eastwards to the telephone box opposite property 161B. A location plan is included as Appendix 4.	LHFIG recommends to the Area Board that this item is closed.	AB

## Melksham Local Highways & Footway Improvement Group

		<p>A ball park estimate to undertake this work, excluding any drainage considerations, would be in the region of £35,000.</p> <p>Since the site meeting was held, the issue has been discussed by Melksham Without's Highways &amp; Streetscene Committee and they have concluded that this proposal is not one of their current priorities and the project should be halted.</p>		
h)	Issue 9-21-5 – Littlemarsh old section of A350 – Speeding, littering and anti-social behaviour	<p>The Parish Council have opted to pursue road markings to include hatching to “narrow” the entrance and a SLOW marking. The work is to be included in the next round of ad-hoc road marking jobs.</p> <p>Work has been delayed due to unforeseen staff absence. Now likely to be done late August / early September.</p>	Area Board to note	AB
i)	Issue 9-22-1 – Melksham Footway linking Hazelwood Road & St Michaels Road – Request for lighting	<p>Issue submitted by Cllr Hubbard and Melksham Town Council.</p> <p>The location of a live feed is unclear (from existing records) and therefore it is difficult to give a robust estimate. Our consultants suggest a sum of £4,000 should cover the installation of 1 lighting column, located approximately at the mid point of the footway link.</p> <p>Highways awaiting confirmation from the Town Council of their 50% contribution.</p>	Defer to next meeting with MTC present	MTC
j)	Issue 9-22-4 – Melksham Westbury View – request for Access Protection Marking	<p>Issue submitted by Melksham Town Council</p> <p>At the last meeting, the group agreed to the provision of an access protection marking outside No 34.</p> <p>Work has been delayed due to unforeseen staff absence. Now likely to be done late August / early September.</p>	Area Board to note	AB

## Melksham Local Highways & Footway Improvement Group

k)	Issue 9-22-5 – Melksham Spa Road – safety concerns at access to & from Wharf Court	<p>Issue submitted by Melksham Town Council</p> <p>Request for concealed access signs or similar. Highways advise that Concealed Entrance signs are not permitted on the Highway.</p> <p>Highways have been unable to identify a prescribed sign for this situation. Both Wharf Court and Meadowsweet Place are private accesses and visibility from these accesses satisfied the planning requirements.</p> <p>Highways suggest the placement of additional SLOW road markings which can be provided for less than £500.</p>	<p>LHFIG recommends to the Area Board that £500 is allocated to this project.</p> <p>Highways to action.</p>	<p>AB</p> <p>Highways</p>
l)	Issue 9-22-10 – Berryfield Semington Road – request to install 2 bus shelters	<p>Issue submitted by Melksham Without Parish Council</p> <p>There is a Section 106 fund of £20,662 to provide 2 x shelters with seating, high access kerbs with RTI facility (or to be ready for RTI installation).</p> <p>Parish have met Highways on site. On the East side there should be sufficient space for a full size shelter but on the West side the highway extends to the back of the footway only, and so a cantilever shelter would be the only option.</p> <p>The project will be advanced when staff resources become available.</p>	<p>Noted. No cost implication to LHFIG.</p>	<p>AB, MWPC &amp; Highways</p>
m)	Issue 9-22-12 – Bowerhill Halifax Road – request for	<p>Issue submitted by Melksham Without Parish Council</p>	<p>MWPC to confirm funding contribution.</p>	<p>MWPC</p>

## Melksham Local Highways & Footway Improvement Group

	drop kerbs to link Brampton Court with Sunderland Close	Parish have met Highways on site. It was agreed that the best solution is to provide 3 sets of drop kerbs, each side of Brampton Court and then over to Halifax Road. The ball park estimate is therefore closer to £3,500.  At the last meeting the LHFIG agreed to prioritised this project but did not commit any funding.		
n)	Issue 9-22-16 – Berryfield – request for direction signs to new village hall	Issue submitted by Melksham Without Parish Council  Request for directional signs for motorists via Telford Drive and Pedestrians from Semington Road via new footway opposite New Inn.  Highways can pursue signs on Semington Road, but the new estate has yet to be adopted. Suggest that signs within the estate are considered at a later time.  Highways have designed the signs (see Appendix 5) and the cost to install these should be no more than £400.95.	LHFIG recommends to the Area Board that £400.95 is allocated to this project.  Highways to action.	AB  Highways
<b>6.</b>	<b>New Requests and ongoing Issues</b>			
a)	Issue 9-19-9 – Bowerhill Falcon Way – Request for Bus Shelter near Kingfisher Drive for southbound travel.	The Parish propose to install a 3 bay shelter measuring 3.06 m x 1.3m which will be RTI compatible. This will require a base (3.5m x 1.5m) complete with electrical ducting and connecting chamber.  A ball park estimate to construct the base and install the electrical items should be in the region of £3,000 to £3,500, with legal fees of around £1,500.	Issue needs to be resolved in discussion between MWPC, Heron Homes and WC (Allan Creedy)	MWPC

## Melksham Local Highways & Footway Improvement Group

		<p>Whilst Highways are prepared to adopt this piece of land, Heron have now cast doubt over whether they would be willing to offer this pocket of land for adoption?</p> <p>Highways cannot proceed until this has been resolved.</p>		
b)	Issue 9-19-11 – Bowerhill Portal Road – Request for Bowerhill nameplate and white gates	<p>Parish have met Highways on site. Whilst originally a site had been identified for a gateway feature close to the Dick Lovett development, a more suitable location, with wider verges, has now been identified between Herman Miller and the first hangar.</p> <p>A ball park estimate to provide a pair of gates and new village nameplate is likely to be around £4500 to £5,000, inclusive of traffic management.</p>	MWPC to confirm number of gates required and funding contribution	MWPC
c)	Issue 9-20-3 - A350 Western Way – Pedestrian safety at signal controlled crossing on dual carriageway section.	<p>Work to upgrade the Crossing facility has now been completed.</p> <p>The Active Travel Scheme (as a whole) will be subject to a full road safety audit upon completion of some snagging items.</p>	LHFIG recommends to the Area Board that this item is closed.	AB
d)	Issue 9-22-2 – Melksham Union Street – Request for 20 mph speed limit assessment	<p>Issue submitted by Melksham Town Council</p> <p>Results from a Speed Detector Radar survey show an Average Speed of 23 mph and 85<sup>th</sup> Percentile at 27mph. 7.1% of vehicles recorded were travelling in excess of 30 mph.</p> <p>Cost of 20 mph assessment is £2,500; agreed to combine with another road assessment to provide best value.</p>	LHFIG recommends to the Area Board that this item is closed until a new proposal is received.	AB



## Melksham Local Highways & Footway Improvement Group

e)	Issue 9-22-3 – Melksham The Crays – request for drop kerbs	<p>Issue submitted by Melksham Town Council</p> <p>Drop kerbs to facilitate access for wheelchair users at the junction of The Crays and Montague Place. A Ball Park cost for this project is between £2,000 and £2,500.</p> <p>Highways met with Town Council Officer on site and can see no reason why this could not be taken forward.</p>	Defer to next meeting with MTC present	MTC
f)	Issue 9-22-6 – Melksham Sandridge Road junction with Snarlton Lane – request for signs to direct drivers to Snarlton Farm	<p>Issue submitted by Melksham Town Council</p> <p>Issue concerns HGV deliveries attempting to access the Farm via Snarlton Lane. Highways have considered direction signs to deter this and a proposal is included as Appendix 6.</p> <p>A ball park estimate to undertake this work is £950, inclusive of temporary traffic management.</p> <p>For discussion:</p>	Defer to next meeting with MTC present	MTC
g)	Issue 9-22-7 – Melksham – Eastern Way / Snowberry Lane – request for weight limit and 30 mph speed limit	<p>Issue submitted by Cllr Sankey and Melksham Town Council</p> <p>Changes requested on roads soon to be by-passed by new route via Camomile Place.</p> <p>Wiltshire currently has no Freight Management Policy and therefore Weight Limits cannot be considered at this time. With no fundamental changes taking place along the old route, a request for a 30mph limit is unlikely to meet the criteria.</p> <p>Advice from Highways Engineer is to monitor the situation once the new link road has been opened. Through traffic should naturally migrate to this new link road as it will form a more direct route</p>	LHFIG recommends to the Area Board that this item is closed.	AB

## Melksham Local Highways & Footway Improvement Group

h)	Issue 9-22-8 – Steeple Ashton – Speeding Issues at village entrances and Parking on High Street	<p>Issue submitted by Steeple Ashton Parish Council</p> <p>Parish have met Highways on site. Coloured surface treatments have been ruled out at this time due to wear of the existing carriageway surfaces. However gateway road markings can be provided on approach to the speed limits on Common Hill and Ashton Common (see Appendix 7. The yellow transverse bars can be refreshed on Edington Road.</p> <p>To deter parking in the village centre, access protection markings can be painted at the junction of Acreshort Lane and a length of hatching adjacent to Ashton House.</p> <p>A ball park estimate to undertake this work, on an ad hoc basis, is £1,500.</p> <p>The Parish have also requested an additional post to help with their SID deployment Cost to supply one post is £70.</p>	<p>SAPC has confirmed a £400 contribution to the scheme of work, to include the cost of the post.</p> <p>LHFIG recommends to the Area Board that this Issue is added to the priority Schemes List and to allocate £1,170.</p> <p>Highways to action.</p>	<p>AB</p> <p>Highways</p>
i)	Issue 9-22-9 – Bowerhill Dowding Way and Duxford Close – request for Street Nameplates	<p>Issue submitted by Melksham Without Parish Council</p> <p>Area Highway Engineer has confirmed that the sign for Duxford close has been ordered at no cost to the LHFIG on the annual order for new nameplates. The sign(s) for Dowding Way require consultation with property owners and has missed the order for this year.</p> <p>Parish have agreed that this sign can wait until next year's order is placed and therefore there is no further action for the LHFIG.</p>	<p>LHFIG recommends to the Area Board that this item is closed.</p>	<p>AB</p>

## Melksham Local Highways & Footway Improvement Group

j)	Issue 9-22-11 – A350 Beanacre - request for measures to control entry speed at north end of village	<p>Issue submitted by Melksham Without Parish Council</p> <p>Parish have met Highways on site. It was noted that vegetation was masking the speed limit terminal signs with action now taken to rectify this.</p> <p>A suitable site for a gateway feature was identified and the gateway could include white gates, village nameplates and additional road markings.</p> <p>A ball park estimate to undertake this work is likely to be between £8,000 and £10,000, inclusive of traffic management.</p>	MWPC to investigate Solar Farm funding.	MWPC
k)	Issue 9-22-13 – Bowerhill DeHavilland Place and Dowding Way – Request for footway extensions and drop kerbs	<p>Issue submitted by Melksham Without Parish Council</p> <p>Parish have met Highways on site. Footway extensions at the sites proposed have now been ruled out due to underground services and safety concerns.</p> <p>An alternative crossing point, to give access into the Industrial Estate and beyond was identified at Cheshire Close to Pegasus Way.</p> <p>The work required includes one set of drop kerbs, possible short extension of footway (to line up the crossing point) and removal of 2 x concrete bollards. A ball park estimate is likely to be in the region of £2,500.</p>	MWPC to confirm funding contribution.	MWPC
l)	Issue 9-22-14 – Melksham Queensway – request for access protection marking	<p>Issue submitted by Melksham Town Council</p> <p>No 2 has planning permission to install drop kerbs for new driveway, which is to be accessed from a lay-by.</p>	LHFIG recommends to the Area Board that this item is closed.	AB

## Melksham Local Highways & Footway Improvement Group

		Highways are content in principle for an access protection marking to be painted but cannot confirm this until the new access has been constructed. Work on the access has yet to commence.		
m)	Issue 9-22-15 – Melksham junction of Church Street and High Street and Lowbourne – request for audible warning at signal controlled crossing points	<p>Issue submitted by Melksham Town Council</p> <p>Audible warning at Church street signals de-activated and set at low level at crossing point by the Library.</p> <p>Highways have commissioned Atkins Signal consultants to investigate and report back.</p>	Defer to next meeting with MTC present	MTC
n)	Issue 9-22-16 – Melksham Without (various roads) – request for Parking Control Measures	<p>New 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"> <li>• Semington Canal Bridge</li> <li>• Lancaster Road Bowerhill</li> <li>• Avro Way Bowerhill</li> <li>• Merlin Way Bowerhill</li> <li>• Mitchell Drive Bowerhill</li> </ul>	<p>Include MTC sites to save legal costs of separate processes, estimated at up to £3,000.</p> <p>Defer until next meeting to allow time for MTC to identify sites.</p> <p>LHFIG recommends to the Area Board that this Issue is added to the priority Schems List, with funding yet to be agreed.</p>	<p>MTC</p> <p>AB</p>
o)	Issue 9-22-18 – Bowerhill, Bowerhill Lane – request to replace staggered barriers with bollards to allow access to shared use path using a pony and trap.	<p>New Issue Submitted by Melksham Without Parish Council</p> <p>The path is recorded as Public Highway and links Bowerhill Lane with Hornchurch Road. The barriers have been placed to deter children running into the carriageway at each end, and possibly to prevent motor vehicles from using the link?</p>	<p>MWPC to confirm preference for bollards or barriers.</p> <p>Status of path to be confirmed by Rights of Way warden.</p>	MWPC
<b>7.</b>	<b>Other items</b>			

## Melksham Local Highways & Footway Improvement Group

a)	<b>Pavement and Footway Improvement Schemes (pre-LHFIG)</b>	Area Highway Engineer to update on repairs at Philip Close, near Littlejohn Avenue in Melksham and footpath link between Union Street and King George V Playing Field:	No update available.	AC
b)	<b>Deadline for submitting LHFIG Requests</b>	All requests are to be submitted two weeks prior to a meeting taking place. Requests received after the deadline will be held until the following meeting.  The deadline for our next meeting is therefore 13 <sup>th</sup> October 2022.	To note  Highways Engineer to meet with MTC ahead of next meeting.	<b>All</b>
c)	<b>New mail box to submit requests to the LHFIG.</b>	Wiltshire Council has created a new mail box for submitting requests. Effective immediately, please submit requests to <a href="mailto:LHFIGrequests@wiltshire.gov.uk">LHFIGrequests@wiltshire.gov.uk</a> .  Requests for Traffic Surveys should continue to be sent to <a href="mailto:trafficsurveys@wiltshire.gov.uk">trafficsurveys@wiltshire.gov.uk</a>  Please forward this information to all who submit requests on behalf of your Council.	To note	<b>All</b>
8.	<b>Dates of future meetings: 27<sup>th</sup> October 2022 and 2<sup>nd</sup> February 2023, both commencing at 16:30 hrs. Meetings to be held on-line until further notice.</b>			

Melksham Local Highways & Footway Improvement Group

Highways Traffic Officer – Mark Stansby

Area Highway Engineer – Andy Cadwallader

## Melksham Local Highways & Footway Improvement Group

### **1. Environmental & Community Implications**

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

### **2. Financial Implications**

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

2.2. If funding is allocated in line with LHFIG recommendations outlined in this report, and all relevant 3<sup>rd</sup> party contributions are confirmed, Melksham Area Board will have a remaining Highways funding balance of **£36,114.92**

### **3. Legal Implications**

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

### **4. HR Implications**

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

### **5. Equality and Inclusion Implications**

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

### **6. Safeguarding implications**

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

### **7. Recommendations to Melksham Area Board**

7.1 To close the following Issues:

9-20-3 A350 Western Way Crossing

9-22-2 Melksham Union Street – request for 20 mph limit

9-22-7 Melksham Eastern Way – request for weight limit

9-22-9 Bowerhill Dowding Way / Duxford Close – street nameplate

9-22-14 Melksham Queensway property no 2 – access protection marking

Whitley Top Lane / West Hill – Footpath provisions

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

9-22-8 Steeple Ashton – road markings (£1,170).

