

8.4.24 Highways Agenda _____	2
AGENDA ITEM 06 -15.1.24 Highway Minutes.APPROV _____	5
AGENDA ITEM 07(a) - LHFIG Minutes from 8 February 2024 _____	17
AGENDA ITEM 7(a) - APPENDIX 1 LHFIG Expenditure 2023-24- As of 12th Feb 24 _____	41
AGENDA ITEM 7(a) - APPENDIX 1 - Melksham LHFIG Financial Summary 2023-24 - 30-01-24 _____	42
AGENDA ITEM 07 - Extract of draft Area Board minutes re LHFIG contributi- ons _____	43
AGENDA ITEM 07(a)(i) - Louvre Shutters - Shaw Traffic Lights _____	44
AGENDA ITEM 07 a)ii) - RTPI to be LED and not papercast _____	46
AGENDA ITEM 08(a) - Complaints of pedestrian safety - Top Lane, Whitley _	49
AGENDA ITEM 08(a) response to resident from officer _____	50
AGENDA ITEM 08(a) - Complaints re Pedestrian Safety follow-up _____	51
AGENDA ITEM 08(b) - Corsham Road, Whitley Road Safety Concerns _____	53
AGENDA ITEM 08(c) - Condition of Footpath from Redstocks to Melksham _	56
AGENDA ITEM 09(b) - Semington Road Safety Concerns Email _____	58
AGENDA ITEM 09(a) Semington Road Traffic Issues Letter to Michelle Donelan _____	59
AGENDA ITEM 10(a) - Council increases its huge investment into filling potholes _____	60
AGENDA ITEM 10(b) - Melksham Area Board - Road Resurfacing Email _____	62
AGENDA ITEM 10(b) - Melksham Area Board - Road Resurfacing _____	63
AGENDA ITEM 11 - Hilperton to Melksham Active Travel Route - Email _____	71
AGENDA ITEM 11 - Hilperton to Melksham RSA4 Interim Report_FINAL _____	74
AGENDA ITEM 12 - Update on Rights of way _____	85
AGENDA ITEM 13(a)(i) - Siting of Bus Shelter, Semington Road _____	90
AGENDA ITEM 13(a)(ii) - Semington Road Bus Shelter near Telford Drive re obscuring of sight lines(1) _____	93
AGENDA ITEM 14 - Latest update on Bypass from Government _____	97



MELKSHAM WITHOUT PARISH COUNCIL

Clerk: Mrs Teresa Strange

Melksham Community Campus (First Floor),
Market Place,
Melksham, Wiltshire.
SN12 6ES
Tel: 01225 705700

Email: clerk@melkshamwithout-pc.gov.uk
Web: www.melkshamwithout-pc.gov.uk

Wednesday, 27 March 2024

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

You are invited to attend the Highway & Streetscene Committee Meeting which will be held on **Monday, 8 April 2024 at 8.00pm** at **Melksham Without Parish Council Offices (First Floor), Melksham Community Campus, Market Place, SN12 6ES** to consider the agenda below:

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

Click link here:

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

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

Yours sincerely

YOU CAN ACCESS THE AGENDA PAPERS HERE

Teresa Strange
Clerk



Serving rural communities around Melksham

AGENDA

1. **Welcome, Announcements & Housekeeping**
2. **To receive Apologies and approval of reasons given.**
3. a) **To receive Declarations of Interest**
b) **To consider for approval any Dispensation Requests received by the Clerk and not previously considered.**
4. **To consider holding items in Closed Session due to confidential nature**
Under the Public Bodies (Admission to Meetings) Act 1960, the public and representatives of the press and broadcast media be excluded from the meeting during consideration of business, where publicity would be prejudicial to the public interest because of the confidential nature of the business to be transacted.
5. **Public Participation**
6. **To note Minutes of last Highways & Street Scene Committee meeting held on 15 January 2024 and updates on actions taken.**
7. **Local Highways & Footpath Improvement Group (LHFIG)**
 - a) To note Minutes and action log of Local Highways & Footpath Improvement Group (LHFIG) meeting held on 8 February 2024.
 - i) **Issue 9-22-22:** Corsham Road, Shaw - reinstate louvre shutters on traffic lights. To note this council's 50% contribution has increased to £378.59.
 - ii) **Issue 9-23-17:** – Installation of Realtime Information (RTI) on bus shelters on Mitchell Drive, Bowerhill. To note it has been agreed papercast RTI will be installed instead of LED.
8. **To consider requests for support by the Parish Council including requests for the Local Highways & Footpath Improvement Group (LHFIG) next meeting on 7 May 2024:**
 - a) To note concerns of pedestrian safety on Top Lane, Whitley and consider a way forward
 - b) To note concerns of road safety on Corsham Road, Whitley and consider a way forward.
 - c) To note concerns of resident at the condition of the footpath from Redstocks to Melksham.
9. **Road Safety (standing item)**
 - a) To consider any items/projects for review by the Road Safety Working Group.
 - b) To note correspondence to Michelle Donelan MP regarding road safety on Semington Road.
10. **Highway Maintenance:**
 - a) To note Wiltshire Council have increased investment into filling potholes, resurfacing roads and tackling highways flooding.
 - b) To note Highway Maintenance Programme for 2024/25-2029/30.

- 11. Hilperton to Melksham Active Travel Route and Byways.** To receive update and note interim Road Safety Audit Report.
- 12. Rights of Way:** Update from Rights of Way officer on improvements made further to s106 funding from new developments
- 13. Bus Shelters**
- a) Semington Road Bus Shelters.**
- i) To note concerns regarding the siting of bus shelters and consider any action.
 - ii) To note concerns regarding the side panels on the bus shelter near Telford Drive obscuring vision for vehicles exiting Telford Drive and agree way forward.
- 14. Proposed A350 Bypass (Standing Item):** To note any updates since the last meeting.

Copied to All Councillors

MINUTES of the Highways & Streetscene Committee of Melksham Without Parish Council held on Monday 15 January 2024 at Melksham Without Office Space (First Floor), Melksham Community Campus, Market Place, Melksham, SN12 6ES at 8.06pm

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

In attendance: Wiltshire Councillor Nick Holder (Bowerhill) and 3 members of public (including Stuart Renfrew, Highway Technician)

In attendance via Zoom: 1 member of public

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

366/23 Welcome, Announcements & Housekeeping

Councillor Baines welcomed everyone to the meeting, noting members of public present had been shown the evacuation procedures for the building and understood that the meeting was being recorded to aid the minutes and published on YouTube and be deleted once the minutes had been published.

367/23 To receive Apologies and approval of reasons given

It was noted Councillor Chivers was not present.

POST MEETING NOTE: Councillor Chivers advised by telephone message the following evening that he was back in hospital.

368/23 a) To receive Declarations of Interest

There were no declarations of interest.

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

None received.

369/23 To consider holding items in Closed Session due to confidential nature *Under the Public Bodies (Admission to Meetings) Act 1960, the public and representatives of the press and broadcast media be excluded from the meeting during consideration of business, where publicity would be prejudicial to the public interest because of the confidential nature of the business to be transacted.*

There were no items to be discussed in confidential session.

370/23 Public Participation

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

A resident of Beanacre was in attendance to voice their concerns at the speed of traffic on Westlands Lane travelling above the 30mph speed limit, particularly in the evening. They also raised concern at the safety of pedestrians walking along the lane towards Whitley, who had to walk in the road, as there is no footpath on a 60mph road.

Another resident of Westlands Lane attending via Zoom agreed there was an issue with speeding and felt the speed limit needed to be reduced from 30mph to 20mph.

Stuart Renfrew, Highway Engineer raised a concern at the condition of New Road which, due to the number/types of vehicles using it, churning up the verges either side of the road, due to the narrowness of the lane in places, despite passing places and wondered if there was any merit in closing it from its junction with Woodrow Road, allowing access for horse riders, pedestrians etc.

Informal discussions had taken place with highway engineers on what could be done to try and resolve the issue, including on a temporary basis, in order to ascertain how the traffic would behave if changes were implemented. The various positives and negatives of closing the lane at one end were highlighted to Members, including increased traffic along Woodrow Road and Church Lane, farmers not being able to access their fields and an increase in farm vehicles during harvest etc using other roads in the area.

Wiltshire Councillor Nick Holder noted there was an update on the Parish Steward scheme later in the meeting and informed the meeting Parish Stewards had been diverted from their normal duties in recent weeks to assist with recovery from recent flooding in Wiltshire, however, from today Parish Stewards would be returning to normal duties.

Following an incident a few months ago whereby the footpath opposite the Tesco Express on Blenheim Park had subsided due to the number of vehicles parking on it. Whilst it had now been repaired, Wiltshire Councillor Nick Holder explained he had been contacted by a number of residents in the area with photographic evidence of a number of vehicles continuing to park on the footpath with a request that consideration be given to the installation of bollards on the footpath, in order to prevent vehicles parking on it.

Councillor Baines noted any bollards would have to be set back from the highway which would severely restrict the width of the footpath, potentially requiring the footpath to be widened to accommodate the bollards.

Stuart Renfrew felt the inclusion of bollards would not restrict the width of the footpath too significantly to impact pedestrians, however, raised a concern if implemented this would displace parked vehicles to elsewhere in the area.

A resident of Berryfield attended the meeting to raise concern at the condition of Berryfield Lane and the lack of road markings at the top of the lane near the farms, therefore making it unclear who had right of way. Also, given the number of large vehicles using the lane to access the various farms, the verges in places had also been damaged.

Standing Orders were reinstated.

As several members of public present had submitted various requests for consideration, Councillor Baines brought items 9(b) one-way traffic on New Road 9(c) Berryfield Lane and 12(a) Westlands Lane further up the agenda for consideration.

Wiltshire Council Nick Holder left the meeting at 8.25pm.

371/23 To appoint a Vice Chair following the resignation of Councillor Stefano Patacchiola

Resolved: To appoint Councillor Pafford as a temporary Vice Chair until a permanent Vice Chair was appointed in due course.

