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MELKSHAM WITHOUT PARISH COUNCIL

Clerk: Mrs Teresa Strange

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Monday 3rd August 2026

To all members of the Council Highways, Footpaths and Streetscene Committee: Councillors: Chris Griffiths, Alan Baines, David Pafford (Council Vice-Chair), John Glover (Council Chair), Martin Haffenden, Mark Harris and Richard Wood.

You are invited to attend the Highways, Footpaths & Streetscene Committee Meeting which will be held on **Monday 10th August 2026 at 7.00pm at Melksham Without Parish Council Offices (First Floor), Melksham Community Campus, Market Place, SN12 6ES** to consider the agenda below:

PLEASE NOTE THAT THERE IS WORK BEING UNDERTAKEN IN THE CAMPUS CARPARK SO LEAVE PLENTY OF TIME TO ARRIVE AND FIND A PARKING SPACE AS THERE WILL BE FEWER SPACES AVAILABLE THAN USUAL. YOU MAY NEED TO USE ALTERNATIVE CAR PARKS IN THE AREA.

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

Click link here:

<https://us02web.zoom.us/j/2791815985?pwd=Y2x5T25DRlVWVU54UW1YWWE4NkNrZz09&omn=82355459857>

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

Yours sincerely

YOU CAN ACCESS THE AGENDA PAPERS HERE

Teresa Strange
Clerk



Serving rural communities

AGENDA

1. **Welcome, Announcements & Housekeeping**
2. **To receive Apologies and approval of reasons given.**
3. **Chairman & Vice Chair of Highways, Footpaths and Streetscene Committee for 2026/27**
 - a. To elect **Chair** of Highways, Footpaths and Streetscene Committee for 2026/27
 - b. To elect **Vice-Chair** of Highways, Footpaths and Streetscene Committee for 2026/27
 - c. To note the **Terms of Reference & Scheme of Delegation** for the Highways, Footpaths and Streetscene Committee
4. **Declarations of Interest**
 - a. To receive Declarations of Interest
 - b. To consider for approval any Dispensation Requests received by the Clerk and not previously considered.
5. **To consider holding items in Closed Session due to confidential nature**

Under the Public Bodies (Admission to Meetings) Act 1960, the public and representatives of the press and broadcast media be excluded from the meeting during consideration of business, where publicity would be prejudicial to the public interest because of the confidential nature of the business to be transacted.
6. **Public Participation**
7. **Cumulative Impact on Highways**
 - a. To note the question raised to Wiltshire Council from Councillor Philip Whitehead about the impact on multiple planning applications within a small area and to note the response received.
 - b. To consider highways matters related to current planning applications:
 - i. Actions to secure appropriate highway infrastructure through potential Section 73 amendment
 - A3102 Roundabout (Blackmore Farm PL/2023/11188)
 - A365 access for Land South of Western Way (PL/2025/07391)
 - ii. Actions to secure appropriate highway infrastructure through planning application process
 - Old Loves Farm (PL/2025/06105)
 - c. To consider response from request to resurface Westlands Lane
8. **To consider requests for support by the Parish Council including requests for the Local Highways & Footpath Improvement Group (LHFIG) next meeting on 10th September 2026 (deadline 27th August 2026):**
 - a. **Bowerhill**
 - i. Request for parking restrictions/double yellow lines on A365/Falcon way roundabout
 - ii. Request for parking restriction/double yellow lines on Halifax Road
 - iii. Bowerhill site visit with Martin Rose 24th Feb - to review site visit report and

Serving rural communities around Melksham

- consider next steps
 - iv. Request for white H-bar marking by the gate to the Kestral Court play area
- b. Redstocks**
 - i. Request for signs on A365 warning of horses crossing at Redstocks and Bollands Hill
- c. Shaw and Whitley**
 - i. To consider parking outside the Methodist Chapel, Whitley blocking buses using Top Lane (solution has been suggested as part of cable routing Community Benefit but not progressed)
 - ii. To consider alternative 'park and stride' routes from Shaw Village Hall carpark to Shaw School
 - iii. To consider update on actions from Shaw and Whitley site visit (spring 2025)

9. Local Highways & Footpath Improvement Group (LHFIG)

- a. To note the status of current LHFIG requests made by MWPC
- b. To consider quotes for village gates in Shaw and Whitley
- c. To note the 'Substantive Highways Scheme fund' bid application process for funding in 2026/27 and consider any actions to move forward with the parish schemes
- d. To note the LHFIG activity statistics over the past 3 financial years to 31/03/26.
- e. To note the data from the ANPR bus gate camera on Semington Road

10. Speed Indicator Device (SID) and Community Speed Watch

- a. To consider the new Wiltshire Council Speed Limit Policy (adopted July 2026) and any actions arising
- b. To note the results of the traffic surveys conducted on Folly Lane A365 and Bath Road/Bowerhill A365 – not eligible for intervention measures
- c. Request for deployment of SID 2, with downloadable data, on Top Lane, Whitley
- d. Request for deployment of SID 2, with downloadable data, on Corsham Road, Shaw
- e. To note SID data collected on Semington Road – to inform schedule review
- f. To review SID deployment schedule (as per point 16 of the Practice Note – To review every 6 months) – last conducted in September 2025
- g. To address confusion about eligibility of Top Lane Whitley for Community Speed Watch

11. Road Safety Working Group

- a. To consider any items/projects for review by the Road Safety Working Group (standing item).
 - To review available speed / traffic accident data
 - To consider ways of recording near miss data
 - To consider possible locations for 20mph speed limits

12. Rights of Way and Footpaths

- a. To consider any footpath and Row improvements to be requested for future new developments
- b. To consider update on MELK40 width
- c. To consider a more detailed request for MELW42

- d. To consider request for improvements to mobility scooter access to SEEN17 (Giles Wood)
- e. To consider Wiltshire Council rights of way mapping request

13. Real Time Information

- a. To consider any response to escalation queries raised with Wiltshire Council (if received)

14. Electric Vehicle Charging

- a. To note current situation for on-street/cross-pavement charging in the parish

15. To receive feedback on progress of holistic reviews:

- a. Semington Road – to consider first draft report (if received)
- b. A365 Bath Road (Bowerhill)

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

- a. To consider next steps to protect route of the east of Melksham Bypass with the withdrawal of the Local Plan

Copy to: All Councillors

AGENDA ITEM 03c

Extract of Scheme of Delegation and Terms of Reference for the Highways, Footpaths and Streetscene Committee

- 3.3 Highways, Footpaths and Streetscene Committee:** The Highways, Footpaths and Streetscene Committee will meet **every three months** in line with Wiltshire Council Local Highways and Footpath Improvement Group (LHFIG)

It will function to:

- a) Consider all Highways, Footpaths & Rights of Way issues, recommending those to be supported and requested for action via LHFIG, within a timeframe that allows the Council Appointed Representative to report back to the next LHFIG meeting and submission of requests in time for the LHFIG agenda. If LHFIG agenda timeframe does not provide sufficient time for requests to be approved at Full Council prior to submission, LHFIG requests may be submitted and then considered at the next Full Council meeting -requests may be withdrawn if not supported at this stage. It is noted that the requests to LHFIG do not commit the parish council to spend.
- b) Officers have delegated powers to consider all non-statutory Highways and Streetscene jobs to be carried out by the Parish Steward, prioritise these and report to Wiltshire Council using their approved system. The committee will set the overall priorities for the Parish Steward tasks.
- c) Consider correspondence and requests from residents on Highways and Streetscene matters.
- d) Make recommendations for jobs to be addressed by the Parish Caretaker that do not fall under the statutory remit of Wiltshire Council or the Parish Steward.

Clerk's Note

Suggest that at the next Full Council meeting the parish council remove the highlighted wording as LHFIG only meet 3 times per year now.

Wiltshire Council

Full Council

21 July 2026

Item 12 – Questions from Members of the Council

From Cllr Philip Whitehead - Urchfont & Bishops Cannings

**To Cllr Adrian Foster – Cabinet Member for Development Management, and
Housing**

Question (21-13)

Where multiple planning applications have been submitted within a small area, which can lead to a large number of proposed entrances and exits within a few hundred metres as well as pedestrian crossings and other impacts upon traffic and the public highway, is it possible for intervention from Wiltshire planning and Wiltshire highways to produce a coherent and strategic solution, and how could this be advanced if Members are aware of a situation which may merit such intervention?

Response

Where multiple planning applications come forward within the same locality, the cumulative impacts of development, including new site accesses, traffic generation, active travel infrastructure and other changes to the highway network, are taken into account where these impacts are relevant and can be reasonably evidenced.

Once planning applications have been submitted, the scope for strategic intervention is more limited, as the Local Planning Authority is required to determine each application within the prescribed timescales and on its individual planning merits, having regard to the development plan, material considerations and the evidence submitted in support of the proposal.

Whilst the council can seek to encourage coordination between developers where opportunities arise, the determination of planning applications cannot generally be delayed whilst strategic solutions are explored. Equally, there may be limited scope to require participation in broader or more comprehensive schemes where an individual planning application is acceptable on its own merits.

The most effective way of securing a coherent, comprehensive and coordinated approach to development is through the development plan process, where strategic masterplanning requirements and infrastructure expectations can be established before individual applications come forward.

For this reason, the greatest opportunity to influence development and require strategic consideration is at the plan-making and pre-application stages. Once applications have been submitted, the council remains under a statutory duty to determine each proposal on its own merits and in accordance with the development plan unless material considerations indicate otherwise.

AGENDA ITEM 07bii – Old Loves Farm

Cumulative Impact on Highways

A365 Bowerhill Corridor – Old Love's Farm (PL/2025/06105) and Request for a Holistic Highway Review

Purpose of Report

To update Members on discussions held with Wiltshire Council and developers regarding highway safety concerns on the A365 corridor between Spa Road Roundabout and Turnpike Garage, particularly in relation to the Old Love's Farm development, and to consider whether any further action should be taken by the Parish Council.

Background

For some time, Melksham Without Parish Council has expressed concerns regarding the cumulative impact of several major developments proposed along a relatively short stretch of the A365, particularly in the vicinity of:

- Melksham Oak Community School
- Bowerhill Lane
- Hornchurch Road
- The proposed Old Love's Farm development
- The Gompels development
- The Local Plan allocation site north of Bath Road

The Parish Council's concerns have centred around:

- Road safety
- Vehicle speeds
- Overtaking behaviour
- Multiple new accesses onto the A365
- The cumulative impact of several developments being considered separately rather than strategically.

Timeline

June 2025 – Silverwood Pre-Application Meeting

Members met with [Kevin Bird](#) of [The Silverwood Partnership](#) to discuss the proposed Old Love's Farm development prior to submission of the planning application.

During that meeting Members highlighted:

- Existing safety concerns on the A365.

- Concerns relating to turning into and out of Bowerhill Lane and Melksham Oak Community School.
- Speeding and inappropriate overtaking.
- The need for a holistic review of safety measures on this stretch of road in light of multiple developments being proposed.

The notes do not record a specific request for a ghost island or right-turn lane, but clearly demonstrate that wider highway safety concerns and cumulative impacts were raised at the pre-application stage.

Autumn 2025 – Highway and LHFIG Discussions

The Parish Council continued discussions with Wiltshire Council regarding safety issues at Hornchurch Road and Bowerhill Lane.

Correspondence shows that Wiltshire Highways did not consider that the proposed Old Love's Farm access required a ghost lane or similar turning facility.

The Parish Council meanwhile continued to advocate for a coordinated approach to all developments affecting this section of road.

December 2025 – Formal Request for Strategic Review

The Parish Council formally wrote to Wiltshire Council requesting a coordinated approach to the highway implications of three major planning applications:

- PL/2024/11426 – Gompels Warehouse
- PL/2025/06105 – Old Love's Farm
- PL/2025/06749 – Land North of Bath Road

The Council requested:

- A holistic highway review of the corridor.
- Developer contributions towards any recommendations arising from that review.
- Contributions towards reducing vehicle speeds outside Melksham Oak Community School.

Meetings with Senior Wiltshire Council Officers and Members

The Parish Council's concerns have subsequently been raised directly with:

- [Gary Collins](#), Head of Development Management.
- [Kimberly Corps](#), Head of Transport Policy and Strategy.
- Wiltshire Council Cabinet Members responsible for Planning and Highways.
- [Nick Holder](#), Wiltshire Councillor for Bowerhill, who has consistently supported the Parish Council's concerns and requests for a strategic approach to this corridor.

Whilst these discussions have proved useful in understanding Wiltshire Council's position, they have not resulted in any significant change to that position.

June–July 2026 – Request for Consistency

The Parish Council questioned why ghost lane / island arrangements appeared to be sought or proposed at other development accesses along the A365 corridor but not at Old Love's Farm.

Members reiterated their request that a ghost island be considered at Old Love's Farm as part of a consistent and holistic approach to highway design along the corridor.

Wiltshire Council Position

In correspondence and meetings Wiltshire Council officers have consistently advised that:

- The highway impacts of individual planning applications must largely be considered on their own merits.
- Additional highway requirements may be difficult to justify once applications are already well advanced.
- Strategic improvements are most effectively secured through the plan-making process and at the pre-application stage.

This position was subsequently confirmed in Wiltshire Council's formal written response to a question raised by [Philip Whitehead](#) at Full Council on 21 July 2026.

The response stated:

"The most effective way of securing a coherent, comprehensive and coordinated approach to development is through the development plan process"

and

"the greatest opportunity to influence development and require strategic consideration is at the plan-making and pre-application stages."

Current Position

The Parish Council has now:

- ✓ Raised concerns through pre app and planning consultations.
- ✓ Raised concerns through LHFIG.
- ✓ Raised concerns with developers during pre-application discussions.
- ✓ Met with senior planning and highways officers.
- ✓ Met with Cabinet Members responsible for Planning and Highways.

- ✓ Worked closely with Cllr Nick Holder in seeking a strategic review.
- ✓ Consistently argued that the cumulative impacts of development along this section of the A365 should be considered holistically.

Despite these efforts, Wiltshire Council's position remains unchanged.

Options for Further Action

Continue working with Cllr Nick Holder, who has actively supported the Parish Council's position throughout discussions with Wiltshire Council and has been instrumental in arranging meetings with senior officers and Cabinet Members.

Option A – Request a Formal Written Technical Position

Request a written explanation from Wiltshire Council setting out:

- Why a ghost island/right-turn facility is not considered necessary at Old Love's Farm.
- How consistency has been applied across developments on the A365 corridor.
- How cumulative impacts have been assessed across all three major developments.

Option B – Request Publication of the Evidence Base

Seek copies of:

- Traffic assessments.
- Road safety audits.
- Cumulative impact assessments.
- Highway design reviews.

which have informed Wiltshire Council's decisions.

Option C – Raise Public Awareness

Members may wish to consider whether the issue should be highlighted through local media, including the Melksham News.

This would enable the Parish Council to explain:

- The highway concerns affecting the corridor.
- The cumulative impact of multiple developments.

- The work already undertaken by the Parish Council with developers, officers and Wiltshire Councillors.
- Wiltshire Council's current position regarding strategic highway improvements.

The purpose would be to raise awareness of the wider strategic implications for local residents rather than focussing on any individual planning application.

Option D – Accept Wiltshire Council's Position

Members may conclude that all reasonable avenues have now been pursued and note Wiltshire Council's position, whilst continuing to monitor future applications affecting this corridor.

FW: Follow up after meeting to discuss highway concerns of cumulative cable routes to Melksham substation and streetworks issues

From Thomas, Dave <Dave.Thomas@wiltshire.gov.uk>

Date Tue 04/08/2026 10:25

To clerk@melkshawwithout-pc.gov.uk <clerk@melkshawwithout-pc.gov.uk>

Cc phil.alford@wiltshire.gov.uk <phil.alford@wiltshire.gov.uk>; Fiona Dey <office@melkshamwithout-pc.gov.uk>

Teresa,

Thank you for your further message. I set out responses to your questions below in red. I hope you find these helpful.

Regards

David M Thomas IEng MICE
Head of Highways Asset Management and Commissioning

01225713312

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

Sent: 28 July 2026 14:56

To: Thomas, Dave <Dave.Thomas@wiltshire.gov.uk>

Cc: Alford, Phil <Phil.Alford@wiltshire.gov.uk>; Fiona Dey <office@melkshamwithout-pc.gov.uk>

Subject: RE: Follow up after meeting to discuss highway concerns of cumulative cable routes to Melksham substation and streetworks issues

Dear David

Thank you for your detailed response regarding Westlands Lane.

The Parish Council considered your response at its Full Council meeting last night, 27 July. Members noted Wiltshire Council's position regarding Section 59 of the Highways Act and the distinction between extraordinary traffic and works undertaken under the New Roads and Street Works Act.

However, Members felt that the central practical questions concerning the future condition of Westlands Lane remain unanswered.

The contractors working in the area have reportedly described the road as "dead". We understand this to mean that the existing carriageway is very old and may already be at, or beyond, the end of its serviceable life. Its present condition is therefore likely to reflect both the age and underlying condition of the road and the cumulative effect of recent cable works, construction traffic, verge overrun and activity associated with several major infrastructure projects. While individual trench reinstatements may comply with the relevant specification, the Parish Council's concern is the structural and surface condition of the road as a whole.

Please could you therefore confirm:

1. Whether Wiltshire Council considers Westlands Lane to be at or beyond the end of its serviceable life. **It is not at the end of its serviceable life. We use data not anecdotal comments by contractors to assess the condition of our assets. Quarterly safety inspections and through road condition surveys using SCANNER laser technology every two years show the road to be in sound structural condition with some moderate aesthetic deterioration in places.**
2. Whether Wiltshire Council intends to resurface or reconstruct Westlands Lane, either in full or over the sections where the carriageway has significantly deteriorated. **The lane will be added to our future years surface dressing programme.**
3. If work is proposed, its anticipated extent and timescale. **Surface dressing works will not be undertaken until the guarantee period of the works by Verdant Energy and SSEN completed in March 2026 has expired. As such the surface dressing programme 2028/29 is appropriate. The extents would be assessed prior to surface dressing works taking place.**
4. How the work would be funded. **By the surface dressing budget.**

5. Whether the cost would fall entirely to Wiltshire Council's ordinary highway maintenance budget, and therefore to local taxpayers, or whether Wiltshire Council will seek contributions or cost recovery from the contractors or project promoters whose cumulative works and associated traffic may have accelerated the deterioration. **The surface dressing programme is funded by Department for Transport Grant funding rather than locally raised taxes.**

Members recognise that the road may already have been approaching the end of its useful life. However, they remain concerned that the additional deterioration arising from major infrastructure works should not simply be absorbed by the public highway maintenance budget without an assessment of the contribution made by those works. **See response to Q5**

The forthcoming road closure is due to run from **30 July to 6 September**. Given the likely effect of the associated traffic and activity, Members would appreciate an urgent response explaining how the condition of Westlands Lane will be monitored and how responsibility for any further damage will be determined. We would also be grateful for confirmation that the video survey requested by Wiltshire Council from Aureos will be used to compare the condition of Westlands Lane before, during and after the closure, and how any further deterioration identified will be addressed.

With many thanks. **We are advised the video has been completed and will be a source of reference if needed. Quarterly safety inspections and through road condition surveys using the SCANNER laser technology every two years will continue.**

Kind regards,
Teresa Strange
Clerk and Responsible Financial Officer
Melksham Without Parish Council
01225 705700

From: Thomas, Dave <Dave.Thomas@wiltshire.gov.uk>

Sent: 14 July 2026 15:20

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

Cc: phil.alford@wiltshire.gov.uk; Fiona Dey <office@melkshamwithout-pc.gov.uk>

Subject: RE: Follow up after meeting to discuss highway concerns of cumulative cable routes to Melksham substation and streetworks issues

Teresa,

Further to my acknowledgement message I set out below detailed answers to your questions as follows:

1. whether Wiltshire Council will formally consider the application of Section 59 of the Highways Act 1980 in relation to Westlands Lane and the cumulative impact of extraordinary traffic/construction activity; **See below***
2. whether any Section 171 licences or other highway permissions are in place for the relevant works, and whether they can be used to secure remedial works; **S171 was not used as works for the cables are under NRSWA only**
3. whether the condition of Westlands Lane will be formally recorded before and after the Corsham Road school holiday closure; **We will request that AUREOS complete a video survey**
4. whether Wiltshire Council is satisfied that Aureos' verge reinstatement is now acceptable on the Westlands Farm side; **Remedial works are now complete and compliant**
5. what action is being taken with Verdant regarding the outstanding verge reinstatement on the Middle Farm side, particularly where grass is now growing but the ground remains rutted and uneven; **We are still pursuing this with them**
6. whether Verdant are progressing a field route option; **It is our understanding they are**
7. and, if not, whether Verdant's works can be coordinated with Aureos during the Corsham Road closure in relation to any common working areas. **As always we look for achievable collaborative working where this exists, at the moment the only know potential is a small section at the junction with Westlands Lane, this is on the basis Verdant will be successful in their off highway route.**

The Parish Council's main concern is that the cumulative impact on Westlands Lane is treated as an extraordinary traffic / extraordinary use issue, rather than simply as isolated trench reinstatement or verge snagging. We would be grateful if this could now be reviewed on that basis.

***Whilst we recognise the concerns regarding the condition of the lane, it is important to distinguish between works undertaken under the New Roads and Street Works Act 1991 (NRSWA) and the statutory provisions relating to Extraordinary Traffic under Section 59 of the Highways Act 1980.**

Our review has found no evidence of a direct correlation between the volume or frequency of NRSWA works carried out within the highway and the level of traffic using Westlands Lane for the purposes of a Section 59 assessment. NRSWA works

are governed by a separate legislative framework which places duties on undertakers to reinstate the highway in accordance with prescribed specifications and inspection regimes. Any defects identified in those reinstatements are addressed through the relevant NRSWA compliance processes.

Section 59 of the Highways Act, however, relates specifically to damage caused by extraordinary traffic using a highway and requires evidence that the traffic in question is of such a nature or volume that it has materially contributed to deterioration beyond that which would ordinarily be expected. The existence of utility works, trench reinstatements, or subsequent snagging activities does not, in itself, demonstrate extraordinary use or establish a causal link to traffic volumes operating under a Section 59 consideration.

Whilst the Parish Council views the impacts cumulatively, the available evidence does not support the conclusion that works undertaken under NRSWA have generated or are otherwise correlated with extraordinary traffic volumes sufficient to meet the threshold of Section 59. Accordingly, reinstatement defects and verge remediation issues must be considered through the appropriate NRSWA compliance mechanisms, whereas any potential Section 59 matter would require separate evidence demonstrating damage arising from extraordinary traffic.

We will, however, continue to monitor the condition of the highway and ensure that any defects associated with statutory undertakers' works are addressed through the established inspection and enforcement processes.

Regards

David M Thomas IEng MICE
Head of Highways Asset Management and Commissioning

01225713312

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

Sent: 06 July 2026 15:22

To: Thomas, Dave <Dave.Thomas@wiltshire.gov.uk>

Cc: Alford, Phil <Phil.Alford@wiltshire.gov.uk>; Fiona Dey <office@melkshamwithout-pc.gov.uk>

Subject: RE: Follow up after meeting to discuss highway concerns of cumulative cable routes to Melksham substation and streetworks issues

Dear David

Further to the Parish Council's ongoing concerns regarding Westlands Lane, the main issue we would like Wiltshire Council to consider is whether the cumulative impact of the various cable, solar and substation-related works now amounts to extraordinary traffic / extraordinary use of the highway, and whether cost recovery should therefore be pursued from the relevant contractors or promoters.

The Parish Council recognises that individual trench reinstatements may be compliant with the relevant specification. However, our concern is wider than the trench reinstatements themselves. Westlands Lane has been subject to repeated works, construction traffic, verge overrun and associated activity linked to multiple infrastructure projects. Taken together, this appears to have accelerated the deterioration of the carriageway and verges beyond normal wear and tear.

The Parish Council therefore asks Wiltshire Council, as Highway Authority, to formally consider whether Section 59 of the Highways Act 1980 applies in this case, where extraordinary traffic or construction activity has caused, or contributed to, damage to the highway. The Parish Council does not consider that the cost of wider remediation should simply fall to ordinary highway maintenance budgets, and therefore to the taxpayer, where the damage has been caused or accelerated by major infrastructure works.

We would also be grateful if Wiltshire Council could confirm whether any licences or permissions are in place under Section 171 of the Highways Act 1980 for any of the works, and whether these provide any mechanism for requiring contractors to undertake or fund necessary remedial works.

By way of update, we met with Aureos last week. They advised that the verge reinstatement on their side of the carriageway has been redone in places and is now considered acceptable. This is the right-hand side when travelling from Corsham Road into Westlands Lane — the Westlands Farm side.

Our understanding is that the outstanding verge reinstatement is now primarily on the Verdant side, being the left-hand side when travelling from Corsham Road into Westlands Lane — the Middle Farm side. The Parish Council remains concerned that the current grass growth may give the impression that the verge has been properly reinstated, but on closer inspection the ground remains rutted and uneven in places, in a way that was not the

case before the works. We would therefore be grateful for confirmation that Wiltshire Council is continuing to pursue Verdant for proper verge remedial works, including levelling and making good, not simply grass establishment. It is very uneven for those residents who walk, rather than drive, Westlands Lane. We know that more and more are using the road for dog walks, as the fields are disappearing – they have used the fields in the past regardless of whether they had a formal Right of Way or not, and now have to use the road.

We are also aware of the forthcoming Aureos road closure on Corsham Road during the school holidays. This is relevant to the extraordinary traffic point, as whether or not Westlands Lane is part of the official diversion route, local traffic is very likely to use it during the closure. Given the already distressed condition of parts of Westlands Lane, the Parish Council is concerned that this could cause further deterioration.

The Parish Council also understands that Verdant may be considering routing through fields, which has always been the Parish Council's preferred option where feasible, as it would reduce the impact on residents and the local highway network. Could you please confirm where Verdant have got to with this option?

If Verdant are not progressing a field route, the Parish Council asks whether their works can be coordinated with Aureos during the Corsham Road school holiday closure, particularly in relation to any common working areas, including the junction of Corsham Road and Top Lane, and the junction of Corsham Road and Westlands Lane. We understand that Aureos are starting their work at the Shaw Hill end, so the Top Lane/Westlands Lane work will be at the end of August/beginning of September.

The Parish Council would therefore be grateful if Wiltshire Council could confirm:

1. whether Wiltshire Council will formally consider the application of Section 59 of the Highways Act 1980 in relation to Westlands Lane and the cumulative impact of extraordinary traffic/construction activity;
2. whether any Section 171 licences or other highway permissions are in place for the relevant works, and whether they can be used to secure remedial works;
3. whether the condition of Westlands Lane will be formally recorded before and after the Corsham Road school holiday closure;
4. whether Wiltshire Council is satisfied that Aureos' verge reinstatement is now acceptable on the Westlands Farm side;
5. what action is being taken with Verdant regarding the outstanding verge reinstatement on the Middle Farm side, particularly where grass is now growing but the ground remains rutted and uneven;
6. whether Verdant are progressing a field route option;
7. and, if not, whether Verdant's works can be coordinated with Aureos during the Corsham Road closure in relation to any common working areas.

The Parish Council's main concern is that the cumulative impact on Westlands Lane is treated as an extraordinary traffic / extraordinary use issue, rather than simply as isolated trench reinstatement or verge snagging. We would be grateful if this could now be reviewed on that basis.

With kind regards

Teresa

From: Thomas, Dave <Dave.Thomas@wiltshire.gov.uk>

Sent: 19 May 2026 08:12

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

Cc: phil.alford@wiltshire.gov.uk

Subject: RE: Follow up after meeting to discuss highway concerns of cumulative cable routes to Melksham substation and streetworks issues

Teresa,

Please be assured that we are carrying out regular inspections and chasing Aureos and Verdant for appropriate reinstatements.

Latest report I have following an inspection last week is:

I drove very slowly along the entire length and can see that some parts of the verge still need attention regarding raking, levelling, topsoil and seeding.

Roughly 85% of Aureos verge works are passable, but there are a couple of sections that need attention.

It worse for Verdant as roughly 50% of their verge works needs attention still.

The cw reinstatements are all to spec and are the best part of the road. Various parts along Westlands Lane are in a distressed state and the 2 contractors have done the best within these sections.

The junction of Westlands Lane and Corsham Rd Aureos haven't replaced a couple of white lines and half of the warning triangle. The existing is very faded, I know that's not an excuse and I will be contacting Amy from Aureos today to get them replaced.

I will be contacting Paul Gray yet again regarding Verdant verge remedials that need to happen.

Regards

David M Thomas IEng MICE
Head of Highways Asset Management and Commissioning

01225713312

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

Sent: 13 May 2026 15:56

To: Thomas, Dave <Dave.Thomas@wiltshire.gov.uk>

Cc: Alford, Phil <Phil.Alford@wiltshire.gov.uk>

Subject: RE: Follow up after meeting to discuss highway concerns of cumulative cable routes to Melksham substation and streetworks issues

Hi Dave

At the risk of sounding like a broken record, the parish council met on Monday evening, and their consensus was that the verges on Shaw Hill have also been left in a "below acceptable" state now that the work has moved on to the stretch.

They request that further reinstatement is requested by Aureus.

With kind regards, Teresa

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

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From: Thomas, Dave <Dave.Thomas@wiltshire.gov.uk>

Sent: 05 May 2026 12:05

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

Subject: RE: Follow up after meeting to discuss highway concerns of cumulative cable routes to Melksham substation and streetworks issues

Teresa,

Apologies for the extended time taken to respond.

The verges are due for further reinstatement work and are subject to regular inspection by the Network Inspectors. A further site visit is due tomorrow (Wednesday) with meetings with Verdant to follow.

Regards

David M Thomas IEng MICE
Head of Highways Asset Management and Commissioning

01225713312

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

Sent: 17 April 2026 13:46

To: Thomas, Dave <Dave.Thomas@wiltshire.gov.uk>

Cc: Alford, Phil <Phil.Alford@wiltshire.gov.uk>; Corps, Kimberly <Kimberly.Corps@wiltshire.gov.uk>; Fiona Dey <office@melkshamwithout-pc.gov.uk>; Peter Richardson <peter.richardson@melkshamwithout-pc.gov.uk>; Tony Hemmings <tony.hemmings@melkshamwithout-pc.gov.uk>

Subject: RE: Follow up after meeting to discuss highway concerns of cumulative cable routes to Melksham substation and streetworks issues

Hi David

Just checking in on how the non-compliant verge reinstatement is progressing, and any news on community benefit at all?

The parish council would like the verges to be reinstated as per the standard that MJ Church are meeting on the dualling at Chippenham, they are working for Wiltshire Council and so presumably to an agreed standard.

The parish council and local community group (CAWS) Community Action: Whitley and Shaw have compiled a list of the requests of residents for schemes in the area that could benefit from community funding, which have been shared with the contractors, and so of which are direct highway improvements. There has been no movement or further communication on this from them at all.

With many thanks,
Teresa

From: Thomas, Dave <Dave.Thomas@wiltshire.gov.uk>

Sent: 27 March 2026 10:07

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

Cc: phil.alford@wiltshire.gov.uk; Corps, Kimberly <Kimberly.Corps@wiltshire.gov.uk>; Fiona Dey <office@melkshamwithout-pc.gov.uk>; Peter Richardson <peter.richardson@melkshamwithout-pc.gov.uk>; Tony Hemmings <tony.hemmings@melkshamwithout-pc.gov.uk>

Subject: RE: Follow up after meeting to discuss highway concerns of cumulative cable routes to Melksham substation and streetworks issues

Teresa,

We are aware of some non-compliant verge reinstatement and as such staff from the Network Management Team are meeting on site with SSN and Verdant Energy to agree the remedials required on their respective works. I have asked that discussion around Community benefit be included in this.

Regards

David M Thomas IEng MICE
Head of Highways Asset Management and Commissioning

01225713312

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

Sent: 24 March 2026 16:11

To: Thomas, Dave <Dave.Thomas@wiltshire.gov.uk>

Cc: Alford, Phil <Phil.Alford@wiltshire.gov.uk>; Corps, Kimberly <Kimberly.Corps@wiltshire.gov.uk>; Fiona Dey <office@melkshamwithout-pc.gov.uk>; Peter Richardson <peter.richardson@melkshamwithout-pc.gov.uk>; Tony Hemmings <tony.hemmings@melkshamwithout-pc.gov.uk>

Subject: RE: Follow up after meeting to discuss highway concerns of cumulative cable routes to Melksham substation and streetworks issues

Dear David

Thank you for your email and the works ticket.

We know both Ian Thorp and Stuart Renfrew well, and their input and work respected in the parish; and the parish council will not have concerns about the pot hole works that were filled.

What the parish council do have concerns about is that:

1. Wiltshire Council undertook work to repair a road that's damage was caused by the myriad of developers and contractors using the road – that council taxpayers have to pay for that does not sit right with the parish council.
2. That following all the work that is being undertaken on the road, and via access on the road, that its not being resurfaced – lots of developers and contractors speak to community benefit but have not been forthcoming with what that actually is – the road being resurfaced would be a start.
3. That the grass verges have not been returned to their previous state, just some patches of rutted mud with grass seed thrown on top – photos attached from lunchtime today. Below is a screen grab from Google Maps of what they used to look like.
4. That Aureos have been unable to confirm that the road sweeper has actually attended since they left site on Friday – despite being asked, more than once.



With kind regards, Teresa

From: Thomas, Dave <Dave.Thomas@wiltshire.gov.uk>

Sent: 24 March 2026 08:25

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

Cc: phil.alford@wiltshire.gov.uk; Corps, Kimberly <Kimberly.Corps@wiltshire.gov.uk>; Fiona Dey <office@melkshamwithout-pc.gov.uk>; Peter Richardson <peter.richardson@melkshamwithout-pc.gov.uk>

Subject: RE: Follow up after meeting to discuss highway concerns of cumulative cable routes to Melksham substation and streetworks issues

Teresa,

The Local Highways team advise that Westlands lane was inspected on Wednesday last week and a works ticket was raised to repair the potholes; this was carried out the next day (see attached report for pictures). The road didn't appear to be too muddy on Wednesday, it's likely to have been swept between the Monday when the pictures in your email was taken and the Wednesday.

Hope this helps

Regards

David M Thomas IEng MICE
Head of Highways Asset Management and Commissioning

01225713312

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

Sent: 23 March 2026 10:20

To: Thomas, Dave <Dave.Thomas@wiltshire.gov.uk>

Cc: Alford, Phil <Phil.Alford@wiltshire.gov.uk>; Corps, Kimberly <Kimberly.Corps@wiltshire.gov.uk>; Fiona Dey <office@melkshamwithout-pc.gov.uk>; Peter Richardson <peter.richardson@melkshamwithout-pc.gov.uk>

Subject: RE: Follow up after meeting to discuss highway concerns of cumulative cable routes to Melksham substation and streetworks issues

Dear David

Just following up on this..... please see photos from last Monday.

The road has been open all weekend, and Aerous say a road sweeper is "due" today and the road is then open a week early. I have asked Aerous to confirm that the road sweeper is actually on site today, and sent them these photos too.

Residents have reported over the weekend that they felt the road was unsafe as it had been opened but there had been no road sweeper so the road was still full of mud and gravel; as well as pot holes.

Melksham Without parish council are seeking confirmation that Wiltshire Council (and ultimately tax-payers) are not having to pay for remediation of the road caused by contractors **and that the road is going to be reinstated to its previous condition.**

Regarding that co-ordination of works, we note that Wessex Water are closing the road (now reopened) on 31st March – see document at end of attached document.

With many thanks, Teresa

From: Thomas, Dave <Dave.Thomas@wiltshire.gov.uk>

Sent: 05 March 2026 10:01

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

Cc: phil.alford@wiltshire.gov.uk; Corps, Kimberly <Kimberly.Corps@wiltshire.gov.uk>; Fiona Dey <office@melkshamwithout-pc.gov.uk>; Peter Richardson <peter.richardson@melkshamwithout-pc.gov.uk>

Subject: RE: Follow up after meeting to discuss highway concerns of cumulative cable routes to Melksham substation and streetworks issues

Teresa,

Thank you for your message.

Our Street Works Technicians are regularly monitoring the compliance of the ongoing works by Verdant Energy and SSEN in Westlands Lane. Prior to the road reopening all works will have been inspected and any non-compliance with the Specification for the Reinstatement of Openings in Highways (4th Edition) will have been addressed.

Colleagues in the Local Highways team, who are responsible for general highway maintenance, have been given the opportunity to undertake any planned maintenance during the closure. We will also arrange for a further inspection of the highway prior to opening and any further work identified that can be completed under the closure will be considered.

I hope this gives you some reassurance that your concerns will be addressed.

Regards

01225713312

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

Sent: 03 March 2026 15:46

To: Thomas, Dave <Dave.Thomas@wiltshire.gov.uk>

Cc: Alford, Phil <Phil.Alford@wiltshire.gov.uk>; Corps, Kimberly <Kimberly.Corps@wiltshire.gov.uk>; Fiona Dey <office@melkshamwithout-pc.gov.uk>; Peter Richardson <peter.richardson@melkshamwithout-pc.gov.uk>

Subject: RE: Follow up after meeting to discuss highway concerns of cumulative cable routes to Melksham substation and streetworks issues

Dear David

Thank you for your response, which the parish council have now considered at their latest Planning Committee meeting.

Melksham Without Parish Council does recognise the efforts made to coordinate the two cable schemes under a single road closure. Residents have also experienced considerable disruption from the volume and duration of works associated with the solar farm connections and SSEN and National Grid upgrades. Whilst we recognise the statutory rights of undertakers, the Parish Council is seeking reassurance that the longer-term condition of the highway will not be adversely affected as a result of the concentration of works in this location.

We understand that reinstatement will be undertaken in accordance with the Specification for the Reinstatement of Openings in Highways (4th Edition) and that this is the statutory framework governing such works. Nevertheless, Westlands Lane has now been subject to multiple trenching operations and associated works over an extended period. The cumulative impact of repeated excavations is a matter of significant concern locally, both in terms of the structural integrity and the visual condition of the carriageway.

A mains drainage scheme was installed by Wessex Water in Westlands Lane in 2023 and with the current two cable runs being installed by SSEN and Verdant, as well as other works (requiring the 20mph temporary limit) to upgrade National Grid assets at the sub station, the current installation of Wick Solar Farm (20/06849) and 2no BESS schemes Melksham Substation East (17/04110 & PL/2024/01378) and West (17/04116 & PL/2024/01377).

Whilst Wessex Water and Aureos/Verdant are making good the cable trench, the rest of the surface on Westlands Lane is now in a very poor state. The grass verges that have been maintained for decades by the farmer at Westlands Farm are now pretty much destroyed, and the farmer and family are upset at the current state of them. How you attribute the damage to a particular contractor with all the work taking place is very difficult; it's the cumulative impact that the parish council feels is in play here.

The Parish Council therefore asks whether Wiltshire Council as the Highway Authority would consider:

- Whether extended reinstatement provisions may be appropriate in this location, given the cumulative nature of the work being undertaken there at present
- Whether resurfacing of a full lane width, or a longer continuous section, could be required in order to restore the integrity of the carriageway;
- Close inspection and enforcement of verge reinstatement to ensure proper topsoil replacement, compaction and reseedling, so that the verges are returned to a condition consistent with their former standard.

Residents are experiencing considerable disruption from the volume and duration of works associated with the solar farm connections and substation upgrades. Whilst we recognise the statutory rights of undertakers, the Parish Council is seeking reassurance that the longer-term condition of the highway will not be adversely affected as a result of the concentration of works in this location.

On another note, we see that the planning application PL/2025/05856 for the laying of underground electricity cables in association with Wick Solar Farm and Studley Solar Farm was approved on 13th February 2026 and yet they started on site on 26th January, and we will be taking that up with Planning Enforcement separately.

With kind regards, Teresa

Teresa Strange
Clerk & Responsible Financial Officer
Melksham Without Parish Council

First Floor
Melksham Community Campus
Market Place, Melksham
Wiltshire, SN12 6ES
01225 705700
www.melkshamwithout-pc.gov.uk

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From: Thomas, Dave <Dave.Thomas@wiltshire.gov.uk>

Sent: 03 February 2026 12:36

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

Cc: phil.alford@wiltshire.gov.uk; Corps, Kimberly <Kimberly.Corps@wiltshire.gov.uk>

Subject: FW: Follow up after meeting to discuss highway concerns of cumulative cable routes to Melksham substation and streetworks issues

Teresa,

Your message to Kim has been passed to me for response. I've added comments in red to your text below that I hope you will find helpful.

Regards

David M Thomas IEng MICE
Head of Highways Asset Management and Commissioning

01225713312

Dear Kim

Further to the recent meeting on Cumulative Impact of proposed energy schemes etc, I am following up with the original request (below), as you said at the meeting that you were unaware of the highways issues.

Since then, there has been the commencement of a 9-week road closure on Westlands Lane in Beanacre. We are grateful that this road closure includes two cable route schemes and the two contractors working together under one road closure; thank you for Wiltshire Council ensuring this work happened together.

The work commenced earlier in the week on Monday 26th January. There has been absolutely no usual street works notification that we routinely see and share widely. **Verdant Energy, SSEN and AUREOS are responsible for public engagement, WC do not routinely inform residents of works by statutory undertakers, that is their choice.** We did ask about this when the work first started at the end of last year, with no notice either. The contractors send out letters, they rely on the post which arrives after the work has started, and certainly after road signage advising of the closure which puts the residents and the local councillors in a really difficult position as they have no idea of the scope of works and restrictions etc; and residents who use those roads as part of their daily commute are not aware as live wider than the letter drop. **I believe the scope of the works and dates regarding**

road closure has been communicated direct with yourselves by the works promoters and explained at the public drop-in sessions.

Can you please advise why we don't get the usual notification, we would if it was for highways work, and even for urgent utility works. This enables residents to plan for longer journeys, access for building work, changes to bus routes etc etc rather than coming across the road closure on the day. For road closures all works promoters including statutory undertakers are obliged to inform frontagers within the extents of a closure regarding the works and access. We are advised this was completed by first class mail on the 9th January 2026. The TTRO for this closure was circulated on the 26th November 2025 to Melksham Town Council and Melksham Without PC including their respective Wiltshire Councillors. Advanced warning signs were placed at either end of Westlands Lane advising of the road closure, these were placed on the 10th January 2026.

The two contractors did hold public drop-in sessions, after much pressure and persuasion from the local council/lors and they have been very misleading for residents, and some scant or wrong information presented – one of the info boards showed connecting to a site in Norfolk. Still no sign of promised website with information and FAQs.

Whilst we understand that these are utility works, and the contractors have a statutory right to undertake the work, we don't understand why they are treated differently from other Street Works and feel they should be under the same scrutiny, and for these multiple cable route works on the highways, the cumulative impact taken into account and a level of scrutiny, co-ordination and encouragement by Wiltshire Council for effective community engagement. To the contrary these schemes by SSEN and Verdant Energy have been scrutinised more than most planned works and as a result works on Westland Lane have been coordinated to happen at the same time minimising long term disruption. WC have also been very proactive in encouraging Verdant Energy, SSEN and AUREOS to engage more proactively with residents.

We are aware that Wessex Water have to close Westlands Lane to repair a water leak and will have to close the road and have told residents it will be in 3 months' time, just when its re-opened again. WC are not aware of any planned works by Wessex Water that need a road closure of Westlands Lane, any such works would need 3 months advance notification to our street works team.

We have a comprehensive list of highways improvements that could be implemented as community benefit from these contractors to go some way of compensating for the impact that this is having on residents' daily life and want to discuss how we best go about getting these implemented as Wiltshire Council is the local highway authority. We understand SSEN and Verdant are awaiting a list of benefits from you for their consideration. While WC supports community benefit initiatives, it would be inappropriate to impose such expectations on statutory undertakers in this context. We also want to understand what conditions there are for the repair to the highways from all of these works. Reinstatement of these works will be in accordance with the Specification for the Reinstatement of Openings in Highways 4th edition, which is a statutory code all statutory undertakers must comply with.