## Melksham Local Highways & Footway Improvement Group

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

9-22-16 Melksham Without – Parking review various sites

7.4 To allocate funding to Issues already on the Schemes Priority List:

9-22-5 Melksham Spa Road – SLOW markings (£500)

9-22-16 Berryfield – Direction signs to village hall (£400.95)

Melksham CATG expenditure 2021 / 22 as of 21/07/22

Budget £12,169 + £29,310.10 c/fwd = £41,479.10

Scheme	Estimate	CATG Commitment	Expenditure	Projected Spend
Broughton Gifford Traffic Management Measures	£25,000.00	£12,500.00	£13,357.13 Interim	£25,000.00
Melksham Bus Shelters Lowbourn & Church Lane	£11,150.00	£nil	£10,180.63 Final	£10,180.63
Melksham Old Broughton Road – drop kerbs	£5,500.00	£2,750.00	£2,885.68 Final	£2,885.68
Melksham Sandridge / Maple Footway CAT survey	£450.00 (Ball Park)	£450.00	£208.79 Final	£208.79
Melksham Bath Road / Union St bollards	£1,500.00 (Ball Park)	£750.00	£1,010.11 Final	£1,010.11
A365 Shaw / Dunch Lane Footway improvements	£25,000.00	£nil	£4,922.46 Final	£4,922.46
Steeple Ashton Ground Sockets for SID	£1,000.00 (ball park)	£500.00	£934.00 Final	£934.00
Melksham Heather Avenue Bollard	£500.00 (ball park)	£250.00	£415.08 Final	£415.08
Totals	£70,100.00	£17,200.00	£33,913.88	£45,556.75

Budget £41,479.10

Projected Spend £45,556.75

Balance -£4,077.65

Plus Contributions £30,225.52

**Current Balance £26,147.87**

Contributions

Broughton Gifford TM Measures	£12,500.00	Broughton Gifford Parish Council – invoice upon completion
Melksham Bus Shelters	£10,180.63	Melksham Town Council – invoice issued
Melksham Broughton Rd drop kerbs	£1,442.84	Melksham Town Council – invoice issued
Melksham Bath Road bollards	£505.05	Melksham Town Council – invoiced issued
A365 Shaw / Dunch Lane footway	£4,922.46	Section 106 Fund
Steeple Ashton ground sockets	£467.00	Steeple Ashton Parish Council – invoice issued
Melksham Heather Avenue bollard	£207.54	Melksham Town Council – invoice to be issued
Total	£30,225.52	



Melksham LHFIFG expenditure 2022 / 23 as of 21/07/22

Budget £24,338 + £26,147.87 provisional c/fwd = £50,485.87

Scheme	Estimate	LHFIFG Commitment	Expenditure	Projected Spend
A365 Shaw / Dunch Lane Footway improvements	£20,077.54	£nil	£0,000.00	£20,077.54
Semington Littlemarsh Road Markings	£500.00 (ball park)	£250.00	£0,000.00	£500.00
Melksham Sandridge Rd / Maple Close Footway	£20,000 (ball park)	£10,000.00 (provisional)	£0,000.00	£20,000.00
Melksham Hazelwood Rd / St Michael's Lighting	£4,000.00 (ball park)	£2,000.00 (provisional)	£0,000.00	£4,000.00
Melksham Westbury View – access protection bar	£50.00	£50.00	£0,000.00	£50.00
<b>Totals</b>	<b>£44,627.54</b>	<b>£12,300.00</b>	<b>£0,000.00</b>	<b>£44,627.54</b>

Budget £50,485.87

Projected Spend £44,627.54

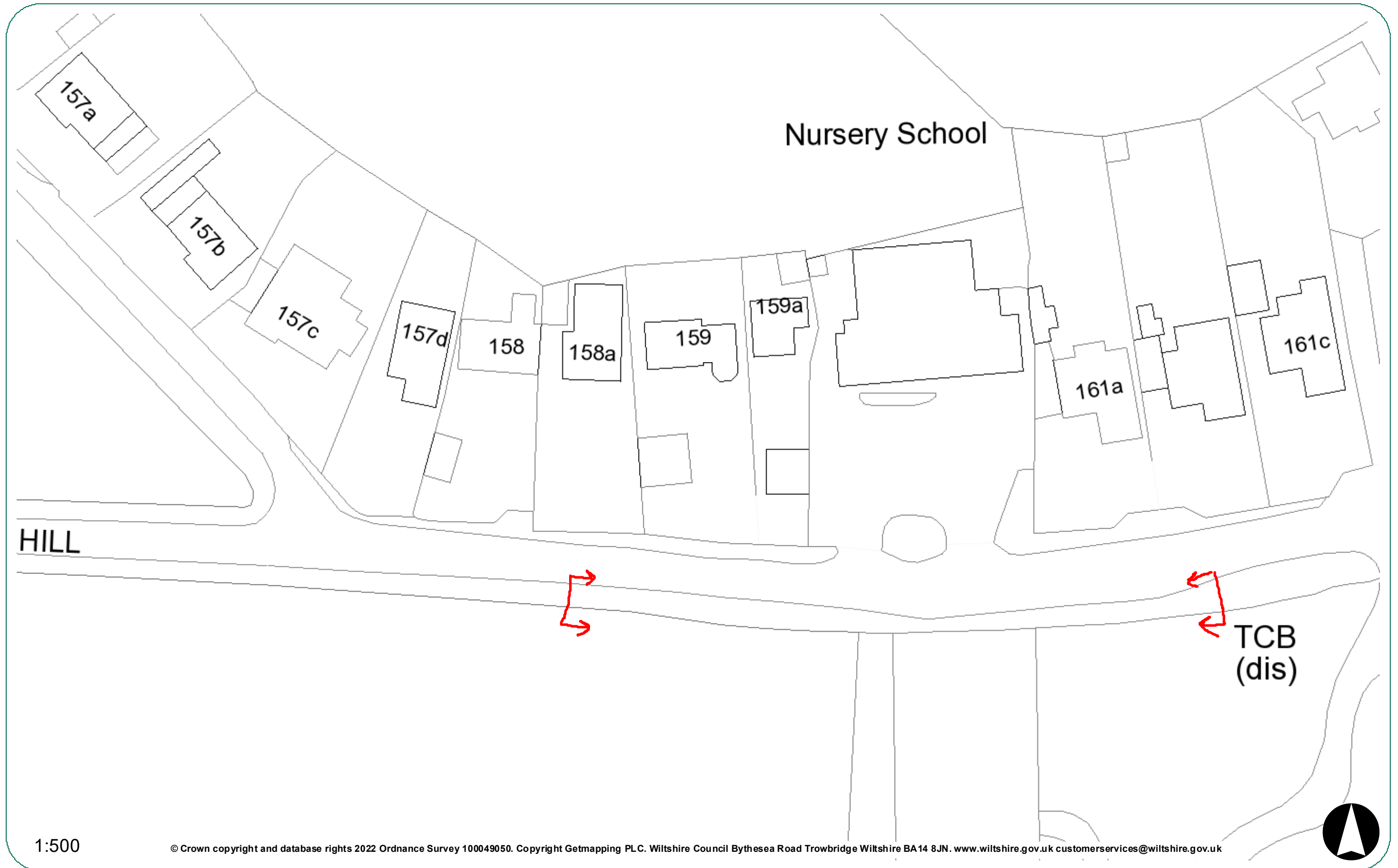
Balance £5,858.33

Plus Contributions £32,327.54

**Current Balance £38,185.87**

Contributions

A365 Shaw / Dunch Lane footway	£20,077.54	Section 106 Fund
Semington Littlemarsh markings	£250.00	Semington Parish Council – invoice upon completion
Melksham Sandridge Rd footway	£10,000.00	Melksham Town Council – contribution subject to confirmation
Melksham Hazelwood Rd Lighting	£2,000.00	Melksham Town Council – contribution subject to confirmation
<b>Total</b>	<b>£32,327.54</b>	



1:500

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## Lorraine McRandle

---

**From:** Cleave, Julie <Julie.Cleave@wiltshire.gov.uk>  
**Sent:** 10 January 2023 09:01  
**To:** Teresa Strange  
**Cc:** Lorraine McRandle; Holder, Nick  
**Subject:** RE: 20 mile roundels for Taylor Wimpey, Pathfinder Place development

Hi Teresa,

Happy New Year to you.

Yes you are correct Pathfinder Place will be subject to a 20mph TRO with the relevant signs in place. I have already mentioned this to Clive and I now need to progress the order, which I hope to do shortly.

Kind regards,

**Julie Cleave MCIHT**  
**Highways Development Control Engineer (Level 3)**  
Sustainable Transport  
(Part time: Mon – Thurs)

**Wiltshire Council**

Tel: 01225 713463  
Email: [Julie.Cleave@wiltshire.gov.uk](mailto:Julie.Cleave@wiltshire.gov.uk)  
Web: [www.wiltshire.gov.uk](http://www.wiltshire.gov.uk)  
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**From:** Teresa Strange <clerk@melkshamwithout-pc.gov.uk>  
**Sent:** 09 January 2023 17:55  
**To:** Cleave, Julie <Julie.Cleave@wiltshire.gov.uk>  
**Cc:** Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Holder, Nick <Nick.Holder@wiltshire.gov.uk>  
**Subject:** 20 mile roundels for Taylor Wimpey, Pathfinder Place development

Hi Julie

Hope you have had a good Christmas break and a happy new year to you!

I wonder if you can help me....

We have had a request for the Pathfinder Place development to be a 20mph zone, and our understanding is that all new developments should be self-enforcing 20mph and therefore this is already in place?

Can you confirm that is correct please, and if there should therefore be a 20mph roundel at the entrances to the development off of Pathfinder Way?

With many thanks, Teresa

Teresa Strange  
Clerk

**PLEASE NOTE THE NEW ADDRESS:**  
Melksham Without Parish Council

First Floor  
Melksham Community Campus  
Market Place  
Melksham  
Wiltshire  
SN12 6ES  
01225 705700

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## Lorraine McRandle

---

**From:** Teresa Strange  
**Sent:** 26 October 2022 16:56  
**To:** Stansby, Mark  
**Cc:** Alan Baines; Alford, Phil (Phil.Alford@wiltshire.gov.uk); Lorraine McRandle  
**Subject:** FW: C00033 Beanacre - Requested Double Yellow Lines  
**Attachments:** CO0033 Beanacre - Requested Double Yellow Lines.pdf

**Importance:** High

Hi Mark

Just putting on your radar for a future request coming through, just in case you were suddenly going to advertise the Melksham area Traffic Orders! (I didn't get the initial email so only just aware of this request).

This is for access to the proposed pumping station for Wessex Water – all part of the scheme to bring Mains Drainage to Beanacre.

Still to go through the Parish Council for their support but likely to be supported due to the parish council's involvement in facilitating/promoting this mains drainage scheme. Once the parish council have approved we can fill in the Highway request paperwork.

Kind regards, Teresa

---

**From:** Joo Foo <Joo.Foo@wessexwater.co.uk>  
**Sent:** 24 October 2022 16:59  
**To:** Teresa Strange <clerk@melkshamwithout.co.uk>  
**Cc:** Jared Maxfield <Jared.Maxfield@wessexwater.co.uk>; Nikolay Keray <Nikolay.Keray@wessexwater.co.uk>  
**Subject:** FW: C00033 Beanacre - Requested Double Yellow Lines  
**Importance:** High

Hi Teresa,

Just following up on the email below – can you please advise whether this is being addressed as it is quite crucial to the approval of our planning application and ability to progress this scheme.

Thanks  
Joo

---

**From:** Joo Foo  
**Sent:** 29 September 2022 16:14  
**To:** Teresa Strange <[clerk@melkshamwithout.co.uk](mailto:clerk@melkshamwithout.co.uk)>  
**Cc:** Jared Maxfield <[Jared.Maxfield@wessexwater.co.uk](mailto:Jared.Maxfield@wessexwater.co.uk)>; Nikolay Keray <[Nikolay.Keray@wessexwater.co.uk](mailto:Nikolay.Keray@wessexwater.co.uk)>  
**Subject:** C00033 Beanacre - Requested Double Yellow Lines  
**Importance:** High

Hi Teresa,

Hope you are well.

We are currently in the process of putting together our planning application for our scheme at Beanacre. We have already received feedback from the Council on our "pre application" and they have rejected our request to change the access into our proposed pumping station due to insufficient visibility splays, however they have indicated they will be more amenable if we use the existing access.

We've run our vehicle tracking and should be able to use the existing access, although a little tight, however this also relies strongly on having no parking on Westland Lane in the area used for turning.

We would therefore like to apply for double yellow no parking lines in the location shown in the attached drawing.

Could you please let me know who best to pass onto within the Parish so that this can be formally applied for with Wiltshire Council? I understand this needs to be completed by end of the year as applications are only looked at once a year?

Thanks

Regards,

**Joo Foo**  
**Project Manager CEng MICE**  
**Wessex Water**  
Claverton Down Bath BA2 7WW  
Mobile number 07825 657 860  
[wessexwater.co.uk](http://wessexwater.co.uk)

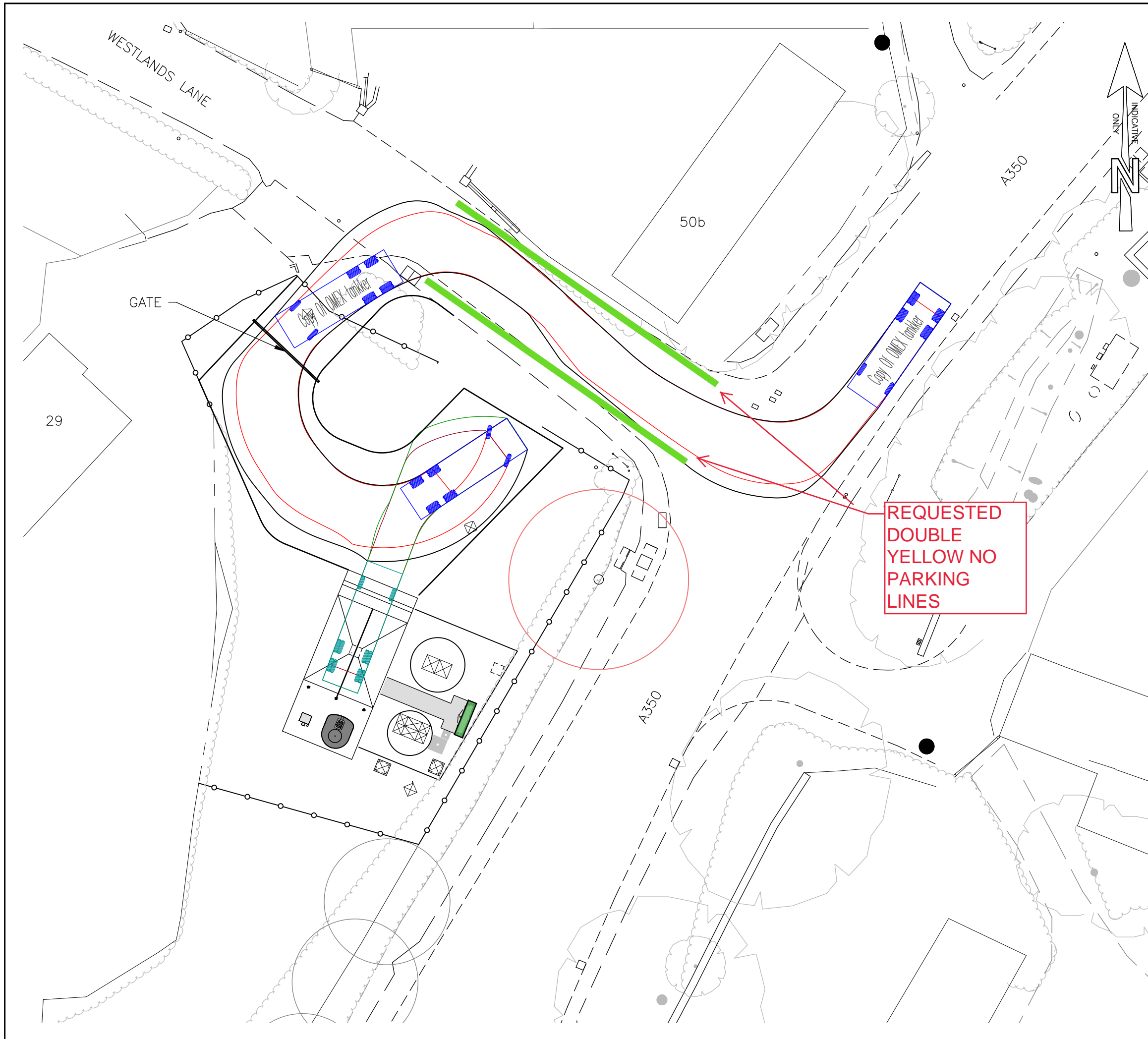


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Wessex Water Services Limited, Registered in England No 2366648. Registered Office – Wessex Water Operations Centre, Claverton Down Road, Claverton Down, Bath, BA2 7WW

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SITE ID

NGR

NOTES

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2. UNLESS NOTED OTHERWISE ALL DIMENSIONS ARE IN MILLIMETRES & ALL LEVELS ARE IN METRES AOD.

KEY:

— WHEEL TRACKING

— BODY TRACKING

VEHICLE — 3 AXLE RIGID, 2.5m WIDE 8.50m LONG


MK	REVISIONS	DRN	CHK	APP	DATE
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BEANACRE  
MELKSHAM

FIRST TIME SEWERAGE

PLANNING APPLICATION  
VEHICLE TRACKING  
APPROACH FROM NORTH

**NOT APPROVED**

ORIGINAL DRAWING SIZE A3

INITIALS	DATE	SCALES 1:250
DESIGNED: NK	15/09/2022	
DRAWN BY: PHH	15/09/2022	

DRAWING NUMBER C00033/SK007	REV. A
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## Lorraine McRandle

---

**From:** Chris Light <clight@bowerhill.wilts.sch.uk>  
**Sent:** 14 December 2022 13:55  
**To:** Teresa Strange  
**Cc:** Nick.Holder@wiltshire.gov.uk; Mark Harris; Lorraine McRandle; Alan Baines; David Maine  
**Subject:** RE: Bowerhill School car park

Good afternoon Theresa,

Thank you for the comprehensive reply.

As a school, we receive a steady stream of complaints from local residents about the parking both on Halifax Road and Grasmere at the rear school entrance. If these complaints were directed to you or Nick Holder, would this raise the profile of this issue? Or potentially Alan?

David Maine is the Head of Estates for the White Horse Federation. He is happy to be involved. I have copied him into this email.

Mark and I have met briefly this afternoon and we think it would be really useful if possible to get everyone in this email chain on site at the same time to see the issues first hand but more importantly, unlike other schools, go through the 2 or 3 potential solutions we potentially have before a coordinated plan moving forward. Is this something you'd consider?

In the meantime, I will liaise with Ruth Durrant to formulate a updated school travel plan.

Kind regards

**Chris Light**  
**Principal**  
**Bowerhill Primary School**

**Bowerhill:** 01225700964

**Mobile:** 07513708970

[www.bowerhill.wilts.sch.uk](http://www.bowerhill.wilts.sch.uk)

[www.thewhitehorsefederation.org.uk](http://www.thewhitehorsefederation.org.uk)

@Bowerhillschool

@WhiteHorseFed



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---

**From:** Teresa Strange <clerk@melkshamwithout-pc.gov.uk>  
**Sent:** 14 December 2022 10:35  
**To:** Chris Light <clight@bowerhill.wilts.sch.uk>  
**Cc:** Nick.Holder@wiltshire.gov.uk; Mark Harris <mark.harris@melkshamwithout.co.uk>; Lorraine McRandle <office@melkshamwithout.co.uk>; Alan Baines <alan.baines@melkshamwithout.co.uk>  
**Subject:** RE: Bowerhill School car park

**[CAUTION: This email originated from outside The White Horse Federation. Do not click links or open attachments unless you recognise the sender and know the content is safe.]**

Dear Chris

Pleased to make contact with you and welcome to the parish of Melksham Without!