372/23 To note Minutes of last Highways & Street Scene Committee meeting held on 25 September 2023 and updates on actions taken

Members noted the minutes of the Highways & Streetscene meeting held on 25 September 2023.

373/23 Local Highways & Footpath Improvement Group (LHFIG)

a) To note Minutes and action log of Local Highways & Footpath Improvement Group (LHFIG) meeting held on 2 November 2023.

(i) Issue 9-23-10: A350 Beanacre signs indicating the weight limit on Westlands Lane. To note proposed signage to be installed and funded from a separate Wiltshire Council central highways budget

Councillor Baines explained as the revised signage was a renewal and refurbishment of existing signs, for which Wiltshire Council had a separate budget, funding did not have to come out of LHFIG funding and therefore the parish council did not have to contribute towards the costs of the new signage.

However, if the parish council wished for weight limit signage to be installed at the Corsham Road end of Westlands Lane, as this was new signage, the parish council would be asked to contribute towards the costs, which was likely to be up to £500.

Standing Orders were suspended to allow a resident of Westlands Lane to speak to this item.

Clarification was sought from the resident if the weight limit related to the bridge, or Westlands Lane itself and noted the current weight limit signage was at the end of the lane itself once vehicles had turned into the lane from the A350.

Councillor Baines clarified the weight limit was due to the bridge, except for access, with the parish council having made a request weight limit signage be more appropriately placed on the A350, in order to give advanced warning to drivers of the weight limit.

Recommendation: To approve the installation of advanced weight limit signage at the Corsham Road end of Westlands Lane.

Commented [L1]: LHFIF informed.

(ii) **Issue 9-23-11: A365 Bowerhill, Devizes Road junction with Hornchurch Road: Request to introduce double white line system to prevent overtaking. To consider proposed options**

Councillor Baines informed the meeting at the LHFIF meeting on 2 November, costings for two options to improve the junction had been presented to the group:

Option 1: Kerbed traffic islands x 2 with internally illuminated 'keep left' bollards. Estimated cost including 20% Contingency: £11,325.00.

Option 2: Rediweld 'Redipave' bolt down rubber traffic islands x 2 with solar powered rebound bollards (no ducting) Rediweld install. Cost estimate not including contingency: £14,062.44

However, LHFIF members were unconvinced that it was a problem, there was no history of any collisions at this junction and therefore was felt to not be a good use of funds. It was noted that there was a housing site allocation in the draft Local Plan for a site adjacent to the school which could affect the road layout here.

Recommendation: Given the comments from LHFIG, not to proceed with this request.

(iii) Issues 9-22-12 & Issue 9-22-13 Halifax Road, DeHavilland Road & Dowding Way, Bowerhill: Request for drop kerbs/footway improvement.

To note the Council's 50% contribution of £3,266.37 towards the total cost of the project had been paid.

Councillor Baines explained the contribution was higher than expected, however, the Portal Road gateway was under the estimate provided, therefore the combined cost was less than the total for the two jobs.

(iv) Issue 9-19-11: Portal Road, Bowerhill: Request for Bowerhill name plate and white gates.

To note the Council's 50% contribution of £855.40 towards the total cost of the project has been paid.

374/23 To consider requests for support by the Parish Council including requests for the Local Highways & Footpath Improvement Group (LHFIG) next meeting on 8 February 2024:

a) To consider a request for a 'village gate' and 'SLOW' sign painted on Woodrow Road in order to slow traffic down

With regard to the request for a village gate, Councillor Baines highlighted Woodrow Road was not a village and therefore did not qualify for such. Also, a village gate would only affect in-coming traffic, noting there was also an issue with out-going traffic speeding as well, having negotiated various traffic calming measures and parked vehicles and coming to a clear bit of road.

It was noted due to concerns of speeding vehicles travelling around a bend and potentially hitting parked vehicles, a request had been received for 'SLOW' to be painted on the road, in order to slow vehicles down before they reached the bend.

Councillor Baines informed the meeting having seen and been contacted by a resident/s regarding irresponsible parking of a vehicle in advance of the blind bend, whereby out-going traffic had to take up position on the wrong side of the road to manoeuvre around it, hoping nothing was coming around the bend, felt, whatever speed the approaching traffic was travelling, it was an accident waiting to happen. Therefore,

suggested the answer might be to tackle the irresponsible parking, given the number of offences being committed, including obstruction of the highway, which could be prosecuted.

It was noted there was an unofficial sign in the verge on the approach to this bend warning of a concealed entrance, which probably would be more visible to approaching traffic than slow painted on the road.

Clarification was sought if the request for 'slow' painted on the road met the relevant criteria for such requests.

Councillor Baines confirmed it did not meet the relevant criteria, as such signage needed to be placed adjacent to other road signage, which was not present at the location requested.

Recommendation: Not to support the request for a 'village' gate or 'Slow' signage painted on the road.

b) To consider a request for one-way traffic on New Road

Councillor Baines noted New Road was the route for the milk tanker every day to serve Selves Farm, Forest Lane as it could not access the farm from the Lacock end. It was also the route for animal feed supplies and at least two landholdings used it for their harvest, rather than taking loaded trailers through the narrow section of Woodrow, in the town and then try and negotiate Forest Road traffic calming or Church Lane with the various parking issues.

Councillor Baines suggested any work/maintenance required on New Road should be part of the S106 Agreements for proposed developments at Sandridge Common, particularly as these developments would generate additional traffic, which would try and use New Road in its present form to access the A350 and the M4 via Lacock and the single-track medieval bridge, which traffic East of Melksham already did.

Councillor Pafford noted at a recent meeting it was suggested an overall view of traffic flow in the area and potential consequences of doing anything in New Road had been suggested and therefore, it would be useful to see some analysis of what the advantages and disadvantages of closing off one end of New Road would be before making a decision.

The Clerk reminded Members the council had already submitted comments to Bloor at pre app stage regarding their proposals at New Road Farm and therefore suggested the council could ask for highway funding for improvements to New

Road.

Recommendation: To await more information from Wiltshire Council Highways on the consequences of traffic flows in closing New Road to traffic from Woodrow Road end.

Commented [LM2]: Awaiting information

To request Bloor, as part of their proposals for their New Road Farm site, include a contribution via S106 funding for highway improvements to New Road.

Commented [L3]: Bloor contacted who subsequently requested a contact at Highways. Provided with Martin Rose's details.

c) To consider a request for road surface repairs and road markings on Berryfield Lane

Councillor Baines sought guidance from Stuart Renfrew if the Parish Steward was able to fill in the numerous potholes on Berryfield Lane or whether this was beyond their scope.

With regard to line marking, Councillor Baines noted there were no road markings at the junctions of Winston Road or Padfield Gardens and therefore these could be done at the same time, as the junction at the end of Berryfield Lane, if Members were minded to approve this request in order to spread costs.

The Highway Technician agreed part of the road was in a poor condition and informed the meeting a request to repair part of the road had recently been submitted and hoped this would be undertaken shortly. He also supported the suggestion of road markings at the end of the lane to delineate who had priority but expressed a note of caution in doing others where there was no issue of highlighting priority, particularly as such lining would constantly need refreshing and the costs involved.

The Clerk reminded the meeting a planning application had recently been approved for 53 dwellings (Phase 2 – PL/2022/08155) which joined Phase 1 for 50 dwellings (PL/2023/00808) to the rear of Townsend Farm with a proposal for a pedestrian access onto Berryfield Lane at the far end.

Recommendation: To ascertain if the Parish Steward was able to undertake remedial work to fill the numerous potholes and the breaking up of the road surface along Berryfield Lane.

Commented [LM4]: Parish Steward tasked to fill potholes. Ongoing with several already filled.

To submit a request to the Local Highway & Footway Improvement Group (LHFIG) for line marking at the end of Berryfield Lane, in order to delineate priority at the junction and to link in with other requests in the area, in order to reduce overall costs.

Commented [LM5]: Application submitted to LHFIG

Stuart Renfrew reminded Members potholes could be reported by the Wilts App.

d) To note concerns regarding vehicles parking on both sides of Westinghouse Way, Bowerhill

Members noted correspondence between Gompels, Swift Way and a youth football team who hired the football pitches at Bowerhill sports field, regarding parked vehicles on both sides of Westinghouse Way, making it difficult for delivery lorries to negotiate.

e) To consider a request for bollards on the pavement opposite Tesco Express, Blenheim Park, Bowerhill to stop vehicles parking on the pavement

Concern was expressed if bollards were installed, it may reduce the width of the pavement for those in wheelchairs and with pushchairs and also displaced parked vehicles and cause problems elsewhere.

It was noted the reason the pavement had been damaged in the first instance was due to a waste vehicle parked on the footpath and this had been dealt with and the company involved warned not to park their vehicles there in the future.

Recommendation: Not to progress this request.

To request Wiltshire Councillor Nick Holder provide photographic evidence of the types of vehicles involved, in order for the Highways Committee to review in due course.

Commented [L6]: Councillor Holder provided photos which were reviewed at the Full Council meeting on 22.1.24 where the recommendation not to progress this request was approved. The Clerk subsequently reported Idverde for parking on the footpath who were unloading their grass cutting machinery.

375/23 To receive feedback from the Area Board (Highway Focused Meeting) held on 6 December 2023

Councillor Harris informed Members he had attended the meeting, which he had felt was worthwhile and encouraged Members to attend any future highway focused meetings, which may be held in the future, as it had been very informative.

376/23 Proposed A350 Bypass (Standing Item):

Members noted whilst the M4 to Dorset Coast Strategy Study had been completed, as yet, it had not been published.

The Clerk informed the meeting she regularly chased National Highways for an update, but to date had not received a response.

377/23 Road Safety/Speed enforcement

a) Westlands Lane. To note concerns of speeding and consider submitting a request for a Traffic Survey

It was noted two Traffic Surveys had taken place in recent years with the last one being undertaken in 2016. Neither survey gave a high enough 85th percentile speed or average speed for intervention, such as Community Speedwatch. It was also noted there had not been any particular changes in circumstances since the last survey was undertaken in 2016, when an average speed of 29.4mph had been recorded.