From: Corps, Kimberly <Kimberly.Corps@wiltshire.gov.uk>

Sent: 30 January 2026 09:13

To: Thomas, Dave <Dave.Thomas@wiltshire.gov.uk>

Subject: FW: Follow up after meeting to discuss highway concerns of cumulative cable routes to Melksham substation and streetworks issues

Hi Dave,

I have received the query below from Teresa Strange, is this something your team can help with please?

Kind regards,

Kim

Kimberly Corps
Head of Service, Transport Policy and Strategy

Wiltshire Council

Tel: 01225 770222

Email: kimberly.corps@wiltshire.gov.uk
Website: www.wiltshire.gov.uk

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

Sent: 29 January 2026 15:00

To: Corps, Kimberly <Kimberly.Corps@wiltshire.gov.uk>

Cc: Alford, Phil <Phil.Alford@wiltshire.gov.uk>; Peter Richardson <peter.richardson@melkshamwithout-pc.gov.uk>

Subject: Follow up after meeting to discuss highway concerns of cumulative cable routes to Melksham substation and streetworks issues

Dear Kim

Further to the recent meeting on Cumulative Impact of proposed energy schemes etc, I am following up with the original request (below), as you said at the meeting that you were unaware of the highways issues.

Since then, there has been the commencement of a 9-week road closure on Westlands Lane in Beanacre. We are grateful that this road closure includes two cable route schemes and the two contractors working together under one road closure; thank you for Wiltshire Council ensuring this work happened together.

The work commenced earlier in the week on Monday 26th January. There has been absolutely no usual street works notification that we routinely see and share widely. We did ask about this when the work first started at the end of last year, with no notice either. The contractors send out letters, they rely on the post which arrives after the work has started, and certainly after road signage advising of the closure which puts the residents and the local councillors in a really difficult position as they have no idea of the scope of works and restrictions etc; and residents who use those roads as part of their daily commute are not aware as live wider than the letter drop.

Can you please advise why we don't get the usual notification, we would if it was for highways work, and even for urgent utility works. This enables residents to plan for longer journeys, access for building work, changes to bus routes etc etc rather than coming across the road closure on the day.

The two contractors did hold public drop-in sessions, after much pressure and persuasion from the local council/lors and they have been very misleading for residents, and some scant or wrong information presented – one of the info boards showed connecting to a site in Norfolk. Still no sign of promised website with information and FAQs.

Whilst we understand that these are utility works, and the contractors have a statutory right to undertake the work, we don't understand why they are treated differently from other Street Works and feel they should be under the same scrutiny, and for these multiple cable route works on the highways, the cumulative impact taken into account and a level of scrutiny, co-ordination and encouragement by Wiltshire Council for effective community engagement. We are aware that Wessex Water have to close Westlands Lane to repair a water leak and will have to close the road and have told residents it will be in 3 months' time, just when its re-opened again.

We have a comprehensive list of highways improvements that could be implemented as community benefit from these contractors to go some way of compensating for the impact that this is having on residents' daily life and want to discuss how we best go about getting these implemented as Wiltshire Council is the local highway authority. We also want to understand what conditions there are for the repair to the highways from all of these works.

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

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

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From: Teresa Strange

Sent: 14 November 2025 17:42

To: Smith, Martin <martin.smith@wiltshire.gov.uk>; samanthahowell <samantha.howell@wiltshire.gov.uk>

Cc: Alford, Phil (Phil.Alford@wiltshire.gov.uk) <Phil.Alford@wiltshire.gov.uk>

Subject: Request for meeting to discuss highway concerns of cumulative cable routes to Melksham substation and streetworks issues

Dear Cllr Smith and Sam Howell

Melksham Without Parish Council request a meeting with you both to discuss their concerns on the roadworks and highways effect of solar, BESS and National Grid/SSN infrastructure on the communities in Melksham Without North, namely the villages of Whitley, Shaw and Beanacre.

This is reflective of the impact on the local community and consistent calls for enforcement action and health & safety issues following the first stages of initial schemes; and the new community centred approach of Wiltshire Council, particularly the priority to listen to local concerns to support communities to feel safe and thrive.

In recent weeks, road works on Corsham Road, Whitley have resulted in:

- Work being halted by the contractor further to a safety inspection
- Ground works collapsing and fracturing a gas main
- Damage to a resident's private property
- Damage to a resident's car
- Spoil from digger bucket landing in resident's garden and narrowly missing elderly resident
- Access to residents' properties via plates over the trench initially refused
- Breaches of Streetworks permits and lack of community engagement by contractors

And in Westlands Lane and its junction with the A350 at Beanacre, continual breaking of the route required by Construction Management Plans, resulting in oversize vehicles having to reverse the length of Westlands Lane and then out onto the busy A350 when they reach the weight limit bridge.

Many energy schemes will be routed through the communities of Whitley and Shaw, to connect to the substation in Beanacre, below is a snapshot of what we are currently aware of, and there are concerns there will not be the capacity in the roads to accommodate them all. In line with your "Highways Explained" section on the website. *"The council, as the Highway Authority, cannot stop a SU from working on a road but it does have the power to instruct that the SUs work collaboratively, and to coordinate works from multiple SU applications where possible".* This is something we are keen to explore with you as it feels like there is no co-ordinated approach at all at present and a lot of forthcoming schemes in the pipeline with many with planning permission in place.

 10 Known BESS Schemes

 11 Known NESO Connections to Substation (cable runs)

 7 National Grid Projects at Melksham Substation

 7 Solar Farms

 9 Future Energy Landscape candidate projects

We welcome the opportunity to meet with you to discuss the community's concerns, along with the local resident group CAWS (Community Action: Whitley & Shaw).
With kind regards,

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

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Westlands Lane

From [REDACTED]
Date Thu 30/07/2026 18:40
To Fiona Dey <office@melkshamwithout-pc.gov.uk>

Perhaps after all the work in the lane for months , the parties involved could fund it being resurfaced. Patch work quilt of bad repairs now with ruts and someone probably a motor bike rider or cyclist is going to have a bad accident..

Can you keep this email on file, so if they do there is some record of it being reported.
I've lived on the lane nearly 40 years and it's never been resurfaced properly.

Thanks

[REDACTED]

[REDACTED]

Highways Improvement Request Form

Contact Details

Name:		Date:	12/05/2026
Address:			
Telephone No:			
Email Address:			

Issue Details

Location of Issue: (please add a location plan where possible)	Falcon Way, Bowerhill
Community Area:	Melksham
Parish or Town Council:	Melksham without
Nature of Issue: (Max 600 characters) Unrestricted parking up to and on the roundabout junction with Bath Rd around school times. The way people park means that road users are forced into the middle of the road and oncoming traffic coming off the roundabout, it is dangerous to overtake parked cars here. There are often cars parked dangerously almost on the roundabout. The current double yellow lines stop on Bath rd	
How long has it been an issue?	
What would you like done to resolve this issue? (Max 600 characters) Double yellow lines a safe distance from the roundabout.	
Have you been in touch with your local Wiltshire Councillor? (Yes/No)	No

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

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

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

Wiltshire Council

Re: Parking on Falcon Way

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

Date Thu 12/10/2023 18:22

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

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

Hi Teresa,

No, the Parish Council didn't support the most recent request because it had been raised before and turned down. I was rather hoping to find out who turned it down and why.

The resident jumped into an ongoing discussion on social media about the parking at Bowerhill Primary School and Bowerhill Village Hall - no connection of course.

I'm still working my way through the archives.....

Mark.

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

Sent: 12 October 2023 15:53

To: Mark Harris <mark.harris@melkshamwithout-pc.gov.uk>; Lorraine McRandle <office@melkshamwithout-pc.gov.uk>

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

Subject: RE: Parking on Falcon Way

Hi Mark

Off the top of my head.....

No, it didn't get to CATG/LHFIG.

The parish council didn't support the resident request and therefore the request didn't get that far.

It just moves any issue further down the road. It is difficult for residents who have district nurses or carers visiting their houses during the day.

It is difficult for shift workers.

Where is the member of the public complaining? I have not received it at the parish council?

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

Sent: 12 October 2023 15:47

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

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

Subject: Re: Parking on Falcon Way

A member of the public is complaining about Melksham Oak parents parking on both sides of Falcon Way at school drop-off and pick-up times.

I know it has been raised and discussed during my time on the Council and I'm pretty sure Alan responded citing a previous occasion this had been raised and discussed.

I would like to be able to show that the Parish Council have raised it with Wiltshire Council (via CATG/LHFIG?) and what their response was.

Thanks,

Mark.

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

Sent: 12 October 2023 14:41

To: Mark Harris <mark.harris@melkshamwithout-pc.gov.uk>; Lorraine McRandle <office@melkshamwithout-pc.gov.uk>

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

Subject: RE: Parking on Falcon Way

Hi Mark

The parish council have definitely had a request for double yellow lines on Falcon Way, it will be next week before we can look unfortunately due to getting ready for the NHP consultation.

What are you getting to the bottom of? So we know what we are looking for?

Thanks, Teresa

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

Sent: 12 October 2023 14:28

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

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

Subject: Parking on Falcon Way

Teresa/Lorraine,

I know this has been discussed at a Council meeting. I have trawled through my emails and am currently going through all the minutes of meetings from January 2021.

I know you are very busy at the moment, but if either of you can recall when/where it was raised/discussed and point me in the right direction, that would help.

Alan - I'm pretty sure you responded to this citing a previous occasion it had been raised and discussed.....can you shed any light?

Nick - I'll get to the bottom of this by hook or by crook!

Kind regards,

Mark.

**MINUTES of the Highways & Streetscene Committee of Melksham Without
Parish Council held on Monday 21 March 2022 at 1 Swift Way, Westinghouse
Way, Bowerhill, Melksham, SN12 6QX at 7.45pm**

511/21 Parking on Falcon Way

The Clerk explained whilst not an agenda item, the Melksham News were running a story on vehicles parking on Falcon Way, following concerns by some residents of Bowerhill at the danger caused at the side of the road at school pick up and drop off times and therefore sought a statement from Members as it was time sensitive.

Melksham News were asking if the Parish Council had been written to by residents previously raising these concerns. The Clerk explained she had gone through several years' worth of minutes and had not found a minute referring to concerns of vehicles parking on Falcon Way.

With regard to a statement, it was suggested to include the following:

- Unfortunately, it is a perennial problem across all schools in the Country.
- If yellow lines are installed this stops others parking, such as visitors/carers and moves the problem elsewhere.
- Can appeal to the school to ask parents to park responsibly.

Page 20 of 21

-
- Hopefully the new footpath to the rear of the school will reduce the numbers of vehicles from the East of Melksham in particular, dropping off/picking up children, as they will be able to access the school from the rear, as requested by the Parish Council when the school was being built.

'Dangerous' school parking is 'accident waiting to happen'

March 29, 2022 in Melksham Community Reading Time: 3 mins read

👍 419 🗨️ 4 AA 📌 💬 0

BOWERHILL residents have said that parking on a road near Melksham Oak School, during drop-off and pick-up times, has become a hazard and is an accident waiting to happen.

According to residents, parking along Falcon Way is 'getting ridiculous' with cars lining the street from the mini-roundabout where it meets Bath Road, all the way back to Grasmere.

"Falcon Way is chock-a-block with cars," said one resident, who has suggested that Falcon Way have double-yellow lines to solve the problem. "I'm having to drive on the wrong side of the road to get around them, and cars coming the other way off the roundabout coming into Bowerhill are having to stop.

"It's dangerous; someone is going to get seriously hurt one day. And I've spoken to the school, local council and police – but no one seems to want to do anything about the congestion that the parking there is causing – emergency service vehicles would struggle to get past. The cars are restricting access to the roundabout – but the police say they can't do anything about it as there are no parking restrictions on the road.

"The school has its own parking area for parents – but they don't seem to want to use it."

In response to the concerns, Wiltshire Council has said that the issue had not 'previously been brought to

their attention', but it will instruct its Parking Services team to visit the area to investigate.

The local policing team – who say they do patrol the area most days, focusing on the beginning and end of the school day – have said that as there aren't any double yellow lines or parking suspensions on Falcon Way, they can only issue fixed penalty notices for 'obstruction of the highway', which includes blocking driveways and junctions.

According to a local sergeant, there has been no recent reason to issue any fixed penalty notices.

Melksham Without Parish Council has appealed to parents and carers to 'park considerately' and added that they hope the new rear entrance to the school – which they are pushing Wiltshire Council to build – will help alleviate the parking congestion.

A spokesperson for Melksham Without Parish Council told Melksham News, "The parish council have sympathy with the residents that are experiencing the congestion caused by parking at the entrance to Falcon Way.

"Unfortunately, this is a perennial problem experienced by all the schools in the parish, and we suspect across Wiltshire and the country.

"The problem with putting double yellow lines in these areas is that it just moves the problem a bit further down the road, or to an adjoining road, where the yellow lines are not in place. It also makes it very difficult for residents if parking is prevented outside of their house, if they have frequent visitors such as carers or the district nurse, delivery vehicles for online shopping or work shifts and are home during the day for example.

"The parish council is very hopeful that the new footpath being put into the rear of the school from the east of Melksham developments will mean that there are a lot less cars on the road driving their children to school as a much shorter, direct pedestrian route will be in place.

"The parish council share the frustration of residents as the rear pedestrian access is something that they asked for all along, before the school was built, as they were concerned about only one access point on an A road. In the meantime, we appeal to parents and carers to park considerately when providing lifts to pupils."

Wiltshire Council's cabinet member for transport, cllr Dr Mark McClelland added, "The concerns that have been raised have not previously been brought to our attention. The Parking Services team will now visit the area to see if there is anything that they can do to assist."

The White Horse Federation, which manages Melksham Oak School, was approached for comment.

Re: Grassed area between No 45 and 47 Bader Park and Double Yellow lines

From [REDACTED]
Date Tue 28/04/2026 14:46
To Fiona Dey <office@melkshamwithout-pc.gov.uk>

Hi Fiona

Thank you for your email.

The double yellow lines start at the entrance of Bader park down to the corner of Halifax road but half way down it was broken by about a couple of car lengths and then carried on around the bend and continued along Halifax road.

Cars have been parking on that spot and to overtake them it is impossible to see anything coming the other way.

Many times I have to brake suddenly as the speeding on Bower hill has become so bad.

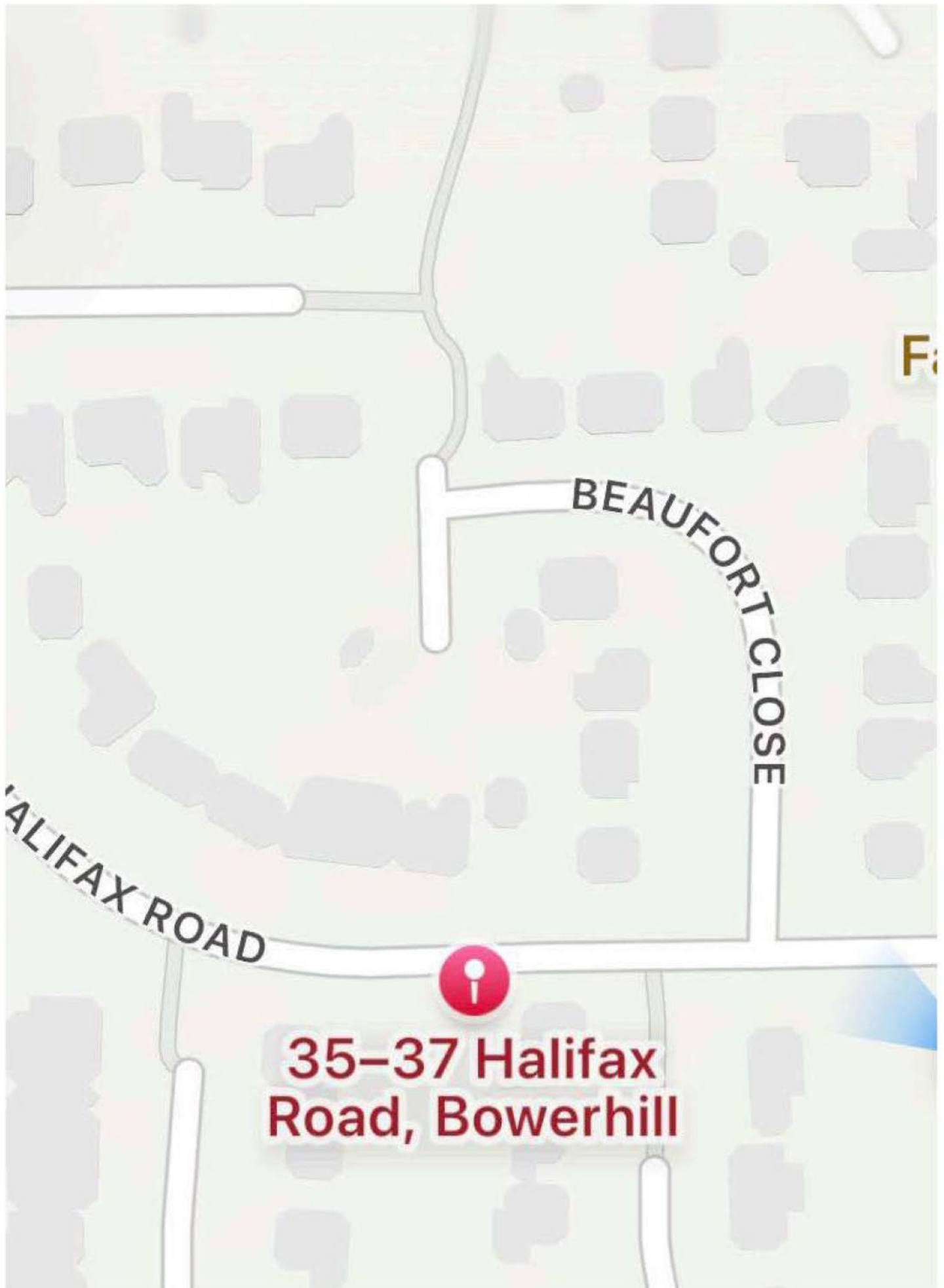
Difficulty to see the lines now as been obliterated by pot hole maintenance.

Map will show you the problem.

I would like to see a lot more double lines in Bowerhill as parking seems every where.

Best regards

[REDACTED]





Sent from my iPhone

> On 27 Apr 2026, at 14:50, Fiona Dey <office@melkshamwithout-pc.gov.uk> wrote:

>

> Dear [REDACTED],

>

> Thank you the email which has been forwarded to me, requesting Double Yellow Lines on Halifax Road.

>

> The first step in process is for your request to be considered at the next meeting of Melksham Without Parish Council's Highways, Footpaths and Streetscene committee. Meetings of this committee are scheduled to align with the meetings of Wiltshire Council's Local Highways and Footpaths Improvement Group (LHFIG). The next LHFIG meeting is scheduled for 10th September 2026 and therefore the parish council meeting is likely to be in July/August but the date has yet to be confirmed.

>

> If supported by the parish council, your request would then pass to LHFIG and if supported would then be added to a list of requests for double yellow lines. The next implementation of the double yellow lines is unlikely to be until 2027.

>

> To aid the process, please could you clarify exactly where on Halifax Road you would like the lines implemented?

>

> Cc: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
 > Subject: Grassed area between No 45 and 47 Bader Park and Double Yellow lines
 >
 > Hi [REDACTED],
 >
 > Thanks for the email, it was a pleasure to get a resolution to this issue even though it took longer than anticipated to get the answer from the council's legal team.
 >
 > To be honest, it is much more difficult to get double yellow lines installed than many think. The first part of the process is to get the Parish Council to make a formal request through the local highways forum which is overseen by Wiltshire Council. I have copied this response to the Clerk of the Parish Council so that she is now aware.
 >
 > The best approach is for me to call over in the next week or so to take a look at the problem with you and we can agree the next steps. I have some time on wed afternoon next week if that is helpful?
 >
 > Regards,
 >
 > Nick
 >
 >
 >
 > Nick Holder
 > Councillor for Bowerhill
 > Wiltshire Council | County Hall | Trowbridge | Wiltshire | BA14 8JN
 >
 > Wellbeing Statement: "I may send emails outside office hours but never with any expectation of response. Please just get back to me when you can within your own working hours. Thank you."
 >
 > Tel: 07931 905520
 > Email: nick.holder@wiltshire.gov.uk
 > Facebook@Cllr Nick Holder for Bowerhill
 >
 >
 > -----Original Message-----
 > From: [REDACTED]
 > Sent: 21 April 2026 13:22
 > To: Holder, Nick <Nick.Holder@wiltshire.gov.uk>
 > Subject: Re: Grassed area between No 45 and 47 Bader Park
 >
 > [You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]
 >
 > Hi
 > Thank you for your support for the Parish council about the grass area last night.
 > While on problems with Bowerhill is there any way we can get the small parking space just before the turning on Halifax rd which haven't got double yellow lines.
 > And have them double yellow lines.
 > It is very dangerous as you cannot see anything coming around the corner before trying to overtake a stationary car.
 > I have personally nearly hit a car coming the other way and also narrowly hitting the bus service.
 > Best regards

> [REDACTED]
> Sent from my iPhone
>
>> On 31 Mar 2026, at 14:01, [REDACTED]:
>>
>> I would like to strongly complain as with many people in Bader Park
>> at the sale of the small grassed area between area between No45 and 47 Bader Park Is there nothing we can
do to stop this sort of thing.
>> Regards
>> [REDACTED]
[REDACTED]
>> Sent from my iPhone
> Wiltshire Council Disclaimer: <https://www.wiltshire.gov.uk/disclaimer>

Report from Bowerhill Site Visit (Dropped Kerbs and School Parking)

Tuesday 24th February 2026

Attendees:

Martin Rose – Wiltshire Council Principal Engineer – Traffic Engineering

Councillor Alan Baines

Councillor Mark Harris

Councillor David Pafford

Teresa Strange – Clerk, Melksham Without Parish Council

Fiona Dey – Officer, Melksham Without Parish Council

1. School Parking

Parking on Halifax Road in the vicinity of the school was observed in the 20-30 minute period before the end of the school day. Many cars were observed parked with parents waiting to collect their children. The majority were parked appropriately but several were parked on the corners of junctions, blocking footpaths or partially blocking the entrance to the school. These cars, in particular, caused issues for other traffic using the road and navigating the traffic calming measures.

Options discussed to relieve the congestion included ‘School – keep clear’ marking and double yellow lines on the corners of the junctions however concerns remain re. likely displaced parking at school pickup times and the impact on nearby roads. Birds mouth fencing or edge markers were suggested to prevent parking on the verges.

Ongoing LHFIG Requests

LHFIG Item	Location	Issue	Action
9-24-41	Herons Court	“Residents have reported issues leaving their driveway on Herons Court due to vehicles parking opposite their driveway at drop-off and pick-up times for the school. The lack of access from the driveway is impacting their life as they have to schedule appointments and plan activities around times, they know they can leave or have to plan ahead and park elsewhere”.	Request for access markings (H bars) across the existing dropped kerb accesses as a visual reminder parking over a dropped kerb is not permitted. LHFIG response: To be included in Melksham Ad-hoc road markings programme for 26/27. Works to take place when there are sufficient sites
9-26-06	Gibson Close	“A Resident reported ongoing issues with school related parking on Gibson Close, Bowerhill particularly at school pick up times. He reports that cars (dropping off or picking up children from Bowerhill Primary	Request for double yellow lines to be added - to end of the grass on the south side and around the junction with Halifax Road on the north side

		School) park wherever they can, including blocking entrances and on the grass verges. He is concerned that his wife is ill, and emergency vehicles would not be able to access the road if needed due to inconsiderate parking.” 	 LHFIG response: Parking restrictions would be required, and this will put pressure elsewhere on Gibson Close leading to likely displacement of vehicles. To be discussed with MWPC. Issue currently on hold.
9-24-30	Halifax Road outside Bowerhill School	“Request for bollards to be installed on the edge of the verge on Halifax Road opposite the entrance to Bowerhill Primary School and Hurricane Road flats to prevent parking on the grass!”	Request to add timber bird’s mouth fencing or more spaced out white edge markers  LHFIG response: Agreed – Allocate £400 for additional verge makers on Halifax Road (MWPC contribution £132)

Potential New LHFIG Requests arising from the site visit

Location	Issue	Action
Halifax Road outside Bowerhill School	Cars obstructing entrance to the school 	Request addition of 'school keep clear marking'. Example below:  LHFIG comment: this was discussed* but concerns remain re. likely displaced parking at school pickup times and the impact on nearby roads * It is unclear whether the reported discussion was part of the site visit or discussed by LHFIG
Halifax Road outside Bowerhill School	School parking	Request addition of double yellow lines on the opposite/west side of the road to the school 

		LHFIG comment: this was discussed* but concerns remain re. likely displaced parking at school pickup times and the impact on nearby roads * It is unclear whether the reported discussion was part of the site visit or discussed by LHFIG
--	--	---

Other Actions:

Contact Bowerhill Primary School about their travel plan

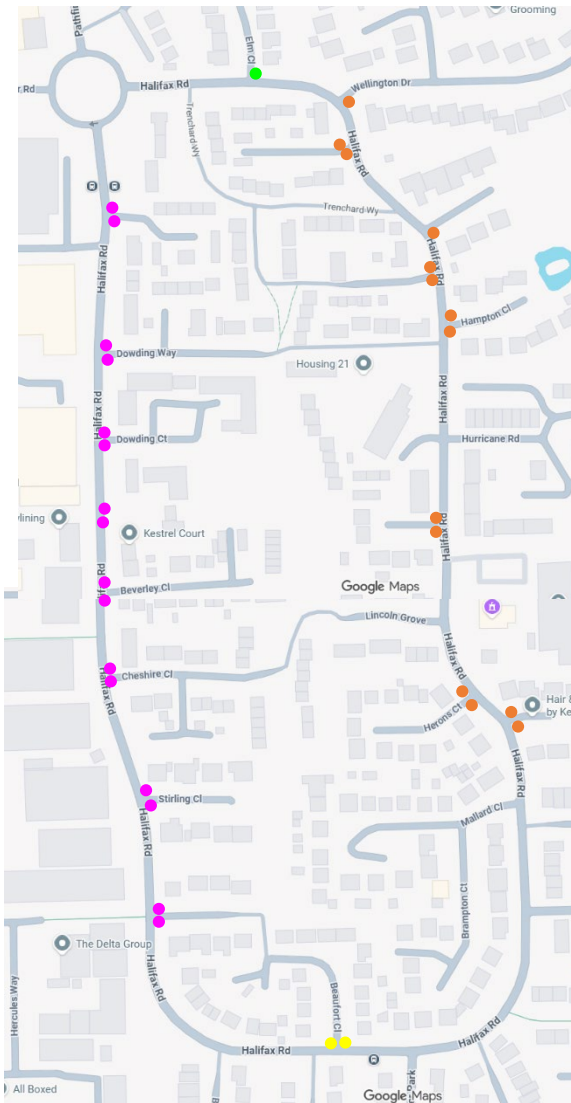
2. Dropped Kerbs:

The majority of side roads adjoining Halifax Road do not have dropped kerbs. It is proposed that dropped kerbs are installed at all the junctions where they are not present or where there is no suitable alternative such as a driveway in close proximity to the junction. It was suggested that an application could be made for a Substantive LHFIG bid to deliver these dropped kerbs, possibly in two phases.

LHFIG Item	Location	Issue	Action
9-24-37	Bowerhill (focussed around Halifax Road)	Request for a holistic review of dropped kerb provision across Bowerhill Estate.	LHFIG response: Meeting took place with MWPC on 11/02/26. Multiple dropped kerb sites identified across Bowerhill estate. Estimated cost likely to be £50k+. Possible substantive bid for 26/27 but will still require contribution from MWPC and LHFIG. Awaiting new LHFIG arrangements and substantive bid process before further action is agreed
9-26-05	Junction of Trenchard Way with Halifax Road, Bowerhill.	“The resident who lives on the north corner of the junction of Trenchard Way and Halifax Road has been given a mobility scooter by her family to help her maintain her independence. Her family report that she has not been able to make use of it, particularly to go to the village hall or shops in Bowerhill, due to the kerbs on Trenchard Way”	LHFIG response: To be considered as part of wider review of dropped kerbs on Bowerhill estate. Refer to issue 9-24-37

The roads shown on the map below were identified as benefitting from dropped kerbs:

Proposed Dropped Kerb Locations



Halifax Road East

- 1,2 Valient Close
- 3,4 Herons Court
- 5,6 Gibson Close
- 7,8 Hampton Close
- 9 Anson Grove x1
- 10, 11 Trenchard Way (south roadway to garages)
- 12, 13 Trenchard Way (north roadway to garages)
- 14 Wellington Drive x1 (relocate existing dropped kerb)

Halifax Road North

- 15 Elm Close x1

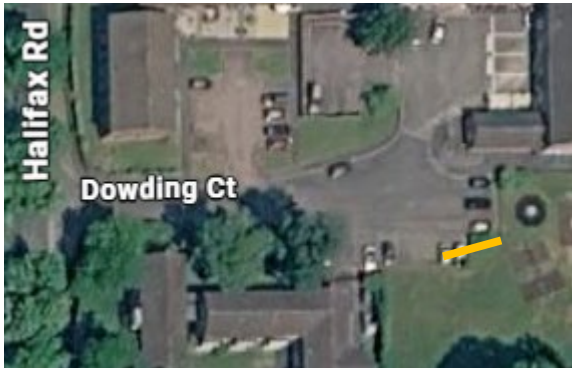
Halifax Road West

- 16, 17 Trenchard Way (roadway to garages)
- 18, 19 Dowding Way
- 20, 21 Dowding Court
- 22, 23 Kestrel Court
- 24, 25 Beverley Close
- 26, 27 Cheshire Close
- 28, 29 Stirling Close
- 30, 31 De Havilland Place

Halifax Road South

- 32, 33 Beaufort Close

3. Other Issues and Actions:

Location	Issue	Action
Junction of Mallard Close and Halifax Road	Faded H-bar on dropped kerb	Refresh H-bar (ad-hoc list or MyWilts?)
Halifax Road (multiple locations) and Falcon Way outside Tescos	Worn double yellow line markings	Email Michelle.Cope for comprehensive refresh (or MyWilts?)
Kestrel Court Play area 	Park cars obstruct gate for maintenance to access the field 	Submit request to LHFIG for white H-bar markings
Install a footpath to bus stop west side of Halifax Road 	No paved access to the footpath on the west side of the road	Footpath extension requested as part of MWPC comments on PL/2026/03638 for Valldata.

Location	Issue	Action
Review signage and rationalise posts/signs (example)		To identify how this can be achieved
Halifax Road (north) 	Damage to verge from off-road parking 	Request to LHFIFG for bollards or fencing. MIN 519/25: Councillor Glover commented that the verge damage on the north section of Halifax Road may be related to use by disabled residents with nowhere else to park

Location	Issue	Action
Mitchell Drive bus stop (north side of the road) 	Bus stop post missing so buses don't stop at the raised kerb	Request made to Bus Stop Infrastructure team at Wilshire Council

RE: Briefing Note 25-07: New bus stop infrastructure funding and emerging process for requests

From Bus.Stops <BusStops@wiltshire.gov.uk>

Date Wed 21/01/2026 08:58

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

Cc Fiona Dey <office@melkshamwithout-pc.gov.uk>

Hi Teresa,

Many thanks for your email and apologies for the delay, we are dealing with a high volume of enquiries but can confirm we have added the requests below to our Infrastructure Improvement list for review and consideration.

With the funding we have for bus stop improvements through the Local Authority Bus Grant, our aspiration is to improve shelters and bus stop infrastructure, where needed and where feasible, across the whole county in accordance with grant funding conditions and this can include shelters maintained by parish and town councils under the asset transfer/service delegation arrangement. We are also giving consideration as to how we might support improvements to third party bus shelters through our programme. However, due to the bespoke nature of some bus shelters, town and parish requests for improvements will need to be considered and reviewed on an individual basis in liaison with the relevant parish or town council to determine if it is feasible for the Local Authority Bus Grant to be used.

If you would like to request additional repairs or the addition of a bus stop/shelter to our list for consideration please send the request by replying to this email (bus.stops@wiltshire.gov.uk) and include where possible, details on bus shelter ownership and/or maintenance. Each request received will be reviewed and prioritised from a design and highway perspective (including suitability of the footway), road safety, bus service factors, and local support. Depending on the outcome of the review, those accepted will then be prioritised and programmed, subject to available funding. Unfortunately, at this stage it is difficult to give definitive timescales due to the high volume of works however we are aiming to commence in Spring with the programme being multi-year in duration.

Kind Regards,

Tania.

Bus Strategy Team
Passenger Transport
Highways and Transport





Wiltshire Council

www.wiltshire.gov.uk

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

Sent: 01 December 2025 12:46

To: Bus.Stops <BusStops@wiltshire.gov.uk>

Cc: Fiona Dey <office@melkshamwithout-pc.gov.uk>

Subject: FW: Briefing Note 25-07: New bus stop infrastructure funding and emerging process for requests

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Dear Wiltshire Council

(Hi Tania and Rebecca if this goes to you! 😊)

Further to your briefing note on bus stop infrastructure, the parish council seek clarification and have some requests.

Are the requests, and funding, for Wiltshire Council owned bus stop infrastructure or for those owned by others too?

Melksham Without Parish Council request the following please:

- Replacement of bus stop sign (and pole) on Mitchell Drive (opposite the entrance to Barnes Wallis Close) so that buses stop at the raised kerb – at the moment it just stops randomly on the road, opposite the other bus shelter.
- Replacement of Perspex in the Lancaster Road bus shelter on the east side of Halifax Road. The Perspex is very old and is no longer transparent, giving residents inside limited, if any, visibility.

Both requests are in Bowerhill, Melksham Without and are Wiltshire Council owned assets.

With many thanks, Teresa

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

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From: Democratic and Member Services <Committee@wiltshire.gov.uk>
Sent: 30 September 2025 09:52
Subject: Briefing Note 25-07: New bus stop infrastructure funding and emerging process for requests

Good morning,

Please find attached a copy of Briefing Note no. 25-07 New bus stop infrastructure funding and emerging process for requests.

Following confirmation of the [DfT Bus Grant to Local Transport Authorities 2025 to 2026 allocation](#) it has been possible for Wiltshire's Passenger Transport Unit to commence work to establish a programme of maintenance and improvements to Bus Stop Infrastructure (BSI) provision across the county, a need identified through Wiltshire Council [Bus Service Improvement Plan](#) (BSIP) and set out in the [Wiltshire Council Enhanced Partnership Plan and Scheme](#).

Please note: this Briefing Note has been circulated to Parish and Town Clerks at the request of the author.

Regards

Democratic Services

Wiltshire Council

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Teresa Strange

From: Teresa Strange
Sent: 04 August 2026 17:56
To: [REDACTED]
Cc: Fiona Dey
Subject: Redstocks Livery and Highway Safety Concerns

Dear [REDACTED],

I hope you are well.

I am writing further to the correspondence and discussions we had in 2023 regarding safety concerns for horse riders associated with Redstocks Livery following the tragic accident at Bollands Hill.

At the time, Melksham Without Parish Council agreed that any consideration of highway measures should await the conclusion of the Coroner's investigation and inquest process.

We have recently become aware through media reports that the Coroner's work has now concluded and, in light of this, the matter is due to be considered again by Melksham Without Parish Council's Highways, Footpaths and Streetscene Committee on **Monday 10 August 2026**.

As we discussed previously, whilst Redstocks Livery is located within Melksham Without Parish, the accident itself occurred within Seend Parish and therefore any highway measures at Bollands Hill would also involve Seend Parish Council and the Devizes Area LHFIG (Local Highways & Footpath Improvement Group). We have therefore reached out to Seend Parish Council as part of our review.

We have also made enquiries with Wiltshire Council Highways and have been advised that they are not aware of any recommendations arising from the Coroner's investigation, nor have they received confirmation that any particular highway measures are required.

Before deciding whether any further requests should be pursued, I wanted to make contact to see whether those associated with Redstocks Livery continue to have concerns they would like the Parish Council to consider, and whether there are any specific measures that you feel would improve safety for riders using the local road network and accessing the bridleway network.

Any thoughts you are able to provide before the meeting would be greatly appreciated and will help inform the Committee's discussions.

Kind regards, Teresa

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

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RE: Question about highways request for Bollands Hill / A365

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

Date Tue 28/07/2026 14:47

To Fiona Dey <office@melkshamwithout-pc.gov.uk>

Hi Fiona,

I will of course double check, but I'm not aware of any recommendations from the coroner's office following the investigation.

Feel free to submit a new HIR, but as you have already done, I'd suggest liaison with Seend PC and Devizes LHFIG will be required to establish their position prior to the September Melksham LHFIG meeting.

Regards

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



Email: martin.rose@wiltshire.gov.uk

Web: www.wiltshire.gov.uk

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From: Fiona Dey <office@melkshamwithout-pc.gov.uk>

Sent: 28 July 2026 13:01

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

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

Subject: Question about highways request for Bollands Hill / A365

Hi Martin,

Following the death of a horse rider on Bollands Hill in 2023, Melksham Without Parish Council received requests from Redstocks Livery regarding horse warning signage on the A365 and other measures to improve safety in the area. At the time, the Parish Council agreed that any potential actions should wait for the outcome of the inquest (extract from our Highways committee meeting minutes below).

From media reports, we understand that the inquest has recently concluded - <https://www.bbc.co.uk/news/articles/c072yzvp3xyo>

Are you aware whether the Coroner made any recommendations relating to highway safety, signage, or other measures arising from the investigation?

And are you happy that that we consider the original request again at our next Highways, Footpaths and Steetscene committee meeting on Monday 10th August 2026?

As you will be aware, although the incident occurred within Seend parish, the stables are located at Redstocks within Melksham Without parish, with riders regularly crossing the A365 to access the bridleway network. Historically, the livery has preferred not to draw attention to the location of the stables for security reasons, but concerns were raised regarding driver awareness of horses in the area.

Seend Parish Council, with this in mind, could you let us know whether you are seeking any improvements through the Devizes Area LHFIF, and if so, what measures are being considered?

Kind regards
Fiona

MINUTES of the Highways & Streetscene Committee of Melksham Without Parish Council held on Monday 25 September 2023 at Melksham Without Office Space (First Floor), Melksham Community Campus, Market Place, Melksham, SN12 6ES at 7.00pm

▲ 197/23 Public Participation

Standing Orders were suspended to allow Members of the public and Wiltshire Council representatives to speak.

A representative of Redstocks Livery attended the meeting requesting warning signage alerting drivers of horses crossing the A365 over to Bollands Hill from Redstocks, as well as horses in the area on Bollands Hill, Seend, following the recent accident near to the livery, resulting in the death of a horse rider. A request was also made for the signage warning drivers of a 'slow bend' needed to be visible at all times, which was not the case on the day of the accident, as well as a reduction in the speed limit and inclusion of rumble strips just before the double bend on Bollands Hill.

Councillor Baines explained that whilst Redstocks and the A365 over to Bollands Hill was in the Parish, Bollands Hill itself was in Seend and therefore any requests should be directed to Seend Parish Council and the Devizes LHFIG. This Council could consider a request to the Melksham Local Highway & Footway Improvement Group (LHFIG) for some form of warning signage on the A365, once the inquest had taken place and the Coroner had issued their report.

The Clerk explained she had already contacted Seend Parish Council who had been advised not to comment until there had been an inquest and the Coroner had issued their report. Wiltshire Councillors for the area were also aware of the request and advice submitted to Seend Parish Council.

Wiltshire Councillor Nick Holder whilst sympathising with the concerns, stated until the outcome of the inquest and Coroner's report had been issued Wiltshire Council could not undertake any improvements.

Fiona Dey

Parish Officer

Melksham Without Parish Council

First Floor

Melksham Community Campus

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Teresa Strange

From: Teresa Strange
Sent: 04 August 2026 18:37
To: 'simon.white@wiltshire.gov.uk'
Cc: Fiona Dey
Subject: RE: Whitley Methodist Church - parking issues

Hi Simon,

I'm so sorry, I thought I'd replied to you on this and have clearly missed doing so.

The matter is on the agenda for our Highways Committee meeting on Monday 10 August so that it can be considered and fed into LHFIG. We did not bring it forward earlier as the next LHFIG meeting is not until September.

In terms of a longer-term solution, the possibility of creating some additional parking outside the church by taking up part of the grass verge and converting it into parking spaces is something we have been progressing for some time through the community benefit requests associated with the cable trenching works currently being undertaken by Scottish and Southern Electricity and Verdant Energy. Unfortunately, we have not made much progress to date.

We will, however, consider the issue through LHFIG. As you know, waiting restrictions can take a considerable amount of time to progress, so we will also look at whether there are any other options that may help alleviate the problem.

We have also received a complaint from a resident, which may well relate to the same issue, so it is something we have been aware of for some time.

There is a café/bikeshop immediately along from the church location. We previously secured some white lining works in that area because buses passing each other were beginning to compromise the adjacent ditch and drainage infrastructure in an area already affected by flooding. The concern there was less about parking itself and more about protecting the drainage improvements that had been put in place.

The Parish Council will discuss the matter on 10 August and we will let you know our thoughts and any proposed next steps following that meeting.

We note that at present, there are no buses using the 271/273 route whilst the cabling works on Corsham Road are being undertaken over the school summer holidays.

With kind regards
Teresa

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

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From: Teresa Strange
Sent: 24 June 2026 12:59
To: Fiona Dey <office@melkshamwithout-pc.gov.uk>
Subject: FW: Whitley Methodist Church - parking issues

From: White, Simon <simon.white@wiltshire.gov.uk>
Sent: 09 June 2026 13:20
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: enquiries@faresaver.co.uk
Subject: Whitley Methodist Church - parking issues

Hello,

I wanted to bring to your attention some concerns raised by a Melksham resident regarding ongoing parking issues in Whitley, which recently impacted the Faresaver Bus 271 service from Melksham to Bath. On Saturday, 6th June 2026, the bus experienced significant delays as it travelled along Top Lane due to a long line of parked cars near the Methodist Church and Reading Rooms. The situation became quite challenging, as the parked vehicles restricted the width of the carriageway, leaving no space for the bus—and other vehicles—to manoeuvre or pull in to allow oncoming traffic to pass. Despite the driver sounding their horn, they were unable to proceed immediately because the road was simply too narrow.

When following up with Faresaver Buses, it appears this isn't an isolated incident. They confirmed that such parking difficulties are not only common on weekends, particularly Sundays, but have also occurred again today (9th June 2026). The recurring nature of these obstructions suggests it may be time to consider a more permanent solution, such as introducing double yellow lines in the affected area to help alleviate the problem.

I have copied in Faresaver, as they may be able to further support this request with photographs and specific dates of incidents, which could be useful in building a case for action.

Thank you for your attention to this matter, and I look forward to your thoughts on how best to address these ongoing issues.

Kind regards,

Simon White
Senior Technical & Contracts Officer
Passenger Transport
Highways and Transportation



Tel: 01225 713311

Email: simon.white@wiltshire.gov.uk

Web: www.wiltshire.gov.uk

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Highways Improvement Request Form

Contact Details

Name:	Simon White	Date:	09/06/2026
Address:	Passenger Transport Unit		
Telephone No:	01225713311		
Email Address:	Simon.white@wiltshire.gov.uk		

Issue Details

Location of Issue: (please add a location plan where possible)	Whitley, Top Lane, Methodist Church
Community Area:	Melksham
Parish or Town Council:	Melksham Without
Nature of Issue: (Max 600 characters) The parking area outside Whitley Methodist Church can get terrible and this create issues for the regular bus services as they are unable to pass the parked cars. Issues can be particualy terrible at weekends.	
How long has it been an issue?	Years
What would you like done to resolve this issue? (Max 600 characters) Some parking restrictions on the narrower areas would ensure that vehicles can safely pass. Double Yellow Lines would be a great benefit.	
Have you been in touch with your local Wiltshire Councillor? (Yes/No)	No

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

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

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

Teresa Strange

From: Alford, Phil <Phil.Alford@wiltshire.gov.uk>
Sent: 12 June 2026 16:36
To: Peter Richardson; Teresa Strange
Subject: Fw: Road Safety Issues outside Whitley Methodist Chapel

Follow Up Flag: Follow up
Flag Status: Flagged

Hi have a memory of an actual potential scheme being discussed and drawn up by I can't find it so I must be making it up in my head.