I have also copied in Cllr Nick Holder who is the Wiltshire Councillor for the Bowerhill Ward so you have each other's details too on this issue; and Cllr Alan Baines who is the parish councillor that Chairs the Highways Committee, and is the parish council rep for the LHFIG (more details on that below).

The school parking is something that we looked at with Cllr Holder and the WC Highways Officer over the last couple of years, we looked at the traffic calming outside the school, and have complaints (but none recently) from residents close to the school about inconsiderate parking on occasion (as we do with all schools in the parish, and probably an issue outside every single school in the land!)

At one point, there has been a very ballpark figure for putting in an additional access point to the car park to enable more of a drop off flow of traffic, but that was many years ago and the cost of living increases will have made that ballpark figure irrelevant now but it was enough for us to know that it was not at a low enough level for us to do with our local funding streams at that point. When Cllr Mark Harris has mentioned as more recent plan to look at it again, it was because there was a glimmer of hope for the opportunity to apply to Wiltshire Council for their "Substantive Highway Fund" for bigger schemes but it seems that we are not eligible – but it was something that had been put forward if applicable. We were not eligible as there were higher funds in the local funding pot and so its something on my list to ask the parish council to look at requesting again when they meet in the New Year.

There is a Wiltshire scheme called LHFIG <https://www.wiltshire.gov.uk/highways-lhfig> Local Highways & Footpath Improvement Group which has some discretionary highway funding from Wiltshire Council – this is the local fund that we thought your scheme might be too costly for, but we can try again, it might result at least with us getting an indicative cost. For anything to be considered there it has to have the support of the parish council as they are expected for fund 50% of any schemes. I will put this on the agenda for the next time they meet, which is on Monday 16<sup>th</sup> January.

One of the things that greatly aids these requests, and in terms of the Substantive Highway fund gains additional points (it's a point scoring system to prioritise schemes) is an up to date Travel Plan. That really informs the most effective ways to introduce more sustainable travel to the school. We understand that the current Bowerhill School

Travel Plan is dated 2006, and as you have highlighted in your email below, does not reflect the current situation with more children from across Melksham attending the school now. School Travel Plans indicate to stakeholders and funders the school's willingness to engage in improving the school travel situation, and the soft measures it proposes should compliment any proposed highway engineering solution. Wiltshire Council are still operating their Taking Action on School Journeys (TAOSJ) scheme and the contact for enquiring further on that is Ruth Durrant, please see her contact details below.

Ruth Durrant  
School Travel Plan Advisor  
Traffic Engineering Team  
Highways Assets and Commissioning  
Wiltshire Council  
County Hall  
Trowbridge  
BA14 8JN  
email: [ruth.durrant@wiltshire.gov.uk](mailto:ruth.durrant@wiltshire.gov.uk)  
Tel. 01225 713483  
[www.wiltshire.gov.uk](http://www.wiltshire.gov.uk)

I hope that helps in terms of setting out how the process works locally, there is no magic wand unfortunately, but we can certainly raise the profile of the request locally and look at some indicative costs so that if funding is available in the short term there is a plan to hook any funding request to, I am not sure at this stage that I would want to raise any expectation higher than that at present.

I have had a thought that we currently have highway safety concerns for all the schools in the parish, so that's Bowerhill, Melksham Oak and Shaw, and as they are all part of the White Horse Academy I wondered if we could also talk to the Academy to see if there is anything that can be done in conjunction with them. Do you have an idea on who at White Horse would have responsibility for this area?

Many thanks for making contact,

With kind regards,  
Teresa

Teresa Strange  
Clerk

**PLEASE NOTE THE NEW ADDRESS:**

Melksham Without Parish Council  
First Floor  
Melksham Community Campus  
Market Place  
Melksham  
Wiltshire  
SN12 6ES  
01225 705700

---

**From:** Chris Light <[clight@bowerhill.wilts.sch.uk](mailto:clight@bowerhill.wilts.sch.uk)>  
**Sent:** 13 December 2022 16:44  
**To:** Teresa Strange <[clerk@melkshamwithout-pc.gov.uk](mailto:clerk@melkshamwithout-pc.gov.uk)>  
**Subject:** Bowerhill School car park

Good evening Theresa,

I hope you're well.

My name is Chris, I am the (relatively) new headteacher at Bowerhill Primary School. Mark Harris gave me your details and mentioned that you'd like to speak to me directly.

Mark and I have discussed the ongoing issues with car parking at Bowerhill. As I'm sure you're aware, the school has doubled in size since it opened in the early 90s but the infrastructure around the school, such as the car park, did not. With ever more children coming to us from Melksham (contrary to local report about there not being enough space for the children in Bowerhill) and therefore an increase in cars, Mark and I share the concern for the safety of the children at the school and also the visitors to the Village Hall. We very narrowly avoided a potential catastrophic accident this morning involving a child and a reversing car within the school car park.

Mark mentioned that there could be some movement on plans to improve the facility as of today.

I am new to working within the Melksham area so I am still in the process of meeting local counsellors etc. I'd love to work with you to try and find a long term solution to the increasingly dangerous problem.

Kind regards

**Chris Light**  
**Principal**  
**Bowerhill Primary School**

**Bowerhill:** 01225700964

**Mobile:** 07513708970

[www.bowerhill.wilts.sch.uk](http://www.bowerhill.wilts.sch.uk)

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## Teresa Strange

---

**From:** Teresa Strange  
**Sent:** 19 December 2022 15:44  
**To:** [REDACTED]  
**Cc:** Shaw Head Teacher; Lorraine McRandle; dmaine@twhf.org.uk; Alford, Phil (Phil.Alford@wiltshire.gov.uk); Alan Baines  
**Subject:** RE: FW: Enforcement request outside Shaw School on Corsham Road

Hi Mark

Pleased to make contact with you Tom and welcome to the parish of Melksham Without!

I have also copied in Cllr Phil Alford who is the Wiltshire Councillor for the Melksham Without Nort Ward (includes Shaw) so you have each other's details too on this issue; and Cllr Alan Baines who is the parish councillor that Chairs the Highways Committee, and is the parish council rep for the LHFIG (more details on that below).

Firstly, my apologies, we had an action to come back to all the schools in the parish about their Travel Plans but I am not sure we have done that yet.

The Shaw School Travel Plan is one of the most recent in the parish, but even so is dated 2017 so I am not sure its reflective of the current situation if you have more pupils coming from the town direction now (I am thinking of the George Ward Gardens development).

Unfortunately Wiltshire Council won't share the plan with us, but I have copied in the lady to contact below, Ruth Durrant.

We are in conversations with the other schools in the parish, Bowerhill and Melksham Oak about them updating their travel plans too, and I have copied in David Maine, the Head of Estates at White Horse Academy that has expressed an interested in getting involved at Bowerhill to date (we have not asked about the other two schools yet!).

We will chase the parking enforcement for the new year when the pupils return to school.

There is a Wiltshire scheme called LHFIG <https://www.wiltshire.gov.uk/highways-lhfig> Local Highways & Footpath Improvement Group which has some discretionary highway funding from Wiltshire Council. For anything to be considered there it has to have the support of the parish council as they are expected for fund 50% of any schemes. I will put this on the agenda for the next time they meet, which is on Monday 16<sup>th</sup> January in terms of any measures that can be brought into play here, but as we discussed when we talked about it a few weeks back, I am not sure what highways engineering we can bring into play here. The parish council have pursued the shuttering on the traffic lights at the junction with the A365; this means that cars need to slow down and look at the lights when they get much closer rather than keeping their foot down for a green light and not seeing the crossing outside the school. The problem seems to be at school pick up time and inconsiderate parking outside the school – which is a problem outside every school in the parish, and the country I think! As a parish council we have complaints about the traffic queuing on the Corsham Road waiting to turn into the school car park and then impatient drivers trying to overtake on the opposite carriageway.

One of the things that greatly aids any requests, and in terms of any Substantive Highway funding, gains additional points (it's a point scoring system to prioritise schemes) is an up to date Travel Plan. That really informs the most effective ways to introduce more sustainable travel to the school. School Travel Plans indicate to stakeholders and funders the school's willingness to engage in improving the school travel situation, and the soft measures it proposes should compliment any proposed highway engineering solution. Wiltshire Council are still operating their Taking Action on School Journeys (TAOSJ) scheme and the contact for enquiring further on that is Ruth Durrant, please see her contact details below. More on School Travel Plans here <http://www.wiltshire.gov.uk/schools-learning-transport-cycling-walking>

Ruth Durrant  
School Travel Plan Advisor  
Traffic Engineering Team  
Highways Assets and Commissioning  
Wiltshire Council  
County Hall  
Trowbridge  
BA14 8JN  
email: [ruth.durrant@wiltshire.gov.uk](mailto:ruth.durrant@wiltshire.gov.uk)  
Tel. 01225 713483  
[www.wiltshire.gov.uk](http://www.wiltshire.gov.uk)

I hope that helps in terms of setting out how the process works locally, there is no magic wand unfortunately, but we can certainly look at any measures on the highway that the school might want to suggest to improve the sustainability of travel to school.  
With kind regards, and have a good Christmas break.  
Kind regards, Teresa

---

**From:** [REDACTED]  
**Sent:** 19 December 2022 12:32  
**To:** Teresa Strange <[clerk@melkshamwithout-pc.gov.uk](mailto:clerk@melkshamwithout-pc.gov.uk)>  
**Cc:** Shaw Head Teacher <[head@shaw.wilts.sch.uk](mailto:head@shaw.wilts.sch.uk)>  
**Subject:** Re: FW: Enforcement request outside Shaw School on Corsham Road

Hi Teresa, I hope you are well, and season greetings.

Linked to our last discussion and action I took away from the Shaw School LGB Meeting on the 29th Sept 22, Just following up on your email below, to see if you did manage to obtain a copy of Shaw School Travel plan?

Unfortunately the issues of the same parents parking on double yellow lines has continued and as far as I know, Traffic Wardens have not been seen in the area.

Fortunately there have been no near misses due to cars driving on the pavement, as a result of the congestion and I raised this at the last LGB meeting on the 8th Dec -22 and updated all, including Shaw Schools new Head Teacher Mr Tom Brewer ( copied into this email ) with action taken so far.

Look forward to hearing from you.

Many thanks .  
Kind regards [REDACTED]  
[REDACTED]  
Mob - [REDACTED]

On Wed, Oct 12, 2022 at 4:08 PM Teresa Strange <[clerk@melkshamwithout.co.uk](mailto:clerk@melkshamwithout.co.uk)> wrote:

Hi [REDACTED]

Really good to talk to you last week, sorry this has taken a while for me to send over.

## Teresa Strange

---

**From:** Alan Baines  
**Sent:** 31 December 2022 15:16  
**To:** Teresa Strange  
**Cc:** Lorraine McRandle  
**Subject:** Re: CSW police enforcement on Shaw Hill

Great news.

This is what has been needed for ages - it's the only language some drivers will ever understand.

On 20<sup>th</sup> December, SID1 would have been in Corsham Road too.

Next move for SID2 scheduled for this week should have been to Shaw Hill outbound, but it appears IdVerdi were not working as he was still outside Oak School yesterday afternoon.

Let's hope we can have more of the same, not just at Shaw, but Beanacre, Oak School, Woodrow, West Hill and Semington Road too, which all qualify for CSW/SID !!

Cllr. Alan Baines  
Bowerhill Ward  
Melksham Without Parish Council

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**From:** Teresa Strange <clerk@melkshamwithout-pc.gov.uk>  
**Sent:** 23 December 2022 14:42  
**To:** Alan Baines <alan.baines@melkshamwithout.co.uk>  
**Cc:** Lorraine McRandle <office@melkshamwithout.co.uk>  
**Subject:** CSW police enforcement on Shaw Hill

Hi Alan

For the highways meeting..... I am in the whatsapp group for CAWS, and they have had some police enforcement on Shaw Hill.

Don't know whether to mention to the Melksham News or not! Its not the bit the story is about if on Shaw Hill.....

T

### **From 6<sup>th</sup> December**

[09:18, 07/12/2022] Peter RICHARDSON CAWS: Pleased to see Speed Enforcement on Shaw Hill and Corsham Road yesterday. They caught 24 vehicles speeding, the fastest of which was travelling at 47mph! Depending on previous convictions and history, 19 drivers will be offered a speed awareness course and 5 will receive 3 points and a £100 fine. The Officers reported positive support from residents, especially near the school.

[09:21, 07/12/2022] Kirsty: Just to add to this, I have just received an email from Wilts Police saying that since additional traffic officers & volunteers have been deployed, prosecutions for speeding in Wiltshire are up 48%. So hopefully, drivers will be more speed aware as this continues and our roads will be safer.

**From yesterday**

Hello All

Speed Enforcement caught 64 vehicles speeding on 20 December 2022 in Shaw and Whitley (Shaw Hill) in the space of only one hour! The fastest vehicle was captured travelling at 47mph. Depending on previous convictions and history, 55 drivers will be offered a speed awareness course, and 9 will receive 3 points and a £100 fine.

The officer was very concerned about the risk to the pedestrians and cyclists he saw and intends to return at different times of the day to identify the most problematic times.

It is very positive that the Speed Enforcement team is having such an impact already. We will continue to liaise with them regularly, including discussions about the possible use of SIDs or alternative types of electronic devices.

Happy Christmas 🎄

Kirsty

**And my reply:**

Thankyou Kirsty! I will let the parish council's Highways Committee know the results. The Police Inspector attended the last Area Board meeting (7th December) and as there was a message about this in this group on that day too I did let him know how much the Speed Watch teams appreciated the targeted support in joining in with you on sessions. Nothing like real time updates! Nothing left to say at this point other than a very merry christmas from everyone at Melksham Without parish council. The office closes today, but reopens on Tues 3rd January. We have an out of hours mobile phone number for anything urgent that cannot wait until then. Please ring (do not text!) as diverted to a staff member and I won't see a text. 07341 474234 Have a good festive break!

Teresa Strange

Clerk

**PLEASE NOTE THE NEW ADDRESS:**

Melksham Without Parish Council

First Floor

Melksham Community Campus

Market Place

Melksham

Wiltshire

SN12 6ES

01225 705700





## Lorraine McRandle

---

**From:** Lorraine McRandle  
**Sent:** 05 January 2023 12:28  
**To:** [REDACTED]  
**Cc:** Teresa Strange  
**Subject:** FW: Redstocks Road  
**Attachments:** Wiltshire\_Highways\_Safety\_Inspection\_Manual\_September\_2018.pdf; Traffic-survey-request-form (NEW ONE 2020).docx

Dear [REDACTED],

Your query has been passed to me by the Clerk for a response.

With regard to the condition of the road in Redstocks, following a query from another resident, I contacted Wiltshire Highways and received the following response on 11 October 2022 from the Area Engineer Highways, West Wiltshire, which was forwarded to the resident:

The council is aware of the condition of Redstocks and its deterioration over the summer due to the clay drying out.

The site is highlighted on the weather damaged highway list for the major maintenance team to inspect and decide a course of action and it has previously been highlighted on the major maintenance teams future schemes list.

There is a limited amount of funding to address issues that have been caused by the very dry summer. Sites submitted as weather damage will be prioritised to ensure that the funding is targeted at those sites in the most need.

It is not included on the current 5 year future maintenance plan which was presented to the Local Highways and Footpath Group (LHFIG) as it has not received funding at present. Once a site is allocated funding it will progress onto the 5 year maintenance plan.

The council will keep the parish informed on what major maintenance is planned for the lane.

Wiltshire Council as the local highway authority will continue to inspect the lane as part of the highway inspection program.

You may also find the attached document useful, produced by Wiltshire Council Highways.

With regard to the speed limit, Wiltshire Council will require evidence there is an issue of speeding and therefore, a traffic survey will need to be undertaken in the first instance and such a request supported by the Parish Council.

Please can you complete the attached form and return by Monday, next week in order the request can be to be included on our Highways agenda for Monday, 16 January for consideration.

If the request is supported by the Parish Council, this can be forwarded to Wiltshire Council for actioning and once the results have been received, these will be considered by the Parish Council and if they feel the results warrant a change in the speed limit will forward a request to the Local Highways & Footpath Group (LHFIG) for their consideration (they meet 4 times a year).

Apologies it all sounds long winded, but Wiltshire Council require recorded evidence prior to consideration of progressing such a requests.

Regards


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

Want to keep in touch?

Follow us on facebook: Melksham Without Parish Council or Teresa Strange (Clerk) for additional community news  
On twitter: @melkshamwithout On Instagram: melkshamwithoutpc

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-----Original Message-----

From:   
Sent: 05 January 2023 09:26  
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>  
Subject: Redstocks Road

Hello and a Happy New Year to all at the Parish Council.

I would like to ask if there any plans to repair the failing single track road and passing places from the A365 through the community of Redstocks.  
This road is subsiding due to volume and weight of traffic. This road was not designed to support such a regular flow of commercial traffic plus the eighteen wheeler lorries which appear on a regular basis.  
Cars are 'grounding out' due to road edge collapse, passing places have massive deep hollows and numerous pot holes exist.  
Are there plans to provide suitable repairs?

Also, there is no speed limit for this single track road which has a dangerous bend and private houses alongside? Is there a procedure to follow to request one?

## Lorraine McRandle

---

**From:** Lorraine McRandle  
**Sent:** 11 November 2022 11:28  
**To:** DONELAN, Michelle  
**Cc:** Teresa Strange; Alan Baines (alan.baines@melkshamwithout.co.uk)  
**Subject:** RE: (Case Ref: MD33709)  
**Attachments:** Response from Philip Wilkinson - PCC to speeding issues.pdf; Speeding and enforcement; Response from Dr McClelland to speeding concerns.pdf; SIGNAGE IN BATHFORD.docx

Michelle Donelan MP

Thank you for your email, which has been forwarded to me for a response.