Councillor Baines summarised the various actions which had been taken following concerns from residents of speeding in the lane being raised with the parish council:

- Weight limit signage is currently being reviewed.
- A 20mph speed limit investigated, however, the criteria for 20mph speed limit/20mph speed zones requires the average speed to be 24mph and therefore following previous traffic surveys, traffic did not meet the criteria either.
- Warning signage of pedestrians in the road has been installed either side of the bridge.
- Investigated if the 30mph speed limit could be extended to the far side of the railway bridge, however, this was not acceptable to Wiltshire Council.
- A gateway feature had been considered; however, this would have costed £1000s, with it suggested at the time this would not make much difference to the speed of traffic.

Recommendation: To submit a traffic survey request to Wiltshire Council and identify a suitable location for it to be located.

Commented [LM7]: Application submitted.

b) Speed Indicator Devices (SID)/ANPR Cameras

i) To note following a traffic survey, Pathfinder Way, Bowerhill has qualified for a SID (Speed Indicator Device)/Community Speedwatch

Members noted following a recent traffic survey a combined 85th percentile of 37.6mph in a 30mph area had been recorded, therefore meeting the criteria to qualify for Community Speedwatch and a SID.

ii) To note updated SID schedule and correspondence from Street Lighting.

Members noted the updated schedule which include identified sites on Pathfinder Way (both direction).

Councillor Baines informed the meeting, Street Lighting had been in touch to ask that the Evolis device (which recorded data) not be installed at the Shaw Hill location, due to the weight of the device on the particular type of lamp post installed, which was unfortunate, as the parish council had hoped to collate data on traffic speeds on Shaw Hill. Therefore, Shaw Hill was now included on the schedule for the older device (Solagen), which did not record data.

iii) To note update on SID installation from Council's contractor and consider a way forward.

The meeting was informed there had been no deployment of the council's SID devices for several months, as the contractor had failed to deliver their service.

It was unclear if the devices had not been deployed due to staff shortages or the agreed costs being uneconomical.

The Clerk explained investigations had been made into potential alternative contractors and the costs involved, bearing in mind two people would be required to install each device every two weeks and require a Streetworks Licence. The Clerk explained as part of due diligence, the importance of any contractor having a Streetworks Licence, given the work involved which required use of a ladder and given where they would be working.

Recommendation: To write to the current contractor explaining that if they do not initiate deployment of the council's SID devices within 10 days, that the contract will be terminated and for them return both SIDs and other equipment associated with the devices to the parish council.

Commented [LM8]: Contract terminated and devices returned.

c) Community Speedwatch

Members noted the number of '1st letters' issued by Community Speedwatch for speeding during July 2020-November 2023:

Shaw & Whitley:	504
Beanacre:	35
Berryfields:	70

d) Local Cycling and Walking Infrastructure Plans (LCWIPs) consultation. (Deadline extended to 5 February). To consider proposed response to Wiltshire Council's consultation.

The Clerk explained at Full Council on 4 December 2023, Members had provided a few comments on the consultation and given her delegated powers to add further comments which were included in the agenda pack:

- Comments from the Neighbourhood Plan consultants.
- Various comments the Clerk had made following a briefing on the LCWIP, which highlighted areas missed within the consultation document, such as how would children from Semington Road walk to Pathfinder Way School, as there is no footpath along the A365 and therefore, having to walk a circuitous route via Longford Road.

The Clerk reminded Members the parish council had asked how children would get to Pathfinder Way from Semington Road in December 2022 and as yet had received a reply from the Head of Sustainable Transport. Therefore, on the recommendation of Wiltshire Councillor Nick Holder had written to Samantha Howell, Director Highways & Transport and Caroline Thomas, Cabinet Member for Transport.

- The comments the parish council made in July and September 2023 as part of the Stage 4 safety audit of the Hilperton to Melksham route, as well as comments made in September 2022 to a pre consultation on the LCWIP.
- The proposed route for a new pedestrian/cycle way to the rear of Melksham Oak had not been included on maps.
- Information on the Priority for People survey, a project commissioned by the Town Council.
- A link to the Neighbourhood Plan Green and Blue Infrastructure Evidence Report.
- To highlight S106 funding available from the Pathfinder Place (16/01123/OUT) development to improve the footpath from the A365 to Burnet Close.

Thanks were given to the Clerk for collating a comprehensive response to the consultation.

Recommendation: To submit the response to the LCWIP as collated by the Clerk.

Commented [LM9]: Response submitted.

e) Road Safety Working Group.

Members were reminded the next meeting of the Road Safety Working group was scheduled to take place on Monday, 29 January at 7.00pm.

The Clerk explained Stefano Patacchiola had been a member of the group before his resignation at the end of last year. However, he had indicated he was happy to be involved with parish council work and therefore, as this was a working group, sought a steer from Members if they were happy for Stefano to be invited to continue as a member of the group.

Recommendation: To invite Stefano Patacchiola to join the Road Safety Working Group.

Commented [LM10]: Stefano contacted.

378/23 Parish Steward.

The Clerk informed the meeting the parish council have been successful following several requests in receiving an additional parish steward day each month, meaning the parish council now had 4 days allocated to it, rather than 3.

Meeting closed at 9.48pm

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

Melksham Local Highways & Footway Improvement Group

Item	Update	Actions and recommendations	Who
Melksham LHFIFG – Meeting Notes for Thursday 8th February at 18:00 hrs			
1. Attendees and apologies			
	<p>Attendees: Cllr Mike Sankey – Chair, Cllr Jon Hubbard, Cllr Nick Holder Cllr Phil Alford, Jonathon Tapper – Steeple Ashton PC Peter Smith – Semington PC, Pat Aves - Melksham TC Sarah Dow – Clerk to Keevil PC, Pat Tucker - Keevil PC Alan Baines – Melksham Without PC, Mary Winterburn - Great Hinton PC, Dean Baker – Area Highway Engineer, Martin Rose – Principal Traffic Engineer</p>		AB
	<p>Apologies: Cllr Jonathon Seed Linda Roberts</p>		
2. Notes of last meeting			
	<p>The notes and recommendations of the previous LHFIFG meeting held on 02/11/23 2023 were presented to the Area Board at its 06/12/23 meeting and agreed.</p> <p>The meeting minutes can be found: https://cms.wiltshire.gov.uk/ieListDocuments.aspx?CId=166&MId=14925&Ver=4</p>	LHFIFG to note.	All

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
3.	Financial Position			
		<p>The closing balance for 2022/23 is now confirmed at £51,247.70 (see Appendix 1). This surplus is carried forward to this financial year.</p> <p>The current balance for 2023/24, less previous commitments stands at £41,753.88</p>		To note, AB
4.	Live Priority schemes			
a)	<p>Issue 9-20-9 Melksham Sandridge Road – request to improve footway link to Maple Close</p>	<p>The Legal Team report that the final document was issued to the Landowner via his solicitor for sign-off at the end of May, but this has yet to be returned. The Town Clerk has since advised that the landowner has passed away, but his partner will now oversee matters. For legal reasons, it is likely to further delay this project.</p> <p>Once the legal process has been completed, Highways will instruct the arborist team to remove the hedgerow and root system and erect Haras fencing to maintain a boundary between the highway and private property. This work is anticipated to take place in November. Once completed, the Town Council can mobilise their builder to construct the new boundary wall.</p> <p>Work to widen the path is programmed to commence on 2nd January next year and should be completed within 10</p>	<p>Town Council to continue to liaise with the landowner's legal team to move this matter forward.</p> <p>Works on hold whilst Legal issues (probate) relating to free dedication with new owners is resolved. Completion unlikely in 23/24.</p> <p>No update to report whilst probate ongoing. LHFIFG Commitment (£20k) will need to move to 24/25.</p> <p>Note: to be progressed as 2024/25 scheme</p>	

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		<p>days, although the programme might be affected should the legal process stall. https://www.google.com/maps</p>		
b)	<p>Issue 9-22-17 – Melksham Without (various roads) Request for Parking Control Measures</p> <p>To also include Issues 9-23-3 Beanacre, 9-23-5 Bowerhill and 9-23-7 Melksham</p>	<p>Issue Submitted by Melksham Without Parish Council</p> <p>Request for a Parking Review at the following locations:</p> <ul style="list-style-type: none"> • Semington Canal Bridge • Lancaster Road Bowerhill • Avro Way Bowerhill • Merlin Way Bowerhill • Mitchell Drive Bowerhill <p>It was noted that the canal forms the boundary between Melksham Without and Semington Parishes and that measures would be needed on both sides of the bridge.</p> <p>Semington Parish confirmed that they are content for measures to be included on their side of the bridge, but no other sites have been identified for review within their Parish.</p> <p>Mark S has commenced review. Update to be provided at next meeting.</p>	<p>Mark Stansby reports limited progress to date due to overall workload but will step up work over next few weeks.</p> <p>Aim to undertake pre-consultation with the relevant councils ahead of the April / May round of LHFIG meetings.</p>	MS
c)	<p>Issue 9-19-11 Bowerhill Portal Road – Request for Bowerhill nameplate and white gates</p>	<p>Issue submitted by Melksham Without Parish Council</p> <p>An order (M00174) has been placed to undertake this work. Contractor is currently awaiting delivery of the gate.</p>	<p>Order Value £2422.10. Final account £1710.80 Works complete and final account approved Invoice raised for MWPC 15/11/23.</p> <p>Remove from next Tracker.</p>	MR