Tessa- it looks like the next step is to run this through the parish and take it to the LHFIG.

To make progress we gave

Sent from [Outlook for Android](#)

From: Alford, Phil <Phil.Alford@wiltshire.gov.uk>
Sent: Friday, June 12, 2026 4:30:27 PM
To: Rose, Martin <martin.rose@wiltshire.gov.uk>
Subject: Re: Road Safety Issues outside Whitley Methodist Chapel

Thanks Martin,

I'll go to the parish on it.

Phil

Sent from [Outlook for Android](#)

From: Rose, Martin <martin.rose@wiltshire.gov.uk>
Sent: Friday, June 12, 2026 3:45:56 PM
To: Alford, Phil <Phil.Alford@wiltshire.gov.uk>
Subject: RE: Road Safety Issues outside Whitley Methodist Chapel

Phil,

I do vaguely recall a conversation re. Top Lane, Whitley and parking outside the methodist church, amongst many other issues, when I visited the village with members of the parish council, the clerk Teresa Strange and residents a few years back.

Since this time nothing has happened, as a subsequent highway improvement request was not submitted. As such it has never come to the attention of the LHFIG.

I'm sorry to say that unless a highway request form is submitted and supported by the parish council in terms of 3rd party funding, we can't give the matters of concern any further attention.

Regards

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



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From: Alford, Phil <Phil.Alford@wiltshire.gov.uk>

Sent: 12 June 2026 13:18

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

Subject: Fw: Road Safety Issues outside Whitley Methodist Chapel

Hi Martin,

Do you remember we discussed the verge on top lane and parking affecting the buses with a view to looking at changes.

Can we have a catch up to discuss next steps on doing something. There was another incident the other days and the bus operator are now raising concerns.

Thanks

Phil

Sent from [Outlook for Android](#)

From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: Friday, June 12, 2026 5:33:49 am
To: CAWS <whitley.and.shaw@gmail.com>; Alford, Phil <Phil.Alford@wiltshire.gov.uk>
Cc: Fiona Dey <office@melkshamwithout-pc.gov.uk>; Peter Richardson <peter.richardson@melkshamwithout-pc.gov.uk>; CAWS <whitley.andshaw@gmail.com>
Subject: Re: Road Safety Issues outside Whitley Methodist Chapel

Just to say i have had an email from the bus company on this too.....

From: CAWS <whitley.and.shaw@gmail.com>
Sent: Thursday, June 11, 2026 19:36
To: phil.alford@wiltshire.gov.uk <phil.alford@wiltshire.gov.uk>
Cc: Fiona Dey <office@melkshamwithout-pc.gov.uk>; Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; Peter Richardson <peter.richardson@melkshamwithout-pc.gov.uk>; CAWS <whitley.andshaw@gmail.com>
Subject: Road Safety Issues outside Whitley Methodist Chapel

Hi Phil,

I wanted to raise again the issue of parking outside the Methodist Chapel in Whitley and seek an update on the previously discussed layby proposal.

Earlier this week I spoke with a Melksham resident, [REDACTED], who described being on the 271 bus travelling from Melksham to Bath on Saturday. The bus became stuck in Whitley because parked vehicles outside the Chapel prevented it from passing through the narrow section of road. The delay reportedly lasted around fifteen minutes while attempts were made to locate the vehicle owners. I came upon the incident just as it was being resolved.

Whilst this incident caused inconvenience to passengers, it also raises wider concerns regarding highway safety and access. Had an emergency vehicle needed to pass through the village at that time, it appears likely that it too would have encountered difficulties. It is also unreasonable to expect bus drivers to have to manage such situations.

As you will recall, we previously discussed with Wiltshire Council (Martin Rose) the possibility of creating a small layby, potentially utilising part of the grass verge, to provide a practical solution to the parking issues associated with Chapel events.

Could you please advise:

- What is the current status of the layby request?
- Has Wiltshire Council undertaken any further assessment of the proposal?
- What further steps would be required to progress it?
- Which Wiltshire Council officers or departments would need to be involved in identifying a solution?

- Would it be helpful to bring together representatives from the Methodist Chapel, the bus operator and Wiltshire Council highways officers to explore the available options?

We recognise that there may be a range of potential solutions, whether through highway improvements, parking restrictions, revised parking arrangements or other measures. However, the recent incident suggests that some form of intervention may now be necessary to ensure reliable bus services, maintain access for emergency vehicles, and improve road/pedestrian safety.

I would be grateful for any update you can provide and your views on how best to move this matter forward.

Kind regards,

Peter Richardson
Chair, Community Action: Whitley & Shaw (CAWS) and Parish Councillor

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Teresa Strange

From: Peter Richardson
Sent: 28 July 2026 13:32
To: Teresa Strange
Subject: SVH Social Value - Chicken Alley

Hi Teresa

I said I would touch base with you after last night's meeting on the Social Value for SVH. As you know, CAWS has spoken to the landowner re the Chicken Alley who is very concerned about the initiative and has asked for a pause before any final decisions are made and any work starts. I am keen that we do that because with uncertainty around the Local Plan etc I think it is imperative that we move forward collaboratively.

Boiling it all down I think there are 4 points...

1. Landowner Position (summary only):

- Not currently supportive
- Concerned about the impact of increased footfall on the footpath, increase in the rate of damage to fences and more people diverting off the footpath through the stable yard (this already happens)
- Concerned about the security of livestock if there is no gate into the playing field (horses have been known to escape the paddocks)
- Concerned about degrading the footpath surface with the erosion difficult to mitigate given the stream
- Firm of the view that protection from cows in the Cow Field should be the responsibility of that landowner

2. Chicken Alley/Ever Green Meadow as a route to the school

- 600M from SVH (the longest walking route from SVH)
- Wet and muddy in Autumn/Winter – difficult to mitigate with surfacing as there is a stream under the path and nearby
- Quite narrow in Chicken Alley and difficult terrain for a pushchair
- Concerns that it might not be well used (as there is a shorter, drier and easier route)
- Footpath emerges distant from the Zebra crossing

3. The Beeches/School Lane as a route to the school

- 480M (the shortest walking route from SVH)
- Mostly paved and therefore dry
- Easier route for pedestrians
- School lane junction is adjacent to Zebra Crossing
- Narrow footpath between Shaw Hill and School lane (single file), but...
- Alternative route avoiding footpath via pavement to Traffic Lights
- Better all-weather route

4. Meeting with Chicken Alley Landowner

- Important to consider landowner concerns and build a consensus
- Suggest a meeting with landowner, MWPC, School and SVH

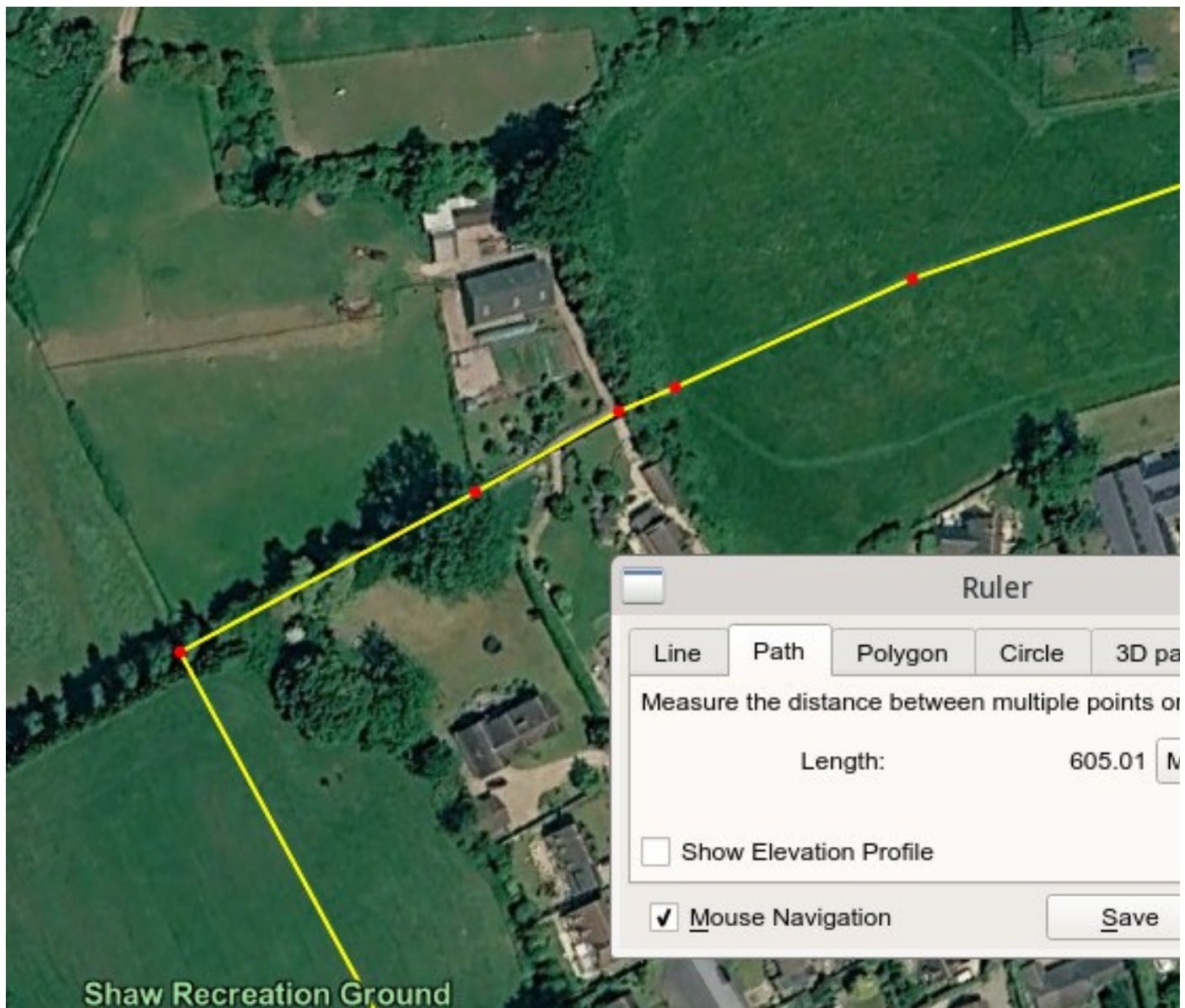
- All options to be on the table including the promotion of two safe walking routes (Chicken Alley and The Beeches) or just one (The Beeches)

I spoke briefly with Mike Booth and he confirmed SVH are happy to be involved.

Happy to discuss.

Regards

Peter





Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
	Melksham LHFIG – Meeting-Notes for Thursday 7th May at 14:00 hrs (Via MS Teams)			
	Chair - Cllr Andrew Griffin, Highways Officer - Martin Rose			
1.	Attendees and apologies			
	Attendees:	Cllr Andrew Griffin (Chair) Cllr Jennie Westbrook Cllr Jon Hubbard Martin Rose Pat Aves Dean Baker Mary Winterburn Nigel Hall Malcolm Jones Alan Baines		
	Apologies:	Cllr Holder, Cllr Stokes,		
	Absent:			
2.	Notes of last meeting			

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who																					
		The notes and recommendations of the previous LHFIG meetings held on 06/02/26 were presented to the Melksham area board at its 18/03/26 meeting. The minutes can be seen here: https://cms.wiltshire.gov.uk/ieListDocuments.aspx?CId=166&MIId=16213&Ver=4		To note																					
3.	Financial Position																								
		The financial update is shown with both the end of year account for 2025/25 and the statement of account for the financial year 2026/27. The end of year account summary for 25/26: Melksham LHFIG EXPENDITURE 2025 / 26 YEAR END FINANCIAL SUMMARY (as of 31/03/26) <table><tr><td>LHFIG Budget 25/26</td><td>£24,338.00</td><td></td></tr><tr><td>Carry F/wd from 24/25</td><td>£59,460.04</td><td></td></tr><tr><td></td><td>£83,798.04</td><td>A</td></tr><tr><td>Actual spend 25/26</td><td>£69,444.87</td><td>B</td></tr><tr><td>Balance</td><td>£14,353.17</td><td>C (A-B)</td></tr><tr><td>3rd Party Contributions (Details below)</td><td>£16,763.49</td><td>D</td></tr><tr><td>Balance 25/26</td><td>£31,116.66</td><td>E (C+D)</td></tr></table>	LHFIG Budget 25/26	£24,338.00		Carry F/wd from 24/25	£59,460.04			£83,798.04	A	Actual spend 25/26	£69,444.87	B	Balance	£14,353.17	C (A-B)	3rd Party Contributions (Details below)	£16,763.49	D	Balance 25/26	£31,116.66	E (C+D)	A general discussion took place around budgets for 26/27 and the impact the on schemes of the CIL element of the budget is not forthcoming. The new arrangements for LHFIGs will be published shortly via a Cabinet Member report and will be made available to the group.	To note
LHFIG Budget 25/26	£24,338.00																								
Carry F/wd from 24/25	£59,460.04																								
	£83,798.04	A																							
Actual spend 25/26	£69,444.87	B																							
Balance	£14,353.17	C (A-B)																							
3rd Party Contributions (Details below)	£16,763.49	D																							
Balance 25/26	£31,116.66	E (C+D)																							

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who																					
		The balance figure of £31,116.66 is carried over to 26/27 as in includes committed schemes where work is yet to be undertaken or fully complete. Refer to APPENDIX 1. The total budget for 26/27 of £12,169.00. This is the allocation from the Local Transport Grant (LTG) and does not show any Community Infrastructure Levy (CIL) monies which have been made available to the group in previous years. The current balance for 26/27 is £10,386.47 reflects the small overspend in 25/26 and the estimated cost of committed schemes carried over . Refer to APPENDIX 2 Melksham LHFIF EXPENDITURE 2026 / 27 APPENDIX 2 FINANCIAL SUMMARY (as of 31/03/26) <table><tr><td>LHFIF Budget 26/27</td><td>£12,169.00</td><td>* TBC</td></tr><tr><td>Carry F/wd from 25/26</td><td>£31,116.66</td><td></td></tr><tr><td></td><td>£43,285.66</td><td>A</td></tr><tr><td>Projected spend 26/27</td><td>£49,531.21</td><td>B</td></tr><tr><td>Balance</td><td>-£6,245.55</td><td>C (A-B)</td></tr><tr><td>3rd Party Contributions (Details below)</td><td>£16,632.02</td><td>D</td></tr><tr><td>Current Balance 26/27</td><td>£10,386.47</td><td>E (C+D)</td></tr></table>	LHFIF Budget 26/27	£12,169.00	* TBC	Carry F/wd from 25/26	£31,116.66			£43,285.66	A	Projected spend 26/27	£49,531.21	B	Balance	-£6,245.55	C (A-B)	3rd Party Contributions (Details below)	£16,632.02	D	Current Balance 26/27	£10,386.47	E (C+D)		
LHFIF Budget 26/27	£12,169.00	* TBC																							
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Current Balance 26/27	£10,386.47	E (C+D)																							

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
4.	Live Priority schemes			
a)	Issue 9-22-17 – Melksham Without (various roads) Request for Parking Control Measures To also include Issues 9-23-3 Beanacre, 9-23-5 Bowerhill and 9-23-7 Melksham & Semington Canal Bridge	- Semington Canal Bridge - Lancaster Road Bowerhill - Avro Way Bowerhill - Merlin Way Bowerhill - Mitchell Drive Bowerhill 06/02/25 Formal advert delayed. Now expected Feb 25 Note: Urgent site at Westinghouse Way have been added to existing review sites on Bowerhill. 29/05/25 Legal Advert 16th May to 9th June 2025. Budget of £4,000 carried over into 25/26. Timeframe for delivery dependent on level of objections. Likely Autumn 25. 14/08/25 Advertisement period complete. Points of both objection and support received. Cabinet member report issue finalised and will be published in due course. Implementation early autumn. 28/10/25 Cabinet member report has been approved and will be published in due course. Implementation date to be agreed. May be delayed due to weather. Report back to next meeting. 05/02/26 - Regulatory process complete. Work programmed for spring 26.	07/05/26 M4TE/00013 order issued to M group for £3903.51. Legal costs of approx. £2,000. Delivery late June /early July 26. Update at next meeting, COMPLETE	MS

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
b)	Issue 9-23-3 – Beanacre Westlands Lane – request to prohibit parking at the access to the new water pumping station.	14/08/25 - Advertisement period complete. Points of both objection and support received. Cabinet member report issued and will be published in due course. Implementation likely early autumn. 28/10/25 -Cabinet member report has been approved and will be published in due course. Implementation date to be agreed. May be delayed due to weather. Note change to advertised proposal for Westlands Lane due to objection(s). Report back to next meeting. 05/02/26 - Regulatory process complete. Work programmed for spring 26	07/05/26 M4TE/00013 order issued to M group for £3903.51. Legal costs of approx. £2,000. Delivery late June /early July 26. Combined with other WR sites in the Melksham area to reduce costs. Update at next meeting COMPLETE	MS
c)	Issue 9-23-5 – Bowerhill various sites – request for Parking Review	14/08/25 - Advertisement period complete. Points of both objection and support received. Cabinet member report issued and will be published in due course. Implementation likely early autumn. 28/10/25 - Cabinet member report has been approved and will be published in due course. Implementation date to be agreed. May be delayed due to weather. Report back to next meeting. 05/02/26 -Regulatory process complete . Work programmed for spring 26	07/05/26 M4TE/00013 order issued to M group for £3903.51. Legal costs of approx. £2,000. Delivery late June /early July 26. Combined with other WR sites in the Melksham area to reduce costs. Update at next meeting COMPLETE	MS
d)	Issue 9-23-7 – Melksham various roads	1. Union Street – could parking be permitted to create chicanes? 2. Cranesbill Road – issue at school times	07/05/26 M4TE/00013 order issued to M group for £3903.51.	MS

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
	– request for Parking Review	3. Skylark – no details submitted. 14/08/25 – Advertisement period complete. Points of both objection and support received. Cabinet member report issued and will be published in due course. Implementation likely early autumn. 28/10/25 - Cabinet member report has been approved will be published in due course. Implementation date to be agreed. May be delayed due to weather. Report back to next meeting. 05/02/26 - Regulatory process complete. Work programmed for spring 26	Legal costs of approx. £2,000. Delivery late June /early July 26. Combined with other WR sites in the Melksham area to reduce costs. Update at next meeting	
e)	No issue number Ad-hoc Road markings Melksham community Area	29/05/25 - 2024/25 Work complete. Total Spend £1507.64. Remainder of budget (£1992.36) to be carried over into 25/26. Town / Parish councils to submit new sites to MJR for 25/26 14/08/25 Request for ad-hoc road marking sites for 25/26. Sites agreed to Date 1. 7 Epping Drive - H Bar (9-24-22) 2. Yellow Transverse bars to SLOW markings, Shaw and Whitley. 3. Market Place Melksham (check) 4. Gt Hinton – Additional 20 roundels 5. Junction markings at Ashton Common, steeple Ashton 6. 30 mph roundels Steeple Ashton.	All sites complete. Remove from next tracker. Type text here COMPLETE	MR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		28/10/25 Awaiting implementation Current delays with road markings orders issued to M Group. 05/02/26 - All sites now complete with the exception of Great Hinton '20' roundels. This is due to TM concerns. MJR to speak to M Group.		
f)	Issue 9-23-8 Melksham Bank Street – request for railings and / or other measures to improve safety	14/08/25 - Request made to Atkins for preliminary drawings: Response as follows: “I’m afraid there are no available plans at this time for the Bank Streets proposal. A draft design was produced to indicatively inform pricing from our Contractor. Following this price, a decision was made to wait until all other Safer Roads Fund scheme have been delivered (including those Major sites) before progressing this site any further” The current indication from the project manager Ben Leverett is that it’s unlikely there will be sufficient funds remaining from the A3102 Safer Roads Fund to progress the scheme at Bank Street. Group members decided to defer any further discussion on Bank Street until the views of Cllr Hubbard are established. 28/10/25 - Cllr Hubbard would like a definitive answer on what measures for the high pavement would or would not be accepted by the council’s structures team to avoid duplicating previous ideas. Suggestions were also made re. corduroy	07/05/26 MJR discussed briefly with comms team. No final decision made but some reluctance for press notice as they felt the story would be perceived negatively. Remove from next tracker.	

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		paving to warn users of the edge of the path, alongside refreshing of the solid white line currently in place. 05/02/26 - Structures team have conformed they would not permit any physical items i.e. surface mounted barrier to be fixed to the concrete plinth on the path due the lack of structural integrity. Confirmed with 'push test' many years ago. Structures were concerned about the weight of any planters placed on the footway and would recommend against placing any item that increase the risk of tripping. Group agreed that this issue has been taken as far as it can and should not be pursued further. Cllr Hubbard asked for comms to go out to the local residents to inform them of the reason and include a technical note. MJR to speak to comms.		
g)	9-24-27 A365 Bath Road Melksham (before Bowerhill lane junction)	29/05/25 Agreed - Allocate £2000 for sign and road marking improvements on the A365 Bath Road on both approaches to Bowerhill lane junction. MWPC to contribute 25% of cost (TBC) 14/08/25- Design work complete, MWPC approval received. Order issued to contractor. 28/10/25 Sign works complete. 'SLOW' markings x 2 remain outstanding. 05/02/26 Signs installed. SLOW /yellow bar markings to be completed Spring 26	07/05/26 Work complete and MWPC invoiced for contribution. Remove from next tracker Type text here COMPLETE	MJR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
h)	9-24-24 Playing field, Shaw (aka Chicken Alley)	Issue raised by Melksham without PC. 29/05/25 Agreed - Allocate £2500 for improvements at Shaw playing field including kissing gate, vegetation clearance and hardstanding. Agreement required with Alison Rasey Countryside access officer. MWPC to contribute 25% of cost (TBC). 14/08/25 – MWPC clerk has spoken to CAO. who advised “<i>that kissing gates are not their preferred solution as they can be difficult to use from an accessibility perspective</i>”. The preference from the Countryside Access Officer is to leave the gap open (provided no livestock are present) or to install a self-closing gate. MWPC agreed, that as there are no livestock on the proposed route, they would prefer the gap is just left open (without a gate). MJR to visit site and prepare design for costing and MWPC approval. Design work to be undertaken. 25/10/25 Site visit and design work outstanding. Likely Nov/ Dec 25 05/02/26 Site requirements clarified by MWPC. MJR to visit site and look at requirements.	07/05/26 Site visit carried out 28/04/26. Potential route identified but requires extensive foliage and dense vegetation clearance over area. This would provide additional access approximately 35m east of the existing route via the kissing gate. Members agreed a further site meeting with MWPC is required to clarify requirements.  Agenda Item 08c ii	MJR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
i)	9-24-26 Lower Woodrow Road, Melksham	Issue raised by Melksham Without PC. https://www.google.co.uk/maps/ 29/05/25 Speed limit assessment required. Atkins cost £3250.00 MJR to undertake initial look at site to check feasibility of 40mph limit. If yes, full assessment would be required. 29/05/25 Site visit undertaken. DfT Circular 01/13 states the following for rural C class single carriageway roads important access and recreational function re. 40mph limits: <i>"a speed limit of 40mph may be considered for roads with a predominantly local, access or recreational function, for example, in national parks or areas of outstanding natural beauty (AONB), or across, or adjacent to, unenclosed common land – or if they form part of a recommended route for vulnerable road users. It may also be appropriate if there is a particular collision problem"</i> Whilst there isn't a collision history along the section of Woodrow Road in question (zero recorded collisions in last 36 months), it does form an important route for equestrians and cyclists (NCR 403). The recommendation of any assessment with regards a 40mph limit is unclear. AGREED – Allocate £3250.00 with a contribution of £1083.33 (1/3) from Melksham without PC for speed limit assessment on Lower Woodrow Road.	07/05/26 Consultant's report received and sent to MWPC. Cost £3250. PC invoiced for contribution. Recommendation for a change in speed limit from current 60mph to 40mph for the current 30mph terminal point to point 130m north east of the access to Six Guinea Cottage. Consultants have indicated implementation costs of £9,000. MJR estimate £6,000 to £7,000 including legal costs. No current allocation made in 26/27 for implementation. Members have asked for information on planning application PL/2024/10674 (Land off Woodrow Road). The initial application was refused and went to appeal whereby it was granted approval on the 09/04/2026. S106 contributions were secured. Member are asking if part of the S106 highways monies can fund the implementation of the proposed 40mph limit . MJR to investigate and report back to group.	MJR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		28/10/25 - Extents of assessment agreed with MWPC. Order issued to Atkins. Traffic survey requested. Assessment will take place once traffic survey has been received, most likely December 25. Scoping meeting with consultants undertaken 05/02/26 - Traffic survey data received and sent to Atkins. Speed limit assessment to be undertaken in Feb 26. Report likely March 26		
j)	9-24-14 Eastern Way, Melksham	https://www.google.co.uk/maps/ https://www.google.co.uk/maps/ 29/05/25. Issue currently on hold. Members to discuss potential substantive bid for 25/26. Group members agreed to look at this issue once the new shared use path at Hunters Wood is complete and crossing patterns are firmly established. 14/08/25 – Pedestrian survey required to establish numbers required now work at Hunters Wood is complete. Survey must take place during school term time. AGREED – Allocate £1500 for a pedestrian survey on Eastern way. No third-party contribution required 28/10/25 - Ped Survey took place on 17/09/25 (12 hours)	07/05/26 Design work 60% complete. Steet lighting assessment to be undertaken. Works programming required, but likely early autumn 26. No issue to resolve re. street naming but Cllr Griffin asked for consideration of 'Snowberry Lane' Street Nameplates at the junction with the MERR to better inform the travelling public.	

Melksham Local Highways & Footway Improvement Group

Item	Detail & Updates	Actions and recommendations	Who
	<u>Zone A</u> West to East = 29 East to West = 35 Total = 64 <u>Zone B</u> West to East = 135 East to West = 85 Total = 220 <u>Zone C (existing Refuge Island)</u> West to East = 57 East to West = 59 Total = 116 Agreed – Allocate £20,000 from the 25/26 LHFIG budget for the provision of a pedestrian refuge island and footway links either side on Eastern way. NOTE: 33% contribution (£6,600) from Melksham Town Council is to be confirmed. 05/02/26 - Topographical survey has been received, and design work will commence when staff time permits. Cllr Hubbard and Cllr Griffin queried both the re-naming and reclassification of Eastern Way /A3102. MJR to investigate and report back to group. NOTE- MERR is currently unadopted.		

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
k)	9-23-13 Sandpits Lane, Steeple Ashton	05/02/26 Amended design for pedestrian ramp details to be submitted to SAPC for comment. Option A - £17k Option B - £19k Issue to be discussed by SAPC members but likely placed on hold due to cost.	07/05/26 Issue on hold following request from SAPC. Remove from next tracker	
l)	09-24-12 A365 Devizes Road / Hornchurch Road	https://www.google.com/maps/ 28/10/25 - Planning application next to the school has now become a live application for 205 dwellings. PL/2025/06749. There was general agreement by members that it would be useful to know the outcome of the planning application and its likely impact re. the issues raised. It was acknowledged the planning application is likely to take some time before work on the ground start. Options to be considered include the provision of 2no. traffic islands and bolt down (Rediweld) options could be considered. MJR to discuss with Cllr Holder. No financial allocation at this stage. 05/02/26 Cost to supply and Install 2no. bolt down traffic islands obtained from Rediweld - £15,490.03 2 days of 2-way temp signals required approx. cost £600. Total £16,090.03. Site meeting required with Cllr Holder and MWPC to agree island locations Agreed - Allocate £16,100 for this project with a 33%	07/05/26 Site meeting held between MJR, Teresa Strange, Cllr Nick Holder and Cllr Griffin to agree island locations. Work initially programmed for June 26 but now moved to 30th and 31st July due to concerns raised by Streetworks. Permit now approved COMPLETE	

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		contribution from MWPC (Likely 26/27 scheme)		
m)	09 24-34 (previously 09-24-13) Kennet and Avon Canal (bridleway SEEN13)	05/02/26 MWPC have sourced a replacement Oak finger post at a lower cost from Arien Signs Ltd (£496 inc VAT) Additional £300- to £400 installation cost. Total cost £896.00. To be discussed by group Note- Arien Signs Ltd would need to be added to WC approved supplier list which can take time. Agreed - Allocate £896.00 for the supply and installation of a new finger post with a 33% contribution from MWPC - £295.68)	07/05/26 Finger post purchase and installation to be arranged by MWPC to overcome procurement issues. LHIFG to be invoiced by MWPC for contribution upon completion. MJR to speak to MWPC for update. Finger Post ordered by MWPC	MWPC
n)	9/24/41 Herons Court, Bowerhill estate.	https://www.google.com/maps/place/2+Herons+Ct. <i>"Residents have reported issues leaving their driveway on Herons Court due to vehicles parking opposite their driveway at drop-off and pick-up times for the school. The lack of access from the driveway is impacting their life as they have to schedule appointments and plan activities around times, they know they can leave or have to plan ahead and park elsewhere".</i> Request for access markings (H bars) across the existing dropped kerb accesses as a visual reminder parking over a dropped kerb is not permitted. 28/10/25 - To be considered as a part of future Melksham LHFIFG AD-Hoc Lining work. It was noted that H bars are	07/05/26 Site at Herons Court included in Melksham Ad-hoc road markings programme for 26/27. Works to take place when there are sufficient sites.	MJR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		advisory and may not have the desired effect. Monitoring is required post implementation. 05/02/26 - Site to be included in 25/26 ad-hoc road markings programme. Agreed - Allocate £3000 for Melksham area Ad-hoc road markings in 26/27. No third-party contribution.		
5.	Non LHFIFG Funded Schemes (Section 106, Active Travel etc)			
p)	Melksham Dunch Lane – funded by Section 106 monies from George Ward Gardens development	06/02/25 - Issue on hold pending further local feedback from Cllr Alford. Group agreed to wait until proposed 20mph limit is installed before agreeing further changes to Dunch Lane. Part of S106 monies to be used for Roundponds 20mph speed limit. MJR to arrange traffic survey. AGR3639 Shurnhold, Melksham is made up of three separate contributions. - Footway Contribution = £24,591.84 - Highways Contribution = £44,265.31 - Pedestrian/ Cycle Signage Contribution = £14,755.10 Please note the Footway contribution has been fully expended on the Shaw footway improvements in 23/24. 29/05/25 Cllr Alford to undertake further discussion with local community re. Dunch Lane and feedback to group to agree a	07/05/26 Discussions have taken place with Development control re. residual S106 monies. Resurfacing of Dunch Lane on its own would not meet conditions but could be permissible if include in a wider package of work such as parking controls, signs , road marking etc. Cost of resurfacing Dunch Lane not yet determined. MJR to speak to Major Maintenance team.	MJR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		way forward. 28/10/25 - Approx. £35,000 remains as a highway's contribution for Dunch Lane (Approx £10k used for Roundpond 20mph limit). How the monies can be spent on Dunch Lane is prescriptive (see below). No current agreement on how these monies should be spent. Cllr Hubbard suggested a meeting be set up between WC and MTC, local members to discuss options and way forward for this issue. 05/02/26 Meeting to discuss way forward with Melksham TC / Cllr Alford to be arranged. Account balance AGR3639 - £58,689.79. Less £20,000 for Melksham Wayfinding signs) MJR to discuss with Cllr Alford to check if remaining money could be spend making surface improvements to Dunch Lane and still meet the requirements of the S106 agreement.		
q)	Active Travel Scheme - Signing to promote use of shared use cycle routes in town	14/08/25 – Discussion ongoing with MTC as to how best to allocate the £15k funding for cycle/ pedestrian signs. Possible to allocate to wayfinding / finger post improvements in the town centre area. MTC to report back after town council meeting. 28/10/25 - Discussions have taken place with Melksham town council on how to best utilise the S106 monies.	07/05/26 50% of local routes walked and locations identified. Remaining site work to be undertaken 15/05 and plan produced with proposed destination strategy for consultation with Melksham TC	MJR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		MTC have indicated their preference to establish a signed walking route from the town centre out towards East Melksham. <i>The proposed route being Market Place-Campus- Cemetery-Conigre Mead Nature Reserve-Town Bridge- KGV-Lowbourn-Primrose-on to Melksham East.</i> Melksham without PC have indicated support for this request. No cost for the LHFIG. Update at next meeting. 05/02/26 - Mark Stansby's team to take on this project. Design work to commence Feb 26		
6.	Ongoing Issues (with no current funding commitment)			
r)	09-24-11 Semington Road (Melksham Without) by mobile home park.	https://www.google.com/maps/ 29/05/25 Site meeting took place 28/03/25 to look at options for bus stop provision on east side of Semington Road close to mobile home park. Carriageway width an issue south of access to Townsend Farm. Possible option to consider modular raised platform style stop close to traffic calming island adjacent to #111. Further investigation required. BusPad 14/08/25 - Outline plan prepared for bus pad and pole but requires further discussion with MWPC and affected resident at 111 Semington Road before progressing further. Cost estimate	07/05/26 Developer unhappy with proposal to move bus stop to south side (Mobile Home Park) due to safety concerns re. the existing traffic island / Priority working. Issue currently on hold.	MJR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		is £2000. 28/10/25 - Plan issued to MWPC for discussion. Ongoing discussion with DC regarding changes to S106 funding. Alan Baines has indicated the PC are happy with the proposal. Awaiting the go ahead from Ian Fry (DC) to enable a change condition 14 of the S106 agreement 05/02/26 - Discussions have taken place with Amanda Hall re. change to condition 14. of S106 agreement. Update at next meeting		
s)	9-24-15 2a Barnwell Road Melksham	https://www.google.co.uk/maps/ 29/05/25. Contact made with owner and issue/ options discussed. Owner explained they are seeking to widen existing access, and it was agreed to look at the issue again once the work was complete. Pat Aves happy with this approach. 14/08/25 - Issue currently on hold pending widening of access by resident. 28/10/25 - Issue remains in hold. See notes for 14/08/25 05/02/26 - Issue remains in hold. See notes for 14/08/25	07/05/26 Issue remains on hold until contact received from home owner	MJR
t)	9-24-25 Semington Road, Melksham (Outside New Inn PH)	https://www.google.co.uk/maps/ 28/10/25 - MWPC have agreed in principle to the bus border kerbing work but wishes to see detailed design and cost estimate before progressing further.	07/05/26 Design submitted to MWPC. Estimated works cost of £7,1000.	

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		Design work and cost estimate to be progressed when staff time permits. 05/02/26 - Design and cost estimate to be issued to MWPC. Update at next meeting.	MWPC have approved the design and agreed their 1/3 contribution of £2,367. No funding currently allocated. MJR to check to see if any further S106 monies are available.	
u)	9-24-28 Brabazon Way, Bowerhill, Melksham (1 st Request) 9-24-35 Brabazon Way Melksham (2 nd Request)	Issue raised by Melksham Without PC. <i>"Request for Double yellow lines to be added to both sides of Brabazon Way from the junction with Locking Close, past the junction to St Athan Close, and around the bend in Brabazon Way"</i> https://www.google.co.uk/maps/ 14/08/25 .Possible candidate for future Area wide parking review in Melksham, <u>however</u> such reviews are staff resource intensive and can take up to 2 years+ between investigation and on the ground delivery. Request for further waiting restrictions in addition to issue 9-24-28 (see above) Double yellow lines to be added to Brabazon Way past the junction with Locking Close. Double yellow lines to be added to Brabazon Way around the bend into Bader Park AGREED – Members agreed that Brabazon Way can be added to Melksham parking review Phase 2 once enough sites are	07/05/26 Initial survey work to commence late summer / Autumn 26	MJR

Melksham Local Highways & Footway Improvement Group

Item	Detail & Updates	Actions and recommendations	Who
	identified . Yellow lines indicate current request. Blue line shows previous request 9-24-28. 28/10/25 - Site added to future Melksham Parking review. Date TBC. Note parking reviews take up significant staff resource and is unlikely to commence until 26/27 05/02/26 - Parking control review agreed by group. On hold pending further sites and officer resource. Likely Summer / Autumn 26		

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
v)	9-24-29 Lysander Road, Bowerhill (1st request)	Issue raised by Melksham Without PC. <i>“Request for Double yellow lines to be added to both sides of the road outside Impact Handling on Lysander Road”</i> https://www.google.co.uk/maps/ 29/05/25 - MJR to look at site. Possible candidate for future area wide parking control review. 29/05/25 - Possible candidate for future area wide parking review in Melksham, <u>however</u> such reviews are staff resource intensive and can take up to 2 years+ between investigation and on the ground delivery. Further request for Double yellow lines to be added to either side of the entrance to DA Archive Solutions on Lysander Road.	07/05/26 Initial survey work to commence late summer / Autumn 26	
	9-24-39 Lysander Road, Bowerhill, Melksham (2nd request)	AGREED – Members agreed that Lysander Road can be added to Melksham parking review Phase 2 once enough sites are identified. 28/10/25 - Site added to future Melksham Parking review. Date TBC. Note parking reviews take up significant staff resource and is unlikely to commence until Spring / Summer 26. 05/02/26 - Parking control review agreed by group. On hold pending further sites and officer resource. Likely Summer / Autumn 26.		

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
w)	9-24-30 Halifax Road, Bowerhill	Issue raised by Melksham Without PC <i>"Request for bollards to be installed on the edge of the verge on Halifax Road opposite the entrance to Bowerhill Primary School and Hurricane Road flats to prevent parking on the grass!"</i> https://www.google.co.uk/maps/ 29/05/25 MJR to look at site and report back to future meeting with estimated costings. 29/05/25 Area unsuitable for introduction of bollards to prevent verge parking. Verge protection edge liner markers may be possible but unlikely to prevent a determined driver. Birdsmouth fencing better option but likely to be expensive. £3,000+. Length required 28-30m. Members expressed concern re. the cost of providing birds mouth fencing along the verge in question. MJR to look at site during end of school to look at parking issues and discuss with MWPC. 28/10/25 Comment from MWPC - <i>Councillor Harris shared that three white edge-markers had been installed outside the school and seemed to have stopped lorries parking on the verge. He suggested that more were needed further along the road (opposite the village hall) to prevent a pick-up truck and trailer parking on the grass verge.</i>	07/05/26 Site meeting took place on the 11/02/26 to look at this site and others on the Bowerhill Estate. For this site it was agreed that additional verge markers would be beneficial. Cost around £400.00 'School Keep Clear' markings were discussed but concerns remain re. likely displaced parking at school pickup times and the impact on nearby roads. Agreed – Allocate £400 for additional verge makers on Halifax Road MWPC contribution agreed at June Full Council (Min 083/26 a)	MJR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		It appears that vehicles parking close to the school entrance is forcing larger vehicles exiting the school to mount the verge. Parking issues at the end of the school day need to be investigated further. School Keep Clear markings (min length 25.5m) with further edge markers may be an option. 05/02/26 Meeting scheduled with MWPC on 11/02/26 to look at issue. Report back to next meeting.		
x)	9-24-33 Various locations B3353 Whitley and Shaw	Issue raised by Melksham Without PC <i>Request for Village gates & roundels to be added at the three locations (and roundels where not already present) to provide an additional visual cue that traffic is entering a village and should slow down - Start of Whitley and Shaw villages on Corsham Road (B3353), Bath Road (A365) and Shaw Hill (A365)</i> https://www.google.co.uk/maps/BathRD https://www.google.co.uk/maps/FollyLane https://www.google.co.uk/maps/CorshaMJRd 29/05/25 Cost varies depending on size / of gate, signing / road marking changes etc. Not all sites will be suitable due to restricted verge width. MJR to look at feasibility and report back to future meeting. 29/05/25 Corsham Road - Both sides ok for 1.0m wide gate /signs. Cost Est £3.5 - £4k	Update 07/05/26 Design options for Site 1 (Whitley) and Site 2 (Shaw) Submitted MWPC for approval. PC have agreed option B (signs on posts behind gates) subject to some minor changes to gate width. Work estimate of £11,423.35 for both sites. The original cost estimate issued to MWPC was incorrect and the amended estimate was issued on the 30/04/26. Awaiting a response to the amended figure. No current financial allocation made. Agenda Item 09b	MJR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		2. Folly Lane- Insufficient width available both sides 3. Bath Road - West side ok for 1.0m wide gate. East side possible but restricted width and likely to be quickly overgrown. 28/10/25 - Awaiting technician time for design work. Due early Dec 25. 05/02/26 - Design and costing to be issued to MWPC for comment. Update at next meeting		
y)	9-24-37 Bowerhill Estate Melksham	Request for a holistic review of dropped kerb provision across Bowerhill Estate. 29/05/25 - MJR to discuss with MWPC. Longer term objective. 28/10/25- MJR to organise walk through with representative from MWPC to agree dropped kerb sites. 05/02/26 - Meeting scheduled with MWPC on 11/02/26 to look at issue. Report back findings to next meeting. Possible substantive bid for 26/27.	07/05/26 Meeting took place with MWPC on 11/02/26. Multiple dropped kerb sites identified across Bowerhill estate. Estimated cost likely to be £50k+. Possible substantive bid for 26/27 but will still require contribution from MWPC and LHFIG. Awaiting new LHFIG arrangements and substantive bid process before further action is agreed Agenda Item 09c	MJR
z)	9-24-38 Tangmere Close to Beaufort Close	Issue submitted by MWPC. https://www.google.com/maps/ Dropped kerb(s) request. <i>'A resident in Tangmere Close has started using a mobility scooter (in the last 12 months). She reports that she has no</i>	07/05/26 Work commenced 11/05/26 COMPLETE	MJR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		<i>safe route to the bus stop at Beaufort Close due to the lack and inconsistency of dropped kerbs. She resorts to using the roadway, which she notes is illegal, as well as being very unsafe'.</i> 29/05/25 - It was agreed that a single pair of dropped kerbs across the bell mouth of Bader Park (odd numbers) would suffice between Tangmere Close and bus stop on Halifax Road due to availability of dropped kerb access by #1 & 2 Bader Park. MJR to prepare design and costing. Issue with low services in area of proposed dropped kerb. Alternate design to avoid utility service accepted by group. Estimated cost £2800 Agreed – Allocate £2,800.00 for dropped kerb crossing. NOTE: Contribution from MWPC £924.00 (33%) is to be confirmed. 05/02/26 - MWPC have confirmed their contribution of 33%. Works programmed for March 26		
aa)	9/24/40 (duplicate 9/24/42) Kittyhawk Close Melksham	https://www.google.com/maps/place/Kittyhawk Request for Installation of droppable/removable bollards (for emergency access only) to the rear/side of number 8 and number 9. This will restrict vehicles using the close as a through	07/05/26 Site meeting took place 19/03/26 with MWPC to look at issue. It was agreed that lockable bollards would not be workable and the option of installing a Prohibition of Entry at the western end of Kittyhawk Close over a limited section was discussed. Plan	MJR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		road while residents will still be able to access their parking areas from the closed off part of the road. 28/10/25- A traffic regulation order would be required to legally restrict access i.e. prohibition of motor vehicles . Lockable or removable bollards can be problematic. Full local consultation would also be important before agreeing a way forward. Further investigation required. 05/02/26 - Site inspection undertaken 27/01/26. Options discussed with members including one way system, Prohibition of motor vehicles (except for access) with bollards or simple warning signs. Group felt any scheme should be community led and local consultation carried out before further action is agreed.	prepared and issued to MWPC for comment. Estimated cost £5,000 - £6,000 (including legal costs). NOTE - No Entry signs (Diagram 616) require illumination as per the TSRGD 2016. Typical cost per sign light is £1300+ Discussion to take place with residents close to proposed 'NO ENTRY' signs. If signs agreed a newsletter to be issued to residents of Kittyhawk Close to canvass opinion. Status?	
bb)	9-24-44 Blackmore Road, Melksham Submitted by Cllr Westbrook 28/10/2025	https://www.google.com/maps/place/Blackmore+Rd, <i>"Cars parking close to junctions on Blackmore Road are creating serious visibility and safety issues. Parked vehicles obstruct sight lines, making it difficult for drivers to pull out safely. The problem is made worse by motorists using the road as a rat run between Queensway, Sandridge Road, and towards Bromham, often travelling at high speeds. Combined, speeding and poor visibility are creating a significant risk for residents, pedestrians, and other road users"</i> <i>"Request for No Waiting at any time and a full speed review and traffic survey are needed to assess vehicle flow and speeding, with consideration for a 20mph zone"</i>	07/05/26 Survey request issued. Awaiting speed / volume data. Parking review to take place when staff resource allows.	MJR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		05/02/26 - Site to be added to Melksham review of parking controls 26/27. Likely Summer / Autumn 26. Berryfield Hampton Park to also be considered. Speed data to be obtained.		
cc)	9-24-45 Milton Avenue, Melksham Submitted by Cllr Westbrook 28/10/2025	https://www.google.com/maps/place/Milton+Ave <i>'Cars parked along Milton Avenue are causing serious access and safety issues. Emergency vehicles have struggled to reach properties due to the narrow width left by on-street parking. The road includes a mix of Selwood Housing and private homes, but few have off-street parking. With limited space, vehicles now park on verges and corners, obstructing visibility and access. Ownership of the grassed areas is unclear, making enforcement and maintenance difficult'</i> <i>"A joint parking and highways review is needed on Milton Avenue to address safety and access issues"</i> 05/02/26 - Grassed areas on Milton Avenue and surrounding roads are not maintainable highway; however Selwood tenants are a higher percentage of total properties. MJR to look at issue when staff resource permits.	07/05/26 Issue currently on hold awaiting staff resource. Conversion of verge areas to parking unlikely to be feasible due to prohibitive cost and issues relating to non-highway verge / 3rd Party ownership. MJR to draw up outline plan for discussion	MJR
dd)	9-26-01 Market Place (between King Street and Town Hall) Requested by Cllr Griffin	https://www.google.com/maps/place/Market+Pl,+Melksham <i>"Parking on the southern section of Market Place between Town Hall and King Street is restricted to disabled badge holders immediately in front of Crown House, with a taxi rank opposite."</i>	MJR update 07/05/26 The only legal traffic order covering this area of the Market place is a <i>'prohibition of driving'</i> order 1995 (with an exemption on market day for access to Assembly Hall and Melksham house) Vehicles	Cllr Griffin