The matter of speeding in Beanacre along the A350 has been raised with the parish council on numerous occasions over the years and the parish council have tried everything available to them to try and reduce speeding vehicles, including the installation of traffic calming measures (traffic islands) through the village, community speedwatch and Beanacre being included on the Speed Indicator Device schedule. The Parish Council have also met with yourself several years ago to discuss what else could be done to try and reduce speeding traffic through the village.

With regard to Community Speedwatch, during the term of Angus McPherson, the former PCC, the Beanacre team were cited as the most prolific Speed Watch Team in the County and at one point were asked to stop operating as the Police resource were unable to keep up with them.

We have asked the local Police to undertake targeted speed checks along the A350 from time to time in order to discourage speeding through the village and written to the Police & Crime Commissioner candidates prior to the recent PCC elections about speeding in general and the lack of enforcement by the Police to ascertain their views on the matter (Philip Wilkinson's response is attached). We also wrote to the Wiltshire Councillor Portfolio Holder for Highways, Dr Mark McClelland on this issue and his response is also attached.

It is our understanding Wiltshire Council undertook a speed limit review a few years ago of all A and B classified roads and made recommendations for changes in speed limits, which have since been implemented. As there has been no fundamental change since the review, it would be difficult for the parish council to justify requesting a reduction in the speed limit to 30mph where it is currently 40mph, with a significant stretch of the A350 through Beanacre already being subject to a 30mph speed limit.

The Parish Council has recently purchased an additional Speed Indicator Device (SID) (2 in total for the parish) and therefore took the opportunity to add another location in Beanacre to the SID schedule (3 sites in total with the SID being installed for a 2 week period each time).

The parish council have recognised drivers from the Lacock side of Beanacre travel at 60mph into a slight bend to be confronted with a 30mph speed limit and requested some form of warning signage be installed, similar to warning signage installed elsewhere in the Country. Unfortunately, Wiltshire Council's policy is not to install such signage. However it has been agreed to write to the Police and Crime Commissioner to ask if this type of signage would cause the Police a problem, as it is understood to be a Police policy matter, rather than Wiltshire Council (attached is a photo of the type of signage requested, which is located in Bathford).

In the meantime, at a recent Local Highways & Footpath Improvement Group meeting of Wiltshire Council, it was agreed to look at installing 'village gate' signage at this location to remind people they are entering a village and to slow down, with the parish council contributing 50% towards the costs involved (estimated costs for the project £8,000 and £10,000).

Wiltshire is one of the few counties in the Country without permanent speed cameras, having been decommissioned several years ago. Is this something you could campaign to have re-introduced and therefore alleviate the suffering of those who experience speeding traffic.

As you are aware, the parish council support an Eastern Bypass to alleviate the pressure of heavy traffic through Beanacre, as long as measures are in place to mitigate the impact on residents elsewhere in the parish. We understand that you do not support the Bypass and perhaps you could let us know what alternative thoughts you have to alleviate the pressure of speeding traffic in the area.

Regards

Lorraine McRandle  
Parish Officer  
Melksham Without Parish Council  
First Floor  
Melksham Community Campus  
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Wiltshire, SN12 6ES  
01225 705700  
[clerk@melkshamwithout-pc.gov.uk](mailto:clerk@melkshamwithout-pc.gov.uk)  
[www.melkshamwithout-pc.gov.uk](http://www.melkshamwithout-pc.gov.uk)

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---

**From:** DONELAN, Michelle <michelle.donelan.mp@parliament.uk>  
**Sent:** 08 November 2022 17:27  
**To:** Teresa Strange <clerk@melkshamwithout.co.uk>  
**Cc:** Lorraine McRandle <office@melkshamwithout.co.uk>  
**Subject:** (Case Ref: MD33709)

Good Afternoon,

I am aware of the Council's extensive investigative work reviewing the A350 through Beanacre and the trouble with installing traffic calming measures.

Please can you clarify what work has been done to investigate reducing the speed limit to 30 and if there is anything I can do to assist with this?

Kind regards,

A handwritten signature in blue ink that reads "Michelle Donelan." The signature is written in a cursive, flowing style.

**Michelle Donelan**

Member of Parliament for Chippenham Constituency

Email: [michelle.donelan.mp@parliament.uk](mailto:michelle.donelan.mp@parliament.uk)

Twitter: @michelledonelan

Website: [www.michelledonelan.co.uk](http://www.michelledonelan.co.uk)

DC

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# Highways Improvement Request Form

## Contact Details

<b>Name:</b>		<b>Date:</b>	
<b>Address:</b>			
<b>Telephone No:</b>			
<b>Email Address:</b>			

## Issue Details

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

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

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

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

**WILTSHIRE PRACTICE NOTE**

**TEMPORARY SPEED INDICATOR DEVICE SITE ELIGIBILITY AND DEPLOYMENT CRITERIA**

**1.0 Introduction**

- 1.1 Speed Indicator Devices are a means of raising awareness of vehicle speeds and educating driver behaviour. They are useful in supporting other methods of direct speed control such as Police enforcement and Community Speedwatch (CSW) programmes. They can provide a means of highlighting speed issues where direct measures cannot be used, such as where speeding occurs at night or at locations with difficult access.
- 1.2 SIDs should only be used at the sites meeting the eligibility criteria.
- 1.3 SIDs should be deployed on a temporary basis and are normally in place at a site for between 2 and 8 weeks.. To maintain their effectiveness they should not be redeployed until a minimum time of 4 weeks has elapsed. SIDs should only be deployed on roads subject to 20, 30 and 40 mph speed limits. Enforcement activities on roads with higher speed limits remains solely within the remit of the Police.

**2.0 Eligibility Criteria**

- 2.1 The Council can undertake traffic counts at each requested site in order to measure vehicle speeds and allow assessment against the criteria. The counters will be in situ for a week at each site and will record vehicle speeds and volumes at all times during that week. If the request indicates that speeding is a problem at certain times of the year this will be taken into account. This enables determination of any trends relating to speed at certain times of the day or night. No site will be considered for SID deployment until a traffic count is undertaken.
- 2.2 The eligibility criteria for the use of SIDs is set out in the table below. The threshold levels have been set to accord with the National Police Chiefs Council (NPCC) speed enforcement guidelines.

	<b>Speed Indication Device (SID)</b>
<b>20 mph limit</b>	85 <sup>th</sup> ile speed 24.1 mph and over
<b>30 mph limit</b>	85 <sup>th</sup> ile speed 35.1 mph and over
<b>40 mph limit</b>	85 <sup>th</sup> ile speed 46.1 mph and over

The 85<sup>th</sup> percentile speed is that not exceeded by 85% of the vehicles using the route.

Note: The threshold levels for SID's are the same as those used for Community Speedwatch.

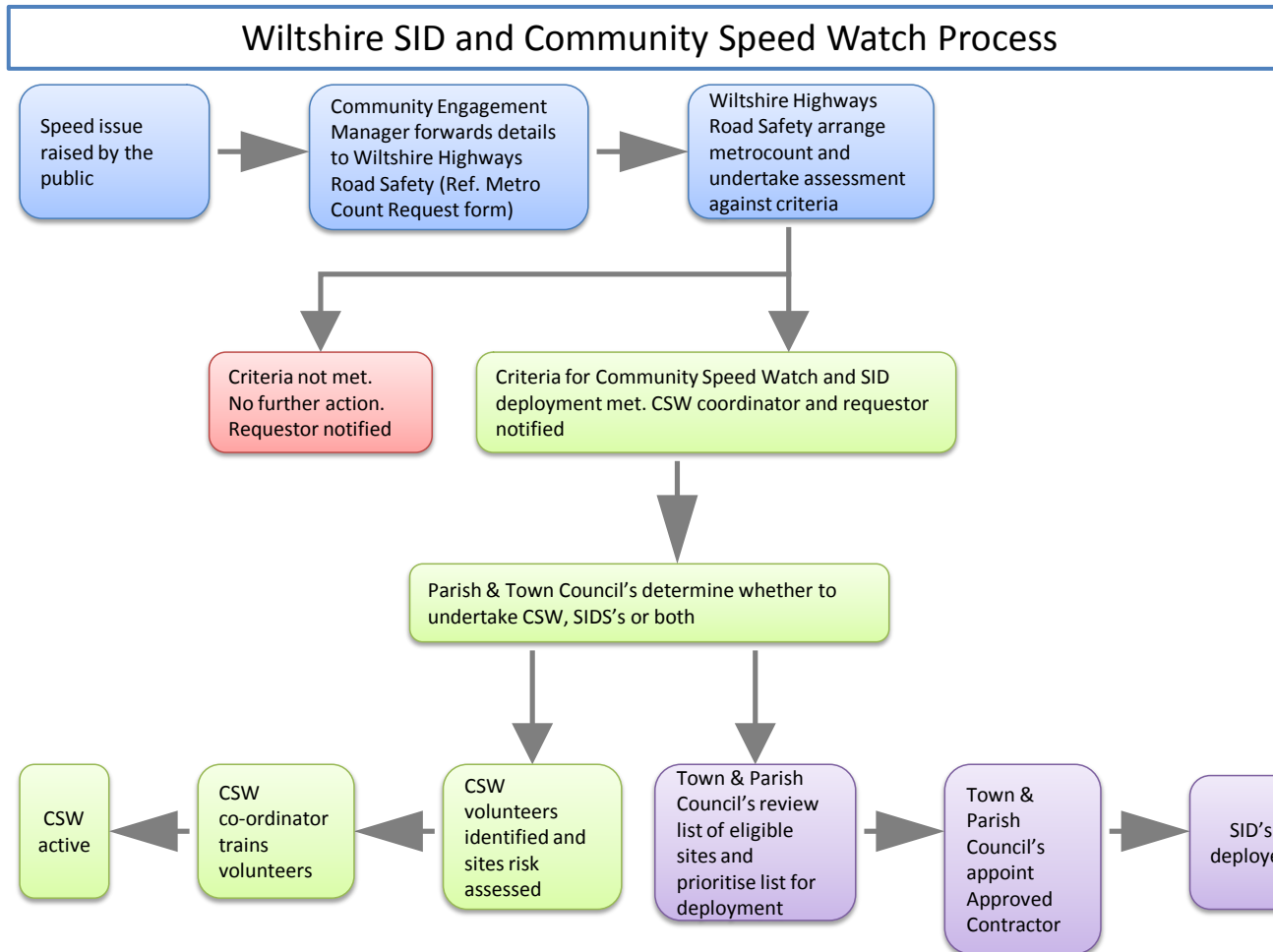


2.3 A flow chart illustrating the process is included at **Appendix A**

### 3.0 **SID Deployment**

- 3.1 SIDs should be deployed on a temporary basis and should be insitu for between 2 and 8 weeks. Research by the Transport Research Laboratory has indicated that the effect of the SID on speed reduction is greatest within the first two weeks of deployment, with sites having SIDs in situ for longer recording little or no further speed reductions after two weeks ('Effectiveness of Speed Indicator Devices on reducing vehicle speeds in London', TRL, 2008). Deployment periods between 2 and 8 weeks are at the discretion of the relevant Town or Parish Council based on individual site circumstances but it is recommended that this is evidence led.
- 3.2 Town & Parish Council's either singularly or in collaboration are responsible for the sourcing and purchase of suitable SID units.
- 3.3 The Town and Parish Council's will be responsible for putting together, monitoring and reviewing a programme for SID deployment.
- 3.4. Deployment of the SIDs must be undertaken by an approved Contactor. The approved Contractor must have Operators Streetworks accreditation (for more details see <https://www.gov.uk/government/publications/street-works-qualifications-in-england> ) and Public Liability Insurance of at least £5,000,000. Responsibility for checking and approval of suitable contractors rests with Town & Parish Councils and is therefore self-policing.
- 3.5 It will be for the Town & Parish Council's to decide on how many contractors are engaged and how any payment mechanism should work. Deployment by members of the public or other groups is not permitted due to safety and liability considerations.
- 3.6 Town and Parish Councils are encouraged to review, amend or add to the deployment programme not less than every six months to take into account new sites or to allow sites which may not have been deemed a priority during the initial programme to be incorporated.
- 3.7 Other factors relating to SID deployment are set out at **Appendix B**

APPENDIX A



## Appendix B

### Temporary Speed Indicator Devices (SID) Deployment Guidelines

1. These guidelines apply to all SIDs used on the Wiltshire Highway network regardless of the funding source, ownership and device location
2. Sites should meet the eligibility criteria as set out in the Wiltshire practice note.
3. The SID should be in-situ for between 2 and 8 weeks at any eligible site.
4. The SID should not return to monitor an eligible site within 4 weeks of the previous visit.
5. The exact location of the SID within the eligible site can be varied within the site limits at each visit
6. Wiltshire Council reserves the right to remove any device where either the duration of 8 weeks is exceeded, the location is considered a road safety hazard, or if the SID is not being deployed in accordance with the stated guidelines.
7. Any additional infrastructure required to enable SID deployment must be funded by the Area Board / Community Area Transport Group or the relevant Town / Parish Council and approved by Highways officers prior to installation
8. Trigger Speeds of the device should be set to match the Police threshold levels for prosecution and as such should not be altered. In a 20mph limit the trigger speed is 24mph, in a 30mph it is 35mph and in a 40mph it is 46mph.
9. SID's must be mounted at a minimum height of 2.0 metres above ground level (to avoid damage / vandalism) in verge areas and 2.4 metres in footway and cycle-ways. . Devices must have a minimum edge clearance to the running carriageway of 450mm and cannot be fixed to telegraph poles or concrete street lighting columns. No ladders, step ladders or other climbing aids should be placed in direct contact with or leant against the lighting column or post as the additional weight may result in sudden failure. It will be for the Town & Parish Council's to ensure that approved contractors are aware of these requirements. Any damage to Highway furniture will be recharged.
10. Additional posts can be provided to facilitate SID deployment. However they must not be permanently left in place when the SID is not deployed. Posts must be fixed via a socketed ground anchor to allow for post removal. An example fixing can be found at <http://www.nal.ltd.uk/products/retention-socket-systems/retention-socket-non-illuminated-base/>.
11. Where SIDs are erected on existing street lighting columns, advance notification must be given to Wiltshire Council by sending an email to [streetlighting@wiltshire.gov.uk](mailto:streetlighting@wiltshire.gov.uk) providing the dates of deployment, the road name, and the column identification number.
12. SID's require a straight road on the approach, free of obstruction, to allow the radar to accurately assess vehicle speed. Dips in the road will affect the operation of the SIDs, as can bus shelters reflecting the sun. Careful consideration is required to direct devices away from property windows and avoid problems associated with light pollution. SID's must not be positioned close to or at speed limit terminal points.

## **SIDs - Frequently Asked Questions**

1. *Why can SIDs only be deployed on roads subject to 20, 30 and 40 mph speed limits?*

Enforcement of speed limits on roads subject to limits over 40mph has to be done by Police Officers who are suitable trained using in car or hand held speed enforcement devices. This is national practise agreed by the National Police Chiefs Council (NPCC) not just applicable to Wiltshire.

2. *Why can't SIDs stay at one location for longer than 8 weeks?*

Research by the Transport Research Laboratory has indicated that the effect of the SID on speed reduction is greatest within the first two weeks of deployment, with sites having SIDs in situ for longer recording little or no further speed reductions after two weeks. In addition, case studies from Kingston upon Thames, where the use of SIDs is wide ranging, have shown that SIDs effectiveness reduces over time. Deployment periods between 2 and 8 weeks are at the discretion of the relevant Town or Parish Council based on individual site circumstances but it is recommended that this is evidence led.

3. *Why does a count have to be carried out before SID deployment takes place?*

Counts are undertaken to establish if there is speeding taking place, the extent of the speeding problem and to identify the correct solution. Pedestrians and residents routinely overestimate the speed of vehicles passing by and it is vital that factual data is used. This helps to identify those locations which genuinely have a speeding problem and also means that further comparative counts can be undertaken to establish whether the problem has been addressed.

4. *Can a SID be used to collect traffic data?*

The data capture capability that some SIDs have has not been utilised due to concerns over the reliability of the data. The presence of the SID itself may alter driver behaviour and collecting data from it may give a false impression or different set of results that may not be representative. In addition data is only collected in one direction. To enable comparison between before and after speeds, those sites where SIDs are deployed may be subject to further counts as these provide more reliable data.

5. *What does the 85th percentile mean and why is it chosen? Doesn't this mean that speeding is being tolerated?*

The concept of the 85<sup>th</sup>ile speed has been developed from the considerable body of research and observation carried out to analyse driver behaviour. It is the highest speed at which most drivers can be considered to be driving sensibly and in a manner appropriate for the prevailing conditions. Those drivers exceeding the 85<sup>th</sup>ile value are therefore much less likely to conform to reasonable patterns of behaviour and consequently would pay little regard to safety enforcement measures. The 85<sup>th</sup>ile value can therefore be regarded as a cut off point beyond which safety measures would have no reliable practical or statistical value.

The 85<sup>th</sup>ile speed is defined as that which reasonable people tend to adopt according to the road environment and is calculated by recording the speeds at or below which 85% of all vehicles travel under free flowing conditions past a nominated point. For example if a count records the speeds of 100 vehicles then the top 15 are discounted and the resulting highest speed is then the 85<sup>th</sup>ile value.

6. *Can we have a permanent SID like the ones we see elsewhere in other counties?*

National evidence has shown that the effectiveness of permanently installed vehicle activated signs for speed education purposes reduces with time. The use of temporary SID's is intended to maximise the impact of this type of sign on motorists.

7. Can SID's be used at sites not meeting the criteria?

The Town & Parish Council's may, at their discretion, choose to add sites that have been subject to an automatic traffic count but that do not meet the eligibility criteria to the SID deployment list. . It will be for the Town & Parish Council's to decide if the SID deployment is justifiable in these circumstances. However use of SIDs at sites where there is no speeding problem is not encouraged as this may impact on the availability and frequency of deployment at those sites with a speeding problem and lessen the overall impact that SIDs are intended to have.