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		https://www.google.com/maps		
d)	Issue 9-22-11 A350 Beanacre - request for measures to control entry speed at north end of village	<p>Issue submitted by Melksham Without Parish Council</p> <p>Design work now underway. Proposals and an estimate will be issued to the Parish in advance of the next meeting.</p> <p>https://www.google.com/maps</p> <p>Plans submitted to Melksham Without for consideration. Projected cost of both road markings / Gates, Signs is £13,300.</p> <p>Alternate option to omit Central Hatching / road Studs and only install gates, signs, yellow transverse base at a cost of £6600. Remaining work to be picked up as part of future MM.</p> <p>MWPC have confirmed their preference for this option and member agreed for this to progress to implementation. MWPC 50% contribution.</p>	<p>Works Ordered on 08/01/24 with target completion date of 15/02/24.</p> <p>Most likely this work will slip to March Order Value £4,267.36, HIAMS M00751.</p> <p>Update at next meeting.</p>	MS
e)	Issue 9-22-20 Keevil, Martins Road – request to alter barriers and improve condition of footpath surface.	<p>Issue submitted by Keevil Parish Council</p> <p>Issue concerns Right of Way, KEEV27 which provides access to the recreation ground.</p> <p>Resurfacing work has been completed by the ROW team's contractor and we await their bill. Highways have removed the life expired safety barrier and provided new drop kerbs and hard standing.</p>	<p>Initial Barrier works complete</p> <p>Note increase in costs from original estimate of £10,650. PC to be invoiced for contribution once final accounts have been agreed.</p> <p>Additional mid height barrier has now been installed as per Keevil PC request. Mid rail has been painted by PC. Invoice raised to Keevil</p>	MR

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		<p>With the Parish's brief to make the path more accessible for buggies and wheelchair users and taking into account the slow speeds and low traffic volume on Martins Road, officers decided against replacing the barrier.</p> <p>However, having received concerns from parishioners about this decision, the Parish have asked for a new, smaller barrier to be installed. This was agreed at a site meeting and Highways have this in hand. https://www.google.com/maps/</p>	<p>PC.</p> <p>Remove from next tracker.</p>	
f)	<p>Issue 9-22-22</p> <p>Shaw Corsham Road – request to reinstate louvre shuttering on approach to signals</p>	<p>Issue submitted by Melksham Without Parish Council</p> <p>Louvres were omitted on the new signal heads when the traffic lights were replaced in 2020.</p> <p>An order has been placed with our Traffic Signal Consultants to undertake this work. Cllr Alford asked if this could be completed before the start of the Autumn term?</p>	<p>Louvres fitted to signal heads 25/09/23. Site to be monitored for residual problems following the change. Estimated cost £460.00. Awaiting Billing.</p> <p>Invoice received from Telent. Note: cost increase to £757.18. MWPC invoiced for 50% contribution.</p> <p>Remove from next tracker</p>	MR
g)	<p>Issue 9-23-3 – Beanacre Westlands Lane – request to prohibit parking at the access to the new water pumping station.</p>	<p>Issue submitted by Melksham Without Parish Council</p> <p>Parking would need to be restricted on both sides of the lane, from the A350 to the new access.</p> <p>Refer to Item 4i of the agenda. https://www.google.com/maps</p>	<p>Mark Stansby to include this location as part of Site included in parking review under Issue 9-23-5.</p> <p>See comments for Issue 9-22-17 above</p>	MS
h)	<p>Issue 9-23-4</p>	<p>Parish is content for the survey to take place. https://www.google.com/maps/</p>	<p>AC notified via email 13/11/23 that Bus gate is currently in position and locked. Adjacent landowners, including Wiltshire Air Ambulance</p>	MR

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
	<p>Bus Gate at Semington Road – request for Camera Enforcement.</p>	<p>Currently awaiting metro-count survey.(Est. Jan 24)</p> <p>Andy Cadwallader has inspected the gate and has indicted the gate whilst damaged, is serviceable. The current padlock is locked shut with no key and cannot be used. New Padlock to be acquired and keys provided to authorised permit holders in due course</p> <p>Email received from Melksham without Pc 11/10/23 re. informal monitoring data submitted by Semington PC.</p> <p>Mobile Site has been put forward for possible mobile enforcement by ANPR camera, however approval for the necessary powers from the DfT not expected until spring 24. (site would require local consultation)</p> <p>Fixed ANPR camera will require costs to relocate existing camera (Salisbury) approx. £10,000 and annual running costs £10,000. Cost would have to be borne by LHFIF less any fine revenue.</p> <p>Member agreed that given the commitment from the police to undertake enforcement, the forthcoming Jan 24 metro count and imminent removal of the Staverton Road closure to review the situation at the Feb 24 meeting.</p> <p>https://www.google.com/maps/</p>	<p>have been provided with keys and a copy of the legal order. A set of keys are also at Melksham depot for emergency purposes</p> <p>Summary Results of metro count 7th -13th Dec 2023:</p> <p>Total number of vehicles (both directions) 1198 Southbound – 520 Northbound - 678</p> <p>5 Day Average Combined – 201 7 Day Average Combined - 171</p> <p><u>Breakdown by Class of vehicles</u> 2 Axle Rigid HGV – 23.96% 3 Axle Rigid HGV – 0.42% 4 Axle Rigid HGV – 0.17% 3 Axle Artic – 0.33% 5+Axle - 0.17% Bus – 1.34% Cycle – 13.77% Car – 37.56% LGV – 13.36% 2 wheeled MV - 8.93%</p> <p>Members discussed the ongoing concern with the high level of non-compliance and the need for direct enforcement action.</p> <p>It was provisionally agreed to carry out further</p>	

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
			<p>work on the provision of ANPR enforcement at the site, subject to confirmation of costs. Semington PC have agreed to contribution to the overall cost. (% TBC)</p> <p>MR to undertake further work re. set up and ongoing maintenance costs and report back to group.</p> <p>Note: to be progressed as 2024/25 scheme</p>	
i)	Issue 9-23-5 – Bowerhill various sites – request for Parking Review	<p>Issue submitted by Melksham Without Parish Council.</p> <p>Parking concerns have been raised at the following sites at Bowerhill:</p> <ol style="list-style-type: none"> 1. Pathfinder Way 2. Westinghouse Way 3. Lancaster Road <p>Refer to Item 4i of the agenda. Mark S has commenced review. Update to be provided at next meeting.</p>	See comments for Issue 9-22-17 above	MS
j)	Issue 9-23-7 – Melksham various roads – request for Parking Review	<p>Issue submitted by Melksham Town Council</p> <p>Parking concerns have been raised at the following locations:</p> <ol style="list-style-type: none"> 1. Union Street – could parking be permitted to create chicanes? 2. The City / Alms Houses – request for residents parking scheme 	<p>See comments for Issue 9-22-17 above.</p> <p>Request made that the review be extended to include area on Woodrow Road (opposite Littlejohn Avenue) MR to speak to Mark Stansby</p> <p>It was noted by Dean Baker that the junction n of Skylark / A3102 Sandridge Common (Western End) is currently unadopted and the</p>	<p>MR</p> <p>MS</p>

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		<p>3. Cranesbill Road – issue at school times 4. Skylark – no details submitted.</p> <p>Highways to request further details of these issues from Town Council, prior to the review.</p> <p>Highways to write to Town Clerk. 2. The City / Alms Houses request for residents parking scheme to be removed from list.</p> <p>Mark S has commenced review. Update to be provided at next meeting.</p>	<p>developer is seeking to include 'No waiting at any time' prior to adoption. MS commented the other junction onto Eastern way and junctions in between will need to be included in the review.</p>	
k)	<p>Issue 9-22-21 – Melksham Snarlton Lane,</p> <p>Crossing point from Nightingale Close – request for coloured road surface due to safety concerns</p>	<p>Issue submitted by Cllr Sankey and Melksham Town Council</p> <p>View of the crossing is often restricted due to vegetation and a warning sign was previously funded through the CATG / LHFIFG process. The hedgerow is protected by a preservation order and will receive a flail cut as part of the routine maintenance programme.</p> <p>It was agreed to pursue an estimate to provide a coloured high friction strip to highlight the crossing area to motorists. Highways have suggested the use of a buff-coloured material which will provide sufficient contrast against the regular road surface.</p> <p>The area to be treated is just under 28 square metres and the estimate to undertake this work £2,909.15, which includes legal fees for a temporary road closure. A</p>	<p>Works complete awaiting final account (Order M00364).</p> <p>Melksham TC to be invoiced.</p> <p>Awaiting billing from Contractor. Once received MTC to be invoiced</p>	

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		<p>provisional date to undertake this work has been agreed with the Contractor as 30th August, in time for the start of the new school year.</p> <p>Following a discussion, the group were in agreement to take this forward. Town Council are content to make a 50% contribution.</p> <p>Recommend to the Area Board that this Issue is added to the Priority Schemes list, and to allocate a sum of £1,454.58</p>		
l)	<p>Issue 9-23-9 Speeding traffic on A365 Shaw and Whitley Corsham Road – request for SLOW road markings</p>	<p>New issue submitted by Melksham Without Parish Council</p> <p>Request is for SLOWs to be painted at;</p> <ul style="list-style-type: none"> • Folly Lane, Shaw nr Beltane Place (inbound) • Shaw Hill just after signals (outbound) • Whitley Corsham Road near Malvern House <p>Following a discussion, it was agreed that Highways should investigate and formulate a proposal with ball park costings, ahead of the next meeting.</p> <p>Speeding concerns.30mph roundels not possible. Amended request for 3no. SLOW markings at locations indicated.</p> <p>Cost Estimate.</p> <ul style="list-style-type: none"> - Establishment = £509.00 - 3no. SLOW markings = £136.44 - Stop /Go 2 hours = £60.00 <p>Total = £705.00.</p>	<p>MR – Order issued which includes other ad hoc road marking sites at Halifax Road (H bars), Sandpits Lane (SLOW). Combined Order Value £985.09. No 3rd party contribution</p> <p><u>Agreed</u> - Discussion by members re. road markings and decision taken to allocate £3500.00 for adhoc markings in 2024/25</p>	