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
	04/01/26	<i>In the past, there were signs at the entry from Kings Road but those were removed some time ago</i> <i>Request for changes to traffic through Market Place, Melksham, so as to prohibit vehicles from turning left in front of Crown House onto the access road to Melksham House and Community Campus.</i> <i>1. Prohibit left-turn from the southern section of Market Place adjacent to Crown House onto the access road to Melksham House and the Community Campus, between Crown House and Town Hall.</i> <i>2. Appropriate "No Left Turn" signs should be erected, together with road surface markings at the corner to further dissuade drivers from ignoring instructions.</i> <i>3. Install appropriate signage at the entry to this area of Market Place from King Street and the roundabout, so that existing access restrictions may be clearly seen and understood by drivers.</i> <i>4. Consider enhancing road markings to better identify the currently delineated pedestrian crossing between Crown House and Town Hall.</i> <i>5. Consider reducing the speed limit on the access road from the Market Place roundabout to the Community Campus to 20mph from its current limit of 30mph.</i>	currently accessing Market Place (service road) are doing so <u>unlawfully</u>. <u>Options include:</u> 1. Prohibition of motor vehicles with an exemption for access 2. One way order (south to north), however this will still permit use by all traffic. 3. 'Prohibition of Left Turn' at northern end of service road . 4. Prohibition of Entry at northern end of service road (North to south) This must be included if 'one way' is introduced (south to North). Access road to Melksham Campus not public highway, as such a legal speed limit cannot be considered. Cost unclear at this stage depending on the agreed way forward but regulatory signs such as prohibition of motor vehicles, one way, no entry etc <u>must</u> be illuminated under the regulations in street lit areas. Solar could be used but each unit can cost in the region of £1300 per unit + installation. Overall scheme cost including legal traffic order costs = £7000+	

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		6. Enhance parking enforcement at Market Place; there is informal evidence of significant misuse of the (only) Disabled parking bays by unauthorised vehicles. 05/02/26 - MJR to look at issue when staff resource permits. Discussion also took place about a wider 20mph limit to cover the town centre area. This will be discussed by the town council members and if agreed a new issue submitted.	Cllr Griffin to contact Gareth Rogers re. the traffic order anomalies on the Market Place service road.	
ee)	9-26-02 Union street, Melksham Submitted by Cllr Westbrook 01/12/26	https://www.google.com/maps/place/Union+St,+Melksham "Parking provision on Union Street is extremely limited, and most residents currently rely on permits for the Lowbourn Car Park. This facility is expected to be removed once the planned flats are constructed, which will require residents to relocate to car parks further away. Union Street Car Park itself is very small and has a restricted number of available permits. This reduced provision presents safety concerns, particularly for shift workers who may be required to walk through the town centre during early morning or late-night hours due to lack of closer parking options" Request introduction of residents parking scheme. 05/02/26 Residents' questionnaire must be issued to assess level of resident support. Typical RPS cost can be £10k+ Points to note. -There will be an annual charge for the permits	07/05/26 Melksham town council are undertaking the initial resident's questionnaire. Awaiting outcome and feedback.	Cllr Westbrook

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		-The number of permits available to households may be limited dependant on available kerb space and opportunity for off road parking -Having a permit does not guarantee a space outside your house or within the zone -Schemes can reduce the amount of parking available as additional controls (yellow lines) may be required to protect junctions, access or visibility -Enforcement of the area will be undertaken Cllr Hubbard expressed concern re. this issue amid concerns a RPS would not resolve residents' concerns. MTC to take the lead on the initial questionnaire to residents with support from WC.		
ff)	09-26-03 Union Street, Melksham Submitted by Cllr Westbrook 01/12/26	"Union Street is increasingly being used as a rat run, resulting in frequent speeding and significant safety concerns for residents. The volume and behaviour of through-traffic create risks for pedestrians, particularly those accessing nearby homes, businesses, and community facilities. These issues highlight the need for measures to improve safety and reduce inappropriate vehicle use on this residential street". "Conduct a review of the most recent speed data for the area and commission both a Metro Count traffic survey and a Speed Detection Radar (SDR) survey to provide an accurate assessment of current vehicle speeds. Update the road markings for existing parking bays, noting that this requirement may change subject to forthcoming parking regulation amendments"	07/05/26 Difficulty siting either the Metro-count due to on-street parking and a lack of suitable static objects to fix the counter. SDR difficult due to lack of street lighting columns. We are unable to fix to 3rd party objects such as telegraph poles. Single site has been identified and survey request issued. Awaiting results.	

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		05/02/26 - Speed survey requests can be made outside LHIFG process. MJR to identify site(s) and agree with Cllr Westbrook.		
gg)	9-26-04 Various sites Shaw and Whitley. Submitted by MWPC 20/01/26	<u><i>Request for the following works:</i></u> 1. Top Lane - ADD 3 lines/bars above/below the existing SLOW 2. Corsham Road - ADD 3 lines/bars above/below the existing SLOW 3. Shaw Hill - ADD 3 lines/bars above/below the existing SLOW 4. Shaw Hill - paint NEW SLOW on the rise up to Beltane Place 5. Shaw Hill – install NEW pedestrian crossing signs near the Bus Shelter. 05/02/26 - Items 2 and 3 included in 24/25 Melksham adhoc markings and are complete. Items 1, & 4 to be added to Melksham Ad-hoc road markings for 2026/27. Refer to issue 9/24/41.	07/05/26 Sites 1-4 to be included in Melksham Ad-Hoc sites for 26/27. Refer to issue 9/24/41 Order to be issued when there are sufficient sites. Site 5 - Shaw Hill, site not suitable for pedestrian crossing sign. These signs are only suitable for high-speed rural roads i.e. 50 / 60mph	MJR
hh)	9-26-05 Junction of Trenchard Way with Halifax Road, Bowerhill. Submitted by MWPC 21/01/26	https://www.google.com/maps/place/Trenchard+Wy.+Bowerhill “The resident who lives on the north corner of the junction of Trenchard Way and Halifax Road has been given a mobility scooter by her family to help her maintain her independence. Her family report that she has not been able to make use of it, particularly to go to the village hall or shops in Bowerhill, due to the kerbs on Trenchard Way”	07/05/26 To be considered as part of wider review of dropped kerbs on Bowerhill estate. Refer to issue 9-24-37 Added to substantive bid - Agenda Item 09c	MJR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		<i>Request for dropped kerbs across the entrance of Trenchard Way from Halifax Road.</i> 05/02/26 - To be examined as part of wider review of dropped kerbs on Bowerhill estate. Refer to issue 9-24-37		
ii)	9-26-06 Gibson Close, Bowerhill Estate. Submitted by MWPC 21/01/26	https://www.google.com/maps/place/Gibson+Cl,+Bowerhill <i>"A Resident reported ongoing issues with school related parking on Gibson Close, Bowerhill particularly at school pick up times. He reports that cars (dropping off or picking up children from Bowerhill Primary School) park wherever they can, including blocking entrances and on the grass verges. He is concerned that his wife is ill, and emergency vehicles would not be able to access the road if needed due to inconsiderate parking.</i> <i>It was noted that afternoon pick up time was worse than morning drop off as parents often arrive and park up early (from 2pm)"</i> <i>Request Implementation of a solution to improve parking in the vicinity of Bowerhill Primary School.</i> 05/02/26 -Issue to be looked at as part of site visit with MWPC on the 11/02/26. Report back to next meeting.	07/05/26 Issue looked at as part of recent site visit with MWPC. Difficult to resolve with road markings alone. Parking restrictions would be required, and this will put pressure elsewhere on Gibson Close leading to likely displacement of vehicles. To be discussed with MWPC. Issue currently on hold.	MJR
7.	New Requests received since last meeting			

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
jj)	9-26-08 Mill Lane Broughton Gifford. Submitted by Broughton Gifford PC	https://www.google.co.uk/maps/ The request reads: <i>Mill Lane is liable to flooding and does so regularly. Whilst local residents are aware that the nature of this flooding is often more severe than it might appear, there have been regular instances of vehicles becoming stranded because those visiting the village are unaware that the road slopes and flooding can be considerably deeper in the dip that it is on the outer edges. It is difficult to provide adequate warning for people coming into the village for work (including care workers) and often warning triangles put out by flood wardens are not heeded.</i>	07/05/26 Site inspection required. Cost 2no. warning signs + installation £450-£500 AGREED - Allocate £500 for flood warning signs x2 Positions to be agreed with BGPC	MJR
kk)	9-26-09 The Common, Broughton Gifford. Submitted by Broughton Gifford PC	<i>There have been complaints from villagers related to traffic not slowing down sufficiently for the traffic calming area at the top of the Common on the way out to Stonar. Residents have observed that traffic coming from the Stonar direction often appears to approach the traffic calming unaware that it is there and that there is not clarity about who should have right of way if there are vehicles approaching from both directions. This is considered to be dangerous.</i>	07/05/26 Scheme installed in 2022. Bollards added to narrowing in 2023. MJR to prepare drawing / cost estimate and report back to group.	MJR
ll)	9-26-07 Falcon Way, Bowerhill, Melksham (near Kingfisher Drive/Osprey Close) Submitted by MWPC	https://www.google.com/maps Issue dates back to 2019 when the following request was received: <i>Two residents wished to request a bus shelter on Falcon Way, near to the entrance of Kingfisher Drive. The residents stated that they use buses daily and at various times, and that there</i>	Bus infrastructure funding provided by central government may be able to be used here. MWPC have the council's Passenger Transport Team aware. Concerns relate to timescale. LHFIFG could in theory expedite the work and charge against the bus infrastructure budget.	MJR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		<i>are always people at this particular bus stop. They informed that it was the only bus stop on the route from Bowerhill to Melksham which did not have a shelter and that it was really unpleasant waiting for the bus in inclement weather.</i> Issue previously logged as 9-19-9 but removed due to land ownership issues which have now been resolved.	Group agreed in principle for new shelter to be progressed through LHFIG and funded via passenger transport grant. MJR to discuss with MWPC Status?	
	Other Items			
a)	Pavement and Footway Improvement Schemes (Local Highways)	.		
b)	Deadline for submitting LHFIG Requests	All requests are to be submitted two weeks prior to a meeting taking place. Requests received after the deadline will be deferred until the following meeting. The deadline for requests in advance of next meeting is 27th August 26.		To note

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
c)	For information Email address to submit requests to the LHFIG.	Wiltshire Council has a specific email address for submitting requests. Effective immediately, please submit requests to LHFIGrequests@wiltshire.gov.uk . Requests for Traffic Surveys should continue to be sent to trafficsurveys@wiltshire.gov.uk		To note
7.	Any other business			
	Meeting dates - Due to a reduction in the number of Area board meetings in 26/27, the number of LHFIG meetings will also reduce from 4 to 3 to ensure appropriate governance is in place. High Steet Steeple Ashton - Footway https://www.google.com/maps/place/Steeple+Ashton. This issue was discussed by the group, however a representative from SAPC was not present at the meeting. No further action agreed at this stage.			
8.	<u>Next meeting date:</u> Thursday 10th September 2026 – 2pm via teams Meetings to commence at 1400 hrs and will be held on-line via Microsoft Teams until further notice.			

Melksham Local Highways & Footway Improvement Group

Melksham Local Highways & Footway Improvement Group

Highways Traffic Officer – Martin Rose, Area Highway Engineer – Dean Baker

1. Environmental & Community Implications

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

2. Financial Implications

- 2.1. All decisions must fall within the Highways funding allocated to Melksham Area Board.
2.2. If funding is allocated in line with LHFIFG recommendations outlined in this report, and all relevant 3rd party contributions are confirmed, Melksham Area Board will have a remaining Highways funding balance of **£9,783.47** (Refer to APPENDIX 1 UPDATED)

3. Legal Implications

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

4. HR Implications

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

5. Equality and Inclusion Implications

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

6. Safeguarding implications

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

7. Recommendations to Melksham Area Board

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

- Halifax Road Bowerhill, Melksham - Allocate **£400.00** for the provision of verge marker posts. MWPC contribution £132.00 (33%)

Melksham Local Highways & Footway Improvement Group

- Mill Lane, Broughton Gifford - Allocate **£500.00** for the provision of 2no. Flood Warning Signs BGPC contribution £165.00 (33%)

RE: Request for new Bus Shelter on Falcon Way

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

Date Wed 17/06/2026 18:09

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

Cc Fiona Dey <office@melkshamwithout-pc.gov.uk>

Thanks Martin

Let's keep with it as a LHFIG issue then.

I am holding off having our own highways meeting as we only have two requests for double yellow lines, so can't see the point in having a meeting just for that.

We also want to put in a couple of substantive bids for next year for the dropped kerbs in Bowerhill, and any results coming from the holistic review of Semington Road (they are on site next week and expect a report by August).

Do you have a deadline for those things if we missed the September meeting? So going to the meeting after?

Many thanks, Teresa

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

Sent: 16 June 2026 15:01

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

Subject: RE: Request for new Bus Shelter on Falcon Way

Teresa,

It very much depends on the shelter you want. My view is the shelter will need a hardstanding constructed

in the highway verge to accommodate the shelter and this can only be done via the LHFIG.

As an aside, I am assuming the owner of 1 Kingfisher drive won't be too happy with the shelter visible from their back garden.

I'm happy to take this one on, but like everything on my list, it must take its turn before I can progress matters further.

Items at the LHFIG are agreed and signed off by members, but little or no thought is really given to overall workloads and resource.

It often feels like it's a case of *"it's been agreed by the group, just get on with it"*. It doesn't work like that.

We are very low on engineers / techs

and more often than not, I have to do all the design and ordering work myself.

My current list of live jobs across both my respective LHFIGs is close to '40' and increasing.

With regards to the Kassell kerbs at this site, I didn't get the chance to speak to Alan at the last meeting, but removing and

relocating the kerbs will be a real pain and as we already know for Semington, its very costly. My preference would be to leave 'as is'

I have shown the hardstanding below, but depending on the size, the shelter could possible go at either A or B





Regards

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

Wiltshire Council

Email: martin.rose@wiltshire.gov.uk

Web: www.wiltshire.gov.uk

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

Sent: 16 June 2026 14:32

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

Subject: FW: Request for new Bus Shelter on Falcon Way

Hi Martin

Not sure if its worth having a chat about this one?

Does it need any ground works via LHFIG if the kassel kerbs were originally put in? and in the right place?

Would it be much quicker if we just ordered and paid and installed the bus shelter – can we do that, or do we need LHFIG/highways input? We have replaced a couple of our own bus shelters recently, so not 100% on any groundworks if it's a new one.

Its been delayed for so long, and Rebecca speaking to “years” in the timescales worries me that it will take a long time.

Trying to see if it's a case of “do it now and MWPC pay for all” vs “wait a long time and MWPC pay for 1/3) or if it needs some LHFIG groundworks – and then the parish council can decide on how they wish to proceed.

Many thanks, Teresa

From: Lockwood Norris, Rebecca <Rebecca.LockwoodNorris@wiltshire.gov.uk>

Sent: 05 May 2026 14:44

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

Cc: Bus.Stops <BusStops@wiltshire.gov.uk>; Rose, Martin <martin.rose@wiltshire.gov.uk>; Fiona Dey <office@melkshamwithout-pc.gov.uk>; nick.holder@wiltshire.gov.uk; Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>

Subject: RE: Request for new Bus Shelter on Falcon Way

Good Afternoon Teresa,

With respect to the delivery route for the Falcon Way bus shelter request, I can advise as follows.

In terms of the request being channelled through the Bus Stop Infrastructure Programme, you will be aware that present we are working through the historic (600 or so) requests/reports on our programme and are classing this as our first phase, our second phase is being collated with new requests for feasibility review, prioritisation and implementation once the first phase is concluded. Therefore, it will be sometime before we can consider the Falcon Way shelter request – it is hard to say how long at present, but it could be 18 months or more away.

However, if the survey/design work processes and placing the order with BSL can continue through the LHFIG, I would be happy for the use of our capital bus grant funding to cover 2/3 of the cost, with the parish council funding 1/3. This would allow this to progress a few years earlier than if it sits within the BSI programme.

Kind Regards,
Rebecca Lockwood Norris
National Bus Strategy Manager
Passenger Transport
Highways and Transport



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From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: 29 April 2026 12:59
To: Rose, Martin <martin.rose@wiltshire.gov.uk>
Cc: Fiona Dey <office@melkshamwithout-pc.gov.uk>; Holder, Nick <Nick.Holder@wiltshire.gov.uk>; Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>
Subject: RE: Request for new Bus Shelter on Falcon Way

Hi Martin

Thanks for this, yes, my original email to you was copied to Tania and Rebecca, with that question in there I think. Tania definitely aware as I have asked for the RTI for this shelter back on the quote which Tania has acknowledged.

It will be the balance of timescales vs funding though I think as this has been delayed a few years already.

The RTI through the Passenger Transport team has taken years (and still not done), and I think the parish council will be keen to get on with this bus shelter now and not have any further delays.

Can the LHFIG proceed with the issue showing the bus shelter is funded **elsewhere** to the LHFIG – so we can fund from the Passenger Transport fund/Parish Council fund – it's the mechanism to get the pavement ready to accept it that we really need through LHFIG we won't want it not to proceed because of the funding of the bus shelter.

Alan reports that in 2019, the parish council agreed with Mark Stansby that as Melksham Town Council had been granted £5000 for removal of old shelter and repair of hardstanding at the Kings Arms bus stop, CATG would fund the hardstanding and we would contribute a third to the cost of the Falcon Way shelter. But we appreciate that we are in a different financial/budget climate than then.

All the best, Teresa

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

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

Sent: 29 April 2026 10:31

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

Cc: Fiona Dey <office@melkshamwithout-pc.gov.uk>; nick.holder@wiltshire.gov.uk

Subject: RE: Request for new Bus Shelter on Falcon Way

Hi Teresa,

Have you considered contacting our passenger transport team re. a new shelter for Falcon Way?

I mention it as Passenger Transport have a significant size grant from central government to spend on local bus infrastructure,
Including new shelters. They may be agreeable to funding your request.

Speak to Tania McCarthy as she is the technical officer looking after this programme of work.
Tania.McCarthy@wiltshire.gov.uk

I'm just conscious that with our restricted budget for the Melksham LHIFG for 26/27, you may have better luck with funding from elsewhere.

Regards

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



Email: martin.rose@wiltshire.gov.uk
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From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: 23 April 2026 13:19
To: Rose, Martin <martin.rose@wiltshire.gov.uk>
Cc: Fiona Dey <office@melkshamwithout-pc.gov.uk>; Holder, Nick <Nick.Holder@wiltshire.gov.uk>
Subject: FW: Request for new Bus Shelter on Falcon Way

Hi Martin

Just to say that Cllr Alan Baines reports that the kassel kerbs were installed back in 2005 with the other bus shelter schemes in Bowerhill but thinks they are like the ones on Semington Road – so in the wrong place to actually allow a bus to pull in and passengers alight using the kerbs.
All the best, Teresa

From: Fiona Dey <office@melkshamwithout-pc.gov.uk>
Sent: 17 April 2026 12:42
To: LHFIGrequests <lhfigrequests@wiltshire.gov.uk>
Cc: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; Rose, Martin <martin.rose@wiltshire.gov.uk>; nick.holder@wiltshire.gov.uk
Subject: Request for new Bus Shelter on Falcon Way

Dear LHFIGrequests,

Please find attached a new request from Melksham Without Parish Council for the next LHFIG meeting. This is a resubmission of a request from 2019 (9-19-9) now that land ownership issues have been resolved.

Kind regards
Fiona

Fiona Dey
Parish Officer
Melksham Without Parish Council
First Floor
Melksham Community Campus
Market Place, Melksham
Wiltshire, SN12 6ES
01225 705700
office@melkshamwithout-pc.gov.uk
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RE: Falcon Way Bowerhill - Bus shelter

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

Date Thu 09/07/2026 10:44

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

Cc Fiona Dey <office@melkshamwithout-pc.gov.uk>; Marianne Rossi <admin@melkshamwithout-pc.gov.uk>; McCarthy, Tania <Tania.McCarthy@wiltshire.gov.uk>

 1 attachment (794 KB)

Shelter Sizes Configurations GA.pdf;

Hi Teresa,

I have visited the site of the proposed bus shelter on Falcon way, Bowerhill.

The verge area behind the footway area and bus stop kerbs ranges between 2.3m wide and 2.0m wide. I noticed the boundary wall of #1 Kingfisher Drive is in poor condition (See photos below) with structural cracking evident to the wall in the area where the bus shelter will go. For this reason, I'd like to avoid any excavation for the concrete hardstanding close the wall. My fear is the council will be blamed for any deterioration of the cracking, which could result in a future compensation claim.

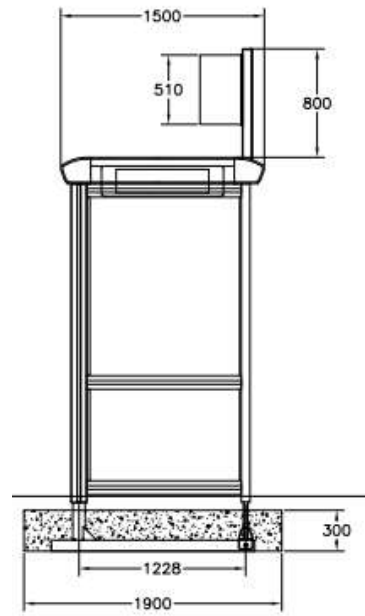
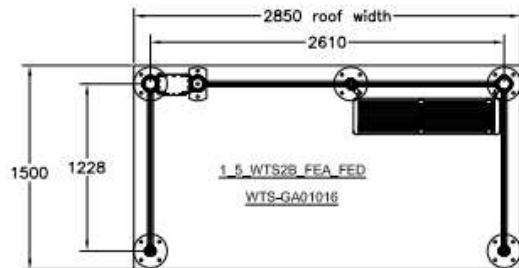
Looking at the sizes available, I would recommend a smaller 2-bay shelter, 2850mm long and 1500mm wide, with complete enclosed ends and an open front, as per the configuration below. It fits nicely into the available space without being too visually intrusive.

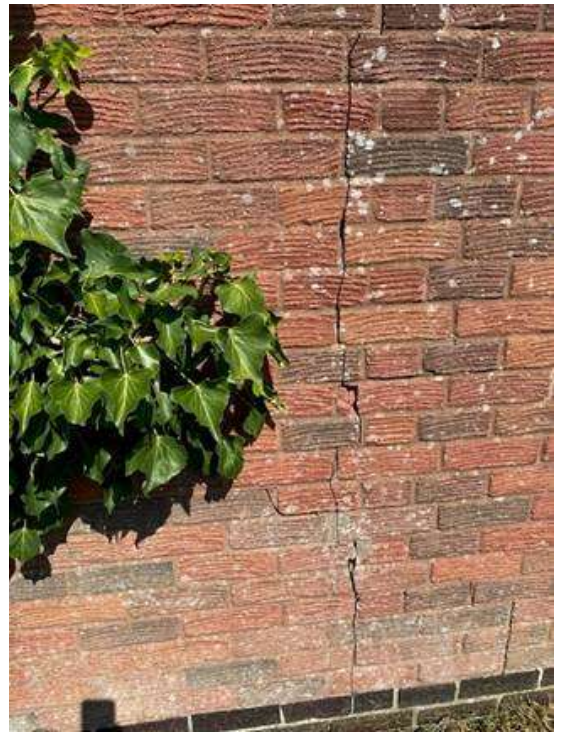
The overall width of this spec, including the foundation is 1900mm, hence a shelter located completely off the footway would go close to the boundary wall. For this reason, I'd recommend the front of the shelter overlaps 500mm into the existing footway. The footway is 2.0m wide at this point, hence the residual footway width of 1500mm is sufficient.

I am assuming we are seeking some form of lighting to the shelter, with a possible RTPI install at some point in the future. The good news is there is a streetlight in proximity, however I will need confirmation from Atkins Street lighting that it's a suitable supply.

We could avoid the need for an electrical supply completely and opt for solar, however this would rule out the typical 3-line RTPI LED units we have used elsewhere on the Bowerhill estate i.e. Mitchell Drive, and we'd have no choice but to opt for a battery powered option such as the E-paper devices used in the Market Place.

1500 COMPLETE ENDS







I'd welcome the views of the parish council.

Regards

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



Email: martin.rose@wiltshire.gov.uk
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From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>

Sent: 07 July 2026 17:20

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

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

Subject: RE: Falcon Way Bowerhill - Bus shelter

Hi Martin

This wasn't on an agenda, but I ran past the Asset Management councillors last night when they met, and they agreed that as covered/much sides as possible on the bus shelter to protect from the rain and wind please.

Size as would fit best on the site.

All the best, Teresa

From: Teresa Strange

Sent: 06 July 2026 16:32

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

Cc: Fiona Dey <office@melkshamwithout-pc.gov.uk>

Subject: RE: Falcon Way Bowerhill - Bus shelter

Great stuff, thankyou

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

Sent: 06 July 2026 16:29

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

Cc: Fiona Dey <office@melkshamwithout-pc.gov.uk>

Subject: RE: Falcon Way Bowerhill - Bus shelter

Thanks Tersea,

I will go to site and take some measurements of the verge to see what will shelter size can best be accommodated. .

Regards

Martin Rose IEng, FIHE, MCIHT, CMgr MCM
Principal Engineer – Traffic Engineering
Highway Asset Management and Commissioning
Wiltshire Council ,
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Email: martin.rose@wiltshire.gov.uk

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

Sent: 06 July 2026 16:27

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

Cc: Fiona Dey <office@melkshamwithout-pc.gov.uk>

Subject: FW: Falcon Way Bowerhill - Bus shelter

Great stuff, thanks Martin.....

To be honest, I think the size and whether we have full or half ends has been based in the past on what room there is on the pavement.

Are you able to advise the best size? Or shall we go out and measure?

I think the council will want enclosed as the specific request from the residents is to protect them from the weather – but I will double check and come back to you.

With kind regards, Teresa

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

Sent: 06 July 2026 16:08

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

Subject: FW: Falcon Way Bowerhill - Bus shelter

Hi Teresa,

Please see below and the attached documents. Can your parish council give some thought as the shelter spec they'd like for Falcon Way? I will then get the ball rolling from my side.

Regards

Martin Rose IEng, FIHE, MCIHT, CMgr MCM
Principal Engineer – Traffic Engineering
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From: McCarthy, Tania <Tania.McCarthy@wiltshire.gov.uk>

Sent: 06 July 2026 12:42

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

Subject: RE: Falcon Way Bowerhill - Bus shelter

Hi Martin,

Sounds great if this is something you can pick up to expedite things along.

I've attached the shelter sizes we will be deploying across Wiltshire. The shelters are modular ranging from a 2 bay cantilever through to 3 bay enclosed (and we can go larger!). Roof sizes on cantilever are 1.5m or 1.2m depending on footway width. Enclosed shelters are 1.8m. I've also attached a photo so you can see what they look like.

Looking at other shelters nearby it looks as though Melksham Without tend to have 3 bay shelters with half or full end panels so I would suggest something similar in size (unfortunately I don't know the sizes of their existing shelters). Agree about lining up the shelter position with the raised kerb if footway width allows.

The shelter will need lighting and if it's too complex/costly for mains power there is the option to go solar – looking at the location I think solar could work here given there are no overhanging trees/buildings etc.

The shelters can be procured through our contract with Bus Shelters Ltd (BSL) so once we know the size we want, they will provide a Work Proposal confirming the cost. I would suggest given we already have a Purchase Order raised with BSL, we would raise the works through that (by basically signing off the Work Proposal) and then recoup the 1/3 contribution from Melksham Without?

Let me know if there is anything I can help with.

Many thanks,
Tania

Tania McCarthy
Technical Officer
Passenger Transport
Highways and Transport



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From: Rose, Martin <martin.rose@wiltshire.gov.uk>
Sent: 03 July 2026 12:16
To: McCarthy, Tania <Tania.McCarthy@wiltshire.gov.uk>
Subject: Falcon Way Bowerhill - Bus shelter

Hi Tania, I hope you are well.

The issue of the proposed hard standing and bus shelter for Falcon Way Bowerhill was discussed at the May Melksham LHFIF meeting.

There is a desire to see a new shelter installed, but acknowledgement that it may take some time to do this under your proposed
Bus infrastructure improvement work given the overall scale of the task at hand.

As suggested by Rebecca, there is the opportunity for me to undertake this work as part of my LHFIF duties and charge it to your budget to expedite installation.

Do you have any idea of the bus shelter spec you like to see at this location? (see google image below)
Ideally the shelter would go to the right of the lighting column (looking from the road) to line up with the Kassell kerbs, but equally it could the other side if desired.
I mention the spec, as the size will ultimately determine the size of the hardstanding on which to install the shelter.

<https://www.google.com/maps/place/Falcon+Way,+Bowerhill>

Any advice would be gratefully received.



Regards

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



Email: martin.rose@wiltshire.gov.uk

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FW: Lower Woodrow Road - proposed 40mph speed limit

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

Date Tue 07/07/2026 11:32

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

Cc andrew.griffin@wiltshire.gov.uk <andrew.griffin@wiltshire.gov.uk>; Fiona Dey <office@melkshamwithout-pc.gov.uk>

Hi Martin

Just to confirm that MWPC are good to go with this please, and have agreed the costs.

All the best, Teresa

From: Teresa Strange

Sent: 03 July 2026 10:57

To: 'Griffin, Andrew' <Andrew.Griffin@wiltshire.gov.uk>

Cc: Fiona Dey <office@melkshamwithout-pc.gov.uk>

Subject: RE: Lower Woodrow Road - proposed 40mph speed limit

Hi Andrew

Thanks for checking, Fiona confirmed to Martin that we had approved the funding, on 23rd April.

“Re LHFIF item 09-24-26:- at Monday’s Full Council meeting members agreed the costs for implementing the recommendations of the speed limit assessment at a cost of £2000-£3000 (1/3 of £6000 (your estimate) - £9000 (figure in the Atkins report))”.

With kind regards, Teresa

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

Sent: 02 July 2026 19:29

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

Subject: Fw: Lower Woodrow Road - proposed 40mph speed limit

Hi Teresa

I was about to say Yes Please to Martin, but thought I had better check first with you about funding.

Regards

Andrew Griffin

Councillor; Melksham Without West & Rural

Wiltshire Council

E: Andrew.Griffin@Wiltshire.gov.uk

☎ 07775 644748

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Please just get back to me when you can within your own working hours. Thank you.

From: Rose, Martin <martin.rose@wiltshire.gov.uk>
Sent: 02 July 2026 10:54
To: Griffin, Andrew <Andrew.Griffin@wiltshire.gov.uk>
Subject: Lower Woodrow Road - proposed 40mph speed limit

Andrew,

Please see the previous email below.

Whilst I appreciate funding was not agreed at the last Melksham LHFIG meeting, are you happy for me to get on and start the process of advertising the proposed 40mph speed limit on Lower Woodrow Road?

I would of course seek agreement from Melksham Without PC re. their 25% contribution first.

Regards

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



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

Sent: 15 May 2026 10:22

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

Subject: RE: Melksham LHFIG - Meeting Notes 07-05-26. FOR CHECKING

Thanks Andrew, much appreciated.

As an aside I asked the question re. Lower Woodrow Road to my colleagues in development control to see if the S106 monies associated with the proposed development (off of lower Woodrow Road) could be used to fund our 40mph speed limit proposal.

I was told the S106 monies can only be used for some waiting restrictions and footpath improvements associated with the development, which are stipulated in the agreement and thus can't be used towards our speed limit proposal.

My worry is we are now being told that funding levels for the LHFIGs are now 'likely' to be maintained at last years levels.
(i.e. we will have a further £12,169 to spend). A report is going to cabinet next week.

The problem for Melksham LHFIG is our next meeting isn't until September, which means we will have lost 5 months before we are in position to agree any more schemes. In the case of Lower Woodrow Road, there is a lengthy regulatory process to go through. If we don't get agreement to proceed until Sept 26, its very unlikely to be delivered in 26/27. The same with other issues where a regulatory process is involved i.e. Melksham Market Place.

I'm frustrated as the timing of our last LHFIG meeting and the likely return to last year's budget levels, could not have come at a worse time for the group. I've told my manger the continual 'flip flopping' over budgets is really hampering engineers who look after the LHFIGs.

Regards

Martin Rose IEng, FIHE, MCIHT, CMgr MCMi
Principal Engineer – Traffic Engineering
Highway Asset Management and Commissioning
Wiltshire Council ,
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From: Griffin, Andrew <Andrew.Griffin@wiltshire.gov.uk>

Sent: 14 May 2026 15:52

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

Subject: Re: Melksham LHFIG - Meeting Notes 07-05-26. FOR CHECKING

Hi Martin

Thanks for your email. I will review in detail this evening and reply in full with any comments afterwards.

Regards

Andrew Griffin

Councillor; Melksham Without West & Rural

E: Andrew.Griffin@Wiltshire.gov.uk

M: **07775 644748**

Sent from [Outlook for iOS](#)

From: Rose, Martin <martin.rose@wiltshire.gov.uk>
Sent: Thursday, May 14, 2026 3:28:48 PM
To: Griffin, Andrew <Andrew.Griffin@wiltshire.gov.uk>
Subject: Melksham LHFIG - Meeting Notes 07-05-26. FOR CHECKING

Dear Cllr Griffin,

Apologies for the length of time to prepare the draft meeting notes.

Please see attached. Can you check you are happy with the notes, and indicate any changes you'd like, before I issue to Democratic services.

Regards

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



Email: martin.rose@wiltshire.gov.uk
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Fw: A365 Bath Road

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

Date Mon 03/08/2026 08:26

To Fiona Dey <office@melkshamwithout-pc.gov.uk>; Marianne Rossi <admin@melkshamwithout-pc.gov.uk>

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

Sent: Friday, July 31, 2026 13:54

To: andrew.griffin@wiltshire.gov.uk <andrew.griffin@wiltshire.gov.uk>; nick.holder@wiltshire.gov.uk <nick.holder@wiltshire.gov.uk>; Teresa Strange <clerk@melkshamwithout-pc.gov.uk>

Cc: Rogers, Gareth <Gareth.Rogers@wiltshire.gov.uk>

Subject: FW: A365 Bath Road

Dear all,

Please be advised the installation of the new traffic islands on the A365 by Melksham Oaks School is now complete. Photos below.

Any issues, please drop me a line.

Regards

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



Email: martin.rose@wiltshire.gov.uk

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From: Martin Rose <martinj.rose@tiscali.co.uk>
Sent: 31 July 2026 13:14
To: Rose, Martin <martin.rose@wiltshire.gov.uk>
Subject: A365









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RE: Shaw and Whitley Gateways

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

Date Thu 30/04/2026 11:17

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

Cc Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>; Fiona Dey <office@melkshamwithout-pc.gov.uk>

Hi Teresa,

In preparing for next week's LHIFG meeting, I took the time to look again at the work for the Shaw and Whitley gateways. Issue 9-24-33

Upon checking the cost estimate sent to you back in February, and prepared by my apprentice, the figures seemed off.

It has come to light that several incorrect rates were used, and some schedule of rate items were missed off altogether.

I apologise for this as this should have been double checked by me prior to issuing to you, but due to time constraints

and work pressures elsewhere, the checks I would normally undertake didn't happen.

I don't want to blame my apprentice, but it's a lesson learned for me.

I asked my apprentice to look again at the cost estimate and highlighted the previous errors.

You will not be surprised to learn the cost estimate has increased (we also included your wish for the wider 1.5m gates to be used at the Shaw terminal point)

The cost estimate now stands at a whopping **£13,067.00**.

I will of course report these costs to the LHIFG, but I'm conscious your PC only approved the previous incorrect cost estimate of £4,000

for both sites and the new figure will need to be considered. Again, my apologies for the error.

Regards

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



Email: martin.rose@wiltshire.gov.uk

Web: www.wiltshire.gov.uk

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Extract of

**MINUTES of the Annual Council Meeting of Melksham Without Parish
Council held on Monday 18th May 2026 at**

**Melksham Without Parish Council Offices (First Floor), Melksham
Community Campus, Market Place, SN12 6ES at 7:00pm**

024/26 Highways & Road Safety

a) LHFIG

i. Village Gates – Shaw & Whitley (Item 9-24-33)

Members considered the revised quotation for the installation of village gates in Shaw and Whitley and noted that the Parish Council contribution had increased significantly from the amount previously approved (total cost increased from £4,000 to £11,423.35). Concerns were raised regarding the increased costs and whether alternative installation options or suppliers could reduce the overall price. Following discussion, Members agreed that further investigation was required before proceeding.

Resolved: To seek alternative quotations through approved contractors before progressing the installation of the village gates in Shaw and Whitley through LHFIG.

Shaw and Whitley Village Gate quotes- Officer report:

At the Annual Council meeting, members tasked officers to obtain alternative quotations for the village gateway scheme at Shaw and Whitley, following the significant increase in the estimated cost provided by Wiltshire Council. To progress this, officers contacted four suppliers/contractors to establish whether they were able to provide quotations for the supply and installation of the village gateways, or for either element individually.

To date, only one quotation has been received, and the company has confirmed that it is able to supply the village gateways only and is not able to undertake the installation works. The quotation was prepared using the specification supplied by Wiltshire Council (included within this agenda pack). The supplier who we have received a quote from, manufacture the Everwood village gateways specified by Wiltshire Council. The quotation therefore relates to the same gateway product specified within Wiltshire Council's estimate.

One thing to note is that during the comparison, I noted that the Wiltshire Council cost estimate and the accompanying construction drawings appear to differ in relation to the gateway widths proposed at Whitley; however, I understand that the drawings had come a few months before the specification for the scheme was received so this may explain the difference. This may require clarification from Wiltshire Council.

The quotation received is for the supply of four Everwood village gateways at a total cost of **£4,033.02 + VAT**. The Wiltshire Council quote for the same element is £6,226.50

I have compared the supplier's quotation against the gateway specification included within Wiltshire Council's cost estimate and it appears to be for the same type of Everwood village gateways, although you should note that the supplier's quotation is for the gateway units only and does not include installation, traffic management, foundations, excavation, reinstatement or other associated highway works.

Officers are awaiting responses from the remaining suppliers/contractors contacted and any further quotations received prior to the meeting will be circulated to members

RE: LHFIG Substantive Scheme suggestions from MWPC

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

Date Fri 23/01/2026 11:04

To Fiona Dey <office@melkshamwithout-pc.gov.uk>

Cc Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; andrew.griffin@wiltshire.gov.uk
<andrew.griffin@wiltshire.gov.uk>

 3 attachments (401 KB)

Members_Briefing_Substantive_LHFIG.pdf; Substantive_LHFIG_Members_Briefing_25-26_App-1.doc;
Substantive_LHFIG_Members_Briefing_25-26_App-2.doc;

Fiona,

The deadline for the 24/25 substantive scheme submissions was the **12th December 2025**.
The selected schemes will be delivered during the 26/27 financial year. Melksham LHFIG did not have a suitable scheme for submission this year.

The next round of substantive bidding will commence in Autumn / Winter 2026 with on ground delivery of schemes in 27/28.

I've attached some information for you, but a few important points to note.

1. A scheme will only be eligible for a substantive bid if its total estimated cost exceeds the annual LHFIG discretionary budget.
In the case of Melksham this is £24,338.00.
2. The substantive annual budget currently stands at £250k and demand across the area boards is very high. Only a small number of submissions are successful each year. In 2023/24 ,12+ bids were received and only 6 were successful.
3. Individual LHFIGs can submit multiple bids, however this not something I'd advise, as the bids end up competing against each other.
I'm not aware of any LHFIG having two successful substantive bids in a single year.
4. The LHFIG and 3rd party (i.e. parish council) will need to agree and confirm its level of contribution from the outset. The amount is relative to the size and scale of the project. If the group put forward a scheme which costs £80,000, but their contribution is low, it will score poorly. With only a £250k budget and potentially 18 groups all competing for the funding, the assessment tries to be as fair and equitable as it can be within the confines of the scoring matrix. A bid looking for £150k of funding with only a small level of 3rd party contributions represents far less value for money and has a low chance of success. In contrast a designed-up scheme with a full cost estimate of £50k and combined contributions of £10k will score much better.

5. For a substantive bid to have the best chance of success, **LHFIGs must do the upfront work in term of design and costing**. This means funding topo surveys, pedestrian surveys, consultants fees, statutory processes, detailed design work etc. Speculative bids where little or no upfront work has been done always fail.
6. Another key factor of a successful bid is ensuring early community buy-in. There is little point submitting a bid without a clear indication the local community will accept it. A good example of this is traffic calming where views tend to be very polarised.

The key factors for a successful bid are 'value for money' and 'deliverability'. Without surety of design and cost, a bid will score poorly. This means LHFIGs must carefully consider its priorities and budget for the year ahead. If, for example, a group does little upfront work and commits only a small amount of its available budget, the substantive bid will likely fail. The other point to consider is that substantive bids leave much less for other projects throughout the year. Members need to understand and accept this from the outset. Bids have a significant impact on officer time, as resource is limited. Officer time spent designing up and costing potential substantive bids, means less time spent on other projects. When demand for schemes across the LHIFG is high, not everyone will be happy with this.

7. The scoring assessment matrix for substantive bids is heavily weighted towards schemes which encourage improved accessibility, walking and cycling etc. Schemes which predominantly address issues relating to vehicles speed, parking etc tend to score less well (unless there is a proven collision history). For example, of the projects you have put forward for consideration, the provision of dropped kerbs across a specific area, such as the Bowerhill estate, would score far higher in terms of accessibility, school travel etc, than traffic calming on Semington Road. (see Appendix 1)

I hope this information helps.