8. How often do they need service / recalibration?

Annually

9. What is an Approved Contractor?

An approved contractor is a company, business, group or individual who holds Operator's Streetworks accreditation and has a minimum £5,000,000 of Public Liability Insurance.

## **Wiltshire Council shares serious concerns over proposed changes to Bath Clean Air Zone**

**Wiltshire Council has expressed its opposition and frustration at Bath & North East Somerset (BANES) Council's proposals to extend its Clean Air Zone by introducing a charge for Euro VI diesel HGVs exceeding 12 tonnes.**

Published 11 November 2022

Wiltshire Council has expressed its opposition and frustration at Bath & North East Somerset (BANES) Council's proposals to extend its Clean Air Zone by introducing a charge for Euro VI diesel HGVs exceeding 12 tonnes.

The Leader of Wiltshire Council, Cllr Richard Clewer, has written to his BANES counterpart, Cllr Kevin Guy, to note Wiltshire Council's strong opposition to the plans because of the potential damaging impact on Westbury, Corsham, Bradford on Avon and other West Wiltshire towns and villages.

The proposal was considered yesterday (Thursday 10 November) at BANES' Cabinet meeting.

Also concerning Wiltshire Council is the continuation of the 18 tonnes weight limit on Cleveland Bridge on the A36 in Bath, despite repairs to the bridge now being substantially complete.

Cllr Clewer said: We're extremely disappointed that BANES is looking to change its Bath Clean Air Zone (CAZ) to introduce a charge for Euro VI diesel HGVs exceeding 12 tonnes. These are the cleanest HGVs currently on the market, so this feels less of a clean air initiative and more of a quest to restrict all HGVs in the city.

This proposal, along with the now extended temporary 18-tonne weight restriction on Cleveland Bridge, is pushing this traffic issue on to Wiltshire roads and through towns such as Bradford on Avon, Corsham and Westbury, and this is something that we are not prepared to accept.

We recognise that there are regional issues with traffic congestion, air quality and HGV usage, but these will not be solved by simply pushing the problem from Bath into the towns of West Wiltshire.

The long-term solution needs to be found by working with neighbouring authorities, National Highways, the Department for Transport (DfT) and Defra, not by BANES acting unilaterally and with little regard for the people of Wiltshire.

We are strongly opposed to both the continued weight restriction on Cleveland Bridge and the proposed CAZ changes and will be looking at all options to formally resist them and to protect West Wiltshire's towns and villages.

We remain open to constructive discussions with BANES and other stakeholders to help resolve this issue in the long-term, and to find a resolution that works for all of our communities.

Cllr Clewer's letter to Cllr Guy is below:

Dear Cllr Kevin Guy

**Re. Cabinet 10th November 2022 - Proposal to vary the Bath CAZ Charging Order: Response from Wiltshire Council**

I am aware that your Cabinet is going to consider a report this week, recommending that you consult on varying the Bath CAZ Charging Order 2021 - to introduce a charge for Euro VI diesel HGVs exceeding 12 tonnes.

You have made it very clear that this would have the net effect of disincentivising all diesel-powered HGVs weighing over 12 tonnes from using the CAZ area as a through route.

I am also aware that your repairs to Cleveland Bridge are now completed, however you have decided to keep a temporary 18T weight restriction in place.

I thought it might be helpful if I gave my views on both of those aspects, prior to your Cabinet meeting.

In terms of the proposal to vary the CAZ charging Order, there is no indication that I can see of the forecast impacts of such a change.

The Cabinet report hints of there being "initial feasibility assessments" but it appears that you are asking for your Members to support an action with little, if any evidence, upon which they might form a view.

Our own correspondence with Defra last December produced the following opinion:

"(Defra's) starting point is that I would expect any proposals to modify a CAZ under the auspices of the NO2 programme to be fully evidenced and fit within the current Clean Air Zone framework and associated guidance including a thorough assessment of potential displacement".

My view is that your 'starting point' should be the same, and decision making at this stage in the absence of forecast outcomes will be otherwise compromised.

You will not be surprised that I remain strongly opposed to your continued efforts to improve conditions in Bath at the expense of Wiltshire and other authorities, particularly the potential impacts in Westbury, Corsham, Bradford on Avon and other West Wiltshire towns.

I will be considering all means possible to prevent you from doing that - both in terms of your CAZ proposals, and your continued restrictions on Cleveland Bridge.

I would be grateful if you will convey my views in full to your Cabinet Members.

Yours sincerely

Richard Clewer,

Leader

Climate Change, MCI, Economic Development, Heritage, Arts, Tourism and Health and Wellbeing





# The Planning Inspectorate

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

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Customer Services:  
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Email: [helen.sparks@planninginspectorate.gov.uk](mailto:helen.sparks@planninginspectorate.gov.uk)  
[www.gov.uk/planning-inspectorate](http://www.gov.uk/planning-inspectorate)

Your Ref:  
Our Ref: ROW/3281765

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

13 December 2022

Dear Sir/Madam,

Wildlife and Countryside Act 1981 - Section 53

Order Making Authority: Wiltshire Council

Title of Order: Wiltshire Council Parish of Melksham Path No. 107 & Melksham Without Path No. 151 DMMO 2020

Further to my letter of 16 September 2022, I can advise you that an inquiry into the above Order will be held at 10.00am on Tuesday 13 June 2023 at Forest Community Centre, Bowmans Court, Melksham, Wiltshire, SN12 7FF. The appointed Inspector will also open the Inquiry as a virtual event on Tuesday 13 June 2023 at 10.00am. The inquiry is currently scheduled to last 1 day. The length of the inquiry will partly depend on the number of witnesses who give evidence. To ensure we have allowed enough inquiry time, please let me know as soon as possible whether you intend to call witnesses, and if so, how many. Please let me know within 7 days if you think more time is needed.

Whilst most inquiries will be completed within the scheduled period, some may be shorter and some need to be extended, depending on the amount of evidence produced or the number of people wishing to be heard. It is therefore very important that if you wish to speak, give evidence or contribute to the inquiry in any way, that you attend on the opening day.

It would be useful for the Inspector if you could confirm whether or not you will be attending the inquiry. You should notify me immediately if your circumstances change or you change your mind nearer the date of the inquiry.

It is open to anyone who has made an objection or representation and anyone else with an interest in the Order to attend the Inquiry. However, if you have asked to be heard, you are expected to attend (or send a representative. (Please refer to paragraphs 4.11 and 8.4 of our booklet *Definitive Map and Public Path Orders*). If this does apply to you, please ensure that you are familiar with paragraph 8.4 of our booklet *Definitive Map and Public Path Orders* concerning costs. If you will be unable to attend, please notify me in writing immediately.

If you are responsible for instigating a petition, we trust that you will pass these details to

all the signatories.

The start date for this Order is as stated on the enclosed notice of order.

The enclosed notice, which will appear on our website, contains information about the Order, where queries about the Order should be directed, when and where documents relating to the Order can be inspected by the public and the timetable for sending statements of case and proofs of evidence. Please ensure you read the notice carefully.

All parties must keep to the timetable to ensure that statements of case are with us on time. If you plan to attend and give evidence, you will need to submit a statement of case, along with copies of any documents you wish to submit in evidence and a list of those documents. Late documents will be returned. As I have given details of the timetable, I will not send you reminders.

If you are disabled and concerned about what facilities will be available at the Inquiry, you should write to or contact the Council to confirm that the provisions to meet your specific needs will be available. Additionally, please contact the Council if you would like to know what equipment (over head projector, screen etc.) will be available at the venue for you to use.

We are encouraging local authorities to retain pdf copies of their submission bundle to the Planning Inspectorate. If you would like to receive a copy, please contact Wiltshire Council to find out if one is available.

Please ensure our case reference number is quoted in all correspondence.

Definitions:

*Statement of case – a written statement containing full particulars of the case which a person proposes to put forward at a hearing or inquiry; it includes copies of any supporting documents which that person intends to refer to or put in evidence, and a list of those documents.*

We expect statements of case to be paginated, labelled, indexed and submitted in a clear order. Appendix E of our guidance booklet refers. <https://www.gov.uk/government/publications/rights-of-way-guidance-booklet>

*Proof of evidence - a document containing the written evidence which a person at a public inquiry will speak about. It should not rehearse all of the available evidence but should focus on the matters in dispute. It should not contain supporting documents.*

Enclosures:

Order Map

Notice of Order

Yours faithfully,

*Helen Sparks*

Helen Sparks

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

# NOTICE OF ORDER

## Wildlife and Countryside Act 1981 – Section 53

WILTSHIRE COUNCIL

Wiltshire Council Parish of Melksham Path No. 107 & Melksham Without  
Path No. 151 DMMO 2020

Notice is hereby given that the above referenced Order has been submitted to the Secretary of State for Environment, Food and Rural Affairs for determination. An Inspector will be appointed by the Secretary of State to determine the Order.

The **start date** for the above Order is **13 December 2022**.

Consideration of the Order will take the form of a public local inquiry.

The Inquiry will be held at **Forest Community Centre, Bowmans Court, Melksham, Wiltshire, SN12 7FF** on **Tuesday 13 June 2023** at 10.00am.

The appointed Inspector will also open the Inquiry as a virtual event on **Tuesday 13 June 2023 at 10.00am**.

Anyone wishing to attend the Inquiry virtually must register that interest with the Council as soon as possible prior to the Inquiry, **but no later than midnight on Tuesday 6 June 2023**, either by email or telephone, details of which are set out in this notice.

To take part using video, participants will need to have access to Microsoft Teams (via an app or web browser). The link <https://support.microsoft.com/en-us/office/welcome-to-microsoft-teams-b98d533f-118e-4bae-bf44-3df2470c2b12> gives further information on how to use this. Alternatively, you can take part by telephone. Registered participants will receive individual joining instructions, providing details of any requirements, guidance and support, whether joining by Teams or telephone.

The effect of the Order, if confirmed without modifications, will be to modify the definitive map and statement for the area by adding to them footpaths leading from MELK4 Murray Walk (OS Grid ref. ST9066 6453) alongside the River Avon in a north north easterly direction to the field known as 'Forty Acres' where south south east after the stream and south east and broadly east across MELW66, along field edge to Woodrow Road. Also spur across the River Avon using the concrete bridge to the public open space land at Riverside Drive (width 1.6 metres except for short section in Forty Acres where 2.0 metres approx. length 1650 metres).

Any queries relating to this Order should be referred to Helen Sparks at The Planning Inspectorate, Rights of Way Section, Room 3/A Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN. Telephone: 0303 444 5646.

Email: [helen.sparks@planninginspectorate.gov.uk](mailto:helen.sparks@planninginspectorate.gov.uk) Please quote reference number ROW/3281765 on all correspondence.

Any person wishing to view the statements of case and other documents relating to this Order may do so in person at the offices of the Rights of Way and Countryside team, County Hall, Trowbridge, BA12 0AU, Monday to Friday 0930 to 1700. Please contact Ms Sally Madgwick at Email Address: [sally.madgwick@wiltshire.gov.uk](mailto:sally.madgwick@wiltshire.gov.uk) or telephone Number 01225 713392 to make an appointment to view them. They will also be made available online at: [D/2017/004 - Rights Of Way - Wiltshire Council](https://apps.wiltshire.gov.uk/RightsOfWay/Map/Detail/PHNTUh3t?row) (full address <https://apps.wiltshire.gov.uk/RightsOfWay/Map/Detail/PHNTUh3t?row> )

### **Timetable for sending in statements of case and proofs of evidence**

#### **Within 8 weeks of the start date by [by 7 February 2023]**

The Order Making Authority must ensure their statement of case is received by the Secretary of State. As soon as possible after the deadline, the Secretary of State will send a copy (excluding copies of any supporting documents - these will be available to view at the Authority's offices) to everyone who has made an objection or representation and the applicant and any other person who has written to us in respect of the Order.

#### **Within 14 weeks of the start date [by 21 March 2023]**

Everyone who has made an objection or representation and anyone who wishes to give evidence at the Inquiry must ensure their statement of case<sup>1</sup> is received by the Secretary of State. As soon as possible after the deadline, the Secretary of State will send full copies to the Authority. Copies will also be sent to the applicant, every person who has made an objection or representation and any other person who has written to us in respect of the Order (excluding copies of any supporting documents - these will be available to view at the Authority's offices).

Within the same period the applicant (if applicable) must ensure their statement of case is received by the Secretary of State. As soon as possible after the deadline, the Secretary of State will send a full copy to the Authority. Copies will also be sent to everyone who has made an objection or representation and any other person who has written to us in

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<sup>1</sup> If you wish to make a legal submission, this should be submitted at the same time as your statement of case. Otherwise legal submissions will have to be submitted in writing on the day of the inquiry.

respect of the Order (excluding copies of any supporting documents - these will be available to view at the Authority's offices).

#### **4 weeks before the date of the inquiry [by 16 May 2023]**

The Authority, everyone who has made an objection or representation, the applicant (if applicable) and anyone who wishes to give evidence at the Inquiry must ensure their proof of evidence (together with any summary) is received by the Secretary of State. As soon as possible after the deadline, the Secretary of State will send copies of:

- i) the Authority's proof of evidence to everyone who has made an objection or representation, the applicant and anyone who has submitted a statement of case (excluding copies of any supporting documents – although none should be submitted with a proof of evidence);
- ii) the applicant's proof of evidence to the Authority, everyone who has made an objection or representation and anyone else who has submitted a statement of case (excluding copies of any supporting documents – although none should be submitted with a proof of evidence); and
- iii) all other proofs of evidence to the Authority, the applicant, everyone who has made an objection or representation and anyone else who has submitted a statement of case (excluding copies of any supporting documents – although none should be submitted with a proof of evidence).

All parties must keep to the timetable set out above and ensure that statements of case and proofs of evidence are received by the Secretary of State on time. Late documents will be returned.

We cannot accept any libellous, racist or abusive comments. Any documents containing such comments will be returned.

Notice of order for inquiry





## Lorraine McRandle

---

**From:** Teresa Strange  
**Sent:** 09 January 2023 14:54  
**To:** Lorraine McRandle  
**Subject:** FW: PROPOSED TRAFFIC REGULATION ORDER FOR CONSULTATION  
**Attachments:** Order (Amendment No.1).pdf; melksham-map-schedule-EG36-2023-01-04-am01.pdf; Press Notice 1.pdf; ITM Statement of Reasons.pdf

---

**From:** Bartle, Lianne <Lianne.Bartle@wiltshire.gov.uk>  
**Sent:** 09 January 2023 14:06  
**To:** Bartle, Lianne <Lianne.Bartle@wiltshire.gov.uk>  
**Subject:** PROPOSED TRAFFIC REGULATION ORDER FOR CONSULTATION

Dear all,

**THE COUNTY OF WILTSHIRE (MELKSHAM AND MELKSHAM WITHOUT) (PROHIBITION AND RESTRICTION OF WAITING, PROHIBITION OF STOPPING, TAXI RANK CLEARWAYS AND ON STREET PARKING) CONSOLIDATION ORDER 2021 (AMENDMENT NO.1) ORDER 2023**

Please find attached a copy of a proposed Traffic Regulation Order forwarded to you for consultation.

This proposal will be advertised in the Wiltshire Times on 27<sup>th</sup> January 2023 and the consultation period ends on 20<sup>th</sup> February 2023.

Comments on this proposal, quoting reference LJB/TRO/MELW1 may be made by:

Email to [trafficorderconsultations@wiltshire.gov.uk](mailto:trafficorderconsultations@wiltshire.gov.uk)

or

In writing to:

TRO Team  
Highways & Transport  
Sustainable Transport Group  
County Hall  
Bythesea Road  
TROWBRIDGE  
Wiltshire BA14 8JN

**Lianne Bartle**

Senior Traffic Order Technician | Traffic Order Team | Highways & Transport  
Wiltshire Council | County Hall, Bythesea Road, Trowbridge BA14 8JN

Email: [lianne.bartle@wiltshire.gov.uk](mailto:lianne.bartle@wiltshire.gov.uk)

Follow Wiltshire Council   [www.wiltshire.gov.uk](http://www.wiltshire.gov.uk)

Attachments:



Order (Amendment No.1)  
Map schedule  
Press Notice  
Statement of Reasons

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**WILTSHIRE COUNCIL**

**ROAD TRAFFIC REGULATION ACT 1984**  
**TRAFFIC MANAGEMENT ACT 2004**

**THE COUNTY OF WILTSHIRE (MELKSHAM AND MELKSHAM WITHOUT)**  
**(PROHIBITION AND RESTRICTION OF WAITING, PROHIBITION OF STOPPING,**  
**TAXI RANK CLEARWAYS AND ON STREET PARKING) CONSOLIDATION**  
**ORDER 2021 (AMENDMENT NO.1) ORDER 2023**

**Statement of Wiltshire Council's reasons for proposing**  
**to make the Order**

**RTRA 1984 SECTION 1 (1)**

- (c) For facilitating the passage on the road or any other road of any class of traffic (including pedestrians).

**RTRA 1984 SECTIONS 32 AND 35**

For the purpose of relieving or preventing congestion.

---

The proposals are put forward as a result of the creation of two new vehicular access points on Portal Road, for the new Dick Lovett BMW/Mini showroom. The accesses provide a break in the existing waiting restrictions and also create a need to ensure parking does not occur within the accesses themselves. The proposals thus formalise these new arrangements.