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		<p>Group agreed to move to progress sites without need for 3rd party contribution. Agreed to combine with other LHFIFG sites required lining work to reduce establishment costs</p>		
m)	<p>Issue 9-23-10 – A350 Beanacre – request to review the signs which indicate the weight limit on Westlands Lane</p>	<p>New issue submitted by Melksham Without Parish Council</p> <p>Request for signing review.</p> <p>Following a discussion, it was agreed that Highways should investigate both ends of the lane, and formulate a proposal with ball park costings, ahead of the next meeting. https://www.google.com/maps/A350 https://www.google.com/maps/</p> <p>Proposal presented to group. Estimated cost including 20% contingency. £3134.00 (western end only)</p> <p>Advance signing already in place at Corsham Road end of Westlands Lane.</p> <p>Additional advance signs B3353 on likely to cost an additional £800-£1,000.</p> <p>Group agreed to move to 'Live priority schemes' subject to confirmation by MWPC</p>	<p>After discussion with MWPC / Mark S it was agreed to proceed with A350 Westland Lane sign work via routine budget. This will be issued as a separate order with no cost to LHFIFG.</p> <p>Corsham Road advance HGV has been agreed by MWPC. This is chargeable to LHFIFG (less 50% MWPC contribution).</p> <p>Agreed – Proceed with Advance advisory HGV signs on B3353 Corsham Road / Goodess Hill x 2. Estimated cost £1000 (50% MWTC) to be progressed as 2024/25 scheme.</p> <p>Note: to be progressed as 2024/25 scheme</p>	MR

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
n)	Issue 9-23-12 Steeple Ashton, Sandpits Lane – request for signing measures and SLOW marking	<p>New issue submitted by Steeple Ashton Parish Council</p> <p>Concerns over speed of vehicles in the vicinity of access into playing field, which is also a ROW. The speed limit at this point is National Limit.</p> <p>Following a discussion, it was agreed that Highways should investigate and formulate a proposal with ball park costings, ahead of the next meeting.</p> <p>https://www.google.com/maps/</p> <p>Request for Village gateway sign, SLOW markings, pedestrians in road signs Refer to proposal.</p> <p>Cost Estimate including 20% contingency = £1077.14.</p> <p>Group agreed to move to ‘Live priority schemes’ subject. SLOW marking to be picked up alongside Issue 9-23-9 to reduce establishment cost.</p>	<p>Works ordered on 19/12/23 with target date of 16/02/24. More likely to be done towards end of February. Estimated value = £450.33, HIAMS M00750</p> <p>Note- ‘SLOW’ marking to be picked up alongside Issue 9-23-9 and Issue 9-23-15 under Melksham LHFIG adhoc Road Markings</p>	MS / MR
o)	Issue 9-23-15 Halifax Road Bowerhill ‘H’ Bar Marking request.	<p>New issue submitted by MWPC. Following a request via LHFIG, dropped kerbs have recently been installed on Halifax Road to enable those with wheelchairs/mobility scooters to access facilities on Bowerhill, such as Tesco and the Pub. However, vehicles are regularly parking in front of the dropped kerb and therefore stopping anyone with mobility issues crossing the road at this point.</p> <p>https://www.google.com/maps/</p>	<p>H bars to be picked up alongside Issue 9-23-9 and Issue 9-23-12 under Melksham LHFIG adhoc Road Markings.</p> <p>Order issued. Install likely early spring.</p>	MR

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		<p>Group agreed to move to live priority schemes with no requirement for 3rd party contribution.</p> <p>H bars x 3 to be picked up alongside Issue 9-23-9 and 9-23-12 to reduce establishment cost</p>		
p)	<p>Issue 9-23-13 Steeple Ashton Sandpits Lane – request to improve access / egress into the playing field</p>	<p>Request for hard standing and footpath surface improvements into playing field access.</p> <p>https://www.google.com/maps/ Refer to proposal Plan - New steps constructed using timber, stakes, type 1 sub base and compacted road plannings. Non-scheduled work so standalone price will be required - Wessex Tree Care Estimate £2.5k - £3.5k</p> <p>NOTE: Investigate option to create new entrance in playing field via existing footway east of current entrance.</p> <p>Steeple Ashton PC to consider option including new entrance into field and report back</p>	<p>Wiltshire RoW team have no objection to new access into field however SASH2 will still need to have its exit onto Sandpits Lane as this is recorded on the definitive map and statement. It would cost in the region of £3,000 to stop up the section parallel with Sandpit Lane and would be open to public consultation and possible objections.</p> <p>Wessex Tree care have quoted to Install curb, concrete hardstanding and steps. £2,200.00 + VAT. (£2,640.00)</p> <p>Steeple Ashton have agreed their 25% contribution. Agreed – Proceed with proposed scheme at existing access a cost of £2,640.00 (SAPC 25%).</p> <p>Note: to be progressed as 2024/25 scheme</p>	<p>MR Steeple Ashton PC</p>
q)	<p>Issue 9-23-14 Steeple Ashton Common Hill / Newleaze – request for pedestrian barrier at exit of children's play area</p>	<p>The play area is a thoroughfare for residents accessing Common Hill and a barrier would give protection for children who are witnessed running from this area towards th main road.</p> <p>https://www.google.com/maps</p>	<p>Order to be issued in early March. Works likely April / May 24.</p> <p>Note: to be progressed as 2024/25 scheme</p>	<p>MR Steeple Ashton PC</p>

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		<p>Existing path from play area 1.0m wide. Width insufficient for provision of pedestrian barrier. Main footway only 1.2m wide which is insufficient to accommodate barrier at 450mm offset.</p> <p>Option 1 - Provide splay at end of existing footpath to maintain through width and install single pedestrian railing 1.0m wide on existing footway. Cost approx. £1800.</p> <p>Group agreed to move to live priority schemes subject to confirmation from Steeple Ashton PC</p>		
r)	<p>Issue 9-23-16 Magister Road, Bowerhill Request for 'Children at play sign'</p>	<p>Residents had previously sought a change in the grass-cutting regime from wildflower cut on the green at the bottom of Magister Road, in order to create a play area at the front part of the green for children to play and kick a ball etc. Subsequently residents had contacted Wiltshire Councillor Nick Holder with concerns that drivers were not necessarily aware that children may be playing on the green and therefore not aware of the potential for children to run out into the road, chasing a ball for instance. https://www.google.com/maps/</p> <p>Group agreed to move to 'Live priority schemes' Estimated Cost £100.00</p>	<p>Order issued 24/01/25. M00832 Works Estimated Feb /March</p>	MR
s)	<p>Issue 9-23-17 Mitchell DR, Bowerhill Estate, Market Place Melksham</p>	<p>The installation of Realtime Information (RTI) on Mitchell Drive, Bowerhill and Market Place x 2 bus shelters.</p> <p>https://www.google.com/maps/Mitchell Drive https://www.google.com/maps/Market Place</p>	<p>R2P have assessed the sites at Mitchell Drive and Market Place x 2.</p> <p>Mitchell Drive - Mains power available and Shelter RTPI ready.</p>	MR

Melksham Local Highways & Footway Improvement Group

Item	Update	Actions and recommendations	Who
	<p>Approx cost per site £6000.</p> <p>Group agreed to move to 'Live priority schemes' for RTPi at 3 sites, Market Place Street, Melksham x2, Mitchell Drive, Bowerhill with match funding (50%) where necessary.</p> <p>MR to speak to passenger Transport for sites to be assessed. Not financial commitment at this time. Update at Feb 24 meeting.</p>	<p>Market Place – No readily available mains supply to shelter. Battery option available.</p> <p>Meeting took place 23/01/24 with R2P, WC, MWPC and MTC to look at Market Place sites and examine options for Battery Powered RTPi Paper Cast https://www.papercast.com/</p> <p>Papercast units £7,076.00 (the 23" E-Paper battery display including audio)</p> <p>LED 3-line Bus Shelter display (Mains Powered) £6,806.33.</p> <p>Agreed to progress with sites at Market Place x 2 (Papercast) and Mitchell Drive x 1.(3-line LED)</p> <p>Consideration to be given to installing papercast at Michell drive instead of 3-line LED. MR to raise issue with PTU.</p> <p>Further request for sites at Kestrell Court, Bowerhill, subject to confirmation by MWPC.</p> <p>Note- Cost agreed of 50% PTU and 50% by town / parish council) No funding requirement from LHFIG.</p> <p>Agreed - Proceed with RTPi at Market Place Melksham x 2 and Mitchell Drive (type TBC)</p>	

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
			<p>as indicated above.</p> <p>Note: to be progressed as 2024/25 scheme</p>	
5.	Non LHFIFG Funded Schemes (Section 106, Active Travel etc)			
	<p>Melksham Dunch Lane – funded by Section 106 monies from George Ward Gardens development</p>	<p>Consultation on full closure over rail bridge or one way operation from east to west and new parking controls to be carried out by the Town Council.</p> <p>Town Council to undertake consultation in the New Year (2023). Section 106 monies Expires 1/11/2026</p> <p>Ongoing discussion re. consultation for Dunch Lane to be held with Melksham Town council.</p> <p>Consultation on options for Dunch Lane anticipated during Spring 24</p>	<p>Further discussion to be held with town council re. options and local consultation once resource permits</p>	<p>MR / Melksham TC</p>
	<p>Issue 9-22-10</p> <p>Berryfield Semington Road – request to install 2 bus shelters</p>	<p>Issue submitted by Melksham Without Parish Council</p> <p>There is a Section 106 fund of £20,662 to provide 2 x shelters with seating, high access kerbs with RTI facility (or to be ready for RTI installation.</p> <p>Design work is underway with a start date for installation now confirmed as 27/11/23.</p> <p>Delay to implementation due to issues relating to power supply to facilitate future RTPI. Cut out boxes for future</p>	<p>Footway works including dropped kerbs and Kassell kerbs installed on both sides.</p> <p>Shelters x 2 complete . Awaiting invoice for works. Note Section 106 funded but funded initially from LHFIFG monies which will be reimbursed.</p> <p>Remove from next tracker</p>	<p>AB to Note</p>