Regards

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

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From: Fiona Dey <office@melkshamwithout-pc.gov.uk>
Sent: 22 January 2026 17:14
To: Griffin, Andrew <Andrew.Griffin@wiltshire.gov.uk>; Rose, Martin <martin.rose@wiltshire.gov.uk>
Cc: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: LHFIG Substantive Scheme suggestions from MWPC

Dear Andrew and Martin,

At the MWPC Highways meeting on Monday, members put forward two suggestions for schemes that they would like to put forward for substantive scheme funding – either for this year or for next year (if we have missed the deadline)

1. Complete provision of dropped kerbs in Bowerhill to improve accessibility. The parish council has previously requested a holistic review of where these are needed (LHFIG item 9-24-37). Depending on how many dropped kerbs are identified as being needed the cost could fall into the remit of substantive scheme funding. Currently the parish council and LHFIG are responding to individual requests from affected residents in a piecemeal approach.
2. The parish council is undertaking a holistic review of Semington Road, Berryfield to identify whether the current traffic calming schemes, yellow lines etc are appropriate following the housing developments which have been built in the recent years. Once the review is complete, it is expected that it will recommend a number of engineering solutions to improve the road. The cost of completing these is expected to be significant and could fall under the remit of a substantive scheme – although there is CIL and S106 monies which could also be used.

Please can you let me know what we need to do next or who we need to talk to in order to progress these?

Many thanks
Fiona

Fiona Dey
Parish Officer
Melksham Without Parish Council
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Melksham Community Campus

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RE: LHFIG Substantive Scheme suggestions from MWPC

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

Date Wed 29/07/2026 13:23

To Fiona Dey <office@melkshamwithout-pc.gov.uk>

Cc Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; andrew.griffin@wiltshire.gov.uk <andrew.griffin@wiltshire.gov.uk>

Thanks Fiona, that's helpful. Is there any significance re. the colours shown on the plan?

As a very broad estimate, a single simple dropped kerb crossing is approximately £1,200. There are '33' crossing points are shown in total, so we are looking at rough budget of around £40k. Allowing 10% for contingences the overall bid would be around £44k to £45k.

Realistically the group would need to allocate funding to the tune of £7,500 to £10,000 from its budget in 26/27 or 27/28 to have a reasonable chance of success.

Regards

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



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From: Fiona Dey <office@melkshamwithout-pc.gov.uk>

Sent: 29 July 2026 13:05

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

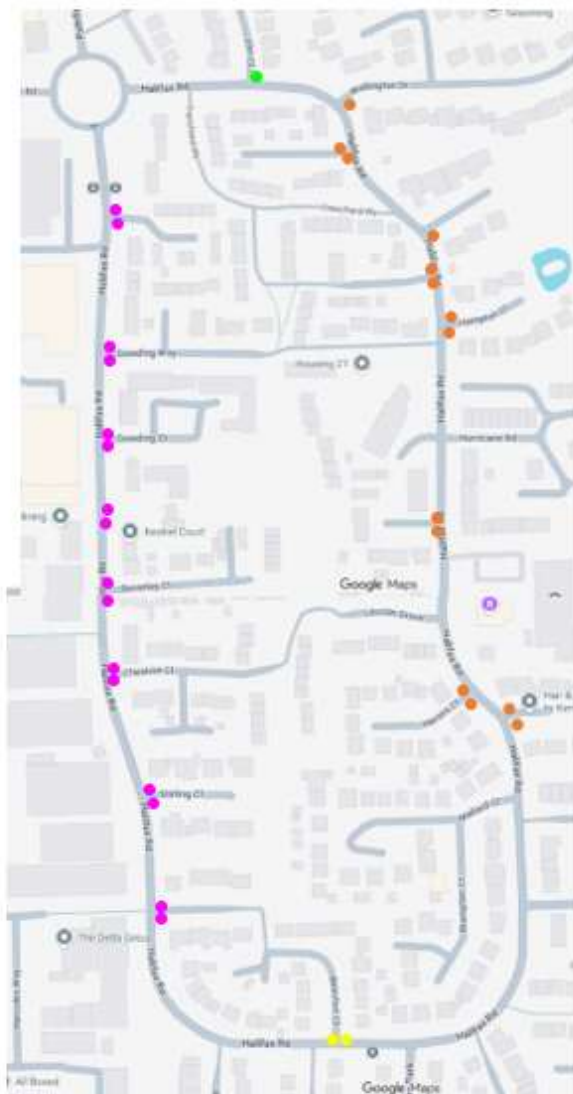
Cc: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: Re: LHFIG Substantive Scheme suggestions from MWPC

Hi Martin,

Thank you. Below is a map I have already prepared of all the locations were discussed at our site visit in February. This still needs to be ratified by the parish council at their Highways Meeting on Monday 10th August but as it is based on the site visit, we're not expecting any changes. Does this give you enough to start the preparation?

Kind regards
Fiona

Proposed Dropped Kerb Locations



Halifax Road East

- 1,2 Valient Close
- 3,4 Herons Court
- 5,6 Gibson Close
- 7,8 Hampton Close
- 9 Anson Grove x1
- 10, 11 Trenchard Way (south roadway to garages)
- 12, 13 Trenchard Way (north roadway to garages)
- 14 Wellington Drive x1 (relocate existing dropped kerb)

Halifax Road North

- 15 Elm Close x1

Halifax Road West

- 16, 17 Trenchard Way (roadway to garages)
- 18, 19 Dowding Way
- 20, 21 Dowding Court
- 22, 23 Kestrel Court
- 24, 25 Beverley Close
- 26, 27 Cheshire Close
- 28, 29 Stirling Close
- 30, 31 De Havilland Place

Halifax Road South

- 32, 33 Beaufort Close

From: Rose, Martin <martin.rose@wiltshire.gov.uk>
Sent: Wednesday, July 29, 2026 12:48
To: Fiona Dey <office@melkshamwithout-pc.gov.uk>
Cc: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: RE: LHFIG Substantive Scheme suggestions from MWPC

Fiona,

The substantive bid process does vary in its timescale depending on the staff resource available.

Typically, submissions take place during Oct/Nov, with a deadline sometime in December, and the results in early spring.

I'd suggest that to meet this time frame an agreement needs to be taken by the Melksham LHFIF at its **September 10th** meeting to discuss and agree which project(s) they wish, if any, to put forward as a substantive bid in 26/27. The group will need to agree the level of overall contribution alongside that of the parish council. The groups can submit a maximum of '2' schemes, but most submit a single application.

For schemes to have any chance of success, some upfront design work would need to be carried out alongside a detailed cost estimate.

In the first instance MWPC are required to indicate on a map all the locations on the Bowerhill estate where they wish to see dropped kerb crossings.

A simple X marks the spot, or a Google image will suffice. I can then look in a little more and prepare an outline plan for your approval before

presenting to the group in September.

I hope this helps.

Regards

Martin Rose IEng, FIHE, MCIHT, CMgr MCMI
Principal Engineer – Traffic Engineering
Highway Asset Management and Commissioning
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From: Fiona Dey <office@melkshamwithout-pc.gov.uk>
Sent: 29 July 2026 11:58
To: Rose, Martin <martin.rose@wiltshire.gov.uk>
Cc: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: Fw: LHFIG Substantive Scheme suggestions from MWPC

Hi Martin,

You shared this information with us earlier in the year regarding the Substantive Highways Scheme Fund for 2026/27 and the process for submitting bids.

We remain keen to develop substantive scheme submissions for 2027/28 (Dropped kerbs for Bowerhill and traffic calming measures on Semington Road) and wondered whether the process and timescales for the forthcoming bidding round have now been confirmed.

The guidance notes that scheme design and costing work should be undertaken before a substantive bid is submitted. Could you please advise how this development work is normally progressed? For example:

- Would an application need to be made through LHFIG for the preliminary design, survey and costing work?
- Is there a specific process or funding route for undertaking the preparatory work needed to bring a scheme to bidding stage?

We would also appreciate some clarification regarding local contributions. The guidance suggests that contributions can come from LHFIG, the parish council or a combination of sources. Is the level of contribution determined by LHFIG, by the parish council, or agreed jointly? Can a parish council put forward a suggested level of contribution as part of the proposal?

Please also note that we are expecting a report from the Walk Wheel Cycle Trust, in August, with their recommendations from the holistic review they have undertaken of Semington Road

Many thanks

Fiona

Fiona Dey
Parish Officer
Melksham Without Parish Council
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Sent: 23 January 2026 11:04
To: Fiona Dey <office@melkshamwithout-pc.gov.uk>
Cc: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; andrew.griffin@wiltshire.gov.uk <andrew.griffin@wiltshire.gov.uk>
Subject: RE: LHFIFG Substantive Scheme suggestions from MWPC

Fiona,

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The selected schemes will be delivered during the 26/27 financial year. Melksham LHIFG did not have a suitable scheme

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In the case of Melksham this is £24,338.00.

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I hope this information helps.

Regards

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Fiona

Fiona Dey

Parish Officer

Melksham Without Parish Council

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Member's Briefing Substantive LHFIG

Service: Highways and Transport

Further Enquiries to: Gareth Rogers

Date Prepared: 23 September 2025

Direct Line: (01225) 713384

THE 'SUBSTANTIVE HIGHWAYS SCHEME FUND' BID APPLICATION PROCESS FOR FUNDING IN 2026/27

Background

A Substantive Highways Scheme Fund will again be made available in 2026/27 to enable Area Boards to bid (via their respective Local Highways and Footpath Improvement Groups (LHFIGs)) for funding to deliver priority transport schemes that exceed their Discretionary Highways Budget.

A two-year design and build programme has been adopted for Substantive Highways Schemes whereby Area Boards submit funding bids in the current year for detailed design prior to implementation in the following financial year. As such, the bidding process will take place in 2025 for funding in 2026/27 financial year.

Subject to source funding remaining available¹, the Substantive Highways Scheme Fund for the 2025/26 financial year will be set at £250,000.

Mechanism for awarding Substantive Highway Scheme Funding

The mechanism to be used to award Substantive Highway Scheme Funding will be that agreed by the Cabinet Member for Highways and Transport in July 2011.

With this mechanism, competing scheme bids are assessed and awarded funding according to two factors:

- Value for money
- Deliverability

Value for money is the ratio of the cost and benefit of the prospective schemes. Under this system, the benefit is determined from the priority score following assessment under the Scheme Assessment Framework (see **Appendix 1**) and the cost is that which would be borne by the council in implementing the scheme. In this way, the cost/benefit ratio of any scheme is calculated to both acknowledge and stimulate contributory funding from town/parish councils and other external bodies.

¹ Local Transport Grant – Annual Grant Funding from Department for Transport

Deliverability is an assessment of how challenging a scheme would be to implement within the next financial year, considering technical, legal/procedural, operational, financial and public factors. Schemes are given a 'confidence score' based on these factors.

Appendix 2 sets out the Substantive Highways Scheme Bid Evaluation Formula, incorporating the above value for money and deliverability criteria. It should be noted that, as the council is looking to fund those schemes that are easily deliverable, and offer the maximum benefit for the minimum cost, the successful bids will be those that achieve the lowest score.

Eligibility to bid for Substantive Highway Scheme Funding

An Area Board is eligible to bid for Substantive Highway Scheme Funding when the cost of implementing a scheme is estimated to exceed its annual Discretionary Highways Budget allocation.

Schemes that can be achieved within an Area Board's Discretionary Highways Budget, or where it is reasonable and realistic to implement discrete, stand-alone sections in phases over time, are not eligible for Substantive Highways Scheme Funding. However, projects that comprise a number of separate but linked elements that form an integral highway improvement will be eligible.

Each bid must include a local financial contribution to the scheme. This can come from the relevant LHFIF or another source, such as a parish or town council, or be a combination of different sources. In addition, the sum of the local contribution and the bid for Substantive Highways Scheme Funding must cover the full estimated cost of implementing the scheme.

Schemes for which bids are submitted must have been developed to a stage that demonstrates that the detailed design work can be achieved in 2025/26 and the scheme delivered in the 2026/27 financial year when the funding will be available. Development of a scheme should include topographical surveys, completion of statutory processes, early-stage design and scheme drawing, and detailed cost estimates. The extent of scheme development prior to the submission of a Substantive bid will depend on the type of scheme being proposed and advice should be taken from council officers. Schemes submitted without reaching the required development stage will score poorly and are unlikely to secure funding.

Area Boards can submit up to two bids, although bidding more than once may reduce a community area's chances of success, as the bids would compete against each other.

Bidding process

Bids should be completed on the attached pro-forma application form (see **Appendix 3**) and submitted by Friday 12 December 2025 to the highways officer serving the relevant Area Board LHFIF. The bids will then be scored in accordance with **Appendix 2**.

It is anticipated that a provisional decision on the awarding of funding will be made in February 2025 by the Cabinet Member for Highways & Transport, Street Scene and Flooding.

APPLICATION ASSESSMENT FRAMEWORK**Dropped kerbs Bowerhill**

OBJECTIVES	FACTOR	DESCRIPTION	SCORE	MWPC Comments
SAFETY	Accidents	Number of pedestrian/cycle accidents over proposed length of scheme (last 3 years); 2 points per accident up to a maximum of ten points for five or more accidents	(0 – 10)	0
	Threat and Intimidation	Traffic volumes: < 300v/hr = 0pts, 300-600v/hr = 2pts, > 600 v/hr = 3pts Traffic speeds: 0-5mph asl* = 0pts, 5-10mph asl* = 2pts, > 10mph asl* = 3pts % HGVs: < 1% = 0pts, 1-5% = 1pt, > 5% = 2pts % through traffic: < 10% = 0pts, 10-50% = 1pt, > 50% = 2pts Existing facilities: 1 point deducted for each existing facility	(0 - 10)	Mobility scooters currently use the roadway
ACCESSIBILITY	Population Benefiting	Number of people potentially benefiting from a scheme: 0-10 = 1pt, 10-100 = 2pts, 100-200 = 3pts, 200-500 = 4pts, 500-1000 = 5pts, 1000-2000 = 6pts, 2000-4000 = 7pts, 4000-8000 = 8pts, > 8000 = 10pts	(0 – 10)	Bowerhill electorate = 3445 How many people could benefit? Mobility scooters, wheelchairs and prams/pushchairs
	School Travel	Would a scheme offer improved facilities or a safer environment for children walking/cycling to school(s)? Yes = 5pts; No = 0pts Does the school have a 'live' School Travel Plan? Yes = 5pts; No = 0pts	(0 – 10)	Would this encourage more parents to walk their children to school? No 'live' Travel Plan

	Amenity Links	To what level would a scheme serve local amenities: 2 points each for a food shop, leisure centre, community centre, public house and Post Office	(0 – 10)	Food shop (Tesco) Public House Bus Stops
ECONOMY	Economic Considerations	Would a scheme improve pedestrian/cycle access to an urban commercial/retail area? Yes = 5pts; No = 0pts Would a scheme improve the pedestrian/shopping environment in an urban commercial/retail area? Yes = 5pts; No = 0pts	(0 – 10)	
INTEGRATION	Network Linkages	Would a scheme improve existing networks? Link on a town cycle network = 5 pts (Link on a recreational cycle/walk route = 2pts) Improved pedestrian link = 5 pts Improved disabled access = 5pts Link to a bus/rail station = 5pts (link to bus stop = 2pts)	(0 – 20)	Improved disabled access Link to bus stops
ENVIRONMENT	Environmental Considerations	Could the scheme help achieve modal shift and reduce car use? Yes = 5pts; No = 0pts Is the scheme in an Air Quality Management Area? Yes = 5pts; No = 0pts	(0 – 10)	Yes

* asl = Above speed limit

APPENDIX 2

Cost/Benefit

Scheme Name	Total Cost of Scheme (£000s)	Contribution (from CATG or other party) (£000s)	Cost to WC (£000s)	Benefit Score (from Scheme Assessment Framework)	Cost to Benefit Ratio
	A	B	A-B	0-90	A-B/Benefit Score
Example Scheme X	60	30	30	50	0.60
Example Scheme Y	60	0	60	50	1.20

0 = no risk
1 = low risk
2 = medium risk
3 = high risk

Deliverability

Technical	From a technical standpoint, what is the level of confidence in our ability to implement the proposal? Are there any likely departures from standards involved in developing or implementing the proposal? Is there sufficient land to implement a scheme that meets standards?	☐
Legal/Procedural	Are there any statutory procedures that are likely to prove a barrier to delivery? What is the level of confidence that they can be dealt with?	☐
Operational	Are there any aspects of the proposals which would result in the Council incurring significant additional costs over its projected life?	☐
Financial:	Evidence from past transport projects illustrates that there is a systematic tendency for project appraisers to be overly optimistic when estimating costs. This assessment should appraise the likelihood of the project being delivered within the estimated cost.	☐
Public	Has the proposal been made public? If so, how acceptable is the proposal? Are there likely to be objections from particular sections of the community or from particular areas?	☐
Deliverability Score		$\sum \text{X} \div 5$

Overall Score = Cost/Benefit x Deliverability

E: Andrew.Griffin@Wiltshire.gov.uk

☎ 07775 644748

Wellbeing Statement I may send emails at odd times but have no expectation of a prompt response. Please just get back to me when you can within your own working hours. Thank you.

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

Sent: 26 May 2026 17:38

To: Melksham Area Board <MelkshamAreaBoard@wiltshire.gov.uk>; Rogers, Richard <Richard.Rogers@wiltshire.gov.uk>; Fielding, Benjamin <benjamin.fielding@wiltshire.gov.uk>

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

Subject: LHFIG Stats

Hi everybody

As discussed, here is my Excel file analysing LHFIG activity over the past 3 financial years to 31/03/26. The base data was provided by Martin Rose. The electorate numbers are derived from data provided (I think) from Wiltshire Council, but via Nate Keates (Lib Dem) though there is no political bias.

I have used his data and split it between years and identified the relevant parish.

50 projects with Gross cost of £196k

Interestingly, if the % spend by parish is compared to % electorate, there are some substantial differences.

Regards

Andrew Griffin

Councillor; Melksham Without West & Rural

Wiltshire Council

E: Andrew.Griffin@Wiltshire.gov.uk

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SUMMARY Melksham LHFIF 2023/24 - 2026/27; Summary by Town & Parish

The table below shows the LHFIF contributions (£) towards projects in each area and how the % spend compares with the electorate in each area.

	2023/24	2024/25	2025/26	3-year Totals		Electorate
Row Labels	Net Spend	Net Spend	Net Spend	Net Spend	%	%
Broughton Gifford PC	1,181.96	-	1,829.68	3,011.64	3.23%	3.21%
Great Hinton PC	500.00	3,667.14	2,862.78	7,029.92	7.55%	0.73%
Keevil PC	11,249.77	716.25	7,392.24	19,358.26	20.78%	1.63%
Melksham TC	1,697.34	2,993.80	29,568.85	28,272.39	30.35%	61.30%
Melksham Without PC	3,015.77	3,849.25	4,480.86	11,345.88	12.18%	26.12%
Semington PC	-	9,912.25	2,777.70	12,689.95	13.62%	3.53%
Split	1,393.38	1,507.64	3,319.27	6,220.29	6.68%	
Steeple Ashton PC	-	4,766.69	450.00	5,216.69	5.60%	3.49%
(blank)				-		
Grand Total	19,038.22	21,425.42	52,681.38	93,145.02		

This table shows the number of LHFIF projects in each area and how the % of the total number of projects compares with the electorate in each area.

	2023/24	2024/25	2025/26	3-year Totals		Electorate
Completed Project Numbers					%	%
Broughton Gifford PC	1		1	2	4.00%	3.21%
Great Hinton PC	1	2	1	4	8.00%	0.73%
Keevil PC	1	1	1	3	6.00%	1.63%
Melksham TC	2	4	5	11	22.00%	61.30%
Melksham Without PC	6	4	7	17	34.00%	26.12%
Semington PC		1	1	2	4.00%	3.53%
Split	1	1	3	5	10.00%	
Steeple Ashton PC		5	1	6	12.00%	3.49%
(blank)				-		
Grand Total	12	18	20	50		
Average Net per project	£ 1,587	£ 1,190	£ 2,634	£ 1,863		

Fiona Dey

From: Teresa Strange
Sent: 22 May 2026 17:57
To: Fiona Dey
Subject: FW: Bus Gate Data
Attachments: Semington Bus Gate.xlsx

Categories: Highways

For the next highways meeting please – as MWPC agreed to pay for this is year 2 (50/50 with Semington PC) but only if the maintenance costs higher than their revenue

From: Griffin, Andrew <Andrew.Griffin@wiltshire.gov.uk>
Sent: 21 May 2026 18:15
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: Fw: Bus Gate Data

Hi Teresa
This may be helpful for the holistic review.

Regards
Andrew Griffin
Councillor; Melksham Without West & Rural

Wiltshire Cou

E: Andrew.Griffin@Wiltshire.gov.uk
☎ 07775 644748

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Please just get back to me when you can within your own working hours. Thank you.

From: Griffin, Andrew <Andrew.Griffin@wiltshire.gov.uk>
Sent: Thursday, May 21, 2026 18:12
To: Bill Scott <bill.scott@semingtonparish.gov.uk>; Tekla Hicks (Clark semington PC) <clerk@semingtonparish.gov.uk>
Subject: Bus Gate Data

Hi Bill & Tekla

Further to discussion at yesterday evening's meeting, I have now received data from Parking Services.

I have removed nothing in the attached Excel file, but have added totals, averages, and a graph.

The numbers clearly suggest that after introduction it took a few months for drivers to realise that they were actually going to be penalised and adjust their behaviour. I assume that the spike in March 2026 was related to closures of the A350 for resurfacing works, but even disregarding that, we are still catching 1 or 2 a day on average.

Though GDPR restrictions will apply to individual cases, I have asked if there is any indication that we are catching repeat offenders, and also requested an update in a year's time.

If you think any additional information would be useful, please let me know.

I have also copied this to Teresa Strange, as Melksham Without Parish Council has commissioned a holistic review of traffic and other flows on the section of Semington Road passing through Berryfield.

Regards

Andrew Griffin

Councillor; Melksham Without West & Rural



E: Andrew.Griffin@Wiltshire.gov.uk

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Teresa Strange

From: Teresa Strange
Sent: 04 August 2026 19:11
To: Rose, Martin
Cc: Griffin, Andrew; Fiona Dey
Subject: FW: Bus Gate Data

Hi Martin

Just tidying up the bits for our Highways meeting on Monday evening.

Am I right that with the volume of traffic, and therefore revenue, from the Bus Gate that the parish council will not need to make a contribution to Wiltshire Council for maintenance of the ANPR camera at the Bus Gate?

And do you have any data on whether those still travelling through the gate are from Melksham SN12 or Semington BA14?

Pleased to report, that a resident who was directed by the police through the bus gate due to an A350 accident, had it cancelled as soon as they appealed.

Many thanks, Teresa

From: Teresa Strange
Sent: 21 May 2026 19:31
To: 'Griffin, Andrew' <Andrew.Griffin@wiltshire.gov.uk>
Subject: RE: Bus Gate Data

Thanks Andrew

Yes, I think the postcodes would be good, as much as they can give us as then we know if its very local traffic, or from wider afield.

The roadworks on Semington Road are sewer connection, so maybe they need that before occupation – they definitely need the access road for occupation – they said it would be just after Christmas.

We only agreed to the changed access position to speed it up to remove traffic from the farm development – I reckon almost a year to the day, as its was so urgent I remember sending the email from the ferry to the Isle of Wight when I was going on holiday!

All the best, Teresa

From: Griffin, Andrew <Andrew.Griffin@wiltshire.gov.uk>
Sent: 21 May 2026 18:59
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: Re: Bus Gate Data

Thanks. I will ask about postcode data. Just SN12 or BA14 is a bit too broad I think, but the 5th character would narrow it down more whilst still maintaining anonymity from GDPR purposes.

On a separate topic, I note that the access road to **Townsend Farm** is still not opened, despite many of the houses appearing near to completion.

Regards

Andrew Griffin

Councillor; Melksham Without West & Rural

Wiltshire Cou

E: Andrew.Griffin@Wiltshire.gov.uk

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

Sent: 21 May 2026 18:46

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

Subject: RE: Bus Gate Data

Hi Andrew

That's useful, thank you, I will pass it on to WWCT.

Also useful because MWPC said that they would go 50:50 on the cost of running it with Semington PC but it looks like the income will cover the costs.

What might be useful, and I think WC might have the data, is that Martin Rose has told me before that the main post codes of the offenders are BA14 and not SN12 – so Semington residents rather than Berryfield residents. If they have the postcode of the offenders, that might be useful to understand who is going that way?

Thanks, Teresa

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

Sent: 21 May 2026 18:15

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

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Regards

Andrew Griffin

Councillor; Melksham Without West & Rural



E: Andrew.Griffin@Wiltshire.gov.uk

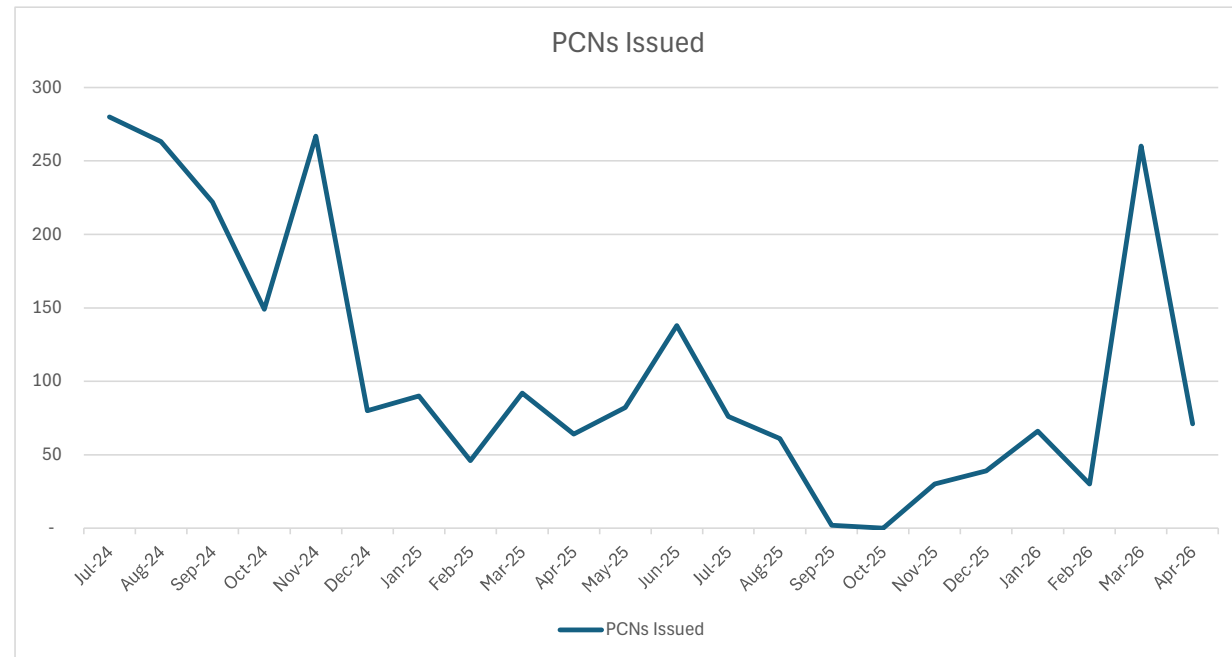
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Month	PCNs Issued	Approximate Value of Paid	
		PCNS	PCN each
Jul-24	280	£8,295.00	£29.63
Aug-24	263	£9,135.00	£34.73
Sep-24	222	£7,280.00	£32.79
Oct-24	149	£5,845.00	£39.23
Nov-24	267	£10,045.00	£37.62
Dec-24	80	£2,625.00	£32.81
Jan-25	90	£2,975.00	£33.06
Feb-25	46	£1,715.00	£37.28
Mar-25	92	£3,325.00	£36.14
Apr-25	64	£2,275.00	£35.55
May-25	82	£2,660.00	£32.44
Jun-25	138	£4,725.00	£34.24
Jul-25	76	£2,310.00	£30.39
Aug-25	61	£2,065.00	£33.85
Sep-25	2	£70.00	£35.00
Oct-25	-	£0.00	£0.00
Nov-25	30	£1,015.00	£33.83
Dec-25	39	£840.00	£21.54
Jan-26	66	£1,820.00	£27.58
Feb-26	30	£1,120.00	£37.33
Mar-26	260	£5,040.00	£19.38
Apr-26	71	£1,575.00	£22.18
Totals	2,408	£76,755.00	£31.88
Avg	109		



Summary of Wiltshire Council's Speed Limit Policy

The policy explains how Wiltshire Council will assess requests for new or amended speed limits. Its central principle is that speed limits must be evidence-led, appropriate to the character and function of the road, and likely to be understood and observed by drivers.

Main principles

- Lowering a speed limit alone will not necessarily reduce vehicle speeds, particularly where the design and appearance of the road encourage faster driving.
- Speed limits should generally be “self-explaining”, with the limit matching the road layout, surroundings and level of pedestrian or cycling activity.
- A speed limit should not normally be used to address an isolated hazard, such as one junction, bend, crossing difficulty or visibility problem. Engineering measures may be more appropriate.
- Wiltshire Council will consider collision records, existing speeds, road function, road layout, vulnerable road users and local concerns.
- Speed-limit enforcement remains the responsibility of the police.

Speeding within an existing limit

Where the concern is that drivers are exceeding the existing limit, a traffic survey should normally be requested before seeking a change to the limit. The survey provides vehicle speed and volume data at a particular location.

Community Speed Watch or a Speed Indicator Device may be considered where the recorded 85th-percentile speed is:

Existing limit Intervention threshold

20mph	24mph or above
30mph	35mph or above
40mph	46mph or above

Below these thresholds, the policy indicates that no further action would normally be taken through these measures.

Requests for speed-limit changes

Requests must begin with a Highway Improvement Request form submitted to the relevant town or parish council. The request should explain:

- what the problem is;
- where and when it occurs;
- who is affected;
- what has already been tried; and
- the nature of the desired improvement.

If the parish council supports the request:

- requests involving limits of 30mph or above are referred to the Local Highway and Footway Improvement Group (LHFIG);
- requests for 20mph restrictions go directly to Wiltshire Council's Traffic Engineering Team.

For assessments involving limits of 30mph or above, funding will be required from the LHFIG and the town or parish council.

Assessments for limits of 30mph and above

The assessment considers:

- the function and classification of the road;
- the length of the proposed restriction;
- existing speeds and traffic volumes;
- six years of recorded personal-injury collision data;
- the type of road users;
- road width, bends, gradients and surrounding development;
- local facilities, pedestrian and cycling activity;
- concerns raised by residents and councillors; and
- whether engineering measures would be more suitable.

Damage-only accidents and unrecorded incidents are not treated as material collision evidence.

The recommended minimum length for a speed limit is 600 metres. This may sometimes be reduced to 400 metres in a compact village, while 300 metres is the absolute minimum and should be avoided wherever possible.

20mph restrictions

Twenty-mile-per-hour requests are assessed centrally rather than through the LHFIG. Residential areas in towns and villages are likely to satisfy the basic criteria without substantial additional data, while key through-routes will require closer assessment.

A signed-only 20mph limit may be suitable where:

- existing mean speeds are 24mph or below;
- speeds are only slightly above 24mph and light measures could reduce them;
- the road is mainly for local access;
- there are significant pedestrian or cycling movements;
- the area is residential and has community support; or
- a rural location meets the definition of a village.

A 20mph limit will not normally be appropriate:

- on a major through-route;

- on a strategic, freight or traffic-distribution route;
- on an open rural road;
- where through-traffic is the road's main function;
- near a motorway or trunk road;
- to deal with a single isolated hazard;
- where speeds are already well below 20mph; or
- for a length of less than 600 metres.

A 20mph zone differs from a signed-only limit because it includes traffic-calming features. It must have emergency-service support and a suitable alternative route should be available for drivers wishing to avoid the zone.

School areas

Advisory 20mph limits, using flashing amber lights at school arrival and departure times, can be considered. The school must:

- submit the request through the Taking Action on School Journeys process; and
- have an up-to-date school travel plan.

Advisory limits cannot be installed too close to traffic signals, zebra crossings or parallel crossings because of rules governing flashing amber lights.

Costs

For 20mph schemes:

- Wiltshire Council will meet assessment, data-collection and Traffic Regulation Order costs;
- the town or parish council must fund physical implementation, including signs and road markings.

For changes to limits of 30mph or above, the LHFIG and parish council will need to fund the assessment, legal process and implementation.

Decision and appeal

Any recommended change must go through the statutory Traffic Regulation Order process, including public consultation. Objections may require a Cabinet Member decision and could prevent the scheme proceeding, although legal costs would still have been incurred.

A town or parish council may appeal an assessment, but:

- the appeal must be based on technical evidence, not simply local aspirations;
- it must first receive LHFIG support; and
- it is then considered by the Cabinet Member for Highways, Street Scene and Flooding.

Key implication for the Parish Council

Before supporting a request, the Parish Council should decide whether the concern is genuinely about an inappropriate speed limit, vehicles breaking the existing limit, or a specific highway hazard. The appropriate response could therefore be a speed-limit assessment, a traffic survey and enforcement measures, or a request through LHFIG for engineering works.

Wiltshire Council Speed Limit Policy

January 2026



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Document control

Revision	Purpose Description	Revised	Authorised
1.0	Final		

1 Introduction

- 1.1 As set out in its adopted Wiltshire Local Transport Plan 2025-2038, Wiltshire Council is committed to maintaining safety on Wiltshire's highways and reducing casualties from road traffic collisions.
- 1.2 The council's casualty reduction strategy is founded on gathering smarter intelligence and collision investigation to understand the local and national trends. This enables the council to identify road safety targets, the high priority areas, themes and locations for casualty reduction, and to develop suitable interventions to give the greatest benefit to reducing casualties.
- 1.3 The casualty reduction interventions are developed following the Vision Zero approach and the Safe System 5 pillars. Depending upon the desired outcome, any combination of the pillars can be used, and this blended approach maximises the potential benefits in achieving the road safety targets.
- 1.4 Speed management through enforcement of existing speed limits and setting speed limits at appropriate levels are a key part of the Council's Road Safety Strategy.
- 1.5 A partnership approach is taken with the Wiltshire and Swindon Road Safety Partnership having developed a speed management strategy setting out evidence-based intervention levels, including Community Speed Watch, Speed Indicator Devices, engineering measures and police enforcement. The Police lead on enforcement of road traffic law including speed limit enforcement.
- 1.6 Setting appropriate speed limits with the aim of achieving safe driving speeds plays a key role in making the public highway safer and reducing the risk of harm to all users. Lower driven speeds may also encourage greater uptake of walking, cycling and wheeling.
- 1.7 The Department for Transport Circular 01/13 Setting Local Speed Limits sets out guidance for traffic authorities in setting local speed limits. Speed limits should be evidence-led and self-explaining while seeking to reinforce people's assessment of what is a safe speed to travel.
- 1.8 Speed limits should not be used to attempt to solve the problem of isolated hazards, such as a single road junction, reduced forward visibility or difficulties in crossing the road. In these circumstances, engineering measures should be considered with the aim of mitigating these issues.
- 1.9 The principal aim in determining appropriate speed limits should be to provide a consistent message between appropriate travel speed and the road's environment. Changes in speed limit need to be reflective of changes in the road layout and characteristics. This approach will provide consistency across the country for drivers.

- 1.10 Experience has shown that introducing lower speed limits as a standalone measure is not always effective in reducing driven speeds to comply with the lower limit, particularly where existing mean speeds are much higher than the proposed lower limit.
- 1.11 Speed was a factor in 59% of fatal collisions in the UK according to the Reported Road Casualties – Great Britain: Annual Report 2024 see link [Reported road casualties Great Britain, annual report: 2024 - GOV.UK](#)

2 Speed limit assessments

- 2.1 The purpose of a speed limit assessment is to undertake a technical review of a route or road network against the criteria set by the Department for Transport Circular 01/13 'Setting Local Speed Limits' whilst considering any local concerns raised as part of the assessment request process.
- 2.2 The application of the speed limit assessment process is to ensure consistency in setting speed limits throughout the County and to align with wider national policy to ensure consistency across authority boundaries.
- 2.3 In England, there are three default speed limits applicable to the highway network. These are:
- the 30mph speed limit on roads with a system of street lighting (referred to as Restricted Roads)
 - the national speed limit of 60mph on single carriageway roads
 - the national speed limit of 70mph on dual carriageways and motorways.
- 2.4 These limits are not appropriate for all roads and as such the authority may seek to introduce 20mph, 40mph or 50mph speed limits in accordance with the advice and guidance set out in the Circular. The authority to make changes to speed limits is granted through the Road Traffic Regulations Act (1984) and communicated to road users in accordance with the Traffic Signs Regulations and General Directions (TSRGD).

Alternatives to a full assessment

- 2.5 There are several instances where a speed limit assessment may not be the most appropriate initial step when concerns are raised regarding vehicle speeds. In the following instances, alternative approaches may be more effective at resolving the issues raised rather than a review of the existing speed limit.

Vehicles exceeding the existing speed limit

- 2.6 Where incidences of vehicles exceeding the speed limit are raised as a concern, enforcement measures may be considered the most appropriate course of action. The enforcement measures taken will vary depending upon the severity and frequency at which the speed limit is being exceeded and may range from locally delivered measures such as Community Speed Watch and / or use of Speed Indication Devices, or through targeted enforcement by the Police.
- 2.7 To determine the extent at which vehicles are exceeding a speed limit and identify the appropriate course of action, a traffic survey should be requested.
- 2.8 Traffic surveys differ from a speed limit assessment in that they provide traffic speed and volume data at one location, providing a 'spot check'. The criteria in Table 1 is

used to identify, based on recorded 85th percentile speeds, the appropriate intervention level.

CSW and SID criteria

	No further action	CSW and SID
20mph limit	85%ile speed up to 23.9 mph	85%ile speed 24.0 mph and over
30mph limit	85%ile speed up to 34.9 mph	85%ile speed 35.0 mph and over
40mph limit	85%ile speed up to 45.9 mph	85%ile speed 46.0 mph and over

2.9 Further information regarding CSW and SID deployment can be found in the Wiltshire and Swindon Road Safety Partnership practice note 'Community Speedwatch, Temporary Speed Indicator Devices, & Civilian Deployed ANPR Cameras - Site Eligibility and Deployment Criteria'.

2.10 Traffic survey requests can be to Wiltshire Council by Town and Parish Councils using the 'Traffic Survey Request' form and guidance document provided here: <https://www.wiltshire.gov.uk/traffic-surveys>.

Identified hazards

2.11 In accordance with the adopted Road Safety Strategy, resources are prioritised to focus on sites with the highest casualty risk as determined by monitoring the injury collisions that occur on Wiltshire's roads to establish the cluster sites, and A and B classification roads with an above typical collision rate. The cluster sites are the locations where three or more injury accidents have occurred in the last three-year period. The collision data is subject to detailed analysis to establish characteristics, causes and to identify treatable action. Regular liaison takes place with the Police on collision sites.

2.12 Annually, Wiltshire Council identifies the collision sites from the cluster list and sections of roads with above typical collision rates to be treated in the forthcoming year with the funds allocated for local safety schemes.

2.13 The typical outcomes to improve safety may include:

- improvements to traffic signing and road markings
- modifications to speed limits
- improved skidding resistance at junctions
- alternations to the highway geometry to improve safe operation
- improve road surfaces and crossing facilities for pedestrians and cyclists
- introduce traffic calming measures
- use of technology such as permanent vehicle activated road signs (VAS) to sign road hazards

- consider the application of new equipment for keeping roads safer in winter conditions

2.14 Local communities may have concerns relating to road safety and hazards at locations that do not meet the cluster site criteria. Where concerns are raised relating to the impact of vehicle speeds and hazards, such as side road junctions, accesses, narrow roads or bends, consideration must be given to engineering solutions. These concerns should be raised in the first instance through the **Local Highway and Footway Improvement Groups**. Members of the public can use the Highway Improvement Request form (Appendix 1) to outline their concerns and submit to their local Town or Parish Council in the first instance.

Vulnerable road users

- 2.15 It is recognised that both perceived and actual vehicle speeds can be a concern to vulnerable road users, particularly those walking, wheeling or cycling and that vehicle speeds and volumes influence the uptake of sustainable transport modes for shorter journeys.
- 2.16 In situations where large numbers of vulnerable users can be impacted by interactions with vehicles, for example outside of schools, in town centre environments or on key active travel routes, or where vulnerable users experience severance within their local community by the highway network, it is important that the concerns raised are considered holistically. This means investigating not only vehicle volumes and speeds, but also addressing the problems faced, e.g. lack of safe crossing point, narrow or no footway provision.
- 2.17 Where communities have concerns such as those outlined above, it may be appropriate to request investigation through the Local Highway and Footway Improvement Groups (LHFIG) by completing the Highway Improvement Request form (see Appendix 1).
- 2.18 For school related road safety concerns, the council's Taking Action on School Journeys Fund offers schools with a travel plan, the opportunity to apply for a traffic safety review to identify and implement measures to mitigate those concerns. Schools can access more information through the 'Right Choice' portal or on the council website <https://www.wiltshire.gov.uk/schools-learning-transport-cycling-walking>.

How are speed limit assessments initiated?

- 2.19 Requests for speed limit changes are made using the established Local Highway and Footway Improvement Group process. The initial requestor must complete a Highway Improvement Request (HIR) form (found in Appendix 1 and at Local Highway and Footway Improvement Groups - Wiltshire Council and submit this to their Town or Parish Council in the first instance.

2.20 It is important that the request includes sufficient detail to allow the Town or Parish Council to fully understand the concerns raised and to determine if they support this request. This information will also be used by engineers undertaking the speed limit assessment to gain an understanding of local concerns. An addendum to the HIR specifically for speed limit assessment requests provides space for this and requestors should include the following information where possible:

- what are the issues faced?
- where are these issues occurring?
- when do these issues occur?
- who is affected?
- what has previously been done to address concerns?
- an example of the form can be found in Appendix 2

2.21 Once the form is received by the Town or Parish Council, they should consider whether they agree with the concerns raised and support the request. If this is the case, then they should refer the request to LHFIGrequests@wiltshire.gov.uk. Speed limit assessment request for limits of 30mph and above will be referred to the **Local Highway and Footway Improvement Group (LHFIG)** for further consideration. Requests for 20mph speed restrictions will be dealt with directly by the Traffic Engineering Team. (See Section 5)

2.22 LHFIG's are sub-groups of the Area Boards, of which there is one for each Community area in the County and have a discretionary budget for delivering local highway related priorities. The terms of reference for the groups and more information about their role can be found here [Local Highway and Footway Improvement Groups - Wiltshire Council](#)

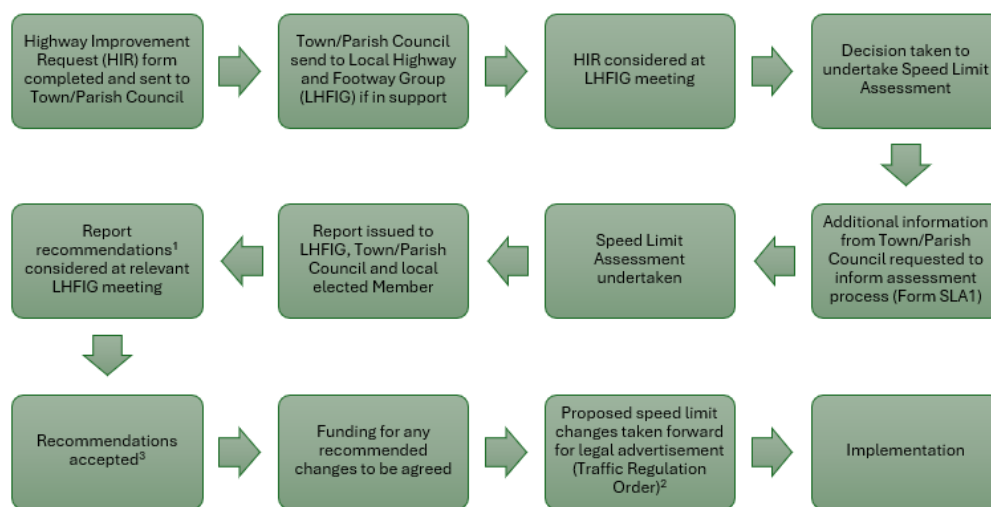
2.23 In the case of speed limit assessments for 30mph and above, if supported a funding allocation from the LHFIG and contribution from the Town or Parish Council will be required to fund the assessment process. The assessment can then be taken forward by Highways Officers (see Figure 1).