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**WILTSHIRE COUNCIL**

**ROAD TRAFFIC REGULATION ACT 1984**  
**TRAFFIC MANAGEMENT ACT 2004**

**THE COUNTY OF WILTSHIRE (MELKSHAM AND MELKSHAM WITHOUT)**  
**(PROHIBITION AND RESTRICTION OF WAITING, PROHIBITION OF STOPPING, TAXI**  
**RANK CLEARWAYS AND ON STREET PARKING) CONSOLIDATION ORDER 2021**  
**(AMENDMENT NO.1) ORDER 2023**

Notice is hereby given that Wiltshire Council proposes to make the above Order under the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004 to amend the following restrictions in the Melksham and Melksham Without Consolidation Order 2021 by revoking Map Schedule No. EG36 dated 5<sup>th</sup> April 2021 and replacing it by the insertion of revised Map Schedule No. EG36 the effect of which will be to introduce **No Waiting at any time** on the following lengths of roads:

**North Western Access Road off Portal Road, Melksham Without** – both sides – from its junction with Portal Road for a distance of 8 metres in a northerly direction

**North Eastern Access Road off Portal Road, Melksham Without** – both sides – from its junction with Portal Road for a distance of 8 metres in a northerly direction

Deposit copies of the Order, plan and Statement of the Council's Reasons for proposing to make the Order may be inspected at the offices of Wiltshire Council, County Hall, Bythesea Road, Trowbridge during normal office hours. Details of the proposed scheme may be seen at Melksham Library, Melksham Community Campus SN12 6ES during the hours of 6.30am to 10pm Monday, Tuesday, Wednesday and Thursday, 6.30am to 9pm Friday and 8am to 6pm Saturday and Sunday until 20<sup>th</sup> February 2023. Documents can also be viewed online at <https://www.wiltshire.gov.uk/troconsultations>

Comments on the proposal together with the reasons for which they are made should be sent by post to reach the Traffic Order Team, Sustainable Transport, County Hall, Bythesea Road, Trowbridge, BA14 8JN allowing 7 days, by email to [Trafficorderconsultations@wiltshire.gov.uk](mailto:Trafficorderconsultations@wiltshire.gov.uk) or using the response form on the website at <https://www.wiltshire.gov.uk/troconsultations.htm> to reach the Sustainable Transport Group by 20<sup>th</sup> February 2023 quoting reference LJB/TRO/MELW1.

Sustainable Transport Group, County Hall, Bythesea Road, Trowbridge BA14 8JN

27<sup>th</sup> January 2023

**WILTSHIRE COUNCIL**

**THE COUNTY OF WILTSHIRE (MELKSHAM AND MELKSHAM WITHOUT)  
(PROHIBITION AND RESTRICTION OF WAITING, PROHIBITION OF STOPPING, TAXI  
RANK CLEARWAYS AND ON STREET PARKING) CONSOLIDATION ORDER 2021  
(AMENDMENT NO.1) ORDER 2023**

The Council of the County of Wiltshire in exercise of its powers under Sections 1, 2, 4, 32, 35, 53 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (hereinafter referred to as “the Act of 1984”) as amended and the Traffic Management Act 2004 (hereinafter referred to as “the Act of 2004”) as amended and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act of 1984 hereby makes the following Order.

1. The County of Wiltshire (Melksham and Melksham Without) (Prohibition and Restriction of Waiting, Prohibition of Stopping, Taxi Rank Clearways and On Street Parking) Consolidation Order 2021 shall be amended by the revocation of the Map Schedule specified in the First Schedule to this Order and the insertion of the Map Schedule specified in the Second Schedule to this Order.
2. The effect of the Order will be to introduce **No Waiting at any time** on the following lengths of roads:  
**North Western Access Road off Portal Road, Melksham Without** – both sides – from its junction with Portal Road for a distance of 8 metres in a northerly direction  
**North Eastern Access Road off Portal Road, Melksham Without** – both sides – from its junction with Portal Road for a distance of 8 metres in a northerly direction
3. This Order shall come into operation on xxxxxxxx 2023 and may be cited as The County of Wiltshire (Melksham and Melksham Without) (Prohibition and Restriction of Waiting, Prohibition of Stopping, Taxi Rank Clearways and On Street Parking) Consolidation Order 2021 (Amendment No.1) Order 2023.

**FIRST SCHEDULE**

Map Schedule to be revoked

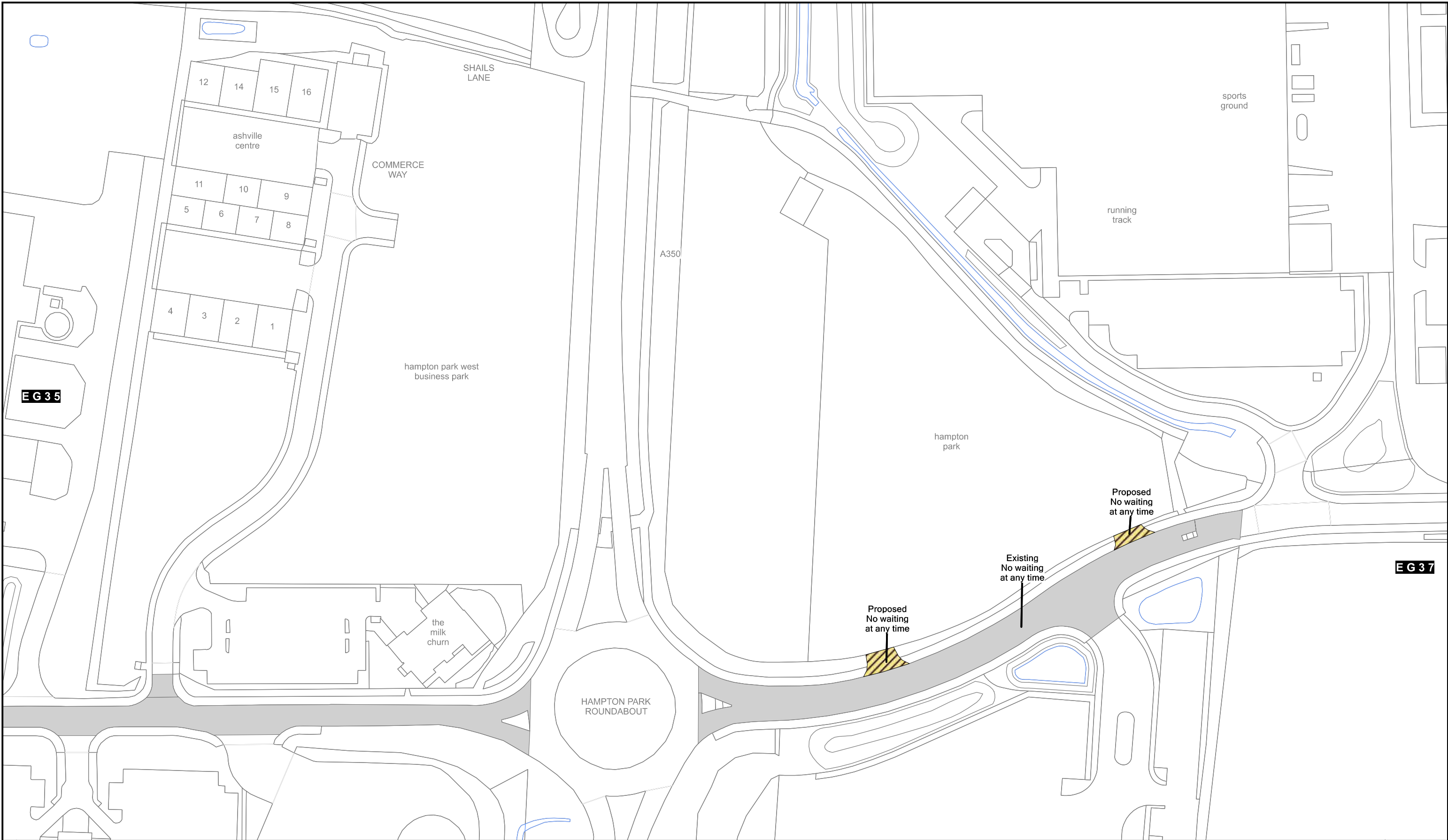
Map Schedule	Date
EG36	05/04/2021

**SECOND SCHEDULE**

Map Schedule to be inserted

Map Schedule	Date
EG36	Xxxxxxxxxx

THE COMMON SEAL of  
WILTSHIRE COUNCIL  
was hereunto affixed this  
xxx day of xxxxxxx 2023  
in the presence of: -



**MELKSHAM AND MELKSHAM WITHOUT AMENDMENT 01  
PROPOSED RESTRICTIONS AT PORTAL ROAD**

SCALE	1:1250	
DATE	04/01/2023	

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Wiltshire Council  
County Hall, Bythesea Road,  
Trowbridge, Wiltshire.  
BA14 8JN  
AGENDA ITEM 13(a) - Traffic Order Map

KEY	
PROPOSED PARKING	PROPOSED DISABLED PARKING
PROPOSED RESIDENT PARKING	PROPOSED DOCTOR PARKING
PROPOSED PAY AND DISPLAY	PROPOSED MOTORCYCLE PARKING
PROPOSED LOADING	PROPOSED MULTIPLE RESTRICTIONS
PROPOSED NO WAITING	PROPOSED NO WAITING AT ANY TIME
PROPOSED NO WAITING AND NO LOADING	PROPOSED NO WAITING AT ANY TIME AND NO LOADING
PROPOSED NO WAITING AND NO LOADING AT ANY TIME	PROPOSED NO WAITING AT ANY TIME AND NO LOADING AT ANY TIME
PROPOSED PEDESTRIAN ZONE	PROPOSED TAXI CLEARWAY
PROPOSED PEDESTRIAN ZONE	PROPOSED CLEARWAY
PROPOSED PEDESTRIAN ZONE	PROPOSED ZONE EXTENSION
PROPOSED PEDESTRIAN ZONE	PROPOSED ZONE ROAD
PROPOSED PEDESTRIAN ZONE	EXISTING RESTRICTIONS
PROPOSED PEDESTRIAN ZONE	REVOKED RESTRICTIONS
PROPOSED PEDESTRIAN ZONE	EXPERIMENTAL RESTRICTIONS
PROPOSED PEDESTRIAN ZONE	ZONE BOUNDARY

FILE	MELK20230001
MAP	EG36

# Town & Parish Council

## EV Charging Infrastructure Webinar

Chair: Sarah Valdus,  
Assistant Director Environment



# Moment of remembrance for HRH Queen Elizabeth II



# Opening Remarks

Councillor Tamara Reay  
Portfolio Holder, Climate Change





# EV chargers: Survey Results

Sara Grimes  
Climate Team

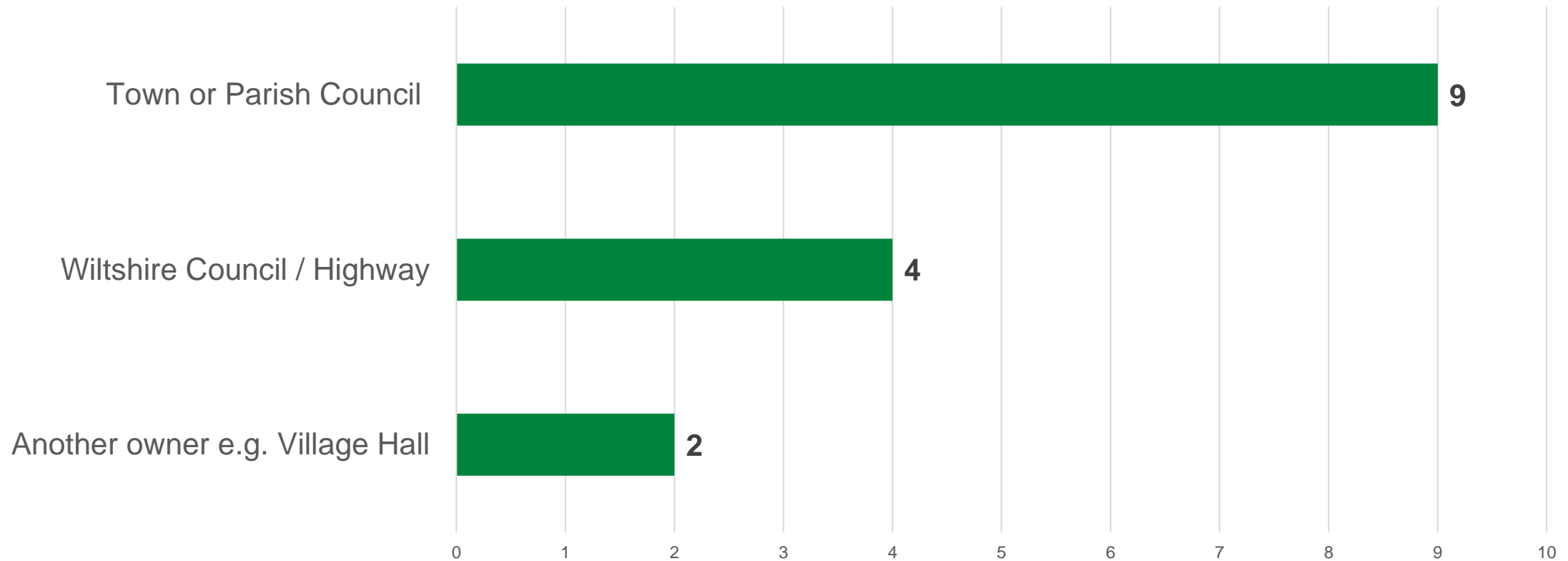


# 16 responses

- Tytherton Village Hall
- Calne Without Parish Council
- Corsham Town Council
- Westbury Town Council
- Ludgershall Town Council
- Market Lavington
- Devizes Town Council
- Nadder Community Energy
- Bratton Jubilee Hall Management Committee
- Salisbury & S.Wilts. District Scout Council
- Amesbury Town Council
- Wootton Rivers Village Hall
- Salisbury City Council
- Easterton Parish Council
- Sherston Village Hall/ Sherston Parish Council / Sustainable Sherston

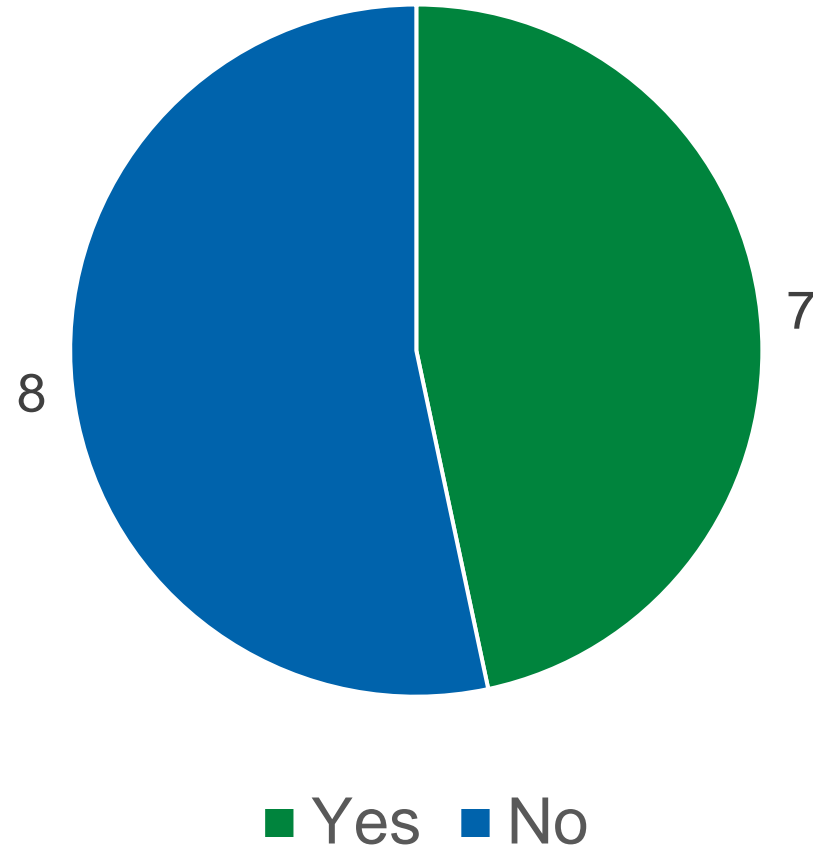
*This is just a preview. The survey closes on 3<sup>rd</sup> October and results will be circulated to all respondents.*

## Do you have sites for chargers in mind and who owns them?

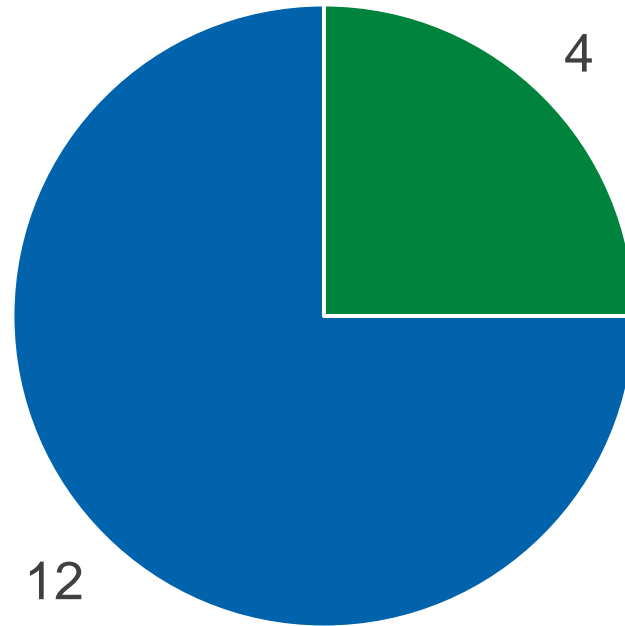


→ 15 respondents have sites in mind (some have several sites!)

Has your organisation taken steps to installing chargers?



# Have you already installed chargers?



■ Yes ■ No

# Future EV Strategy

Robert Murphy  
Principal Transport and Development  
Manager



# Taking Charge: the national EV infrastructure strategy

We have a clear vision for the country's future charging infrastructure.



Everyone can find and access reliable public chargepoints wherever they live.



Effortless on and off-street charging for private and commercial drivers.



A reliable network of high powered chargepoints along major roads.



Fairly priced and inclusively designed public charging, trusted by consumers.



Market-led rollout for the majority of chargepoints, backed by competition.



Infrastructure seamlessly integrated into a smart energy system.



Continued innovation to meet drivers' needs.