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		<p>electrical supply to be installed. Currently no RTPI is planned as part of works Order for Civils work placed (£6305.60 M00485), with bus shelter order to follow (Note: 8 weeks lead in for shelters) Issue with adopted highway extent that will need to be resolved.</p>		
	<p>Active Travel Scheme - Signing to promote use of shared use cycle routes in town</p>	<p>Scheme to be funded from a third tranche of Section 106 money from the George Ward Gardens development. There are funds remaining (£13,034.35) specifically to improve cycleway signing within the town.</p> <p>Town Council to submit a list of locations for signing improvements.</p> <p>MR to work with Melksham TC to look at sites within the town for cycle signing improvements. Likely early 2024.</p>	<p>MR to undertake initial design work spring / summer 24 and report back to Melksham Town council for comments.</p>	<p>MR / Town Council</p>
<p>6.</p>	<p>New Requests and ongoing Issues</p>			
<p>a)</p>	<p>Issue 9-23-8 Melksham Bank Street – request for railings and / or other measures to improve safety</p>	<p>Issue submitted to Melksham Town Council</p> <p>The unprotected high pavement offers a risk of falling, particularly for those who are visually impaired. Suggestion is for railings and / or tactile paving.</p> <p>This has been explored before and it was requested that Highways circulate previous information concerning this, for further discussion. Please refer to Appendices 4 and</p>	<p>Awaiting outcome of A3102 safer roads route study proposal. Package 8. Likely summer / autumn 24.</p> <p>Discussion by group on merits of trialling a free-standing barrier but discounted over safety concerns. Plastic blister paving resin bounded fixed to warn of edge of pavement also suggested. MR to investigate and report back to group.</p>	<p>AB to note</p> <p>MR</p>

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		<p>5 for background information. Appendix 6 indicates work previously undertaken on behalf of this group in 2014.</p> <p>Whilst noting the previous actions and reports, the Town Council asked that this matter be given further consideration. Highways suggested that this be passed to their consultants who are considering various measures as part of the A3102 Road Safety Study, and that no costs would be incurred by the LHFIG.</p> <p>The LHFIG were content to follow this suggestion. Request made to Atkins to include Bank Street for feasibility work as part of A3102 Safer Roads Study. Cllr Sankey has asked that ideas for improvement are considered away from Safer Roads study. MR to examine options and report back to Feb 24 meeting.</p>		
b)	<p>Issue 9-23-11 A365 Bowerhill, Devizes Road junction with Hornchurch Road – request to introduce double white line system to prevent overtaking.</p>	<p>New issue submitted by Melksham Without Parish Council</p> <p>Concerns have been raised of vehicles overtaking through and around the ghost island.</p> <p>Highways reported that solid white lines are not considered appropriate for speed limits below 40 mph. Other options, such as the placement of an island to deter overtaking could be considered.</p> <p>Highways to investigate and formulate a proposal with ball park costings, ahead of the next meeting. https://www.google.com/maps/</p>	<p>MWPC have indicated they do not wish to proceed with this request at the present time.</p> <p><i>"It was noted that there was a housing site allocation in the draft Local Plan for a site adjacent to the school which could affect the road layout here, as well as a proposal (petition) for 20mph at this location and it felt prudent to see what road layouts were planned, rather than making changes now".</i></p> <p>Remove from next Tracker</p>	To note

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		<p>Proposal presented to group at .</p> <p>Option 1 - Kerbed traffic islands x 2 with internally illuminated 'keep left' bollards Cost estimate incl. 20% contingency. = £11,325.00</p> <p>Option 2 - Rediweld 'Redipave' bolt down rubber traffic islands x 2 with solar powered rebound bollards (no ducting) Rediweld install. Cost estimate not including contingency £14,062.44</p> <p>Melksham without PC to consider options and report back to Feb 24 meeting.</p>		
c)	<p>Issue 9/24/01 Main Street, Keevil / Great Hinton</p> <p>Joint request from Keevil PC and Great Hinton PC</p>	<p>Joint request from Keevil PC and Great Hinton PC for additional Single Track Road signs to be placed on the Main Street. "The reason for this request is due to recent road closures and increase in traffic issues which highlighted that the village was being used as a regular cut through"</p> <p>https://www.google.com/maps/</p>	<p>Existing 'road narrows sign' at Great Hinton (south) north of crossroads. No sign at northern end (Keevil)</p> <p>TSRGD will not permit '<i>unsuitable for diverted traffic</i>' supplementary plate. Suggest '<i>Single track road for 1 mile</i>' as best option. MOD signs to be replaced at same time.</p> <p>2no. signs in temporary 'A' frames to be provided to PCs to be used when local closure is in operation.</p> <p>Agreed - proceed with scheme at a cost £780,00 (25% to be split between Great Hinton and Keevil)</p>	MR

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
			Note: to be progressed as 2024/25 scheme	
d)	<p>Issue 09/23/21</p> <p>Main Street Keevil adjacent to 18a</p> <p>Road edge Erosion.</p>	<p>Road adjacent to 18a main street Keevil.</p> <p><i>“Erosion of tarmac and subsequent reduction of grass verge. Parked cars cannot open nearside doors because of the steep angle of verge. Children are being moved in and out on the ROADSIDE. This is very dangerous at busy times, when road is restricted with buses, coach and many cars”.</i></p> <p>https://www.google.com/maps/</p>	<p>Typical road width =5.22m. Kerbing Section 1 – 27m (to steps to #19) Kerbing Section 2 – 26m (steps to Blagdon House) Section 1 is worst due to parked vehicles.</p> <p>Note: Temp road closure may be required due to restricted road width.</p> <p>Est Cost without road closure = £7600 (+10% contingency) = £8,360.00 Est Cost with road closure = £9100.00 (+10% contingency) = £,10,010.00.</p> <p>Keevil PC to discuss options at their next meeting and report back to group</p>	To note
e)	<p>Issue 9/24/04</p> <p>Semington Road, Melksham(near Mobile Home Park), Berryfield Cycle Lane</p>	<p>Concerns relating to cyclists heading to Melksham along Semington Road, rather than continuing on once they reach the traffic calming island near the mobile home park, cross over to the other side of the road, into oncoming traffic, which is dangerous and then continue all the way along the road on the wrong side to use the toucan crossing on the A350</p> <p>https://www.google.com/maps/</p>	<p>Option for improvement to include additional cycle symbols for northbound traffic and additional cycle symbols with ahead arrows for southbound traffic. If this does not have the desired effect an additional sign to instruct cyclists can be considered.</p> <p>Agreed - Proceed with new cycle markings. To be carried out under adhoc road markings for 24/25. See item l) above .</p>	MR

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
			Note: to be progressed as 2024/25 scheme	
f)	Issue 9/24/02 Footbridge between Westbury View and Primrose Drive	The issue concerns a footbridge which crosses Clackers brook. <i>"The surface is often slippery, even when cleared of wet leaves. In freezing conditions, the surface is very slippery and treacherous with a number of residents reporting slips and falls recently. This even though the bridge deck has recently been cleaned and cleared of wet leaves"</i> . https://www.google.com/maps/	Bridge deck 15m x 3.5m <u>Option 1</u> - overlay with HFS material in grey or buff (with Temp bridge closure) Est cost £4,500.00 <u>Option 2</u> - Overlay existing bridge surface with new tarmac surface laid an increased crossfall to better disperse surface water Est. cost £4,850.00 Issue raised over ownership of bridge deck – MR to check. Agreed – Allocate £4,500 for HFS across bridge deck (Option 1) with 50% contribution from Melksham TC. (TBC)	MR
g)	Issue 9/24/03 Berryfield Lane, Melksham (coming from Holbrook Vale)	<i>"There are no road markings at the junction of Berryfield Lane at the far end near the cottages. As such, the traffic coming from Holbrook Vale think it is a straight road and there is no 'T' junction for the traffic coming from Berryfield Park, as it is a sweeping corner. There is a concern at the potential for an accident, particularly as there are large lorries several times a day delivering to the various farms/businesses at the bottom of the lane, this seems to have increased over recent years as the</i>	There is no legal requirement for road markings to delineate priority at minor junctions, however where there is evidence for conflict, they can be considered. Suggest site is put forward for inclusion on list of Melksham AB sites requiring adhoc road markings. Agreed – include site at Berryfield Lane and	MR

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		<p>farmer has diversified. It is not clear at all, who has priority.</p> <p>Similar lack of markings Winston Road and Padfield Gardens https://www.google.com/maps/</p>	<p>Winston Rod / Padfield Gardens on 24/25 adhoc road markings list. See item I) above</p> <p>Note: to be progressed as 2024/25 scheme</p>	
h)	<p>Issue 9-24-05</p> <p>Kissing gates x 2 at Great Hinton</p>	<p>“Installation of two Kissing Gates, both on public footpaths. One on the White Horse Trail at the end of Towmead Lane, Keevil, the other to a field that has livestock on it in the summer. The first one has caused many safety issues with walkers leaving the gate open, and the risk of livestock misusing the field. the second , the stile is very unsteady and beyond repair”</p>	<p>Alison Rasey (Countryside Access Officer) has agreed the installation. Cost for 2no. gates is £855.00 including delivery. Countryside team will arrange installation but have asked for an extra £100 to cover concrete. Total £955.00</p> <p>Agreed – Proceed with Kissing gates x 2 at a cost of £955.00 (Keevil PC 25% TBC) MR to speak to Alison Rasey to expedite work in current financial year.</p>	<p>MR</p> <p>AR</p>
6.	Other items			
a)	<p>Pavement and Footway Improvement Schemes (pre-LHFIG)</p>	<p>Update on upcoming footway maintenance schemes</p>	<p>An update was provided on upcoming footway maintenance schemes in the Melksham community area:</p> <ul style="list-style-type: none"> - Birch Grove - Beaufort Close - Kennedy Avenue 	<p>AB to note</p>
b)	<p>Deadline for submitting LHFIG Requests</p>	<p>All requests are to be submitted two weeks prior to a meeting taking place. Requests received after the deadline will be deferred until the following meeting.</p> <p>Requests to be sent to LHFIGrequests@wiltshire.gov.uk</p> <p>The deadline for our next meeting is 1st May 2024</p>	<p>All to note</p>	<p>All</p>

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
7.	Any other business			
	<ol style="list-style-type: none"> 1. A350 Melksham Beanacre Rd/Foundry Close (MacDonalds) junction signal refurb starting on 12th Feb for 3 weeks. Kate Davey is the lead engineer. 2. A Verbal request from Steeple Ashton PC for additional SID retention socket in the village. Formal submission to follow, but PC have asked if this issue can be considered as part of the meeting. <u>Agreed</u> - Proceed with implementation of NAL retention socket and new 4m post at a cost of £450.00. (No 3rd party contribution as under £500 threshold 3. <u>King George V playing field footpath</u> – Concern was raised about the deteriorating condition of the path and the impact on public safety. Dean Baker to look on site and report back to next meeting. Possible substantive scheme for 2024/25 was also mentioned. 4. <u>Level of TC/ PC funding</u> - Cllr Hubbard raised concerns about the current level of 3rd party funding for Melksham Town Council / Melksham without Parish council which is currently set at 50%, compared to 25% for other Parish Councils. It was agreed to raise this matter as an agenda item for discussion at the next Area Board meeting on the 6th of March. 			
8.	<p><u>Dates of future meetings:</u></p> <p>15th May 2024.</p> <p>Meetings to commence at 18:00 hrs and will be held on-line until further notice.</p>			

Melksham Local Highways & Footway Improvement Group

Melksham Local Highways & Footway Improvement Group

Highways Traffic Officer – Martin Rose

Area Highway Engineer – Dean Baker

1. Environmental & Community Implications

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

2. Financial Implications

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

2.2. If funding is allocated in line with LHFIG recommendations outlined in this report, and all relevant 3rd party contributions are confirmed, Melksham Area Board will have a remaining Highways funding balance of: **£22,847.63 (See Appendix 1)**

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.