Figure 1: Speed Limit assessment request process

The steps of the speed limit assessment request process are as follows:

1. Highway Improvement Request (HIR) form completed and sent to Town/Parish Council
2. Town/Parish Council send to Local Highway and Footway Group (LHFIG) if in support
3. HIR considered at LHFIG meeting
4. decision taken to undertake Speed Limit Assessment
5. additional information from Town/Parish Council requested to inform assessment process (Form SLA1)
6. Speed Limit Assessment undertaken
7. report issued to LHFIG, Town/Parish Council and local elected Member

8. report recommendations considered at relevant LHFIG meeting
 - a. the outcome of an assessment may recommend no changes be made
9. recommendations accepted
 - a. where recommendations are not accepted, Town/Parish Councils may appeal (see section 5 of the Speed Limit Policy document for details on process).
10. funding for any recommended changes to be agreed
11. proposed speed limit changes taken forward for legal advertisement (Traffic Regulation Order)
 - a. objections to the TRO will require a Cabinet Member decision to be made as to whether to proceed to implementation
12. implementation



1. The outcome of an assessment may recommend no changes be made
2. Objections to the TRO will require a Cabinet Member decision to be made as to whether to proceed to implementation
3. Where recommendations are not accepted, Town/Parish Councils may appeal. See section 5 of the Speed Limit Policy document for details on process.

3 The speed limit assessment process: 30mph and above

3.1 In Wiltshire, assessing a road to determine an appropriate speed limit includes taking the following factors into account:

- functional hierarchy of the route
- the length of the route to be subject to the speed limit
- collision history
- existing traffic speeds
- composition of road users
- road geometry
- road environment
- local concerns
- other means of intervention to improve road safety

Function hierarchy of the route

3.2 The functional hierarchy of a route is set out by the adopted Wiltshire Council Road Network Hierarchy which aligns with the 'Well-managed Highway Infrastructure Code of Practice 2016. The descriptors are shown in Figure 2.

Figure 2 - Road function hierarchy

Hierarchy description	Type of road / general description	Detailed description
Motorway	Limited access motorway regulations apply.	Routes for fast-moving, long-distance traffic. Fully grade separated and restrictions on use.
Strategic Route Category 2	Trunk and some Principal "A" roads between Primary Destinations.	Routes for fast-moving, long-distance traffic with little frontage access or pedestrian traffic. Speed limits are usually in excess of 40 mph and there are few junctions. Pedestrian crossings are either segregated or controlled and parked vehicles are generally prohibited.
Main Distributor Category 3A	Major Urban Network and Inter-Primary Links. Short – medium distance traffic.	Routes between Strategic Routes and linking urban centres to the strategic network with limited frontage access. In urban areas speed limits are usually 40 mph or less, parking is restricted at peak

		times and there are positive measures for pedestrian safety.
Secondary Distributor Category 3B	B and C class road and some unclassified urban routes carrying bus, HGV and local traffic with frontage access and frequent junctions	In residential and other built-up areas these roads have 20 or 30 mph speed limits and very high levels of pedestrian activity with some crossing facilities including zebra crossings. On-street parking is generally unrestricted except for safety reasons. In rural areas these roads link the larger villages, bus routes and HGV generators to the Strategic and Main Distributor Network.
Link Road Category 4A	Roads linking between the Main and Secondary Distributor Network with frontage access and frequent junctions.	In rural areas these roads link the smaller villages to the distributor roads. They are of varying width and not always capable of carrying two-way traffic. In urban areas they are residential or industrial inter- connecting roads with 30 mph speed limits random pedestrian movements and uncontrolled parking.
Local Access Road Category 4B	Roads serving limited numbers of properties carrying only access traffic	In rural areas these roads serve small settlements and provide access to individual properties and land. They are often only single lane width and unsuitable for HGV. In urban areas they are often residential loop roads or cul de sac

- 3.3 Functional hierarchy relates to how a road is being used and the likely mix of vulnerable road users and motorized vehicles.
- 3.4 In many cases, particularly in the case of 20mph speed restriction requests, the functional hierarchy will be a primary determinant in the speed limit assessment. More information on the application of various speed limits is addressed further in this document.

Length of route to be assessed

- 3.5 When setting speed limits, it is important to achieve a balance between providing reasonable consistency of speed limits along a route and the need to encourage awareness, understanding and compliance. Lengthy sections of speed limit that do

not align with the functional hierarchy, environmental triggers or frequent changes resulting in short sections of speed limit along a route should be avoided.

- 3.6 The recommended minimum length of a speed limit is 600m (Circular 01/13). In some circumstances, such as compact village environments, exceptions can be made to reduce this to 400m. An absolute minimum of 300m is permitted by Department for Transport but should be avoided unless deemed absolutely necessary.
- 3.7 Circular 01/13 recognises that there may be instances where it would be appropriate to introduce a short section of 40mph or 50mph speed limit as a transition from a higher to lower limit, however the use of these transitional limits, or buffers, should be only be used where immediate speed reduction may introduce additional safety risks or is less likely to be effective.

Traffic data

- 3.8 The speed limit assessment process requires the calculation of time over distance to establish an average speed for each section of road being reviewed in free-flowing conditions i.e. not adversely influenced by peaks in traffic, rather than the use of localised point data collected by an individual traffic survey. As a minimum, seven journeys are made under free-flowing traffic conditions for each length of road under review and an average speed calculated from this analysis. This method is considered a more robust analysis of vehicle speeds over the full length of each section to determine average speeds throughout the route rather than to rely on the use of point speeds which only offer a reading for vehicle speed at a single point of the route.
- 3.9 Single point traffic surveys will be used as part of the data collection process to provide vehicle volume and classification data which will also inform the assessment process. The location and frequency of survey points along a route will be determined on a case-by-case basis.
- 3.10 These single point traffic surveys will also provide 85th percentile speeds. 85th percentile speeds are used to identify the speed distribution and is the speed at which 85% of vehicles are travelling at or below. It is this measurement of speed that is used to determine whether enforcement of a limit is necessary.
- 3.11 85th percentile speeds which are close to the mean speed typically indicate that the distribution of vehicle speeds are consistent, this can be due to the volume of traffic or the surrounding environment. A significant difference between the two numbers would indicate that other factors are influencing vehicles speeds. Typically, this is associated with factors such as congestion, whereby large numbers of slow-moving vehicles will result in lower speeds being recorded and the average speed recorded being affected as a result and not reflective of higher vehicle speeds when traffic is free flowing. It may also indicate that drivers have difficulty determining the appropriate speed for the road suggesting a better match between speed limit and road design is needed.

Collision data

- 3.12 As specified in the Department for Transport Circular 01/13 Setting Local Speed Limits, the measurement of collisions is undertaken by considering recorded personal injury collisions. Damage only and unrecorded incidents are not a material consideration. Collision data covering a 6-year period is used for assessment purposes and is sourced from the relevant Police STATS database.
- 3.13 The use of personal injury collisions is universal across the United Kingdom not only in the assessment of speed limits but also in identifying schemes to improve highway safety. This accords with the principles set out in the Road Safety Code of Good Practice. (A Road Safety Good Practice Guide for Highway Authorities, 2006).

Road geometry and environment

- 3.14 The road geometry will be taken into consideration as part of the speed limit assessment process. This will consider the physical road layout features that may impact driver behaviour, vehicle speeds and road safety such as gradient, carriageway width, curvature etc as well as features that highlight the character of the route to drivers such as frontage development, local amenities and adjacent landscape.

Local concerns

- 3.15 The road safety issues raised by users of the route, local residents and elected councillors will be considered as part of the speed limit assessment process. In addition to considering how the speed limit and any changes to it may impact upon the concerns raised, engineers will also consider any engineering measures that may address these concerns and mitigate the difficulties faced. These measures may range from the introduction of warning signs and road markings to influence driver behaviour, alterations to improve visibility at junctions or more significant infrastructure changes such as new footway or pedestrian crossing facilities.

Such concerns may include, but are not limited to:

- community severance as a result of difficulty crossing a road
- poor visibility when exiting junctions
- lack of footway provision requiring pedestrians to walk in the verge or carriageway
- lack of pedestrian/cycle provision on routes to key facilities – doctors' surgery, village hall, school, bus stops etc.
- inadequate footway provision – i.e. narrow footway unable to accommodate wheelchair users etc

Outcome of assessment reporting

- 3.16 The outcome of each speed limit assessment will be presented in a formal report that addresses the considerations outlined in this policy and the application of the

guidance found in Circular 01/13 'Setting Local Speed Limits'. The report will set out recommendations as to whether any speed limit changes and/or engineering measures are considered to be appropriate.

- 3.17 It is important to note that there must be a legal basis for any speed limit change, and all required legal processes followed correctly. Promoting a speed limit that does not meet the required criteria is likely to result in objection from the Police as enforcement authority and from members of the public. Substantive objections will result in the proposed changes being abandoned however costs will still be incurred to cover the legal process.
- 3.18 Should the legal processes not be followed correctly, this can open the authority to legal challenge.
- 3.19 The report will follow an adopted template which can be found in Appendix 3.

4 The decision-making procedure

- 4.1 The final report will be circulated to the relevant LHFIG, Parish/Town Council and elected Wiltshire Council members for consideration. Where recommendations have been made for speed limit changes to take place, acceptance of the proposed changes from those parties will be sought. Should the recommendations be accepted, the LHFIG and Parish/Town Council will need to agree funding for the legal advertisement and implementation of the proposed speed limit changes. The estimated costs will be set out in the report alongside the recommendations.
- 4.2 The implementation of any new or change to an existing speed limit must follow the legal procedure to introduce a Traffic Regulation Order (TRO). This process requires formal advertisement and consultation providing members of the public and statutory consultees with an opportunity to comment on the proposal. The enforcement authority for speed limits resides with the Police, therefore agreement and support must be sought before any changes are implemented.
- 4.3 Where recommendations for engineering measures are made, implementation will again be subject to acceptance by the above parties with funding agreement required. In some circumstances, engineering measures may reach the threshold required to allow a Substantive LHFIG Scheme Funding bid to be made.
- 4.4 If the recommendations set out in the report are disputed, Parish/Town Councils may pursue an appeal following the process set out in this policy. Any dispute will only be considered valid where there are technical arguments. Disputes on the basis that the recommendations do not meet the local aspirations will not be eligible for an appeal submission.

5 The 20mph speed restriction assessment process

- 5.1 20mph speed restriction requests will not be referred to the LHFIG but will be directed to the Traffic Engineering Team where the assessment process will be centrally managed.
- 5.2 The level of assessment required will be determined on a case-by-case basis by the Traffic Engineering Team. Where requests are made for 20mph restrictions in residential areas in urban or village settings, the criteria is likely to be met and additional data collection is unlikely to be needed. However, requests for 20mph restrictions on key urban or rural routes are likely to require additional data to be collected to determine whether the criteria is met.
- 5.3 The costs associated with any data collection will be met centrally along with the Traffic Regulation Order costs associated with implementation of 20mph speed limits. In order to limit costs, TRO's over a wider area will be preferred. The cost of implementation of the physical speed limit change, for example associated signs and road markings, will need to be borne by the respective Town or Parish Council.

20mph speed restriction criteria

- 5.4 Where a request is made for the introduction of a 20mph speed restriction, specific eligibility criteria is considered alongside other factors such as local concerns and collision data as with other types of speed limit assessment.
- 5.5 A 20mph limit is intended for areas with continuous risk exposure, like residential areas, high pedestrian use or near schools. It should not be used as a tool for isolated hazards (e.g. a single junction or a bend); targeted measures (like a traffic-calming feature) are preferred.
- 5.6 There are two types of mandatory 20mph speed restrictions that may be introduced where criteria allow. 20mph speed limits are 'sign only' whereas 20mph zones require the introduction of other traffic calming features. In both cases, it is expected that the restrictions be self-enforcing therefore the criteria set out below must be adhered to.
- 5.7 Wiltshire Council aims to ensure that any 20mph schemes have the maximum benefit for the affected communities, such as:
 - improving quality of life
 - the promotion of healthier lifestyles
 - sustainability and environmental benefits
 - improvements to the social interaction and economic wellbeing of an area

The above points are important considerations alongside:

- reduction of collisions

- regulation of traffic speeds

5.8 Wiltshire Council will also actively promote the installation of 20mph schemes, where appropriate, on new residential developments. Such developments have long been designed in such a way as to encourage speeds at or below 20mph. Where practical, the extent of a 20mph scheme associated with a new development should look to include any adjoining residential areas to ensure consistency in a residential area.

20mph Limits

5.9 20mph limits can be considered when any one of the following criteria are met:

- where mean 'before' speeds are at or below 24mph
- in locations where the mean speeds are marginally above 24mph and the Traffic Engineering Team consider that the introduction of lighter touch measures such as road markings and/or signing are likely to result in 'after' mean speeds below 24mph
- on roads that are predominantly for local access, where significant pedestrian and cycle movements are demonstrated to take place. This is described in Circular 01/13 as:
 - major streets where there are – or are likely to be – significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic
 - residential streets in cities, towns and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable
- in rural areas where the location, in addition to the above conditions, also meets the definition of a village as set out in Traffic Advisory Leaflet '01/04 - Village Speed Limits'
- 20mph speed restrictions are not to be used where through movement of vehicles is the predominant function of a route

5.10 20mph limits should not be considered:

- **major through-routes** or roads serving significant strategic or traffic circulation roles. These roads are intended for **faster, uninterrupted traffic flow**, and lower limits may be inappropriate
- roads **outside urban, residential, or built-up environments**, such as rural single-carriageways
- on roads immediately adjoining motorways or trunk roads
- on designated freight routes
- where existing speeds are well under 20 mph already
- to address isolated hazards
- for lengths less 600m

20mph zones

5.11 20mph zones can be considered when the following criteria are met:

- roads subject to an existing 30mph speed restriction.
- where there is a proven history of road user conflict with vulnerable road users i.e. child pedestrians.
- where a suitable alternative route exists to enable drivers to avoid the zone.
- in those areas set out in paragraph 95 of Circular 01/13
- where the use of traffic calming features is supported by the emergency services

5.12 Appendix 5 includes frequently asked questions relating to 20mph speed restrictions

Advisory 20mph speed limits

5.13 In addition to the mandatory restrictions, the introduction of advisory 20mph speed limits outside of schools is permitted. Denoted by amber flashing lights and in operation during school drop off and pick up times, these advisory limits may be considered for introduction outside of Wiltshire schools. The request for consideration must be submitted by the school in question through the Taking Action on School Journeys (TAOSJ) process and the school must have an up-to-date travel plan. More information on TAOSJ and school travel plans can be found here:

<https://www.wiltshire.gov.uk/schools-learning-transport-cycling-walking>.

5.14 It should be noted that advisory limits cannot be introduced in close proximity or on the approach to traffic signal junctions or crossings, Zebra or Parallel crossings due to Department for Transport rules regarding the siting of flashing amber lights.

Outcome of assessment reporting

5.15 In the case of 20mph speed limit requests that do not require additional data collection, a formal report will not be produced. An outline plan setting out the proposed extents of the limit and associated signs and road markings will be issued by the Traffic Engineering Team to the requesting Town or Parish Council alongside a cost estimate for implementation.

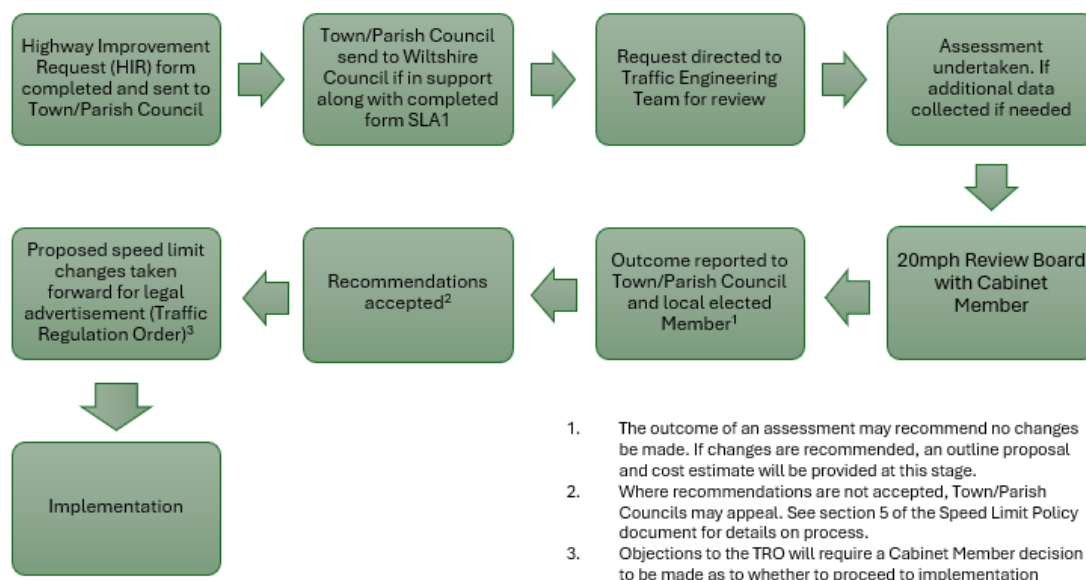
5.16 For requests where additional data collection has been undertaken, a briefing note outlining the data collected, the outcome of the assessment and any implementation proposals will be provided.

Figure 3: the 20mph process flow

Steps of the 20mph process:

1. Highway Improvement Request (HIR) form completed and sent to Town/Parish Council
2. Town/Parish Council send to Wiltshire Council if in support along with completed form SLA1
3. request directed to Traffic Engineering Team for review

4. assessment undertaken. Collect additional data if needed
5. 20mph Review Board with Cabinet Member
6. outcome reported to Town/Parish Council and local elected Member
 - a. the outcome of an assessment may recommend no changes be made. If changes are recommended, an outline proposal and cost estimate will be provided at this stage
7. recommendations accepted
 - a. where recommendations are not accepted, Town/Parish Councils may appeal. See section 5 of the Speed Limit Policy document for details on process
8. proposed speed limit changes taken forward for legal advertisement (Traffic Regulation Order)
 - a. objections to the TRO will require a Cabinet Member decision to be made as to whether to proceed to implementation
9. implementation



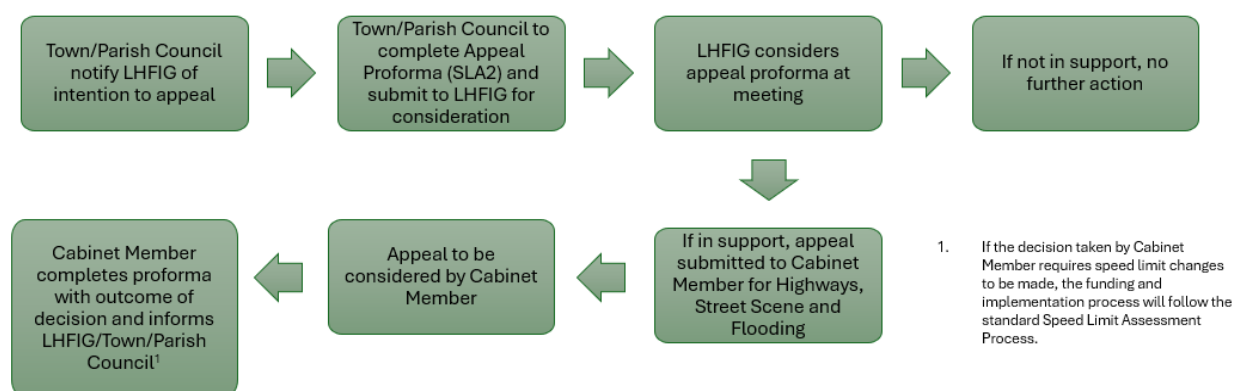
6 Appeal process

- 6.1 The flowchart below outlines the appeal process, which requires the Appeal Proforma (SLA2) in Appendix 4 of this document to be submitted. The appeal must have the support of the LHFIG before being submitted to the Cabinet Member for Highways Street Scene and Flooding.
- 6.2 Any changes to a speed limit resulting from a Cabinet Member decision during the appeal process will be subject to the Traffic Regulation Order process. Funding for this process and any subsequent implementation will be the responsibility of the LHFIG and Town/Parish Councils.

Figure 4: Appeal Process Flow Chart

The steps of the appeal process:

1. Town/Parish Council notify LHFIG of intention to appeal
2. Town/Parish Council to complete Appeal Proforma (SLA2) and submit to LHFIG for consideration
3. LHFIG considers appeal proforma at meeting
4. **if not in support, no further action.** If in support, appeal submitted to Cabinet Member for Highways, Street Scene and Flooding
5. appeal to be considered by Cabinet Member
6. Cabinet Member completes proforma with outcome of decision and informs LHFIG/Town/Parish Council
 - a. if the decision taken by Cabinet Member requires speed limit changes to be made, the funding and implementation process will follow the standard Speed Limit Assessment Process



7 Appendices

Appendix 1: Highways Improvement Request form

[Highways improvement request form \(Word doc, 640 KB\)](#)

[Highways improvement request form \(assistive technology version\) \(Word doc, 648 KB\)](#)

Appendix 2: Speed Limit Assessment Request form

[Speed limit assessment request form \(Word doc, 643 KB\)](#)

[Speed limit assessment request form \(assistive technology version\) \(Word doc, 650 KB\)](#)

Appendix 3: Traffic and network management

[Traffic and Network Management \(Word doc, 186 KB\)](#)

Appendix 4: Speed Limit Assessment Appeal form

[Speed limit assessment appeal form \(Word doc, 643 KB\)](#)

[Speed limit assessment appeal form \(assistive technology version\) \(Word doc, 648 KB\)](#)

Appendix 5: 20mph speed restrictions: FAQs

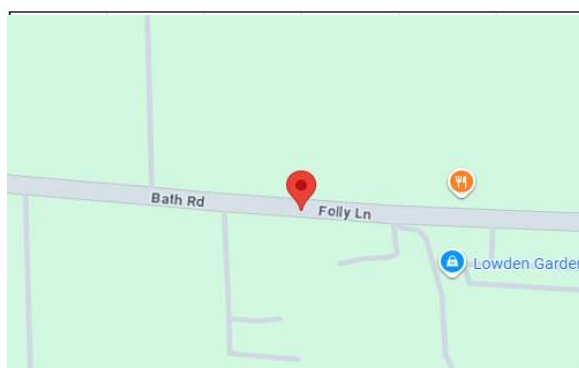
[Frequently asked questions about 20mph speed restrictions](#)

Intelligent Data Collection Limited



Client: Traffic Survey Team
Project Number: ID-1125-0091
Site Number: Site 28

Project Number	063-026	
what3words	https://what3words.com/ladder.flotation.lenc	
Road Name	A365 Folly Lane	
Town/Village	Whitley	
Easting/Northing (X/Y)	Easting	Northing
	387635	165802
Survey Start/End Dates	Start Date	End Date
	04/12/2025	12/12/2025



Posted Speed Limit (mph)	40
Combined 85th%ile Speed (mph)	42.79
Total Vehicles	52740
% Exceeding PSL	31.6%

	A-B	B-A	Total
Total Vehicles by Direction	27447	25293	52740

	A-B	B-A	Total
5-day Average Speeds (mph)	38.51	37.53	38.02

	A-B	B-A	Total
7-day Average Speeds (mph)	38.74	37.59	38.17

Class	Vehicle Type	Total Vehicles by Class (A-B)	Total Vehicles by Class (B-A)	Total Vehicles by Class (Total)
1	Cycle	17	7	24
2	Motor Cycle	132	110	242
3	Car	20699	18002	38701
4	LGV	5080	5782	10862
5	2 Axled Rigid	1096	1045	2141
6	3 Axled Rigid	66	46	112
7	4 Axled Rigid	12	17	29
8	3 Axled Artic	116	94	210

9	4 Axled Artic	0	0	0
10	5+ Axled Artic	158	129	287
11	Bus	71	61	132

DfT 2010 with Coba Classification

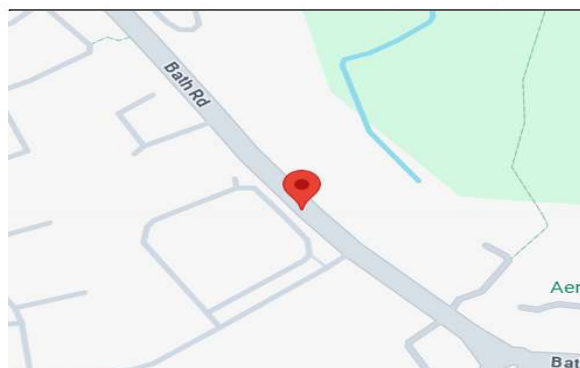
			SP1	SP2	SP3	SP4	SP5	AGGREGATE
Class	Type	Axles	Axle space (mtrs)	Axle space (mtrs)	Axle space (mtrs)	Axle space (mtrs)	Axle space (mtrs)	
1	C	2	0.00 - 1.06					CAR
2	O	2	1.06 - 1.70					
3	CAR	2	1.70 - 2.89					
		3	1.89 - 2.95	1.90 - 4.00				
		3	1.89 - 2.95	3.50 - 6.00				
		4	1.89 - 2.95	1.90 - 6.00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

Intelligent Data Collection Limited



Client: Traffic Survey Team
Project Number: ID-1125-0091
Site Number: Site 1

Project Number	063-001	
what3words	https://what3words.com/split.paint.promine	
Road Name	A365 Bath Road	
Town/Village	Melksham	
Easting/Northing (X/Y)	Easting	Northing
	391558	162503
Survey Start/End Dates	Start Date	End Date
	04/12/2025	12/12/2025



Posted Speed Limit (mph)	30
Combined 85th%ile Speed (mph)	33.96
Total Vehicles	99364
% Exceeding PSL	49.9%

	A-B	B-A	Total
Total Vehicles by Direction	49429	49935	99364

	A-B	B-A	Total
5-day Average Speeds (mph)	27.00	28.73	27.86

	A-B	B-A	Total
7-day Average Speeds (mph)	28.32	29.52	28.92

Class	Vehicle Type	Total Vehicles by Class (A-B)	Total Vehicles by Class (B-A)	Total Vehicles by Class (Total)
1	Cycle	53	46	99
2	Motor Cycle	217	189	406
3	Car	38644	42043	80687
4	LGV	8325	6256	14581
5	2 Axled Rigid	1557	974	2531
6	3 Axled Rigid	111	104	215
7	4 Axled Rigid	30	39	69
8	3 Axled Artic	215	110	325

9	4 Axled Artic	2	4	6
10	5+ Axled Artic	169	117	286
11	Bus	106	53	159

DfT 2010 with Coba Classification

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

FW: Following up on Traffic Survey Requests from October 2025.

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

Date Tue 23/06/2026 10:29

To andrew.griffin@wiltshire.gov.uk <andrew.griffin@wiltshire.gov.uk>

Cc nick.holder@wiltshire.gov.uk <nick.holder@wiltshire.gov.uk>; phil.alford@wiltshire.gov.uk <phil.alford@wiltshire.gov.uk>; Fiona Dey <office@melkshamwithout-pc.gov.uk>; Fiona Dey <office@melkshamwithout-pc.gov.uk>

 2 attachments (3 MB)

063-026 A365 Folly Lane Whitley.xlsx; 063-001 A365 Bath Road Melksham.xlsx;

Hi Andrew

Not sure if Traffic Surveys are part of your LHFIG remit or not..... really disappointed in this!
We requested Traffic Surveys (metro counts) in October.

A365 Folly Lane in Shaw (submitted 30th October 2025)

A365 Bath Road in Bowerhill, Melksham (submitted 10th October 2025)

We know there is a backlog so don't know when (ie which month) they will be done.

Fiona chased in early June to discover they were done in the first week of December and they had never sent to us.

We have so many rumble strips on the road for developers etc that we don't always know who they belong to, to have noticed them in place to have followed up.

That data is now 6 months old – as it turns out they are NOT eligible for SID or Community Speed Watch, but if they had, we would have missed 6 months of deployment.

We also have had to look at the data to work that out – they are complicated spreadsheets now – you used to get a one liner telling you if it was eligible or not.

Is this lack of follow up and sending them something that you can raise please as LHFIG Chair? If we hadn't chased we would be none the wiser; they have cost money for Wiltshire Council to do, but they are of no use unless they actually send on.

I have copied in Phil and Nick as the surveys are in their areas.

Many thanks, Teresa

From: Fiona Dey <office@melkshamwithout-pc.gov.uk>

Sent: 22 June 2026 18:12

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

Subject: FW: Following up on Traffic Survey Requests from October 2025.

From: Traffic Surveys <TrafficSurveys@wiltshire.gov.uk>
Sent: 10 June 2026 11:25
To: Fiona Dey <office@melkshamwithout-pc.gov.uk>
Subject: RE: Following up on Traffic Survey Requests from October 2025.

Good morning,

Please find attached.

Kind regards

Traffic Survey Inbox

Wiltshire Council



From: Fiona Dey <office@melkshamwithout-pc.gov.uk>
Sent: 09 June 2026 12:35
To: Traffic Surveys <TrafficSurveys@wiltshire.gov.uk>
Subject: Following up on Traffic Survey Requests from October 2025.

Dear Traffic Survey team,

I made two requests for Traffic Surveys in October 2025. One for the A365 Folly Lane in Shaw (submitted 30th October 2025) and one for A365 Bath Road in Bowerhill, Melksham (submitted 10th October 2025). Would it be possible to provide me with an update on the progress of these and when the data might be available?

Many thanks and kind regards
Fiona

Fiona Dey
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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RE: Whitley speeders!

From Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Date Mon 29/06/2026 15:49
To Peter Richardson <peter.richardson@melkshamwithout-pc.gov.uk>
Cc Fiona Dey <office@melkshamwithout-pc.gov.uk>

We definitely couldn't use the old sewer pipe anymore, so we arranged for something on the opposite side, next to the phone box library – Fiona will have a spreadsheet of all of them, we probably got them all assessed so the SIDs were interchangeable.

From: Peter Richardson <peter.richardson@melkshamwithout-pc.gov.uk>
Sent: 29 June 2026 15:36
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: Fiona Dey <office@melkshamwithout-pc.gov.uk>
Subject: Re: Whitley speeders!

That's true! Let me have a look at the lamp post when I walk the dog.

From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Date: Monday, 29 June 2026 at 15:29
To: Peter Richardson <peter.richardson@melkshamwithout-pc.gov.uk>
Cc: Fiona Dey <office@melkshamwithout-pc.gov.uk>
Subject: RE: Whitley speeders!

We only have two.

The model with the data downloading bit is a newer model which is too heavy to be supported by some Wiltshire Council lamp posts – some have concrete cancer etc – its why they have to be erected by two men using a step ladder, and not a ladder leaning on the lamppost.

We have to get permission each year from WC streetlighting department that the specific SID model can be erected on specific lamp posts.

Nothing is straightforward!

From: Peter Richardson <peter.richardson@melkshamwithout-pc.gov.uk>
Sent: 29 June 2026 15:24
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: Fiona Dey <office@melkshamwithout-pc.gov.uk>
Subject: Re: Whitley speeders!

From a statutory perspective, are we really constrained on what SIDs we can deploy? Just seems odd that if we had a speeding blackspot and our normal camera was broken, we would not be able to deploy another one from the pool.

From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Date: Monday, 29 June 2026 at 11:10
To: Peter Richardson <peter.richardson@melkshamwithout-pc.gov.uk>

Cc: Fiona Dey <office@melkshamwithout-pc.gov.uk>

Subject: RE: Whitley speeders!

We don't have the downloadable data SID at that site – statutory guidance says we have to review the SID schedule every 6 months, so we look at that then....

From: Teresa Strange

Sent: 29 June 2026 11:08

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

Cc: Fiona Dey <office@melkshamwithout-pc.gov.uk>

Subject: RE: Whitley speeders!

Hi Peter

I am just replying to you

We already have CSW and SID deployed at Top Lane and at this location – we moved the SID from the old sewer pipe as rusting, to the pole next to the phone box.

So we know it meets the speed eligibility criteria.

You can request a traffic survey again – but not sure it gains anything, but with the potential to have to remove SID and CSW if it doesn't qualify anymore – from memory it was just slightly under the eligibility criteria.

It can go on the next highways meeting agenda if there are ideas for other measures – they will probably trigger another speed survey. They cost WC but not the parish council.

Hope that helps, Teresa

From: [REDACTED]

Sent: 26 June 2026 22:28

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

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

Subject: Re: Whitley speeders!

Thank you Peter for your prompt, helpful reply.

I would say, there used to be 2 really big 30mph signs outside the water pump in Whitley & on the bank opposite about 30 or so years ago & for some reason they were removed & never replaced. Ive always thought it was a 30 mile speed limit all through the village so maybe it was changed to 60mph which, as you say, is ridiculous.

Thanks for your help, please let me know if I can do anything to help.

Regards

[REDACTED]

Sent from [Outlook for Android](#)

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

Sent: Friday, 26 June 2026 22:15:07

To: [REDACTED]

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

Subject: Re: Whitley speeders!

Hi [REDACTED]

Thanks for getting in touch.

I agree there is a problem. I think the stretch of road between West Hill Lane and Purlpit might be technically 60MPH - which is of course ridiculous.

Let me see if we can do something to assess the speeds. We might be able to deploy one of the speed indicator devices near Daisy Chain that measures (and records) speeds. We might also be able to do a Metro Count (the rubber strips on the road). Also we are trying hard to get the area included in our Speed Watch deployments.

I expect you have noticed that its getting worse on Top Lane, Corsham Road and Shaw Hill too - there are a couple of initiatives on play to try and mitigate Corsham Road.

So in summary leave it with me for a bit and let me see if we can get some data that will help us with a mitigation strategy.

Peter

From: [REDACTED]
Date: Friday, 26 June 2026 at 20:37
To: Peter Richardson <peter.richardson@melkshamwithout-pc.gov.uk>
Subject: Whitley speeders!

Hello Peter

I was wondering if the traffic travelling through Whitley , West Hill in particular, could be assessed somehow. There has been a huge increase in numbers & speeding & its getting worrying.

Having the windows open in the heat Ive noticed the speeders start around 5am. Not only cars but work vans & trailers doing at least 50/60mph. I know a lot of the drivers don't live in the village but I bet they wouldn't drive like this outside their own homes especially if they have kids & pets or elderly relatives.

We've been in the village for over 60 years and traffic has increased enormously. We have campaigned many times unsuccessfully for calming measures.

Are you able to help with this.

Many thanks

Kind regards

[REDACTED]

Sent from [Outlook for Android](#)

FW: Corsham Road SID

From Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Date Mon 06/07/2026 12:30
To Peter Richardson <peter.richardson@melkshamwithout-pc.gov.uk>
Cc Fiona Dey <office@melkshamwithout-pc.gov.uk>

Hi Peter

We have a highways meeting on 10th August and we will put the SID schedule – where the data downloadable one goes – on the agenda and include the issue raised re the Top Lane/West Hill bit too.
Kind regards, Teresa

From: Peter Richardson <peter.richardson@melkshamwithout-pc.gov.uk>
Sent: 03 July 2026 14:17
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: FW: Corsham Road SID

Hi Teresa

I think we had a chat about the SID data capture on Corsham Road didn't we?

Progress on the ditches too!

Regards

Peter

From: [REDACTED]
Date: Friday, 3 July 2026 at 13:06
To: Peter Richardson <peter.richardson@melkshamwithout-pc.gov.uk>
Subject: Corsham Road SID

Hi Peter,

Hope things are OK with you.

You may recall that at that poorly attended meeting at the school to discuss the traffic and congestion issues you very kindly contacted Teresa Strange regarding the SID that was in place at that time to see if it could be changed to one that could provide us with data.

Do you know if that happened?

If it did, how do we obtain the information but if it didn't, how do we organise one to be positioned so that we can get the data to support us with the travel plan.

We are hoping to have the plan ready to go through with the headteacher in two weeks' time so that we can fine tune the whole thing over the summer holidays in order for her to sign it off and submit it in mid-September.

Please can you let me know where we are on this.

On another note, I'm hopeful that we are moving ever closer to get White Horse Federation to admit ownership of the ditches outside the school and 'encourage them' to maintain them (fingers crossed).

Best wishes

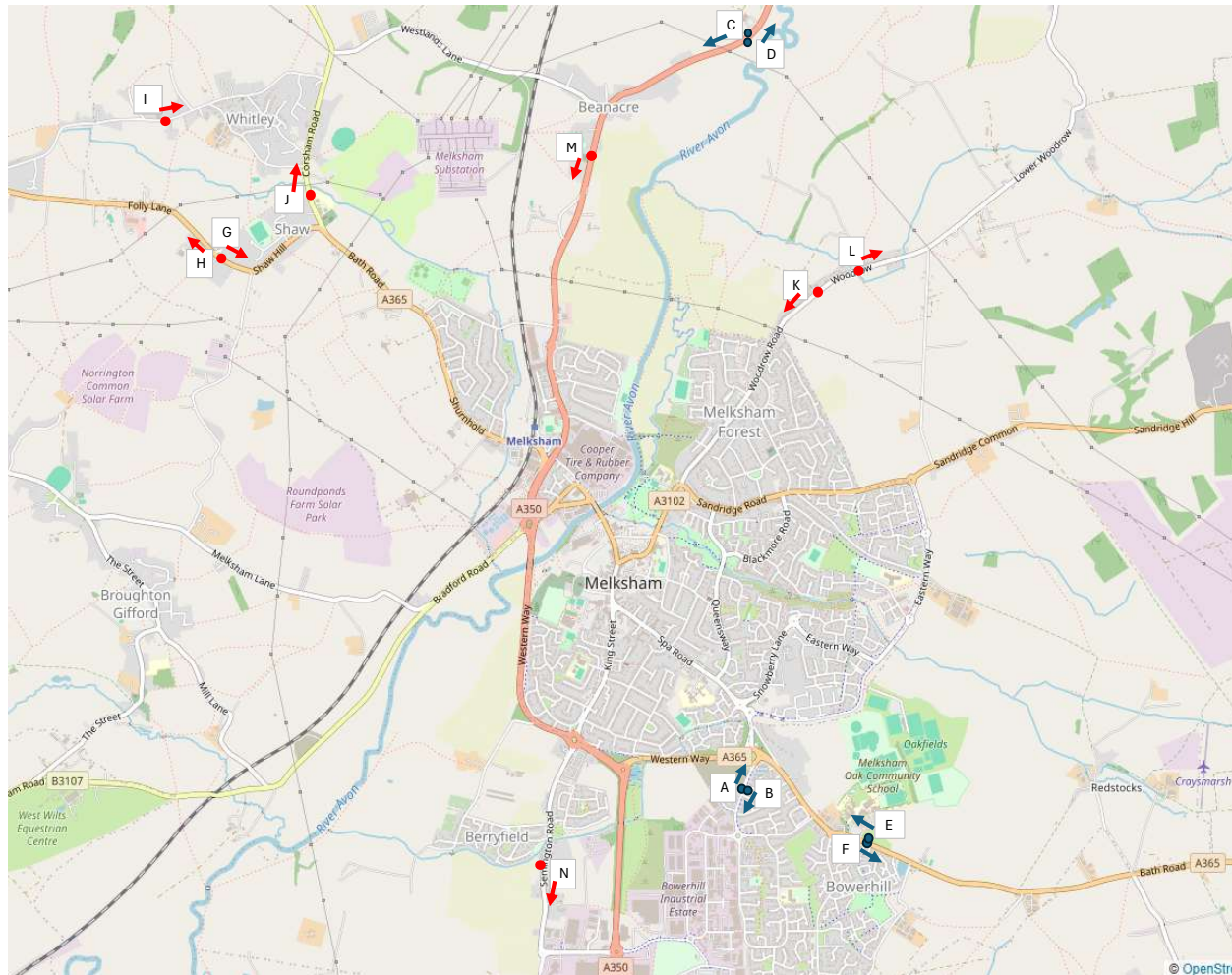


SID 2 - Evolis/Elan City

A	Pathfinder Way	Facing traffic from Melksham	///divisible.suitable.stealing
B	Pathfinder Way	Facing traffic from Bowerhill	///tape.dunk.choppy
C	Beanacre A350	Facing traffic from Melksham	///book.bearings.saddens
D	Beanacre A350	Facing traffic from Chippenham	///willpower.defectors.ties
E	A365 MOCS	Facing traffic from Melksham	///taker.relations.ranch
F	A365 MOCS	Facing traffic from Devizes	///attending.helpfully.grazed

SID 1 - Solagen

G	Shaw Hill	Facing traffic from Melksham	///unopposed.dices.deserved
H	Shaw Hill	Facing traffic from Atworth	///unopposed.dices.deserved
I	West Hill	Facing traffic towards Pulpitt/Atworth	///pesky.flinches.nipping
J	Corsham Road	Facing traffic from Corsham	///encourage.target.brands
K	Woodrow Road	Facing traffic from Melksham	///safe.stimulates.nametag
L	Woodrow Road	Facing traffic from Lacock	///wharfs.discloses.tutored
M	Beanacre A350	Facing traffic from Melksham	///adventure.clauses.rise
N	Semington Road	Facing traffic from Hampton Park	///excellent.skills.stags



Semington Road Traffic Speed Summary (SID data)

Vehicle-speed data recorded from 27 May 2026 to 8 Jun 2026

Total vehicles	Observation dataset	Weighted average speed	Highest maximum speed
602	1	37.52	68

KEY FINDINGS

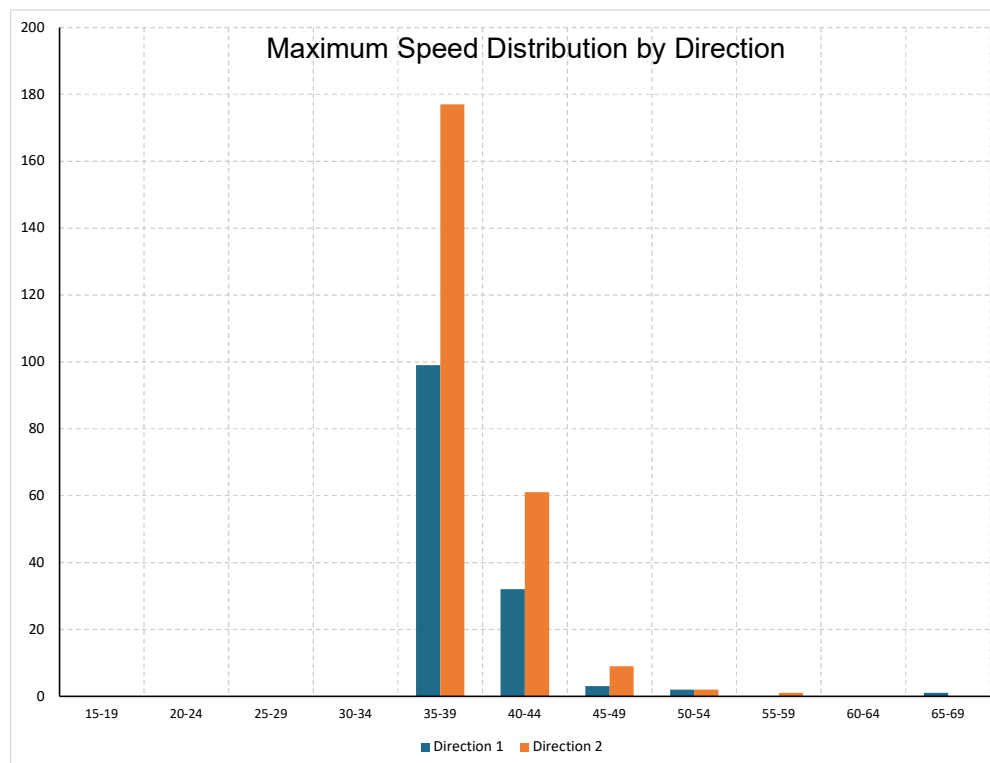
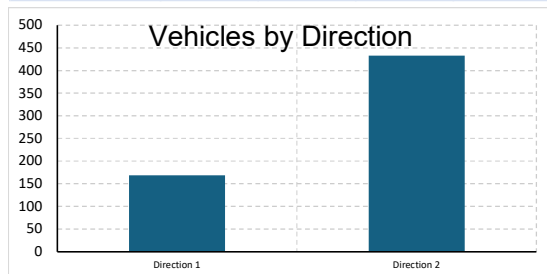
The dataset contains 602 vehicle movements. Direction 2 carried the larger share (72%). The overall weighted average speed was 37.52 mph. The highest maximum speed recorded was 68 mph, in Direction 1.