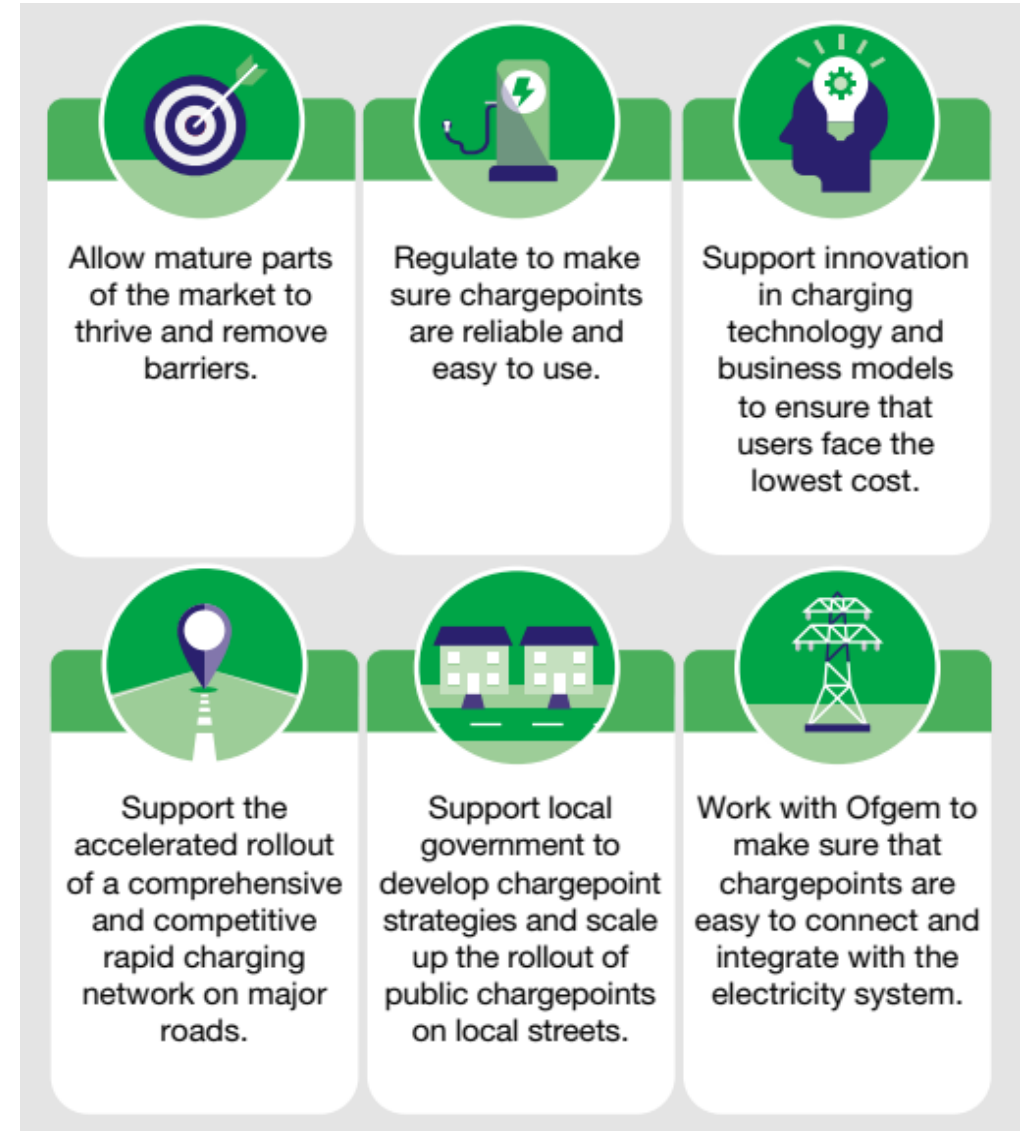
# Taking Charge: Key Challenges

- The pace of rollout across the country is too slow for some charge point types, particularly public on-street charging.
- The business case for commercial deployment can be challenging in some areas.
- Connecting new charge points to the electricity system can be slow and expensive.
- In some areas, there is not enough local engagement and leadership for charge point rollout .
- Too often, the public charging network lets people down.



# Taking Charge: Strategic Pillars

- The strategic pillars summarise what the Government will do to accelerate chargepoint deployment across the country to deliver its vision and address the challenges.
- The Government highlights, however, that it cannot do this alone and will therefore work with organisations from across sectors to make its vision a reality.



# Taking Charge: Roles and Responsibilities

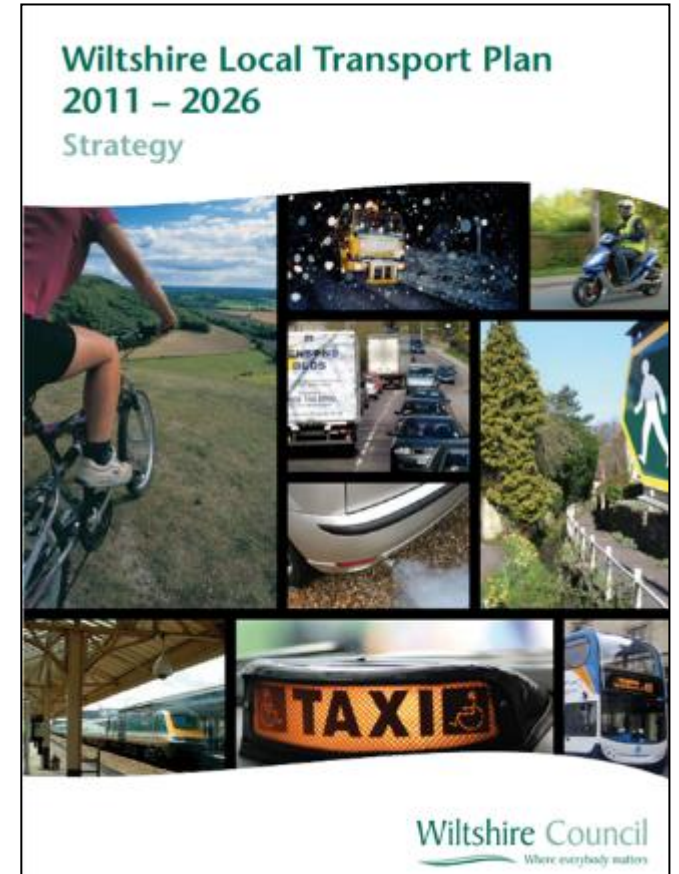
Organisation	Summary of role and responsibilities
<b>Central government</b>	<ul style="list-style-type: none"> <li>• Set the overall vision for the UK's electric vehicle charging infrastructure network.</li> <li>• Define outcomes and measure and monitor progress.</li> <li>• Provide the legislative, regulatory, funding and support frameworks to deliver a well-functioning, competitive market with targeted interventions where required.</li> </ul>
<b>Local and Mayoral authorities</b>	<ul style="list-style-type: none"> <li>• Develop and deliver ambitious tailored local EV charging infrastructure strategies that provide scaled, commercially sustainable public charging provision. They should align with wider local transport and energy decarbonisation policies.</li> <li>• Ensure clear ownership and resourcing of the planning and delivery of EV charging infrastructure rollout.</li> <li>• Ensure local chargepoints are inclusively designed and accessible for residents, businesses, and visitors, and in line with local authorities' legal obligations.</li> <li>• Ensure internal processes for the installation of chargepoints (for example grant permissions) are efficient, fast and easy to navigate for those working with local authorities.</li> </ul>
<b>Sub-national Transport Bodies</b>	<ul style="list-style-type: none"> <li>• Lead assessments of demand across their regions to assist local authorities and electricity network operators in the planning of chargepoint rollout.</li> </ul>

# Taking Charge: Roles and Responsibilities

Organisation	Summary of role and responsibilities
<b>Ofgem</b>	<ul style="list-style-type: none"><li>• Ensure the electricity network is ready for the transition to EVs.</li><li>• More widely, regulate the energy industry to support delivery of decarbonisation of the energy system.</li></ul>
<b>Electricity network operators</b>	<ul style="list-style-type: none"><li>• Facilitate fast and efficient connections of EV charging infrastructure to the grid.</li><li>• Support local authorities in planning chargepoint delivery and chargepoint operators in delivering projects.</li></ul>
<b>Chargepoint operators</b>	<ul style="list-style-type: none"><li>• Provide convenient, reliable and affordable charging infrastructure that meets all legal and regulatory requirements.</li><li>• Collaborate with local governments to help develop appropriate local charging strategies and solutions, and bid into tenders.</li><li>• Develop and innovate, supporting long term growth of the sector and creating jobs across the UK.</li></ul>

# Local Transport Plan

- Statutory requirement (Transport Act 2000 / Local Transport Act 2008).
- Act requires that Local Transport Plans (LTPs) contain policies (strategy) and implementation plans (delivery proposals) and also sub-strategies (public transport, freight, etc).
- Provides the local framework for transport for the council and others.
- Duty to consult statutory consultees and other bodies.
- Other supporting parallel statutory processes (sustainability, habitats, equality, etc).





# Transport Decarbonisation Plan

- The Transport Decarbonisation Plan, published in July 2021, includes several commitments and actions needed to decarbonise transport and reach net zero transport in the UK by 2050.
- Local Authorities are well placed to deliver solutions to decarbonisation that balance public transport provision, vehicle access and active travel
- Local Transport Plans will play an important role in setting a clear path that positively contributes to the decarbonisation agenda.



*TDP commitment p12:*

*We will drive decarbonisation and transport improvements at a local level by making quantifiable carbon reductions a fundamental part of local transport planning and funding*



# 3

## Local transport plan

### Grow and level up the economy

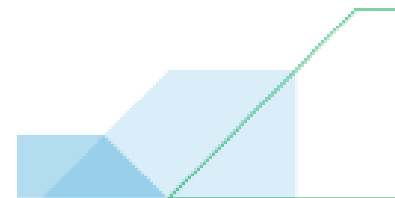
- Land use planning and housing, jobs, education, and leisure (journey destinations)
- Road and local transport enhancements
- Road/highway maintenance
- Future transport
- Freight

### Improve transport for the user

- End-to-end journeys/multi modal transport
- Parking strategy
- Accessibility
- Equality and inclusion
- BSIPs
- Roads and road safety
- Technology, providing information and making more available digitally

### Reduce environmental impacts

- LCWIPs
- Clean air zones/air quality
- Embodied carbon in vehicles
- Capturing carbon saving
- Climate change mitigation
- Electric vehicles and EV charging/infrastructure
- Decarbonisation plans for highway maintenance
- Mode shift



# Local Transport Plan 4 Proposed Programme

1. Research and Scope: Mar – Jun 2022
2. Issues and Options (including stakeholder consultation): Jul – Dec 2022
3. Development of LTP4 Strategy / Sub-strategies: Jan – Aug 2023
4. LTP4 public consultation: Sep – Dec 2023
5. Review / Adoption of LTP4: Jan – Mar 2024

# National EV Infrastructure Funding

Mark Smith  
Energy Saving Trust  
Regional Account Manager





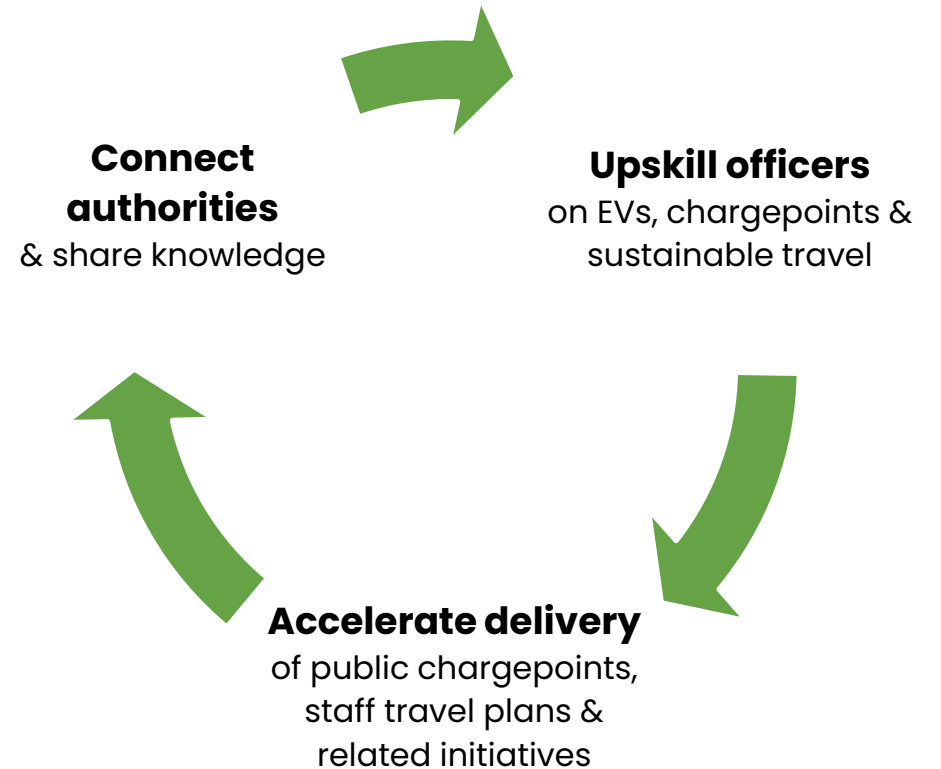
# EV Infrastructure funding



# About the Local Government Support Programme

**We're here to help you deliver your council's ambitions on decarbonising transport and cleaner air.**

- Fully funded by the Department for Transport
- Our support is free and impartial
- Open to all English councils
- 3 Regional Accounts Managers
- Specialise in EVs and sustainable staff travel
- Projects with 50+ authorities



**Contact the team via our online enquiry form:**

<https://energysavingtrust.org.uk/service/local-government-support-programme/>

# About ORCS



# Summary of funding available



**£20 million** is available for FY22/23 to **all UK local authorities of all types**



Demonstrating **value for money** in the application is key to securing approval



Covers 60% of **capital costs** of residential chargepoint procurement and installation



Applications will be considered on a **case-by-case basis**, with projects of all sizes welcomed



Remaining 40% must be secured from a different source



OZEV will pay 75% of the grant upon acceptance of a grant offer letter



Applicants must show why on-street chargepoints are needed for residents near proposed sites



Remaining 25% of the grant can be claimed from OZEV in arrears **upon project completion**



Total funding will not exceed £7,500 per chargepoint **unless electrical connections are exceptionally high**



Projects must complete by **31 March 2024**



In such cases, funding up to £13,000 per chargepoint **may be provided. Evidence of these costs must be provided**

# Application documents

## Application form:

- Send completed applications to [Energy Saving Trust](#) to apply.
- Include bank details on local authority-headed letter in PDF format to ensure timely distribution of funds.
- Bank details must include sort code, account number, bank account name, VAT number, council address, postcode, and a contact name and email address for remittance advice.

## Office of Zero Emissions Vehicles (OZEV) guidance document:

- [Guidance](#) includes further details on **funding, eligibility, technology, and FAQs.**

## Applications are commonly missing:



Detailed budget breakdown specifying DNO, installation, survey and hardware costs per site, **at a minimum.**



Detailed project plan (ie Gantt chart) which includes specific installation activities. Contact [Energy Saving Trust](#) for an example.



Risk register. Contact [Energy Saving Trust](#) for a template.



The specifics of any parking restrictions or TROs. A maximum stay time of less than four hours will be considered too short.



**Justification** for choosing 22kW chargepoints must be provided, if included in your project.

# Free application support

**Energy Saving Trust provides independent advice to all UK local authorities, on the preparation of an application, free of charge.**

**We encourage local authorities, to get in touch with us at [onstreetchargepoints@est.org.uk](mailto:onstreetchargepoints@est.org.uk) for support.**

**Additional resources can be found on our [website](#), including a model application form and past webinars.**

## Further support in England – Local Government Support Programme

The Department for Transport-funded Local Government Support Programme (LGSP) offers free and impartial support to help you:

- ✓ better understand different chargepoint technologies and procurement options
- ✓ identify appropriate sites
- ✓ analyse any existing chargepoint data
- ✓ develop an EV charging infrastructure strategy
- ✓ engage residents and businesses

More information is available at [Local Government Support Programme](#). Please fill in the online enquiry form to get in touch with your Regional Account Manager.

# Other funding





# Local EV Infrastructure Fund (LEVI)



Office for  
Zero Emission  
Vehicles

- Total fund of £450 million to **accelerate delivery of public charging infrastructure**
- **Wider remit than ORCS** – fast and rapid chargepoints, on & off street locations (but not just rapids)
- Leverage private sector investment and promote **large, ambitious, commercially sustainable** projects
- Includes **solar canopies** and **battery storage** technologies
- Need to demonstrate **technical or commercial innovation** and show **value for money**
- Chargepoints **over 7.1kW** must have a minimum payment method (e.g. contactless)



<https://energysavingtrust.org.uk/grants-and-loans/local-electric-vehicle-infrastructure-scheme/>



# Local Electric Vehicle Infrastructure fund (LEVI)

## – learning from £10 million pilot

Part of a wider £450 million project for 2023/24

- **Test** different business, procurement and deployment models in different sociodemographic conditions.
- **Ensure** the LEVI fund has the right types of support built in for Local Authorities to deliver successful schemes.
- **Drive** ambitious, innovative and commercially sustainable projects.