Melksham Local Highways & Footway Improvement Group

7. Recommendations to Melksham Area Board

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

- **No issue #** - Adhoc road markings in Melksham Community Area – (Cost **£3500.00**, no 3rd party funding)
- **Issue 9-23-10 - B3353 Corsham Road** - Advance Advisory Weight limit signs x 2 on the. (Cost **£1,000.00**, MWPC 50%)
- **Issue 9-23-13 – Sandpits Lane Steeple Ashton**- Provision of new steps and hardstanding from Kissing gate. (Cost **£2,640.00**, SAPC 25%)
- **Issue 9-23-17 – Market Place, Melksham x 2, Mitchell Drive Bowerhill x 1.** Provision of new RTPI units. (No LHFIG funding)
- **Issue 9-24-01 - Main Street, Great Hinton / Keevil** - Provision of single-track toad signs x 2 and temporary *signs* x 2. (Cost **£780.00**, 25% split between Keevil and Gt Hinton PC)
- **Issue 9-24-02 – Westbury View / Primrose Drive Footbridge** – Provision of high friction surface at footbridge (Cost **£4,500.00**, Melksham TC 50%)
- **Issue 9-23-4 – Semington Bus gate** - Relocation of ANPR camera for enforcement. Set up cost and 1st year maintenance. (Cost **£12,500.00**, Semington PC 25%, TBC) Note - All costs are to be confirmed before implementation is agreed.
- **Issue 9-24-05 – Keevil Kissing gates x 2.** – Provision of 2no. kissing gates supplied and installed by WC Countryside team (Cost **£955.00**, Keevil PC 25%)
- **No issue** - Provision of retention socket and post for new SID location in Steeple Ashton.(Cost **£400**, no 3rd Party Contribution)

FINANCIAL SUMMARY (as of 12/02/24)

LHFIF Budget 23/24	£24,338.00	
Carry F/wd 22/23	£51,247.70	
	£75,585.70	A
Projected Spend 23/24	£129,439.33	B
Balance	-£53,853.63	C (A-B)
3rd Party Contributions (Details below)	£76,701.26	D
Current Balance	£22,847.63	E (C+D)

SCHEME	ORIGINAL ESTIMATE	LHFIF COMMITMENT	EXPENDITURE TO DATE 23/24	PROJECTED SPEND 23/24	
1 Broughton Gifford Traffic Calming – bollards	£1,060.00	£1,060.00	£0.00	£1,200.00	
2 A365 Shaw / Dunch Lane Footway imp	£29,177.93	£0.00	£25,249.91	£25,249.91	
3 Melksham Sandridge Rd / Maple Cl Footway	£20,000.00	£1,000.00	£0.00	£20,000.00	
4 Bowerhill Halifax Road – drop kerbs / Footway Imp	£6,000.00	£6,000.00	£6,452.73	£6,452.73	
5 Bowerhill Portal Road – Village Gateway	£3,000.00	£1,500.00	£0.00	£1,710.79	
6 Melksham The Crays – drop kerb	£2,500.00	£1,250.00	£2,388.78	£2,388.78	
7 A350 Beanacre – Gateway treatment	£10,000.00	£5,000.00	£0.00	£6,600.00	
8 Keevil Martins Road Footpath improvements	£10,650.00	£7,987.50	£1,752.77	£14,000.00	
9 Shaw Corsham Road – Traffic Signal Louvres	£750.00	£757.18	£757.18	£757.18	
10 Great Hinton - ROW Kissing Gate	£500.00	£500.00	£0.00	£500.00	
11 Berryfield Semington Road – 2 x Bus Shelters	£20,000.00	£0.00	£0.00	£20,000.00	
12 Melksham Snarilton Lane Crossing Point	£2,909.15	£1,454.58	£0.00	£1,000.00	
13 Sandpits Lane Signing and Lining	£1,077.14	£1,077.14	£0.00	£450.33	
14 Ashton Common Hill/ Newleaze pedestrian barrier	£1,800.00	£1,800.00	£0.00	£1,800.00	
15 H bar markings Halifax Road Bowerhill (see line 21)			£0.00		
16 Magister Road Children warning sign	£100.00	£100.00	£0.00	£69.52	
17 A365 Shaw / Corsham Road SLOWS x 3 (see line 21)					
18 RTPI Sites Melksham / Melksham without (No LHFIF funding)	£0.00	£0.00	£0.00	£0.00	
19 Westlands Lane / Corsham Road B3353 Advance Advisory HGV signs x 2	£1,000.00	£1,000.00	£0.00	£1,000.00	
20 Sandpits Lane Steps / Hardstanding at Kissing gate	£2,640.00	£2,640.00	£0.00	£2,640.00	
21 Melksham LHFIF Adhoc road markings (Cover items 13, 15 & 17)	£985.09	£985.09	£0.00	£985.09	
22 High Street Semington Bus Gate ANPR camera relocation (to include 1st year set up and maintenance cost)	£12,500.00	TBC	£0.00	£12,500.00	
23 Melksham LHFIF Adhoc road markings 2024-25	£3,500.00	£3,500.00	£0.00	£3,500.00	
24 Great Hinton / Keevil Single track Road signs x 2 (includes temp signs unsuitable for diversionary traffic)	£780.00	£780.00	£0.00	£780.00	
25 Footbridge between Westbury View and Primrose Drive. High Friction Surface.	£4,500.00	£4,500.00	£0.00	£4,500.00	
26 Kissing Gates x 2 at Keevil (Countryside team to supply and install)	£955.00	£955.00	£0.00	£955.00	
27 SID retention socket and post for Steeple Ashton PC	£400.00	£400.00		£400.00	
	£136,784.31	£44,246.49	£36,601.37	£129,439.33	B

3rd party Contributions	Contribution	Notes	Invoice request raised
A365 Shaw / Dunch Lane footway	£20,077.54	Section 106 funded	N/A
A365 Shaw / Dunch Lane footway	£7,000.00	Melksham AB contribution	N/A
Melksham Sandridge Rd / Maple Cl Footway	£10,000.00	Melksham TC (50% subject to confirmation)	
Bowerhill Halifax Road Drop kerbs / Footway Imp	£3,226.37	Melksham without (50% invoice upon completion)	30/10/23
Bowerhill Portal Road Gateway	£855.40	Melksham without (50% invoice upon completion)	15/11/23
Melksham The Crays Drop kerb	£1,194.39	Melksham TC (50% invoice upon completion)	01/11/23
A350 Beanacre Gateway Treatment	£3,300.00	Melksham without (50% invoice upon completion)	
Keevil Martins Road Footpath /Barrier	£2,750.23	Keevil PC (invoice upon completion)	29/01/24
Shaw Corsham Rd Signal Louvres	£378.59	Melksham Without TC (50% invoice upon completion)	24/01/24
Berryfield Semington Road – 2 x Bus Shelters	£20,000.00	Section 106 funded LHFIF to be reimbursed upon completion	
Melksham Snarilton Lane Crossing Point	£500.00	Melksham TC (50% invoice upon completion)	
Sandpits Lane Signing and Lining	£0.00		
Ashton Common Hill/ Newleaze pedestrian barrier	£450.00	Steeple Ashton (25% invoice upon completion)	
Westlands Lane / Cosham Rd – B3353 Weight limit advance signs x 2	£500.00	2024/25 scheme Melksham without (50% invoice upon completion TBC)	
Sandpits Lane Steps / Hardstanding at Kissing gate	£660.00	2024/25 scheme Steeple Ashton PC (25% invoice upon completion TBC)	
Semington Bus Gate ANPR	£3,125.00	2024/25 scheme Semington PC (TBC)	
Great Hinton / Keevil Single track road signs x 2	£195.00	2024/25 scheme Keevil / Great Hinton PC (25% invoice upon completion TBC)	
Footbridge between Westbury View and Primrose Drive	£2,250.00	2024/25 scheme - Melksham TC (50% TBC)	
Kissing Gates x 2 at Keevil	£238.75	2024/25 scheme - Keevil PC (25% TBC)	
SID retention socket and post for Steeple Ashton PC	£0.00		
	£76,701.26		D

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

Melksham LHFIG EXPENDITURE 2023 / 24

FINANCIAL SUMMARY (as of 30/01/24)

LHFIG Budget 23/24	£24,338.00	
Carry F/wd 22/23	£51,247.70	
	£75,585.70	A
Projected Spend 23/24	£103,964.33	B
Balance	-£28,378.63	C (A-B)
3rd Party Contributions (Details below)	£70,132.51	D
Current Balance	£41,753.88	E (C+D)