Direction 1 - Facing traffic from Hampton Park / travelling north

Direction 2 - Traffic travelling south / away from the town centre

Direction	Vehicles	Share of vehicles	Weighted avg speed	Max speed
Direction 1	169	28%	37.61	68.00
Direction 2	433	72%	37.49	55.00
Overall	602	100%	37.52	68.00

Speed bin (mph)	Lower	Upper	Direction 1	Direction 2
15-19	15	19	0	0
20-24	20	24	0	0
25-29	25	29	0	0
30-34	30	34	0	0
35-39	35	39	99	177
40-44	40	44	32	61
45-49	45	49	3	9
50-54	50	54	2	2
55-59	55	59	0	1
60-64	60	64	0	0
65-69	65	69	1	0



MELKSHAM WITHOUT PARISH COUNCIL
SID SCHEDULE - July 2025

Speed Indicator Device (SID 1 - SOLAGEN)
Melksham Without Installation Schedule
DRAFT AUGUST 2026

Week	Site	Current	Proposed
1 & 2	Shaw Hill - on right hand side travelling towards Melksham (facing In bound traffic from Atworth direction)	H	H
3 & 4	Beanacre A350 Traffic Island (facing in bound traffic coming from the Chippenham direction)	D	D
5 & 6	Outside 180A Woodrow Road (facing out bound traffic from Melksham direction)	K	K
7 & 8	Beanacre A350 Far end of Church Layby Island (facing North Bound traffic from Melksham direction)	M	M
9 & 10	Outside Melksham Oak School, Devizes Road (A365) (facing out bound traffic from Melksham direction)	I	E
11 & 12	Shaw Hill (Outbound) - on left hand side travelling towards Atworth (facing out bound traffic travelling from Melksham)	G	G
13 & 14	Outside 194A Woodrow Road (facing In bound traffic Lacock direction)	L	L
15 & 16	Pathfinder Way, Bowerhill (facing traffic coming from Bowerhill direction)	J	B
17 onwards	Repeat sequence of weeks 1 to 16		

Speed Indicator Device Schdule (New Evolis/Elan City Device) - LATER MODEL THAT DOWNLOADS DATA THAT IS SENT TO POLICE
Melksham Without Installation Schedule
DRAFT AUGUST 2026

Week	Site	Current	Proposed
1 & 2	Pathfinder Way, Bowerhill (Facing traffic coming from Melksham direction)	A	A
3 & 4	Outside 594 Semington Road (facing inbound traffic from Hampton Park direction)	N	N
5 & 6	A365 (Opposite Melksham Oak) near Hornchurch Road Junction (facing in bound traffic coming from Devizes direction)	F	F
7 & 8	Corsham Road, Whitley (facing In bound traffic from Corsham direction)	B	J
9 & 10	West Hill, Whitley (near Children's Nursery) (facing the traffic travelling towards Purlpit/Atworth)	E	I
11 & 12	Beanacre A350 Traffic Island (facing in bound traffic coming from the Chippenham direction)	D	D
13 & 14	Outside Melksham Oak School, Devizes Road (A365) (facing out bound traffic from Melksham direction)	F	E
15 & 16	A350 - Beanacre Road (near last bus stop heading out of Beanacre towards Lacock) (facing out bound traffic TRAVELLING TOWARDS CHIPPENHAM)	C	C
17 onwards	Repeat sequence of weeks 1 to 16		

**WILTSHIRE COUNCIL
WILTSHIRE & SWINDON ROAD SAFETY PARTNERSHIP
PRACTICE NOTE**

**COMMUNITY SPEEDWATCH, TEMPORARY SPEED INDICATOR
DEVICES, & CIVILIAN DEPLOYED ANPR CAMERAS**

- SITE ELIGIBILITY AND DEPLOYMENT CRITERIA

1. Document Control Sheet

Project Title: COMMUNITY SPEEDWATCH, TEMPORARY SPEED INDICATOR DEVICES, & CIVILIAN DEPLOYED ANPR CAMERAS

Report Title: SITE ELIGIBILITY AND DEPLOYMENT CRITERIA

Revision: Version 1

Status: Final

Date: April 2023

Record of issue

Issue	Status	Author	Date	Check	Date	Authorised	Date
1	Final	DT	April 2023	SH	April 2023	SH	April 2023

April 2023

WILTSHIRE AND SWINDON ROAD SAFETY PARTNERSHIP PRACTICE NOTE

COMMUNITY SPEEDWATCH, TEMPORARY SPEED INDICATOR DEVICES, & CIVILIAN DEPLOYED ANPR CAMERAS - SITE ELIGIBILITY AND DEPLOYMENT CRITERIA

1.0 Introduction

- 1.1 This note sets out the eligibility and deployment criteria used for Community Speed Watch (CSW), temporary Speed Indicator Devices (SIDs) and Civilian deployed ANPR cameras.
- 1.2 CSW and SIDs can 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.
- 1.3 CSW and SIDs are considered overt in operation as they are clearly visible to passing motorists and will have a direct impact on all road users passing them when deployment is taking place. Civilian deployed ANPR cameras are considered covert in operation as they usually cannot be seen by motorists and the data they record is used to provide intelligence and to target individual speeding motorists. It will be for the Parish and Town Councils to decide the best combination of activity to address the concerns in their local area.

2.0 Community Speedwatch (CSW)

- 2.1 CSW is a scheme which gives local people the power to help reduce traffic speeds and improve the quality of life in their community. Local community volunteers are provided with special equipment and trained by Wiltshire Police staff in the use of hand held speed devices so that they can record the speed of passing motorists. Motorists caught speeding by the volunteers are sent a warning letter from the Police. Persistent offenders receive a visit from Wiltshire Police and may be subject to further action. Intelligence gathered by the volunteers can be used by the Police to identify speeding hotspots and to target individual persistent speeding motorists.
- 2.2 CSW can only be undertaken during the hours of daylight and is therefore not the appropriate solution where investigation shows that high speeds are experienced during the hours of darkness.
- 2.3 Wiltshire Police will carry out a risk assessment to determine where CSW can be deployed to ensure the safety of the volunteers and to maximise effectiveness and impact.
- 2.4 Co-ordination and support of the CSW volunteer groups is undertaken by a dedicated CSW Co-ordinator within Wiltshire Police.
- 2.5 Other factors relating to CSW and further details can be found at www.wiltshire-pcc.gov.uk/the-pcc-and-you/get-involved/community-speedwatch/

3.0 Temporary Speed Indication Devices (SIDs)

- 3.1 Key factors relating to SID deployment are set out at **Appendix A** and Frequently Asked Questions are set out in **Appendix C**

April 2023

- 3.2 SIDs 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. 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.
- 3.3 SIDs can be deployed at locations on a long term basis if desired. However, it is recommended that to maintain effectiveness they should be deployed on a temporary basis and normally be in place at a site for between 2 and 8 weeks and not redeployed until a minimum time of 4 weeks has elapsed.
- 3.4 Deployment periods 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.
- 3.5 Town & Parish Councils either singularly or in collaboration are responsible for the sourcing, purchase, installation, deployment and maintenance of suitable SID units.
- 3.6 Deployment of the SIDs must be undertaken by an approved Contactor or by volunteers who have undertaken the online training course available through Wiltshire Council. See Appendix A for further details.
- 3.7 SIDs must not be positioned within 100m of speed limit terminal points except in exceptional circumstances such as reduced visibility or proximity of side road junctions.
- 4.0 **Civilian deployed ANPR Cameras**
- 4.1 Key factors relating to civilian deployed ANPR Cameras as set out in **Appendix B**
- 4.2 Civilian deployed ANPR cameras are small battery powered devices that can be deployed to record passing vehicles, their speed, and registration details. Data from the ANPR cameras can be reported to the Police on their website using the 'report a crime' function to aid intelligence by their Control Room. The "report a crime" function accepts one vehicle's details at a time, so it is necessary for users to prioritise the input of data. It should also be noted that evidence from these cameras is not currently admissible as evidence in Court.
- 4.3 Parish & Town Councils deploying ANPR cameras will need to satisfy themselves that they are compliant with the General Data Protection Regulations (GDPR).
<https://www.gov.uk/data-protection>
- 4.4 ANPR cameras can be deployed on existing highway street furniture, such as sign posts, but additional freestanding posts will not be provided or permitted. Note: Telegraph / electrical poles are not classified as street furniture.
- 4.5 Deployment sites are not subject to any formal approval process but locations must be subject to a recorded risk assessment and comply with the manufacturer's requirements for mounting heights and clear visibility distances to ensure accuracy of recorded data.
- 4.6 Deployment of the ANPR cameras must be undertaken by an approved Contractor or by volunteers who have undertaken the online training course available through Wiltshire Council. See Appendix B for further details
- 5.0 **Eligibility Criteria**

- 5.1 For locations identified for CSW and SIDs the Council will 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. This enables an overall assessment of vehicle speeds, including trends relating to speed at certain times of the day or night. No site will be considered for CSW or SID deployment until a traffic count is undertaken.
- 5.2 The eligibility criteria for the use of CSW & 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.

	No Further Action	CSW & SID
20 mph limit	85%ile speed up to 23.9 mph	85%ile speed 24.0 mph and over
30 mph limit	85%ile speed up to 34.9 mph	85%ile speed 35.0 mph and over
40 mph limit	85%ile speed up to 45.9 mph	85%ile speed 46.0 mph and over

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

- 5.3 A flow chart illustrating the process is included at **Appendix C**
- 5.4 ANPR cameras can be deployed without the need to undertake a traffic count.
- 5.5 Where a previously approved CSW or SID site has operated, but speeds have reduced to below the threshold speeds, these sites can continue to operate for as long as the volunteer groups and Parish and Town Councils consider them to be justified.

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 must meet the eligibility criteria as set out in this Practice Note.
3. SIDs can be deployed at locations on a long term basis if desired. However, it is recommended that to maintain effectiveness they should be deployed on a temporary basis and normally be in place at a site for between 2 and 8 weeks and not redeployed until a minimum time of 4 weeks has elapsed.
4. Deployment periods 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. For example the number of times the SID is triggered on a week by week comparison.
5. Wiltshire Council reserves the right to remove any device where the location is considered a road safety hazard, or if the SID is not being deployed in accordance with the stated guidelines and a charge may be made for this.
6. Any additional infrastructure required to enable SID deployment can be funded by the Local Highway & Footway Improvement Group (LHFIG) or the relevant Town / Parish Council and approved by Highways officers prior to installation.
7. Trigger Speeds of the device should be set to match the posted speed limit level.
8. SIDs 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.
9. No ladders, step ladders or other climbing aids should be placed in direct contact with or leant against the column or post used to mount the SID as the additional weight may result in sudden failure. 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. Whilst the use of dedicated posts is the preferred mounting method, SIDs can be erected on suitable existing street lighting columns. Approval must be given by Wiltshire Council prior to deployment. Annual reapproval must be sought as previously approved sites may no longer be suitable due to column ageing affecting strength. Approval can be sought by sending an email to streetlighting@wiltshire.gov.uk providing the dates of deployment, the road name, and the column identification number.
12. SIDs 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. SIDs must not be positioned within 100m of speed limit terminal points.

13. Where deployment of the SIDs is undertaken by an approved Contactor they 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.
14. It will be for the Town & Parish Councils to decide on how many contractors are engaged and how any payment mechanism should work.
15. Where deployment of the SIDs is undertaken by volunteers they must have undertaken the online training course available through Wiltshire Council. Registration for training can be achieved by sending a request to Integrated.transport@wiltshire.gov.uk. with the title 'online training request' as the subject heading. The course takes about an hour to complete and includes how to undertake and record a risk assessment.
16. 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 any changes in circumstances.

Civilian deployed ANPR cameras Deployment Guidelines

1. Wiltshire Council and Wiltshire Police reserve the right to remove any device where the location is considered a road safety hazard, or if the ANPR camera is not being deployed in accordance with the stated guidelines and a charge may be made for this.
2. Deployment of cameras must comply with the manufacturer's requirements for mounting heights and clear visibility distances to ensure accuracy of recorded data.
3. Information notices (signs) advising of the deployment of ANPR cameras must be in place during operation. This is a legal requirement under the Protection of Freedoms Act 2012. When the system is not operational the signs are to be removed to prevent proliferation of the notices.
4. No ladders, step ladders or other climbing aids should be placed in direct contact with or leant against the column or post used to mount the ANPR camera as the additional weight may result in sudden failure.
5. Any damage to Highway furniture caused by ANPR deployment will be recharged.
6. Where deployment of the ANPR camera is undertaken by an approved Contactor they 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.
7. It will be for the Town & Parish Councils to decide on how many contractors are engaged and how any payment mechanism should work.
8. Where deployment of the ANPR cameras is undertaken by volunteers they must have undertaken the online training course available through Wiltshire Council. Registration for training can be achieved by sending a request to Integrated.transport@wiltshire.gov.uk. with the title 'online training request' as the subject heading. The course takes about an hour to complete and includes how to undertake and record a risk assessment.

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 handheld speed enforcement devices. This is national practice agreed by the National Police Chiefs Council (NPCC) not just applicable to Wiltshire.

2. *Why is it recommended that SIDs be removed from a location after 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.

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 that 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 85thile 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 85thile value are therefore much less likely to conform to reasonable patterns of behaviour and consequently would pay little regard to safety enforcement measures.

The 85thile 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 85thile 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 SIDs is intended to maximise the impact of this type of sign on motorists.

It is Wiltshire Council policy that permanent vehicle activated signs will only be provided to warn motorists of a hazard, such as sharp bends, where there is significant collision history. They will not be provided to highlight speed limits.

7. Can SIDs be used at sites not meeting the criteria?

The 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 servicing / recalibration?

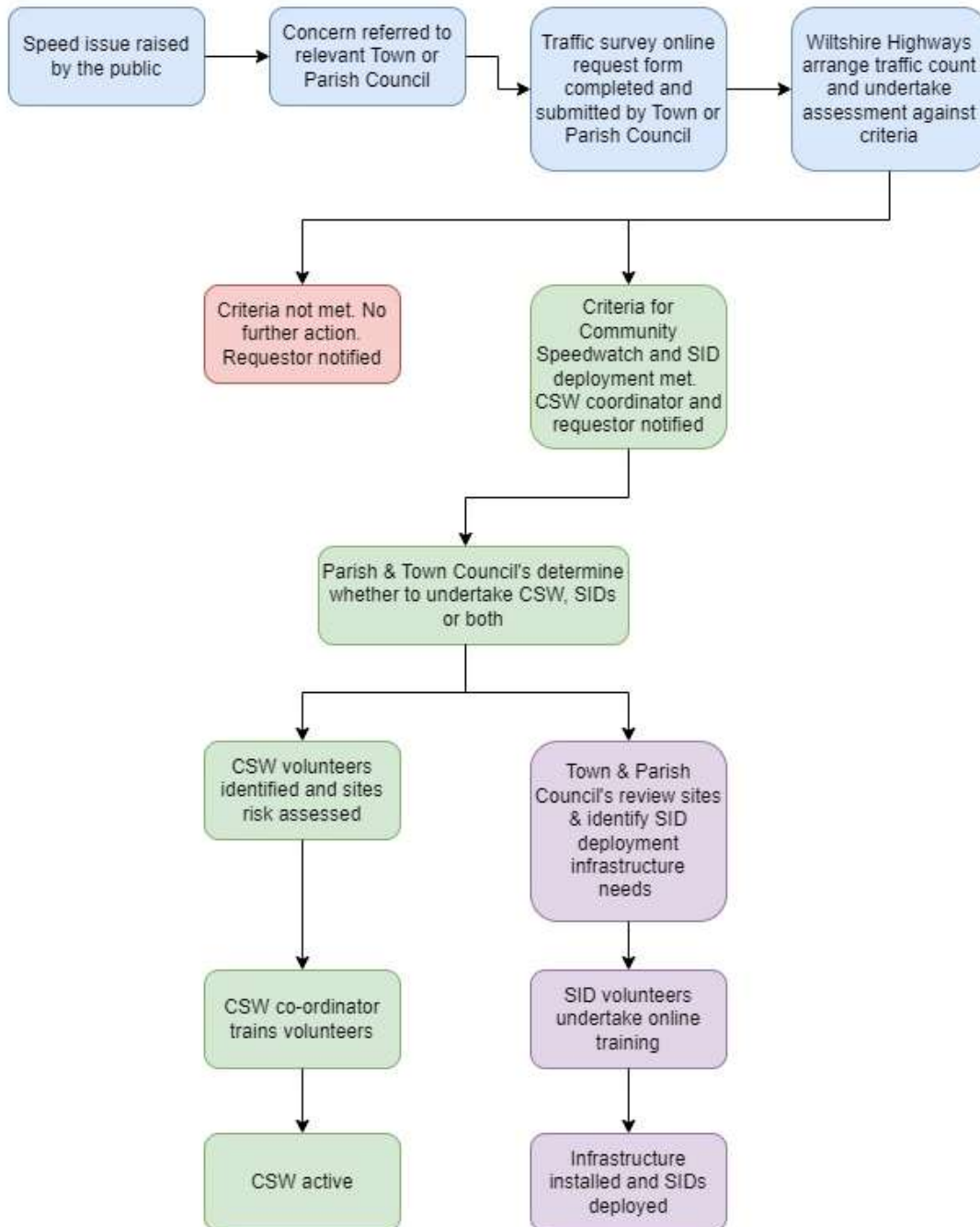
Annually.

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.

APPENDIX D

Wiltshire SID and Community Speed Watch Process



April 2023

MINUTES of a Meeting of Melksham Without Parish Council held on Monday

6th December 2010

The Council noted the following eligibilities as a result of the recent Metro Count Surveys:

Eligible for Community Speed Watch:

A350 Beanacre (30mph limit)
 Halifax Road (30mph limit)
 Top Lane (30mph limit)
 Corsham Road (30mph limit)
 Shaw Hill, Shaw (30mph limit)

Eligible for Speed Indicator Device (SID) Programme:

A365 Bowerhill (30mph limit)

Eligible for Community Speed Information (temporary) Sign Boards:

Lancaster Road (30mph limit)

No further action:

Westlands Lane, Beanacre (30mph limit)

YEAR	Road Class	Location	Area	Limit	Broad / Loca	For Metro	Metro Back	85th	Vehicles	Results sent
2010	A350	Beanacre Road	Beanacre	30mph	Melksham	02/06/2010	09/06/2010	35.3mph	130352	02/11/2010
2010	A365	Shaw Hill	Shaw	30mph	Melksham	10/08/2010	19/08/2010	36.7mph	51606	02/11/2010
2010	UC	Top Lane	Whitley	30mph	Melksham	28/09/2010	05/10/2010	35.1mph	8351	02/11/2010
2010	UC	Westlands Lane	Beanacre	30mph	Melksham	28/09/2010	05/10/2010	30.6mph	8474	02/11/2010
2010	C165	Woodrow Road	Melksham	30mph	Melksham	05/10/2010	14/10/2010	38.0mph	11067	02/11/2010
2010	UC	Halifax Road	Bowerhill	30mph	Melksham	07/10/2010	14/10/2010	36.0mph	19505	02/11/2010
2010	UC	Lancaster Road	Bowerhill	30mph	Melksham	07/10/2010	14/10/2010	33.6mph	20628	02/11/2010
2010	A365	Weston Way	Melksham	30mph	Melksham	07/10/2010	14/10/2010	39.4mph	89920	02/11/2010
2010	B3353	Corsham Road	Whitley	30mph	Melksham	14/10/2010	26/10/2010	36.9mph	65275	02/11/2010



Saturday, 18 March 2017

SID Request Results

Metro Count Speed Survey Result — Corsham Road, Melksham (30 mph Speed Limit) .
Between the Golf Club Entrance and the School car park.

The Results of the survey for the area of Corsham Road are provided below.

The survey was carried out between 31/01/2012 and 08/02/2012. A total of 28793 vehicles were checked. The 85th percentile was 35.8mph (the 85th percentile is the speed at which 85% of the traffic is travelling at or below).

As with every other department, we have to target our limited resources to where they will be most effective and as such I would remind you that unless there are exception circumstances we will not except another count request for this location or close surrounding area for another 12 months. For your information the thresholds for interventions are below;

In a 30mph speed limit the following criteria will be applied:

30 to 35mph 85th percentile = No Further Action (NFA)

35.1 to 42 mph 85th percentile = eligible for Community Speed Watch

Over 42 mph 85th percentile = Subject to Police enforcement

Community Speed Watch does not operate in any speed limit above 40mph.

Any other results in higher speed limits will be discussed on their individual basis and merit.

Yours sincerely

Road Safety Driving
roadsafetydriving@wiltshire.gov.uk
01225 701970

Driving

RE: risk assessment

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

Date Mon 27/07/2026 11:45

To [REDACTED]

Cc Fiona Dey <office@melkshamwithout-pc.gov.uk>

Hi [REDACTED]

We might be talking at crossed purposes.

We know that there is an eligible site at Top Lane, for the SID to go on the post next to the phonebox library, following a traffic survey.

It used to be on the old sewer pipe, but we moved it across to the other side of the road as the pipe was rusty.

Do you have any other communication re risk assessments? We have nothing other than being told the speed following a traffic survey and we can see if it meets the eligibility criteria. I thought it covered both CSW and SID? But don't know what info you are given when you do the police training?

What other info are you given re what sites you can use?

If its easier to give me a call, please do, 01225 705700.

With many thanks, Teresa

From: [REDACTED]

Sent: 24 July 2026 15:05

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

Subject: risk assessment

Hi Teresa

Peter has mentioned that you thought that the existing Risk Assessment for the placement of the SID in Top Lane would be ok for us to use as an RA for Speedwatch. I wondered if you could let me have a copy of the one you have so I can follow that up please. I haven't had much luck so far unfortunately.

Thanks

[REDACTED]

RE: MELK 40 Pre-consultation

From Drinkwater, Spencer <spencer.drinkwater@wiltshire.gov.uk>

Date Tue 04/08/2026 11:50

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

Cc nick.holder@wiltshire.gov.uk <nick.holder@wiltshire.gov.uk>; Fiona Dey <office@melkshamwithout-pc.gov.uk>

Dear Teresa,

I apologise for the delay in responding to you, but I have been on leave visiting family.

Yes, the shared-use path will be 3m wide with the exception of the section where it joins Burnett Close where it is limited by the existing property boundaries.

The first stage of the work in September (prior to construction) will involve the removal of the vegetation that has encroached onto the footpath. This could only happen once the bird nesting season had ended. In future, the route will be maintained by Local Highways.

The proposed construction work is due to start on 21st September and be completed by 9th October.

Kind regards

Spencer

Spencer Drinkwater

Transport Delivery Manager

Major Highways Projects

Wiltshire Council

Bythesea Road

Trowbridge

Wiltshire

BA14 8JD

Tel: 01225 713480

E-mail: spencer.drinkwater@wiltshire.gov.uk

Web: www.wiltshire.gov.uk

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From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: 14 July 2026 13:43
To: Drinkwater, Spencer <spencer.drinkwater@wiltshire.gov.uk>
Cc: Holder, Nick <Nick.Holder@wiltshire.gov.uk>; Fiona Dey <office@melkshamwithout-pc.gov.uk>
Subject: RE: MELK 40 Pre-consultation

Hi Spencer

Can I ask a quick question that we have been asked please.....

Is the shared path going to be 3m wide? I know we had discussions before on the merits of a white line separating pedestrian and cyclist, but just checking on the width, because anecdotally we think that will need quite a bit of undergrowth being cut back.

With kind regards, Teresa

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

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From: Drinkwater, Spencer <spencer.drinkwater@wiltshire.gov.uk>
Sent: 09 July 2026 12:38

To: Fiona Dey <office@melkshamwithout-pc.gov.uk>
Cc: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; nick.holder@wiltshire.gov.uk
Subject: RE: MELK 40 Pre-consultation

Dear Fiona,

I'm sorry to hear that Melksham Without Parish Council has not been consulted on this matter.

However, I can confirm that the route will become a shared-use path for both pedestrians and cyclists. The confusion is that you need to use the Cycle Track Act to convert a footpath (which is already legally useable by pedestrians) to a cycle path, but that path is still able to be used by pedestrians. The aim is to create a better route for both cyclists and pedestrians.

I can also confirm that the construction of the scheme is programmed to begin in September but I cannot confirm it will be completed in September.

Kind regards

Spencer

Spencer Drinkwater

Transport Delivery Manager
Major Highways Projects
Wiltshire Council
Bythesea Road
Trowbridge
Wiltshire
BA14 8JD

Tel: 01225 713480

E-mail: spencer.drinkwater@wiltshire.gov.uk

Web: www.wiltshire.gov.uk

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From: Fiona Dey <office@melkshamwithout-pc.gov.uk>
Sent: 09 July 2026 08:30
To: Drinkwater, Spencer <spencer.drinkwater@wiltshire.gov.uk>
Cc: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; Holder, Nick <Nick.Holder@wiltshire.gov.uk>
Subject: Re: MELK 40 Pre-consultation

Dear Spencer,

We note that consultation is now underway on the legal order under the Cycle Tracks Act for MELK40. The order refers to footpath MELK40 being converted to a cycle track.

Could you please confirm that the route is still intended to be a shared-use path for both pedestrians and cyclists, and that it will be of sufficient width to accommodate both safely?

Melksham Without Parish Council hasn't formally been consulted (we picked it up from Melksham Town Council) but it is likely that the council will provide a response.

Could you also confirm whether the scheme remains on schedule for completion in September, as you previously advised in the email thread

Many thanks and kind regards
Fiona

Fiona Dey

Parish Officer

Melksham Without Parish Council

First Floor

Melksham Community Campus

Market Place, Melksham

Wiltshire, SN12 6ES

01225 705700

office@melkshamwithout-pc.gov.uk

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From: Drinkwater, Spencer <spencer.drinkwater@wiltshire.gov.uk>
Sent: Thursday, May 21, 2026 15:49
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: nick.holder@wiltshire.gov.uk <nick.holder@wiltshire.gov.uk>; CEO <ceo@melksham-tc.gov.uk>; Hubbard, Jon <Jon.Hubbard@wiltshire.gov.uk>; Cleave, Julie <Julie.Cleave@wiltshire.gov.uk>; Fiona Dey <office@melkshamwithout-pc.gov.uk>
Subject: RE: MELK 40 Pre-consultation

Dear Teresa,

Thank you for your email.

The provisional schedule for the implementation of the Pathfinder Way to Burnet Close scheme was in the Spring of 2026. The programme for the 2026/27 financial year has now been finalised and the Pathfinder Way to Burnet Close scheme is due to be implemented in September. The reschedule is primarily due to the need to allocate resource to other projects taking place on the highway network.

Kind regards

Spencer

Spencer Drinkwater
Transport Delivery Manager
Major Highways Projects
Wiltshire Council
Bythesea Road
Trowbridge
Wiltshire
BA14 8JD

Tel: 01225 713480
E-mail: spencer.drinkwater@wiltshire.gov.uk
Web: www.wiltshire.gov.uk

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

Sent: 18 May 2026 15:39

To: Drinkwater, Spencer <spencer.drinkwater@wiltshire.gov.uk>

Cc: Holder, Nick <Nick.Holder@wiltshire.gov.uk>; CEO <ceo@melksham-tc.gov.uk>; Hubbard, Jon <Jon.Hubbard@wiltshire.gov.uk>; Cleave, Julie <Julie.Cleave@wiltshire.gov.uk>; Fiona Dey <office@melkshamwithout-pc.gov.uk>

Subject: RE: MELK 40 Pre-consultation

Hi Spencer

I hope you are well.....

I have just been asked by a resident of Burnet Close on the progress of this connection from the new housing development at Land south of Western Way (Taylor Wimpey development at Pathfinder Place) to Burnet Close in town – a very useful connection with the pedestrian crossing in place.

We last had correspondence in September and it was provisionally going to be implemented in Spring 2026.

Many thanks Teresa

Teresa Strange

Clerk & Responsible Financial Officer

Melksham Without Parish Council

First Floor

Melksham Community Campus

Market Place, Melksham

Wiltshire, SN12 6ES

01225 705700

www.melkshamwithout-pc.gov.uk

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From: Drinkwater, Spencer <spencer.drinkwater@wiltshire.gov.uk>
Sent: 25 September 2025 11:05
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: nick.holder@wiltshire.gov.uk; CEO <ceo@melksham-tc.gov.uk>; Hubbard, Jon <Jon.Hubbard@wiltshire.gov.uk>; Cleave, Julie <Julie.Cleave@wiltshire.gov.uk>
Subject: RE: MELK 40 Pre-consultation

Dear Teresa,

Thank you for your e-mail regarding the status of the Pathfinder Way to Burnet Close scheme. I apologise for my delay in responding to your previous emails.

The detail design of the scheme is currently being undertaken and will be completed in the New Year. The scheme is provisionally scheduled for implementation in the Spring of 2026, although the overall work programme for the 2026/27 financial year has not yet been finalised so I cannot be more specific than that.

In respect of planning, we have recently received confirmation that the scheme does not require planning permission.

Informal consultation on the proposal to convert the relevant section of footpath MELK-40 to a cycle track was undertaken and no objections were received. We will now proceed with the legal order under the Cycle Tracks Act.

Kind regards

Spencer

Spencer Drinkwater
Transport Delivery Manager
Major Highways Projects
Wiltshire Council
Bythesea Road
Trowbridge
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BA14 8JD

Tel: 01225 713480

E-mail: spencer.drinkwater@wiltshire.gov.uk

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

Sent: 24 September 2025 10:05

To: Drinkwater, Spencer <spencer.drinkwater@wiltshire.gov.uk>; Cleave, Julie <Julie.Cleave@wiltshire.gov.uk>

Cc: Holder, Nick <Nick.Holder@wiltshire.gov.uk>; CEO <ceo@melksham-tc.gov.uk>; Hubbard, Jon <Jon.Hubbard@wiltshire.gov.uk>

Subject: RE: MELK 40 Pre-consultation

Good morning all

Delighted to read the article in the Melksham News that this work is due to start in the Spring.

Disappointed that it's still not going to be usable for presumably another school year? certainly the school children will be wading through the mud or avoiding for another Winter.

Disappointed that we are only finding out about the programme date from the local paper.

Melksham Without Parish Council have a Highways Committee on Monday evening, and it would be useful to have a programme update please as this item is on the agenda.

We are yet to see a planning application as was indicated to the parish council would be the next stage following the pre app consultation last year, in fact, we have heard nothing since June 2024 despite several requests for an update.

We look forward to hearing from you.

With kind regards, Teresa

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

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w/c 15th September

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From: Teresa Strange

Sent: 28 August 2025 18:57

To: spencer.drinkwater@wiltshire.gov.uk; Cleave, Julie <Julie.Cleave@wiltshire.gov.uk>

Cc: nick.holder@wiltshire.gov.uk; CEO <ceo@melksham-tc.gov.uk>; Hubbard, Jon <Jon.Hubbard@wiltshire.gov.uk>

Subject: RE: MELK 40 Pre-consultation

Hi Spencer/Julie

Just following up this request for an update.....

Thankyou, Teresa

From: Teresa Strange

Sent: 21 August 2025 15:32

To: spencer.drinkwater@wiltshire.gov.uk

Cc: nick.holder@wiltshire.gov.uk; CEO <ceo@melksham-tc.gov.uk>; Hubbard, Jon

<Jon.Hubbard@wiltshire.gov.uk>; Drinkwater, Spencer <spencer.drinkwater@wiltshire.gov.uk>; Cleave, Julie <Julie.Cleave@wiltshire.gov.uk>

Subject: RE: MELK 40 Pre-consultation

Hi Spencer

I wonder if you can update us on any progress regarding this please.

Kind regards, Teresa

From: Hampton, Kingsley <kingsley.hampton@wiltshire.gov.uk>

Sent: 06 August 2025 15:21

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

Cc: nick.holder@wiltshire.gov.uk; CEO <ceo@melksham-tc.gov.uk>; Hubbard, Jon

<Jon.Hubbard@wiltshire.gov.uk>; Drinkwater, Spencer <spencer.drinkwater@wiltshire.gov.uk>; Cleave, Julie <Julie.Cleave@wiltshire.gov.uk>

Subject: RE: MELK 40 Pre-consultation

Good afternoon, Teresa

I hope you are well.

I am currently seconded to the EVI Team, so unfortunately cannot provide an update on this scheme.

However, I note Cllr Hubbard's email, so there maybe some movement on this?

Can I suggest you contact [@Drinkwater, Spencer](#) (Principal Transport and Development Manager) moving forward, who may be able to provide more information.

Kind Regards

Kingsley

Kingsley Hampton
Electric Vehicle Infrastructure Project Officer
Major Projects
Tel: 01225 713482

Wiltshire Council



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

Sent: 06 August 2025 12:03

To: Hampton, Kingsley <kingsley.hampton@wiltshire.gov.uk>; Cleave, Julie <Julie.Cleave@wiltshire.gov.uk>

Cc: Holder, Nick <Nick.Holder@wiltshire.gov.uk>; CEO <ceo@melksham-tc.gov.uk>; Hubbard, Jon <Jon.Hubbard@wiltshire.gov.uk>

Subject: RE: MELK 40 Pre-consultation

Dear Kingsley and Julie

Are you able to give us an update on the improvement of the footpath from Western Way to Burnet Close please?

Many thanks, Teresa

From: Teresa Strange

Sent: 11 July 2025 12:35

To: Hampton, Kingsley <kingsley.hampton@wiltshire.gov.uk>; Cleave, Julie <Julie.Cleave@wiltshire.gov.uk>

Cc: Nick.Holder@wiltshire.gov.uk; CEO <ceo@melksham-tc.gov.uk>

Subject: RE: MELK 40 Pre-consultation

Hi Kingsley and Julie

Hope you are both well....

I am just getting in touch to see what progress there is with the application for this upgrade to MELK40. I have been asked by residents whose children use it as the walking route to Melksham Oak school, which is pretty much impassable in the Winter as so muddy.

An update for the parish council would be useful please, as we are now a year on from the pre application work. I can't remember seeing a planning application for this to date?

With kind regards, Teresa

Hayley, this is in town, it's between Western Way (Without) and Burnet Close (Town), with s106 funding from the Taylor Wimpey Pathfinder Place development in the parish – part of making it a sustainable development with safe/improved walking routes into town.

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

Advanced Notice of Leave:

w/c 14th July

w/c 4th August

Thurs 14th & 15th August

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From: Teresa Strange

Sent: 11 June 2024 14:23

To: Hampton, Kingsley <kingsley.hampton@wiltshire.gov.uk>; Cleave, Julie <Julie.Cleave@wiltshire.gov.uk>

Cc: Locum <locum@melksham-tc.gov.uk>

Subject: RE: MELK 40 Pre-consultation

Thanks Kingsley, that's a really useful update, I will pass on to members.
Kind regards, Teresa

From: Hampton, Kingsley <kingsley.hampton@wiltshire.gov.uk>
Sent: 11 June 2024 14:03
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; Cleave, Julie <Julie.Cleave@wiltshire.gov.uk>
Subject: RE: MELK 40 Pre-consultation

Hi Teresa,
I have submitted a pre application and await advice from the planning team.
Pre- ecology is complete and BNG survey is being undertaken by our consultants.
As you have seen process for cycle track conversion is underway.

Next steps will be to compile application for planning consultation.

Kind Regards

Kingsley

Kingsley Hampton
Senior Transport Planner
Sustainable Transport
Tel: 01225 713482

Wiltshire Council



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From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: Tuesday, June 11, 2024 1:52 PM
To: Hampton, Kingsley <kingsley.hampton@wiltshire.gov.uk>; Cleave, Julie <Julie.Cleave@wiltshire.gov.uk>
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Holder, Nick <Nick.Holder@wiltshire.gov.uk>;
Jon.hubbard (<Jon.hubbard@melksham-tc.gov.uk>) <Jon.hubbard@melksham-tc.gov.uk>
Subject: RE: MELK 40 Pre-consultation

Hi Julie and Kingsley
I hope all is well, just wondered what progress there was on this footpath between Western Way and Burnet Close?
With kind regards, Teresa

From: Teresa Strange
Sent: 26 March 2024 13:40
To: Hampton, Kingsley <kingsley.hampton@wiltshire.gov.uk>

Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Nick.Holder@wiltshire.gov.uk; Committee Clerk <committee.clerk@melksham-tc.gov.uk>; Hugh Davies <hugh.davies@melksham-tc.gov.uk>; Hubbard, Jon <Jon.Hubbard@wiltshire.gov.uk>; Millard, Paul <Paul.Millard@wiltshire.gov.uk>; Rogers, Richard <Richard.Rogers@wiltshire.gov.uk>

Subject: FW: MELK 40 Pre-consultation

Dear Kingsley

Thank you for giving Melksham Without Parish Council the opportunity to comment on this proposal.

The parish council welcome this finally coming forward as a usable footpath.

They request that there be demarcation on the path (white line) to delineate where pedestrians and cyclists should be on the path.

They note that this will be heavily trafficked by those using it as a route to and from school (both Melksham Oak and the proposed primary school at Pathfinder Place) so the potential for conflict between cyclists vs pedestrians.

With kind regards,

Teresa

Teresa Strange

Clerk & Responsible Financial Officer

Melksham Without Parish Council

First Floor

Melksham Community Campus

Market Place, Melksham

Wiltshire, SN12 6ES

01225 705700

www.melkshamwithout-pc.gov.uk

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From: Gee, Lorraine <Lorraine.Gee@wiltshire.gov.uk>

Sent: 22 March 2024 11:09

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

Subject: MELK 40 Pre-consultation

Good morning.

Please find attached Cycle Tracks Pre-consultation. Please provide your comments in writing to Kingsley Hampton by 22nd April 2024

Many thanks

Kind Regards,

Lorraine Gee
Registration Assistant
Sustainable Transport Group
Department for Neighbourhood & Planning

Please note that I don't work Monday

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FW: FW: rights of way - mobility scooter access

From Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Date Tue 28/07/2026 12:59
To Fiona Dey <office@melkshamwithout-pc.gov.uk>

From: cllr.halliday@seendparishcouncil.gov.uk <cllr.halliday@seendparishcouncil.gov.uk>
Sent: 24 June 2026 14:57
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: Clerk <clerk@seendparishcouncil.gov.uk>; Fiona Dey <office@melkshamwithout-pc.gov.uk>; Councillor Savage <debbie.savage@seendparishcouncil.co.uk>
Subject: Re: FW: rights of way - mobility scooter access

Afternoon Teresa

I think the first point to make is that we still wouldn't want to change any of the parish boundaries.

I can make sure the issue of footpath/rights of way surfacing is raised at the next PC meeting, so we can decide what to do and what the limit of expectations are for maintenance.

I would probably have to say that im not sure what sort of access standard we need to maintain at a minimum as well. I've ran around giles wood and it gets muddy in the autumn and through to the spring so thats something else we need to understand - there are quite a few rights of way around Seend that are not accessible by mobility scooter in the summer.

Im pretty sure we dont have anything in this years budget for any sort of resurfacing works and im not clear what the scale would be either so we need to bottom that out while the ground is hard atm as well, before deciding what course of action to take.

Did you get any response from the rights of way team, and do you have a contact for Gompels?

I can make sure the issue of footpath/rights of way surfacing is raised at the next PC meeting, so we can decide what to do and what the limit of expectations are for maintenance.

Thanks

Jamie

On 2026-06-24 13:35, Teresa Strange wrote:

Hi Hayley
Any thoughts/progress on this please?
All the best, Teresa

From: cllr.savage@seendparishcouncil.gov.uk <cllr.savage@seendparishcouncil.gov.uk>
Sent: 24 May 2026 23:32
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: Clerk <clerk@seendparishcouncil.gov.uk>; Jamie Halliday <cllr.halliday@seendparishcouncil.gov.uk>
Subject: Re: FW: rights of way - mobility scooter access

Dear Teresa

I have cc'd the clerk and also Cllr Jamie Halliday - the Chair of Seend Parish Council

Kind regards

Debbie

On 2026-05-24 20:27, Teresa Strange wrote:

Dear Cllr Savage
I have had the email below bounce back, and I can't find a new email address for Hayley on the website, or on the Wiltshire Council website.
Can you please pass this on.
With many thanks, Teresa

From: Teresa Strange
Sent: 22 May 2026 18:34
To: 'clerk@seendparishcouncil.co.uk' <clerk@seendparishcouncil.co.uk>
Cc: Rasey, Alison <Alison.Rasey@wiltshire.gov.uk>; Leonard, Stephen <stephen.leonard@wiltshire.gov.uk>; Fiona Dey <office@melkshamwithout-pc.gov.uk>; Nathan Sealy

Subject: RE: rights of way - mobility scooter access

Dear Seend Parish Council,

I am forwarding the correspondence below regarding access issues on public right of way SEEN17, in the area between Bowerhill and Seend / Giles' Wood.

The residents () live in Bowerhill and use this route regularly, particularly because of its connection with the canal and the wider walking network from Bowerhill. However, the right of way itself is within Seend parish, as the route number SEEN17 suggests and as per the mapping below.

As you may be aware, Melksham Without Parish Council has previously asked on two occasions for this area — which is very much regarded locally as part of Bowerhill by many residents — to be transferred into Melksham Without parish as part of Community Governance Reviews. However, Seend Parish Council has maintained that this area is within Seend parish.

On that basis, whilst Melksham Without Parish Council is keen to support residents where we can, I do feel that Seend Parish Council should take the lead on this issue, working with Wiltshire Council Rights of Way officers, the landowner and any relevant volunteer groups. The specific issue raised is that short sections at field entrances become muddy and churned up in winter, making the route inaccessible for a mobility scooter. This is therefore both a rights of way maintenance matter and an accessibility issue.

Input from Wiltshire Council's Rights of Way officers (copied in) would be particularly helpful, as I am not clear at this stage where responsibility sits, what level of works could reasonably be expected of the landowner, and whether any improvements would need to be led by the highway authority, the parish council, the landowner, or a volunteer group. It would also be useful to understand whether there are any practical options for improving access at the problem gateways without creating wider maintenance or liability issues.

The resident has advised that they have already contacted Gompels as one of the relevant landowners. Melksham Without Parish Council has a good working relationship with Sam Gompels, and we would want any further approach to them to be constructive and informed by the Rights of Way officers' advice, rather than appearing to place responsibility on them before the position is clear.

The resident has also advised that the Ramblers Association may be willing to explore a collaborative approach, which could be helpful.

Melksham Without Parish Council would be happy to be kept informed and to assist where appropriate, given that the route is clearly used by Bowerhill residents. However, as the route is SEEN17 and within Seend parish, I would be grateful if Seend Parish Council could now take this forward as the lead parish council.

Kind regards,
Teresa

Teresa Strange
Clerk & Responsible Financial Officer
Melksham Without Parish Council
First Floor
Melksham Community Campus
Market Place, Melksham
Wiltshire, SN12 6ES
01225 705700
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From: rightsofway <rightsofway@wiltshire.gov.uk>

Sent: 20 May 2026 14:46

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

Cc: Rasey, Alison <Alison.Rasey@wiltshire.gov.uk>; Leonard, Stephen <stephen.leonard@wiltshire.gov.uk>; Roscoe, Vicky <Vicky.Roscoe@wiltshire.gov.uk>; Braine, Ben <Ben.Braine@wiltshire.gov.uk>

Subject: RE: rights of way - mobility scooter access

Hi Teresa,

Thank you for your email. My colleagues Ali and Stephen cover Seend and Vicky and Ben cover Melksham all cc'd.