Innovation =  
Technical or  
Commercial

Requires a wider  
district or  
consortium bid

### Assessment Criteria

Strategic fit (10%)

= EV Strategy is vital

Meeting consumer needs (30%)

Locations where otherwise it wouldn't be + DNO

= Tackles on onstreet challenge

= Levelling up as a region

= DNO estimate or cost

Innovation (business models, delivery, technology) (15%)

= Innovative solutions from  
**Contactless payment** to different onstreet and off-street solutions

Strength of delivery plan (15%)

Commercial + Technical Maturity & Realistic timescales and costing

= Commercial models

= Project maturity

= Project plan and support

Value for money and additionality (30%)

Private (CPO or other)/LEVI/Other public Funds

= Reduce public funding – Utilising it where it is needed

= Utilises private investment

# Wiltshire Council Electric Vehicle Charging Point Infrastructure (EVCPI) Grant Scheme

Adrian Hampton  
Head of Highway Operations



# Electric Vehicle Charging Infrastructure Plan 2021-24

- Phase one - installation or replacement of more than 8 fast chargepoints in identified public car parks.
  - Scheduled for completion early 2023
- Phase two - installation of more than 7 fast chargepoints either new or replacement in public car parks and at other public locations including at leisure centres and tourist destinations.
  - Scheduled for completion middle 2023



# Chargers to be replaced

The table shows the location and number of chargers to be installed or replaced through the EV Charging Infrastructure Plan

Joju appointed as EV chargepoint installer for all Wiltshire Council chargers



Installation site address and postcode	Type of charger	Number of Bays
Wilton (Park and Ride) SP2 OAN	7KW Fast	2
Trowbridge County Hall, Library Car Park BA14 8JN	7KW Fast	2
Borough Fields, Royal Wootton Bassett, SN4 7AX	7KW Fast	2
Station Road, Devizes, SN10 1BZ	7KW Fast	2
Tisbury Community Campus, Weaveland Road, SP3 6HJ	7KW Fast	2
Britford (Park and Ride), Salisbury, SP5 4DS	7KW Fast	2
Petersfinger (Park and Ride), Salisbury, SP5 3BZ	7KW Fast	2
London Road (Park and Ride), Salisbury, SP1 3HP	7KW Fast	2
Beehive (Park and Ride), Salisbury, SP4 6BT	7KW Fast	2
Springfield, Corsham, SN13 0BS	7KW Fast	2
Five Rivers Leisure Centre, SP1 3NR	7KW Fast	4
Melksham Campus, SN12 8DQ	7KW Fast	6
Sadlers Mead, Chippenham, SN15 3QP	7KW Fast	12
Gladstone Road, Chippenham, SN15 3DW	50KW Rapid	2
King Street, Melksham, SN12 6HB	50KW Rapid	2
Lovemead Car Park, Trowbridge, BA14 8EA	50KW Rapid	2
Central Car Park, Warminster	50KW Rapid	2
Brown Street (West), Salisbury, SP1 1HE	50KW Rapid	2
	<b>Total</b>	<b>52</b>

## EV Charging Point Infrastructure (EVCPI) Grant Scheme

**What:** Small grants up to £2500 – can sit alongside ORCS funding if criteria are met. Intended for ‘fast’ charger suitable for resident charging (usually 7kWh chargers which provide a full charge in c7hrs).

**Who:** Town & Parish Councils can apply (also on behalf of Village Halls).

**Where:** On sites owned by Wiltshire Council or other landowner, provided the site is feasible and there is some demand and community support. Can apply for multiple sites if they are suitable.

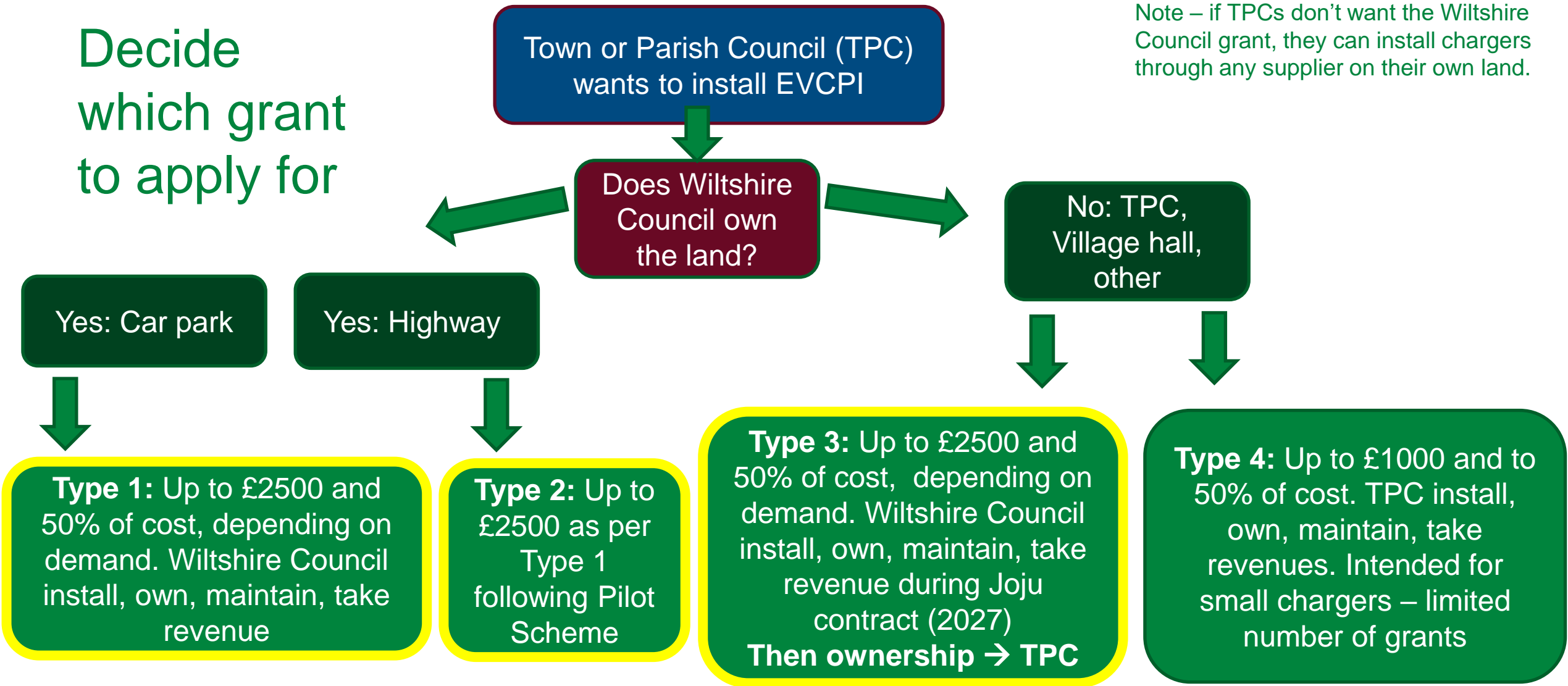
**When:** Open now: ***ORCS funding only certain until March 2023***

How...



# Decide which grant to apply for

Note – if TPCs don't want the Wiltshire Council grant, they can install chargers through any supplier on their own land.



Yellow border = Joju installs



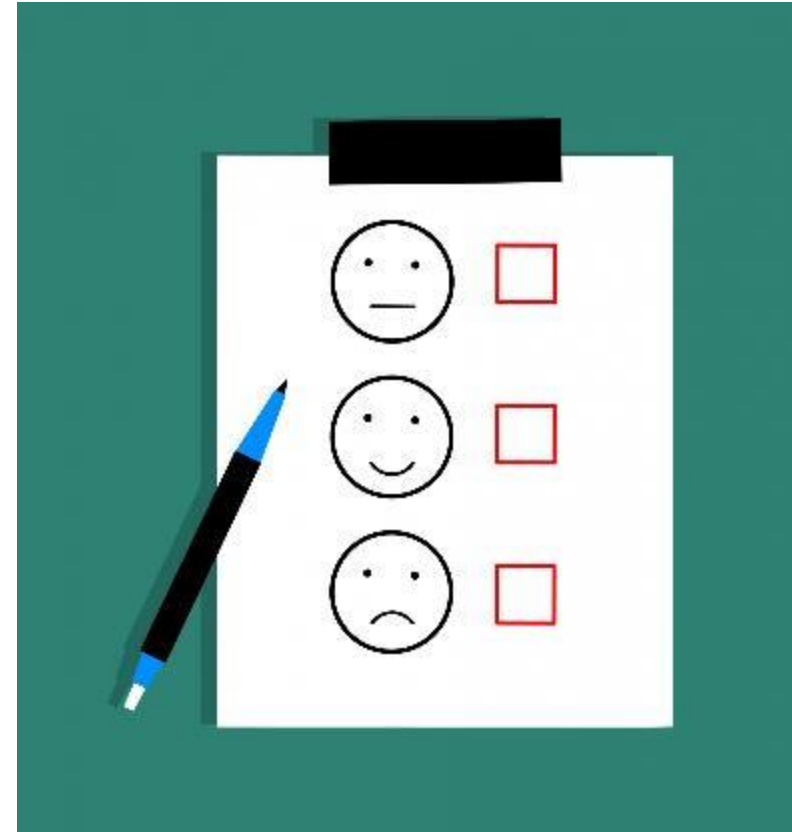
# Get an assessment, ID funding, consult the neighbours

Joju can provide site assessments: contact them directly

Site assessment will estimate costs. Consider ORCS and local funding sources.

Do a resident/ amenity survey to calculate the charging demand, this will determine how much £ you can apply for.

This survey will also flag any support or objections – to be mentioned and considered in application



# Apply for the funds

- First come first served
- On-street – pilot only – more challenging
- In –principle agreement if application is sound
- Wiltshire Council will pay funds once invoice for work is received
- Funding provided and installation complete within 6 months





## Joju – Wiltshire Council's installer

Emma Blades  
Joju Charging  
Account Manager

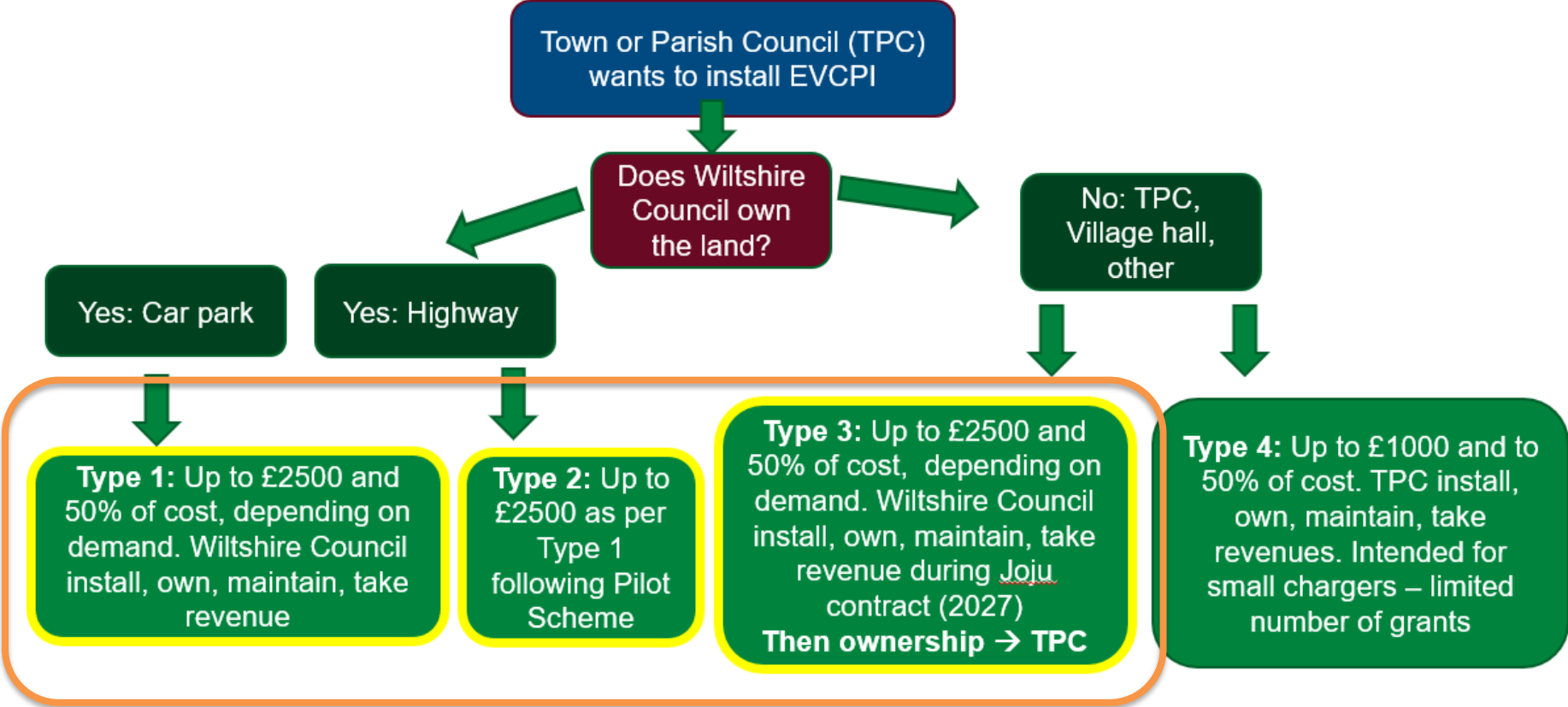


# EV Charging – Wiltshire Local Councils Project



Emma Blades, Account Manager, Joju Charging - [emma.blades@joju.co.uk](mailto:emma.blades@joju.co.uk)

# Joju will provide EVCPI for grant types 1,2 & 3



# What can you expect?

## Assessment of your sites

- Assessment of your sites
- Investigation of available capacity - grid connection or existing supply
- Proposal of installations – site design, hardware and costs
- Assistance in the application of grants





# What can you expect?

## Installation

- Liaison with network operator
- All groundworks and reinstatement
- All electrical works
- Signage, line painting



# The user experience

- Accessing charge points
- Maximising uptime
  - 24/7 Customer service support partnered with AA
  - Reactive and planned maintenance regime
  - Monitor the usage via back-office portal



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# Leading the charge

Email us [info@joju.co.uk](mailto:info@joju.co.uk) using the subject **Wiltshire Council EV Charging Project**  
Or find us at [jojusolar.co.uk/joju-charging/](http://jojusolar.co.uk/joju-charging/)

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# Wrap Up

- 10<sup>th</sup> October 2-3pm: Questions and answers with Wiltshire Council, EST and Joju. For those who attended this event. Registration details to follow.
- Recording and slides will be circulated
- Application guidance to be circulated for Wiltshire EVCPI grants and ORCS





Thank you!



## Lorraine McRandle

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**Subject:** FW: Bee Route Project

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**From:** Teresa Strange <clerk@melkshamwithout-pc.gov.uk>  
**Sent:** 09 January 2023 15:33  
**To:** Howard Yardy <howard.yardy@wbct.org.uk>  
**Cc:** Lorraine McRandle <office@melkshamwithout-pc.gov.uk>  
**Subject:** RE: Bee Route Project

Dear Howard

Thank you for your correspondence.

This is down to the highway authority which is Wiltshire Council..... but as the parish council are meeting as their Highways Committee on Monday evening, we will add to the agenda to seek their support.

You are welcome to attend to speak to it, not quite sure what time it is starting yet, we have a planning meeting first, but will do so later today/tomorrow.

I will get the ball rolling with Highways in the meantime.

With kind regards,

Teresa

Teresa Strange

Clerk

**PLEASE NOTE THE NEW ADDRESS:**

Melksham Without Parish Council

First Floor

Melksham Community Campus

Market Place

Melksham

Wiltshire

SN12 6ES

01225 705700

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**From:** Howard Yardy <[howard.yardy@wbct.org.uk](mailto:howard.yardy@wbct.org.uk)>  
**Sent:** 05 January 2023 17:17  
**To:** Teresa Strange <[clerk@melkshamwithout-pc.gov.uk](mailto:clerk@melkshamwithout-pc.gov.uk)>  
**Subject:** Bee Route Project

Hello Teresa

A happy new year to you and your colleagues.

The last time we spoke I mentioned a project I was running with the Wilts&Berks Canal Trust called the BEE ROUTE.

The aim of the project is to develop wildlife friendly areas along the still existing route of the canal, enhancing grassland to wildflower rich areas for pollinators, birds and small mammals.

We would like to develop the verges along the old canal next to Semington Road at Outmarsh Farm. They are both wide and would benefit from a different management regime. We have received a grant from the Underwood Trust and a tractor and mower have been purchased with the grant money







The reasoning for developing this area:

- Next to the Wilts&Berks canal
- Quiet road popular with walkers
- Easy to develop without disturbing residents
- Regime will mean litter is kept to a minimum
- Save council cost of mowing the verge
- Will create a wildlife friendly area which will be more visually pleasing

We are a safety conscience organisation and will produce a risk assessment management plan for approval by council and I hope to involve a group of local residents to monitor and assist in the management of the area.

The process involves cutting the area grass verges initially two or three times a year (early March, then late August and late September). The mower will collect the arisings and in doing so reduce the fertility of the ground. This will allow a wider range of flowering plants to develop. This is a gradual process over a few years resulting in less grass growth and more flowers in the summer months.

We will undertake a swathe cut to maintain the pavement/kerb edge, again saving costly maintenance for the council. This will benefit and promote our cause of restoring the canal as a green and blue corridor along its length.

I obviously need the Council's consent and agreement of the management plan. I would welcome an opportunity to give a more detailed plan to one of your officers.

Our project has been developed in conjunction with the government policy on pollinators and Plantlife.org 'managing grassland Road verges' document link attached.

I am also working on plans for other sites and will be liaising with the Bowerhill Residents Action Group and the Friends of Shurnhold Fields to offer assistance with their wildflower areas.

I hope that the Council will allow us to undertake this project at Semington Road and I would be grateful if you could advise the best way to take it forward.

**Howard Yardy**

Wildlife Officer

Melksham, Chippenham & Calne Branch

Wilts and Berks Canal Trust.

t: [REDACTED]

e: [howard.yardy@wbct.org.uk](mailto:howard.yardy@wbct.org.uk)

w: [www.wbct.org.uk](http://www.wbct.org.uk)

**Wilts & Berks Canal Trust: A Non-Profit-Distributing Company Limited by Guarantee**

Restoring in partnership the Wilts & Berks canal through Wiltshire, Swindon and Oxfordshire

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Office telephone: 0845 625 1977

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