Best wishes,

Matthew

Senior Business Support Officer

Rights of Way & Countryside

 Wiltshire Council Logo

Tel: 01225 713517

Email: rightsofway@wiltshire.gov.uk

Website: www.wiltshire.gov.uk

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

Sent: 20 May 2026 14:33

To: rightsofway <rightsofway@wiltshire.gov.uk>

Subject: FW: rights of way - mobility scooter access

Hi RoW team

Can you let me know who the RoW officers are please for the query below..... I am not sure that I have caught up with the changes – its been Paul Millard forever ☺

I am not sure if they are different for Seend as its in Devizes Area Board, to us in the Melksham Area Board.

I thought it would be best to have a chat with them first? Unless you have any comments?

Also, the officer for the north of the parish, in Shaw – we are trying to improve access to a RoW for a park and stride route from Shaw Village hall car park to Shaw School .

They may even be the same officer for all these queries!

With many thanks, Teresa

Teresa Strange

Clerk & Responsible Financial Officer

Melksham Without Parish Council

First Floor

Melksham Community Campus

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Wiltshire, SN12 6ES

01225 705700

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From: [REDACTED]

Sent: 19 May 2026 19:38

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

Cc: Fiona Dey <office@melkshamwithout-pc.gov.uk>

Subject: Re: rights of way - mobility scooter access

Dear Teresa,

Thank you for the response. I had also reached out to the Ramblers Association and the chap who responded to me [REDACTED] kindly sent a very useful extract of the RoW explorer which I've attached to this email and I've highlighted the main problem areas with red circles marked A and B.

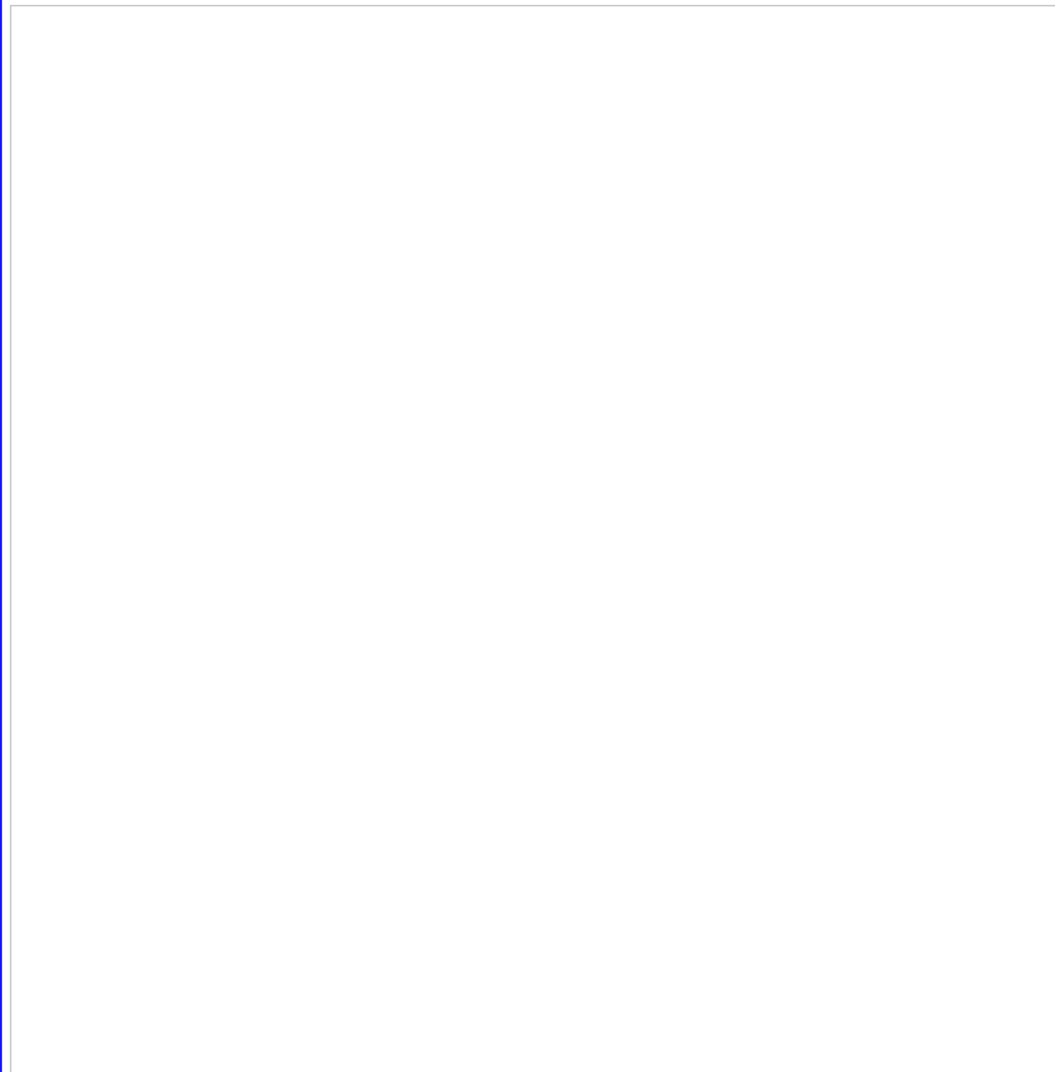
The RoW in question is SEEN17 which presumably means that it falls within the Seend parish council area. Although I do suspect it serves much greater value to the residents of Bowerhill than the residents of Seend!

[REDACTED] was keen to explore options and appeared to be very open to a collaborative effort from their volunteer group and the parish. We would also like to help if we can, as it would be to our benefit.

I also emailed the Gompels as they are now the landowners of the field between A and B on the map and therefore the vast majority of the problem area. They did respond but said that they had no allowance in their "farming budget" for RoW improvements and also tried to suggest that the problem was mostly in the woods which are not their land. This isn't the case, the area in the immediate vicinity of the gate within the wood does get bad but, as you can see by the size of my circle at B it's a much larger issue than that.

Many thanks

[REDACTED]



CONFIDENTIAL

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

Sent: 19 May 2026 4:48 PM

To: [REDACTED]

Cc: Fiona Dey <office@melkshamwithout-pc.gov.uk>

Subject: RE: rights of way - mobility scooter access

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[REDACTED]

Dear [REDACTED]

Thank you for your email.

I am going to ask which specific sections of the bridleway you mean, so that we can make sure the request is directed to the right parish and Wiltshire Council area board.

The reason I ask is that the rights of way in that area cross between Melksham Without Parish and Seend Parish. Giles' Wood itself is in Seend, but the connecting routes may fall partly within Melksham Without, depending on exactly which gateways or field entrances are causing the problem.

Would you be able to let me know which right of way number is involved, if you can identify it on Wiltshire Council's Rights of Way Explorer? The routes in that area are labelled either **MELW** for Melksham Without or **SEEN** for Seend and green are bridleways. It would also help to know which side of the turquoise parish boundary line the problem sections are on.

I am sorry I can't give you an answer straight away, and we are certainly not saying that we do not want to help. We just need to be clear whether the issue is within Melksham Without or Seend, so that it can be passed to the correct parish council, Wiltshire Council Right of Way officer or local volunteer group. If it is easier, you could send me a screenshot with the muddy sections marked on it, or mark on the screenshot below.

With many thanks, Teresa

Teresa Strange
Clerk to Melksham Without Parish Council

From: [REDACTED]
Sent: 15 May 2026 15:50
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: rights of way - mobility scooter access

Dear MWPC,

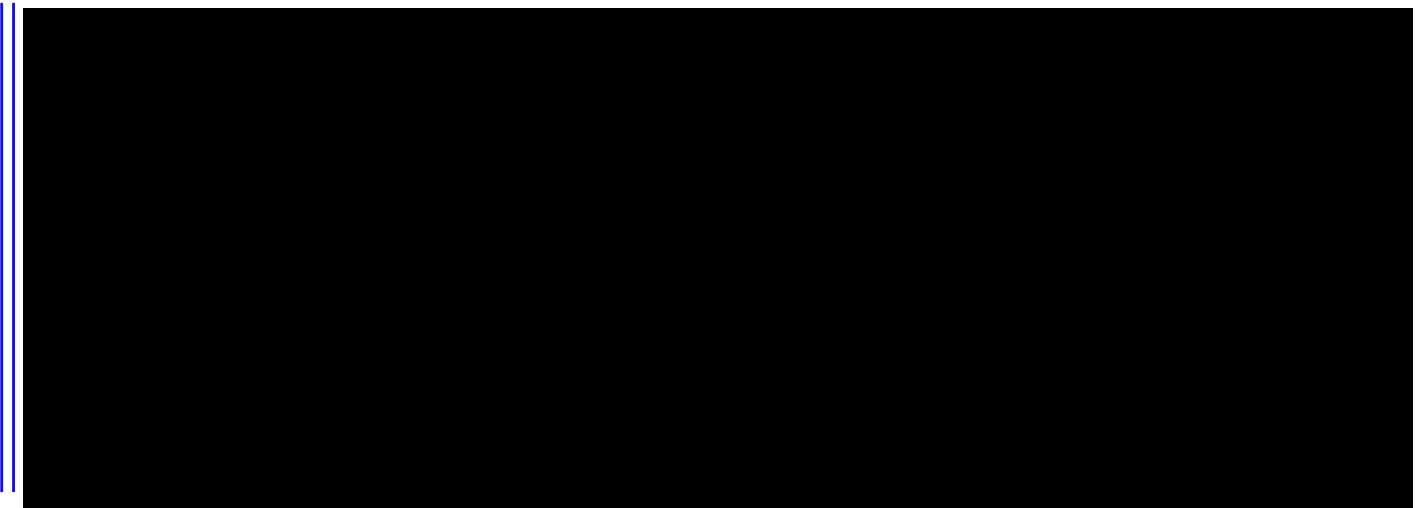
My wife and I live in Bowerhill and are very fortunate to live on the edge of the fields between Bowerhill and Seend through which runs the K&A canal.

There is a good surfaced path down to the canal which we use regularly (and is maintained by "BRAG") but there is a bridleway a couple of fields further along (through Giles' wood) which we use regularly throughout the summer but is inaccessible for my wife's mobility scooter through the winter due to a couple of short sections at field entrances which become too muddy and churned up to get through.

Is the parish council able to help or are you aware of any rights of way maintenance volunteer groups in our area who might be able to help us to improve these gateways and make them accessible for a greater part of the year?

Many thanks
[REDACTED]

[REDACTED]



Teresa Strange

From: rightsofway <rightsofway@wiltshire.gov.uk>
Sent: 26 February 2026 10:44
To: Teresa Strange
Cc: Fiona Dey; Howson, Alex
Subject: RE: Rights of Way in Melksham and Melksham Without

Hi Teresa,

Thank you for your email. I've cc'd Alex so he is aware and can provide an overview on 20th March.

We are about a third through the survey of the asset mapping project with about half of that third complete and the other still in progress (all at different stages). As we make more progress with the project we will be discussing if and how it will be possible to share the records with local councils or the public but at the moment our focus is making sure, we continue the good progress we have already made so access to the assets isn't possible at the moment. I expect the collection process could take another at least another 2 years at the current rate of collection but that is dependent on many factors, so it isn't possible to give a definitive timeline. We will be updating the Countryside Access Forum at the meeting in April and at subsequent meetings and when appropriate will be sending on communications to local councils with an update.

Let me know if you have any other questions.

Best wishes,
Matthew

Senior Business Support Officer
Rights of Way & Countryside

Wiltshire Council

Tel: 01225 713517
Email: rightsofway@wiltshire.gov.uk
Website: www.wiltshire.gov.uk

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From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: 26 February 2026 10:08
To: rightsofway <rightsofway@wiltshire.gov.uk>
Cc: Fiona Dey <office@melkshamwithout-pc.gov.uk>
Subject: FW: Rights of Way in Melksham and Melksham Without

Dear Rights of Way team

We are in receipt of this email from the West Wilts Ramblers and wondered if you are able to share how we can access this to view all the photos etc?

Secondly wearing my SLCC hat, is this something worth Alex Howson mentioning when he speaks to Clerks on 20th March?

With many thanks, Teresa

Teresa Strange
Clerk & Responsible Financial Officer
Melksham Without Parish Council
First Floor
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01225 705700
www.melkshamwithout-pc.gov.uk

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From: Dave Yearsley <

Sent: 25 February 2026 23:16

To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; towncouncil@melksham-tc.gov.uk

Subject: Rights of Way in Melksham and Melksham Without

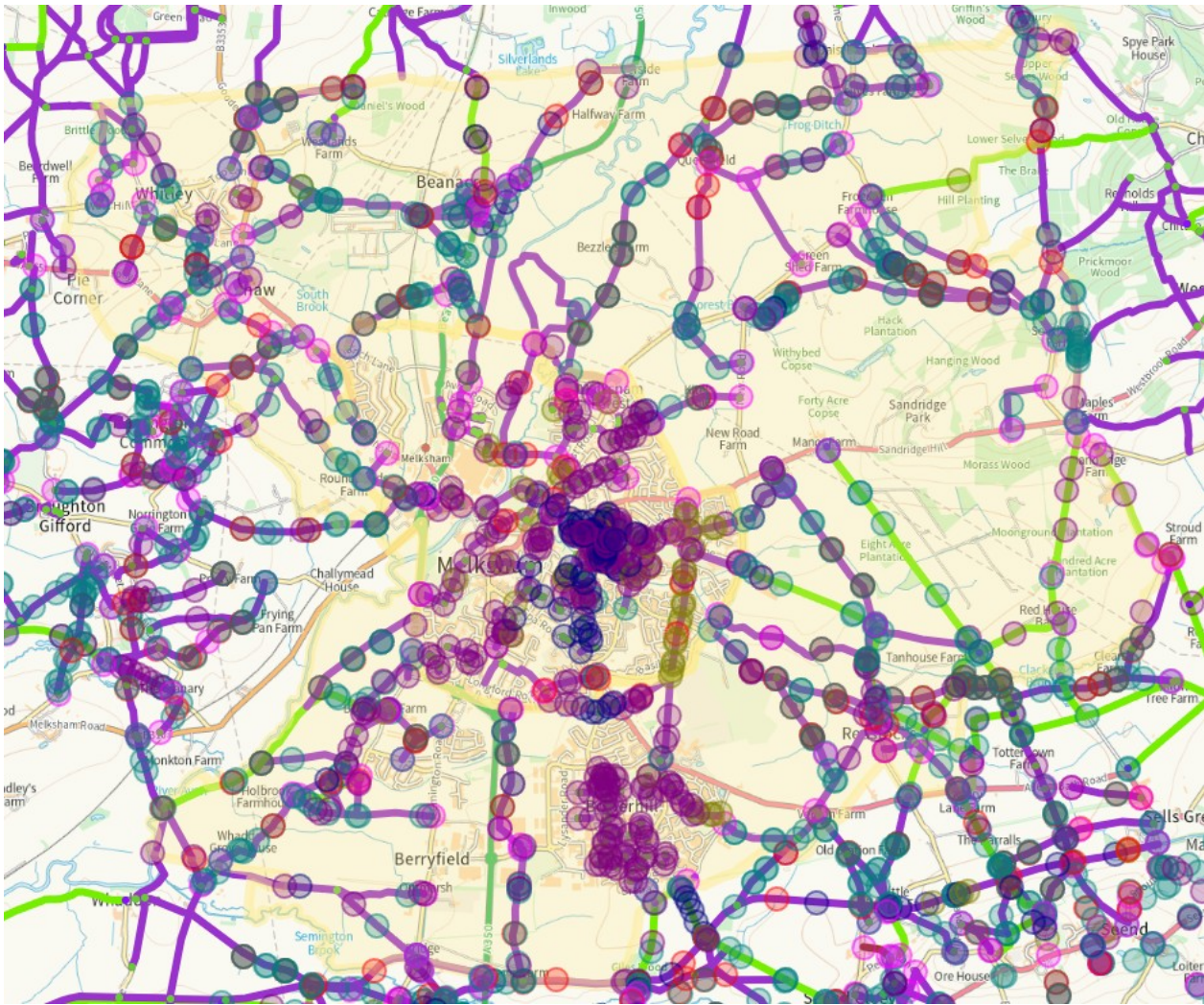
Hi

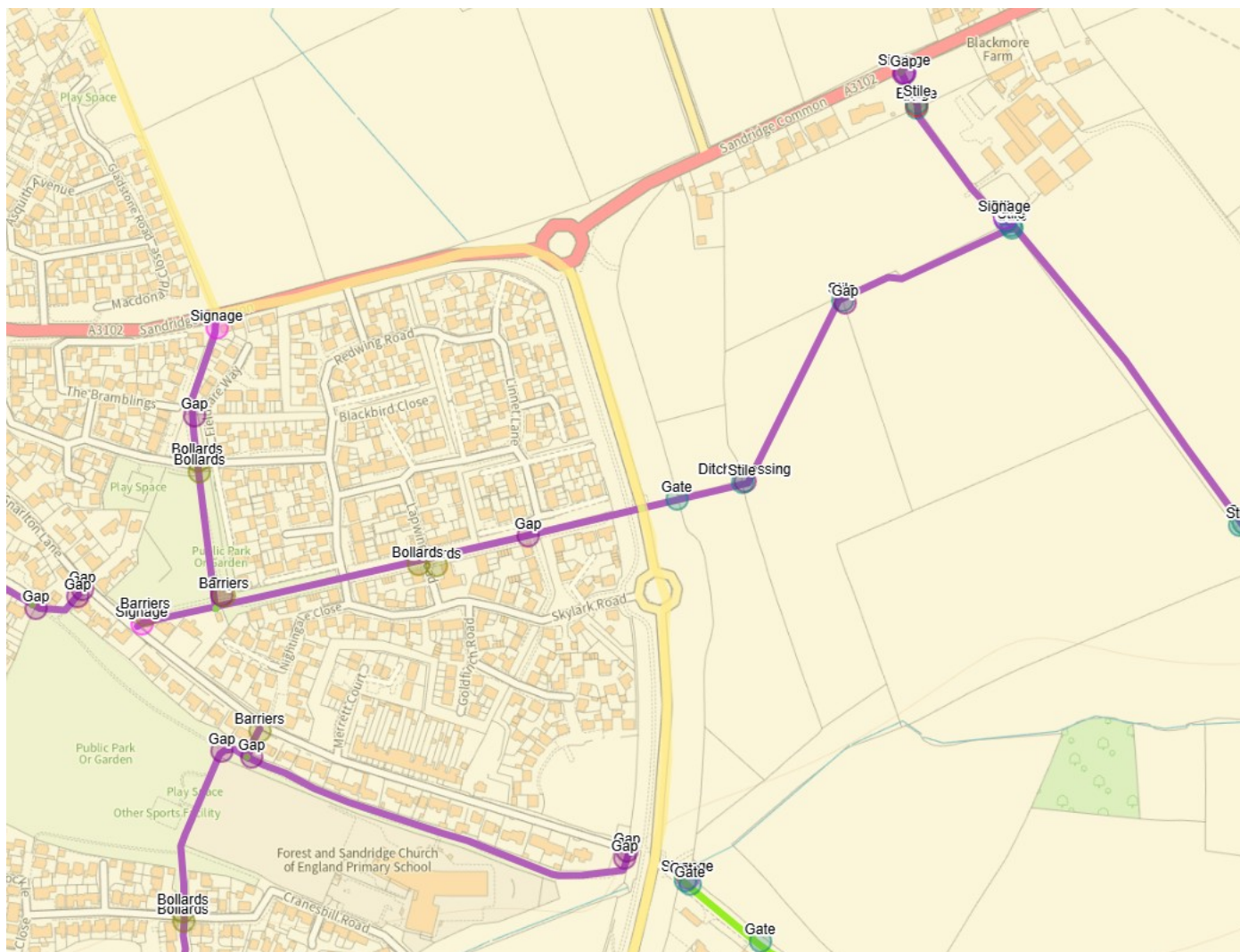
Your footpath officers might be interested.

- 1) As you may be aware the Wiltshire Council Highways have enabled the Rights of Way and Countryside Access Team to store Countryside 'Assets' in the Highway Infrastructure Asset Management System (HIAMS) database.

Throughout Wiltshire over 7618 records have been created – each record contains a photo.

West Wilts Ramblers have walked all the Melksham and Melksham Without Rights of Way and have probably recorded all the assets like stiles, gates, ditches, bridges, etc.





- 2) West Wilts Ramblers are appealing against the decision to Extinguish the Northern Part of MELK103 - [https://apps.wiltshire.gov.uk/RightsOfWay/Path/Detail/OIY\\$FSVe?row=P2024004](https://apps.wiltshire.gov.uk/RightsOfWay/Path/Detail/OIY$FSVe?row=P2024004)

Regards

Dave Yearsley, Footpath Officer West Wilts Ramblers

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disclosure of personal financial information by means of e-mail any such request should be confirmed in writing by contacting Wiltshire Council.

Teresa Strange

From: Smith, Martin <Martin.Smith@wiltshire.gov.uk>
Sent: 29 July 2026 10:08
To: Teresa Strange
Cc: andrew.griffin@wiltshire.gov.uk; phil.alford@wiltshire.gov.uk;
nick.holder@wiltshire.gov.uk; Salter, Jason; Lockwood Norris, Rebecca
Subject: Re: RTPI provision in Melksham Without – request for Cabinet Member support

Dear Teresa,

Thankyou for your email and Melksham Without's clear support for public transport. After consultation with officers, I share your frustration.

My understanding is that some contractual issues remain to be resolved with the provider R2P, before agreeing to an extension of the contract. It is our intention to extend the contract, but doing so without resolving these contractual issues would expose both Councils to financial risk, which I am not prepared to agree to.

I have asked officers to prioritise this and set a deadline of 4 weeks to get this resolved. Officers will be in touch with you throughout these 4 weeks to keep you updated.

Best regards,
Martin

Martin Smith
Wiltshire Councillor for the Sherston Division
Cabinet Member for Highways, Streetscene and Flooding

Wiltshire Council

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



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

Sent: 28 July 2026 14:45

To: Smith, Martin <Martin.Smith@wiltshire.gov.uk>

Cc: Griffin, Andrew <Andrew.Griffin@wiltshire.gov.uk>; Alford, Phil <Phil.Alford@wiltshire.gov.uk>; Holder, Nick <Nick.Holder@wiltshire.gov.uk>; Salter, Jason <Jason.Salter@wiltshire.gov.uk>; Lockwood Norris, Rebecca <Rebecca.LockwoodNorris@wiltshire.gov.uk>

Subject: RTPI provision in Melksham Without – request for Cabinet Member support

Dear Councillor Smith

I am writing on behalf of Melksham Without Parish Council to ask for your support in resolving the difficulties we are experiencing in progressing the purchase and installation of Real Time Passenger Information units within the parish.

I am replying to the response received from Rebecca Lockwood Norris following our approach to Jason Salter seeking his support in finding a practical way forward. I have copied both Jason and Rebecca into this email. The Parish Council had asked Wiltshire Council for support in overcoming the uncertainty created by the current RTPI supplier contract ending in January 2028. Unfortunately, the response largely restated the contractual uncertainty that had prompted our request, rather than identifying how Wiltshire Council might help us overcome it and find a practical way forward.

Background

The Parish Council has been seeking RTPI provision within Melksham Without for around ten years. During that period, some progress has been achieved, with pilot RTPI installations delivered in Bowerhill and at the Market Place for Melksham Town Council. However, the wider programme of RTPI provision across the parish has not been implemented, despite the Parish Council identifying funding and seeking to progress additional sites for many years.

Members have consistently been prepared to use local funding to help secure this infrastructure. However, the Parish Council was advised by Wiltshire Council not to procure an independent system because Wiltshire Council could not guarantee that the data used by a separate system would remain current and could only maintain its own RTPI system and data feed. The Parish Council therefore had to wait for Wiltshire Council to undertake its procurement and appoint a new RTPI supplier before compatible units could be purchased. When indicative costs were provided in October 2022, the price included 54 months of maintenance. The Parish Council subsequently progressed the identification and prioritisation of sites, surveys, quotations, equipment options and purchasing arrangements through Wiltshire Council. Unfortunately, that process has taken so long that we now appear to be approaching the end of Wiltshire Council's supplier contract before the Parish Council's units have even been ordered and installed. This is particularly frustrating because it is effectively the second occasion on which the Parish Council has waited for Wiltshire Council's RTPI procurement arrangements, only to reach the end of the relevant supplier cycle before being placed in a realistic position to proceed.

In November 2024, the Parish Council was advised that Wiltshire Council's contract ran until 2028, with an option to extend it for a further four years, and that the proposed units could therefore potentially remain operational for up to eight years. The Memorandum of Understanding subsequently presented to the Parish Council, however, only provides for the arrangement to continue until 12 January 2028. There is also a lead-in period of several weeks for ordering and installing the units, while queries concerning the Memorandum of Understanding remain unresolved. Even if these matters were resolved promptly, the units would not

realistically be installed until later this year. They could therefore be operational for only around one year before the current contract expires. For an investment of approximately £55,000, the Parish Council does not consider this to be a reasonable or proportionate period of service. Nor does it consider that the consequences of delays within Wiltshire Council's processes should fall upon the Parish Council through such a substantially reduced operational period.

We are not simply asking Wiltshire Council to confirm that it cannot guarantee what will happen after January 2028. That is the difficulty for which we sought assistance. We are asking for support in identifying a practical route that would allow the Parish Council to proceed with reasonable confidence. This might include an appropriate amendment to the Memorandum of Understanding, confirmation that parish-funded units would be incorporated into any extended or replacement RTPI arrangements, or another mechanism that would provide a reasonable period of maintenance, data provision and system support.

At its Full Council meeting last night, 27 July, the Parish Council agreed to seek clarification on the following matters:

1. What are Wiltshire Council's plans for its existing RTPI network after 12 January 2028?
2. What arrangements are being considered to ensure that the RTPI units already operating throughout Wiltshire do not cease functioning when the current contract ends?
3. Why was the Parish Council advised in November 2024 that its proposed units could potentially remain operational for up to eight years, whereas the subsequent Memorandum of Understanding provides support only until January 2028?
4. If Wiltshire Council extends the existing contract or appoints a replacement provider, can it confirm that the Parish Council-funded units would be incorporated into the continuing system, subject to the Parish Council paying any properly identified and reasonable maintenance, data and support costs?
5. Can the Memorandum of Understanding be amended to provide a reasonable and proportionate period of operation and support for the level of investment being made?

Proposed RTPI provision in Devizes

Members were also advised that new RTPI screens are being progressed for the principal Market Place bus stops in Devizes.

Please could Wiltshire Council confirm:

1. Who is funding the Devizes units.
2. Whether they are being funded through the Bus Service Improvement Plan, another Wiltshire Council funding stream, Devizes Town Council or another source.
3. How many units are proposed and at which stops.
4. Whether they will use the same r2p system and supplier contract as the proposed Melksham Without units.
5. What anticipated operational life and period of maintenance and system support have been assumed in approving the Devizes installations.
6. Whether the funding body has been advised that the current contract is due to end in January 2028.

If Wiltshire Council is sufficiently confident to continue approving and installing new RTPI units in Devizes, the Parish Council would like to understand why it cannot be given a reasonable level of assurance that units purchased through the same system will remain operational beyond January 2028.

Prioritisation under the Bus Service Improvement Plan

Although Melksham Without Parish Council has been prepared to fund the proposed units itself, this has only been because Wiltshire Council's longstanding response has effectively been that Melksham does not already have RTPI provision and has therefore not been prioritised for further investment. The Parish Council has also been unable to secure Wiltshire Council's support for RTPI to be included in new bus shelters provided through Section 106 agreements for major developments, even where developers were willing in principle to make such provision.

This has created a circular position: RTPI has not been supported because there is no established RTPI network in Melksham, yet the Parish Council's attempts to establish that network—whether through development contributions or its own funding—have repeatedly been delayed or left unsupported.

Members would therefore like to understand why new RTPI provision is now being progressed in Devizes while Melksham and Melksham Without have not been similarly prioritised, despite the Parish Council's sustained requests, willingness to contribute funding and efforts to secure provision through new developments.

Wiltshire Council's Bus Service Improvement Plan refers to considerations including:

- the number of passengers boarding at a stop;
- opportunities to interchange between routes or modes;
- whether live information may influence a passenger's decision to wait for a service;
- the potential to reduce private-car journeys; and
- local knowledge and requests from town and parish councils.

The Parish Council sought to prioritise its proposed locations using Wiltshire Council's own criteria. In June 2024, it asked Wiltshire Council to provide boarding figures for stops in Melksham Without and Melksham Town, together with information such as the number of routes serving each stop.

Wiltshire Council advised that this information was not readily available and would have to be requested from individual bus operators and analysed on a stop-by-stop basis. The Parish Council was then asked to identify a more limited number of stops for investigation.

The Parish Council subsequently consulted local community groups and councillors and agreed a prioritised list based on local knowledge, residents' needs and the services using the stops. This approach appears consistent with the BSIP's recognition of local knowledge and requests from residents.

The Shaw, Whitley and Bowerhill locations serve the 271, 272 and 273 corridor between Devizes, Melksham and Bath. The Beanacre and Berryfield locations serve the X34 corridor linking Chippenham, Melksham and Trowbridge. All the proposed locations support residential, employment and local journeys, as well as access to shops, leisure facilities and onward transport connections. They also provide important links to the two GP practices in Melksham, services at Melksham Community Hospital, healthcare and outpatient services in Devizes, the Royal United Hospital in Bath, and the Minor Injury Units in Trowbridge and Chippenham, as Melksham does not have its own Minor Injury Unit. Reliable real-time information would be particularly valuable to older residents, people travelling to timed medical appointments, those making connections between services and those who cannot readily access live information through a smartphone.

As the 271, 272 and 273 services operate from Devizes through Melksham and Melksham Without towards Bath, Members would like to understand how new RTPI provision in Devizes satisfies Wiltshire Council's priorities while key stops serving the same inter-urban corridor through Melksham Without have not been prioritised for Wiltshire Council funding.

Please therefore provide:

1. An explanation of which criterion or criteria the Melksham Without locations were considered not to meet.
2. The equivalent assessment and supporting evidence for the proposed Devizes locations, so Members can understand how the two areas have been compared.

The Parish Council remains committed to delivering RTPI for its residents. It has followed Wiltshire Council's advice, worked through the process requested by Wiltshire Council and set aside substantial local funding. What we now require is active support in finding a practical and proportionate route forward, rather than a restatement of the uncertainty that has prevented the Parish Council from proceeding.

I would be grateful for your assistance and would welcome a discussion with you and the relevant officers to resolve the matter.

Kind regards,

Teresa Strange

Clerk and Responsible Financial Officer

Melksham Without Parish Council

01225 705700

From: Lockwood Norris, Rebecca <Rebecca.LockwoodNorris@wiltshire.gov.uk>

Sent: 09 July 2026 14:52

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

Cc: andrew.griffin@wiltshire.gov.uk; phil.alford@wiltshire.gov.uk; nick.holder@wiltshire.gov.uk; Salter, Jason <Jason.Salter@wiltshire.gov.uk>

Subject: RE: Request for support to purchase RTPI in the parish

Good Afternoon Teresa,

Further to you email to Jason below, I can provide responses to the three questions raised, as follows: -

1. Whether Wiltshire Council can provide any assurance that the data feed and central system access for the Melksham Without RTPI units would continue beyond 12 January 2028.
At present we cannot guarantee this as it is beyond the current contract period.
2. Whether, if Wiltshire Council's contract is extended, parish-funded units installed through the same Wiltshire Council supplier/system would automatically continue to operate, subject to any properly identified ongoing maintenance or data costs.
We do not foresee the exclusion of any 3rd party funded RTPI units, that are working from the R2P system we have in place, from any future contract extension, subject to funded ongoing costs.
3. Whether the proposed MoU can be revised to give the Parish Council a more reasonable and proportionate period of service for the significant funding being invested.
This would need to be subject to a contract extension, which we do not have in place at present.

Kind Regards,

Rebecca Lockwood Norris

National Bus Strategy Manager

Passenger Transport

Highways and Transport



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From: Salter, Jason <Jason.Salter@wiltshire.gov.uk>

Sent: 07 July 2026 11:40

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

Cc: Griffin, Andrew <Andrew.Griffin@wiltshire.gov.uk>; Alford, Phil <Phil.Alford@wiltshire.gov.uk>; Holder, Nick

Teresa Strange

From: [REDACTED]
Sent: 28 July 2026 11:55
To: Teresa Strange
Subject: Re: Pavement Channel

I think it depends. Having a drive sometimes only fits one car and as with mine with 3 other houses around it is extremely tight and also at the back of the house, whereas I park in front of the house

They way they designed aome of the houses in bowerhill was how shall I say “interesting...”

On Tue, 28 Jul 2026 at 12:52, Teresa Strange <clerk@melkshamwithout-pc.gov.uk> wrote:

Just finishing the agenda for our next Highways meeting on 10th August – so just added a general update on the situation on there – hope this doesn’t become the “dropped kerb” issue of the future – we are victim in older Bowerhill as the estate was built in the 1970s and they werent considered then.

There has always been a general concern that EV charging opportunities are not so cheaply and readily available for all walks of life (those in urban areas in flats for example) but I hadn’t appreciated that we had some wider issues for more modern housing developments too in Bowerhill – I assume you don’t have a drive?

Under new building regs I think a EV charger point has to be put into new builds, but that doesn’t help the existing housing.

Just raising with the council so that they are aware, and could put any weight behind requests.

Cheers, Teresa

From: [REDACTED]
Sent: 28 July 2026 11:46
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: EVI Team <EVIteam@wiltshire.gov.uk>
Subject: Re: Pavement Channel

Brilliant thanks Teresa look forward to being part of the trial!!

On Tue, 28 Jul 2026 at 12:41, Teresa Strange <clerk@melkshamwithout-pc.gov.uk> wrote:

Thanks Emma

I can see that the resident Mr [REDACTED] has contacted you directly today/yesterday re the trial – as he has done so (and therefore happy for his email address to be shared with you) I have copied Mr [REDACTED] in to this email so the two enquiries are linked together.

Kind regards,

Teresa

Teresa Strange

Clerk & Responsible Financial Officer

Melksham Without Parish Council

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From: EVI Team <EVITeam@wiltshire.gov.uk>
Sent: 28 July 2026 10:40
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: RE: Pavement Channel

Good morning Teresa

Thank you for your query.

Unfortunately, the only access to on-street home charging is via our cable channel trial, which residents are able to apply to join by emailing our EVI Team.

We are in the process of finalising our eligibility criteria to take part in the trial and hope to have this signed-off by our Highways team imminently. Once the trial has been running for a year and has been rigorously tested, the scheme will be rolled out across Wiltshire.

For further details of the trial can be found here - [Electric vehicle cable channel trial - Wiltshire Council](#) (please note that this link is not live on our website).

Kind regards

Emma Painter
Electric Vehicle Infrastructure Delivery Officer

Electric Vehicle Infrastructure Team

Major Highway Projects



Tel: 01225 756196

Email: eviteam@wiltshire.gov.uk

Website: www.wiltshire.gov.uk

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

Sent: 27 July 2026 18:13

To: EVI Team <EVIteam@wiltshire.gov.uk>

Subject: FW: Pavement Channel

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Dear EV Charging Team

I have had the following enquiry from a resident in Hornchurch Road Bowerhill who is asking what equipment they can use to for cross pavement charging, and can see the guidance on your website that doesn't allow it but is looking for residents who want to be part of a trial.

Do you have any other advice/solutions for on street charging, rather than just not allowing it? Which is how I read your website? <https://www.wiltshire.gov.uk/article/11497/Home-charging>

With many thanks, Teresa

Teresa Strange

Clerk & Responsible Financial Officer

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Apologies, I omitted to mention a second solution which is an EV cable protector, like the one below. If this is allowed then this is a more cost efficient manner then cutting a gully



Virus-free. www.avast.com

On Tue, Jul 7, 2026 at 10:14 AM> wrote:

Good Morning Teresa

I have moved across to electric, and the challenge of being able to charge from home is that the cable would lie across the pavement.

Reading up on government guidelines, they mention a cross pavement gully, which allows the charging cable to be put into the gully during charging and removed once charging is complete.

However, permission for this resides with the local authority. I don;t know if you have come across this before, but would be great if we could find a solution?

Thanks

Hornchurch Road

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Fw: Question on the policy validity of the Bypass for the east of Blackmore Farm planning application

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

Date Thu 09/07/2026 10:29

To Fiona Dey <office@melkshamwithout-pc.gov.uk>

From: Way, David <David.Way@wiltshire.gov.uk>

Sent: Thursday, July 9, 2026 09:37

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

Cc: Winslow, Geoff <Geoffrey.Winslow@wiltshire.gov.uk>

Subject: RE: Question on the policy validity of the Bypass for the east of Blackmore Farm planning application

Dear Teresa,

I hope you are well. Thanks for your email – I have provided responses to your questions below.

You didn't give the planning application number but I'm assuming you are referring to

PL/2026/02966 '*for the erection of up to 275 dwellings*' at Blackmore Farm.

1. What weight, if any, is now given to the former Policy 17 wording in the consideration of this planning application?

Following Full Council's resolution on 19th May 2026 to withdraw the Wiltshire Local Plan Review from examination, former Policy 17 is part of a withdrawn, unadopted plan and carries no development plan status. Decision-making should instead be based on the adopted development plan, including the Wiltshire Core Strategy and other adopted plans, including neighbourhood plans. Accordingly, little to no weight should now be given to former Policy 17, beyond any limited relevance of its evidence base.

2. If the bypass route is not formally safeguarded, what is Wiltshire Council's current position on how planning applications on land affected by the previously proposed route should be assessed?

As the Melksham bypass route has not been safeguarded in an adopted development plan and the Local Plan Review has been withdrawn, planning applications should be assessed on their merits against the adopted development plan and other material considerations.

3. Was the proposed A350 Melksham bypass a factor in determining the extent of the draft Policy 18 "Land east of Melksham" site allocation, including why the whole of SHELAA site 3553, particularly the eastern part, was not included within the draft site allocation?

A possible future route of the bypass to the east of Melksham was a factor in determining the extent of draft Policy 18 at that time, considering that draft Policy 17 required development to '*not undermine the delivery of an A350 bypass to the east of the town*'. Consideration of

possible effects of developing 'Site 1' on a future bypass are outlined in the Sustainability Appraisal Annex 2.9 (exam ref CD/03N) [Submission and examination - Wiltshire Council](#) and in the 'Planning for Melksham' paper (exam ref SD/09) [Submission and examination - Wiltshire Council](#). The 'Planning for Melksham' paper included a Place Shaping Priority to not undermine delivery of a future bypass and an '*indicative Melksham bypass corridor*' was shown on the Figure 7 Concept Plan in that paper. However, that was the then-preferred corridor which has not been progressed further at this time, a route has not been safeguarded in policy and the Local Plan Review has now been withdrawn. The rationale in the withdrawn plan no longer carries policy weight and as stated above, assessment of current proposals should instead be based on the adopted development plan and other material considerations.

I hope this information is useful for you.

Kind regards, David.

David Way
Senior Planning Officer
Planning, Economy and Climate

Wiltshire Council

Tel: 01225 718458

Email: david.way@wiltshire.gov.uk

Web: www.wiltshire.gov.uk

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

Sent: 07 July 2026 13:37

To: Strategic Planning <StrategicPlanning@wiltshire.gov.uk>

Subject: FW: Question on the policy validity of the Bypass for the east of Blackmore Farm planning application

Hi Spatial Planning

I wonder if you are able to give us an answer on this query which relates to the withdrawal of the Local Plan please.

We have not had a response from the planning officer.

With many thanks Teresa

From: Teresa Strange

Sent: 22 June 2026 16:39

To: Wise, Isobella <isobella.wise@wiltshire.gov.uk>

Cc: Fiona Dey <office@melkshamwithout-pc.gov.uk>; Nick.Holder@wiltshire.gov.uk

Subject: Question on the policy validity of the Bypass for the east of Blackmore Farm planning application

Hi Isobella

At its last Planning Committee meeting, Melksham Without Parish Council resolved that Wiltshire Council be asked to provide its views on the impact of the proposed Melksham bypass on the development land east of Blackmore Farm, prior to the Parish Council's consideration of the application.

The Parish Council notes that the now-withdrawn Wiltshire Local Plan Pre-Submission Draft included Policy 17: Melksham Market Town, which stated that development at Melksham should “**not undermine the delivery of an A350 bypass to the east of the town**”.

Given that the draft Local Plan has now been withdrawn, the Parish Council would be grateful for Wiltshire Council's clarification on the following points:

1. What weight, if any, is now given to the former Policy 17 wording in the consideration of this planning application?
2. If the bypass route is not formally safeguarded, what is Wiltshire Council's current position on how planning applications on land affected by the previously proposed route should be assessed?
3. Was the proposed A350 Melksham bypass a factor in determining the extent of the draft Policy 18 “Land east of Melksham” site allocation, including why the whole of SHELAA site 3553, particularly the eastern part, was not included within the draft site allocation?

Kind regards,
Teresa

Teresa Strange
Clerk & Responsible Financial Officer
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Teresa Strange

From: Wise, Isobella <Isobella.Wise@wiltshire.gov.uk>
Sent: 09 July 2026 15:36
To: Teresa Strange
Cc: Fiona Dey; nick.holder@wiltshire.gov.uk
Subject: RE: Question on the policy validity of the Bypass for the east of Blackmore Farm planning application

Good afternoon, Teresa,

Thank you for your email and patience in receiving a reply whilst I've been away on A/L

Any studies and work previously undertaken in respect of the proposed bypass could remain a material consideration where relevant, but Policy 17 of the withdrawn plan doesn't form part of the development plan so no weight would be afforded to that withdrawn policy. Because the made local plan & NDP don't currently have an adopted policy safeguarding the route, my guidance is that it wouldn't be reasonable to refuse or substantially constrain development *solely* because the site would be affected by a route in the withdrawn local plan.

I can't provide much insight RE question 3, unfortunately, but I'd hope that out Spatial Plans team can help respond to that one - Geoffrey.Winslow@wiltshire.gov.uk would likely be the best person to email, and/or their general inbox on StrategicPlanning@wiltshire.gov.uk

Kind regards,
Isobella Wise
Senior Planning Officer
Planning, Economy and Climate

Wiltshire Council



Tel: 03004560114
Email: isobella.wise@wiltshire.gov.uk
Website: www.wiltshire.gov.uk

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From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: 22 June 2026 16:39
To: Wise, Isobella <Isobella.Wise@wiltshire.gov.uk>
Cc: Fiona Dey <office@melkshamwithout-pc.gov.uk>; Holder, Nick <Nick.Holder@wiltshire.gov.uk>
Subject: Question on the policy validity of the Bypass for the east of Blackmore Farm planning application

Hi Isobella

At its last Planning Committee meeting, Melksham Without Parish Council resolved that Wiltshire Council be asked to provide its views on the impact of the proposed Melksham bypass on the development land east of Blackmore Farm, prior to the Parish Council's consideration of the application.

The Parish Council notes that the now-withdrawn Wiltshire Local Plan Pre-Submission Draft included Policy 17: Melksham Market Town, which stated that development at Melksham should “**not undermine the delivery of an A350 bypass to the east of the town**”.

Given that the draft Local Plan has now been withdrawn, the Parish Council would be grateful for Wiltshire Council's clarification on the following points:

1. What weight, if any, is now given to the former Policy 17 wording in the consideration of this planning application?
2. If the bypass route is not formally safeguarded, what is Wiltshire Council's current position on how planning applications on land affected by the previously proposed route should be assessed?
3. Was the proposed A350 Melksham bypass a factor in determining the extent of the draft Policy 18 “Land east of Melksham” site allocation, including why the whole of SHELAA site 3553, particularly the eastern part, was not included within the draft site allocation?

Kind regards,
Teresa

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