SCHEME	ORIGINAL ESTIMATE	LHFIG COMMITMENT	EXPENDITURE TO DATE 23/24	PROJECTED SPEND 23/24	
1 Broughton Gifford Traffic Calming – bollards	£1,060.00	£1,060.00	£0.00	£1,200.00	
2 A365 Shaw / Dunch Lane Footway imp	£29,177.93	£0.00	£25,249.91	£25,249.91	
3 Melksham Sandridge Rd / Maple Cl Footway	£20,000.00	£1,000.00	£0.00	£20,000.00	
4 Bowerhill Halifax Road – drop kerbs / Footway Imp	£6,000.00	£6,000.00	£6,452.73	£6,452.73	
5 Bowerhill Portal Road – Village Gateway	£3,000.00	£1,500.00	£0.00	£1,710.79	
6 Melksham The Crays – drop kerb	£2,500.00	£1,250.00	£2,388.78	£2,388.78	
7 A350 Beanacre – Gateway treatment	£10,000.00	£5,000.00	£0.00	£6,600.00	
8 Keevil Martins Road Footpath improvements	£10,650.00	£7,987.50	£1,752.77	£14,000.00	
9 Shaw Corsham Road – Traffic Signal Louvres	£750.00	£757.18	£757.18	£757.18	
10 Great Hinton - ROW Kissing Gate	£500.00	£500.00	£0.00	£500.00	
11 Berryfield Semington Road – 2 x Bus Shelters	£20,000.00	£0.00	£0.00	£20,000.00	
12 Melksham Snarilton Lane Crossing Point	£2,909.15	£1,454.58	£0.00	£1,000.00	
13 Sandpits Lane Signing and Lining	£1,077.14	£1,077.14	£0.00	£450.33	
14 Ashton Common Hill/ Newleaze pedestrian barrier	£1,800.00	£1,800.00	£0.00	£1,800.00	
15 H bar markings Halifax Road Bowerhill (see line 21)			£0.00		
16 Magister Road Children warning sign	£100.00	£100.00	£0.00	£69.52	
17 A365 Shaw / Corsham Road SLOWs x 3 (see line 21)					
18 RTPI Sites Melksham / Melksham without	TBC	TBC	TBC	TBC	
19 A350 Beanacre – Weight limit ADS	£800.00	£800.00	£0.00	£800.00	
20 Sandpits Lane Steps					
21 Melksham LHFIG Adhoc road markings (items 13, 15 & 17)	£985.09	£985.09	£0.00	£985.09	
	£111,309.31	£30,286.40	£36,601.37	£103,964.33	B
3rd party Contributions	Contribution	Notes		Invoice request raise	
A365 Shaw / Dunch Lane footway	£20,077.54	Section 106 funded		N/A	
A365 Shaw / Dunch Lane footway	£7,000.00	Melksham AB		N/A	
Melksham Sandridge Rd / Maple Cl Footway	£10,000.00	Melksham TC (50% subject to confirmation)			
Bowerhill Halifax Road Drop kerbs / Footway Imp	£3,226.37	Melksham without (50% invoice upon completion)		30/10/23	
Bowerhill Portal Road Gateway	£855.40	Melksham without (50% invoice upon completion)		15/11/23	
Melksham The Crays Drop kerb	£1,194.39	Melksham TC (50% invoice upon completion)		01/11/23	
A350 Beanacre Gateway Treatment	£3,300.00	Melksham without (50% invoice upon completion)			
Keevil Martins Road Footpath /Barrier	£2,750.23	Keevil PC (invoice upon completion)		29/01/24	
Shaw Corsham Rd Signal Louvres	£378.59	Melksham Without TC (50% invoice upon completion)		24/01/24	
Berryfield Semington Road – 2 x Bus Shelters	£20,000.00	Section 106 funded			
Melksham Snarilton Lane Crossing Point	£500.00	Melksham TC (50% invoice upon completion)			
Sandpits Lane Signing and Lining	£0.00				
Ashton Common Hill/ Newleaze pedestrian barrier	£450.00	Steeple Ashton (25% invoice upon completion)			
A350 Beanacre – Weight limit advance signs	£400.00	Melksham without (50% invoice upon completion TBC)			
	£70,132.51				D

Extract from the draft Melksham Area Board meeting minutes on Weds 6th March 2024 regarding the contribution that Melksham Town Council and Melksham Without Parish Council make to LHFIG projects:

Supporting documents:

- [Melksham LHFIG – Meeting Notes 08.02.24 , item 61.](#)PDF 628 KB
- [APPENDIX 1 - Melksham LHFIG Expenditure 2023-24 - As of 12th Feb 24 , item 61.](#)PDF 270 KB

Minutes:

Cllr Mike Sankey introduced the minutes and recommendations from the LHFIG meeting held on 8 February 2024. A discussion took place on the following items:

LHFIG Local Contributions Review

Cllr Sankey stated that he would like to reaffirm the contribution levels for LHFIG projects on the reasoning that he was happy to use his discretion to a point but would prefer for expected contributions to be in black and white. Cllr Sankey also cited other reasons for the suggestion, including that he represented Melksham East, who came under the jurisdiction of Melksham Town Council, who had to make a larger contribution to projects and that it was difficult to argue that contributions should be equal amongst all parishes.

Cllr Seed noted that the LHFIG had been successfully ran for a number of years with it possible for contributions to be moved away if there was a particular reason to do so. Furthermore, that flexibility would enable a greater chance of getting work done and that it was suggested that the figures be left as they are.

Cllr Hubbard stated that at the last CATG meeting, a Highways Officer had stated that it was the policy of the Melksham Area Board, that if a project was submitted by the Town Council or Melksham Without Parish Council, then they would have to cover 50% of the cost of any project and that any smaller parish would have to pay 33% towards the cost of any project.

It was agreed that the minutes of this meeting would be found for clarity on the issue and brought back to the next Area Board meeting for further discussion.

Lorraine McRandle

From: Teresa Strange
Sent: 24 January 2024 15:23
To: Rose, Martin
Cc: Marianne Rossi; Lorraine McRandle; Alan Baines
Subject: RE: Shaw Traffic Signals - Louvered Heads

Hi Martin
Yes, that is fine.
Thankyou, Teresa

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

Wellbeing Statement I may send emails outside office hours but never with any expectation of response. Please just get back to me when you can within your own working hours. Thank you.

Want to keep in touch?
Follow us on facebook: [Melksham Without Parish Council](#) or [Teresa Strange \(Clerk\)](#) for additional community news
On twitter: [@melkshamwithout](#)
On Instagram: [melkshamwithoutpc](#)

This email and any attachments to it are intended solely for the use of the individual(s) to whom it is addressed. If you are not the intended recipient of this email, please forward it to admin@melkshamwithout-pc.gov.uk
Please be aware that information contained in this email may be confidential and that any use you make of it which breaches the common law protection may leave you personally liable. Our privacy notice can be found [HERE](#).
We do not guarantee that any email is free of viruses or other malware.

From: Rose, Martin <martin.rose@wiltshire.gov.uk>
Sent: 24 January 2024 15:07
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: Shaw Traffic Signals - Louvered Heads
Importance: High

Hi Teresa,

After much chasing I have finally received a bill from our traffic signal contractors Telent for the above works.
The original estimate was around £500, however like most things nowadays, it's come back higher at £757.18.

This does of course impact your council contribution, which at 50% is **£378.59**.
Are you happy for me to invoice MWPC for this amount?

Regards

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



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

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

Follow Wiltshire Council

Sign up to Wiltshire Council's email news service

This email originates from Wiltshire Council and any files transmitted with it may contain confidential information and may be subject to Copyright or Intellectual Property rights. It is intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the sender and delete the email from your inbox. Any disclosure, reproduction, dissemination, modification and distribution of the contents of the email is strictly prohibited. Email content may be monitored by Wiltshire Council to ensure compliance with its policies and procedures. No contract is intended by this email, and any personal opinions expressed in this message are those of the sender and should not be taken as representing views of Wiltshire Council. Please note Wiltshire Council utilises anti-virus scanning software but does not warrant that any e-mail or attachments are free from viruses or other defects and accepts no liability for any losses resulting from infected e-mail transmissions. Receipt of this e-mail does not imply consent to use or provide this e-mail address to any third party for any purpose. Wiltshire Council will not request the disclosure of personal financial information by means of e-mail any such request should be confirmed in writing by contacting Wiltshire Council.

Teresa Strange

Subject: FW: RTPI Mitchell drive

UPDATE – FURTHER TO THE AGENDA ITEM, THE RTPI IN MITCHELL DRIVE AND 2 X KESTREL COURT WILL BE LED AND NOT PAPERCAST

From: Rose, Martin <martin.rose@wiltshire.gov.uk>
Sent: 29 February 2024 12:05
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: RTPI Mitchell drive

Hi Teresa,

After the last LHFIG meeting I was asked to go back to Laura Gosling and R2P to see if the battery powered Papercast RTPI unit for Mitchell drive shelter could be a better option than the 3-line LED unit originally quoted.

R2P are advising that for cost/maintenance reasons, it would be far better to go with the mains supplied LED display rather than the papercast unit.

Are you happy to proceed on this basis? If yes, I can get this moving with PTU quite quickly.

Costs aside, the papercast units will take much longer to deliver as the contract with R2P doesn't currently include battery powered RTPI.

Hence the contract needs amending before the first units can be installed.



Regards

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



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

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

Follow Wiltshire Council

Sign up to Wiltshire Council's email news service

This email originates from Wiltshire Council and any files transmitted with it may contain confidential information and may be subject to Copyright or Intellectual Property rights. It is intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the sender and delete the email from your inbox. Any disclosure, reproduction, dissemination, modification and distribution of the contents of the email is strictly prohibited. Email content may be monitored by Wiltshire Council to ensure compliance with its policies and procedures. No contract is intended by this email, and any personal opinions expressed in this message are those of the sender and should not be taken as representing views of Wiltshire Council. Please note Wiltshire Council utilises anti-virus scanning software but does not warrant that any e-mail or attachments are free from viruses or other defects and accepts no liability for any losses resulting from infected e-mail transmissions. Receipt of this e-mail does not imply consent to use or provide this e-mail address to any third party for any purpose. Wiltshire Council will not request the disclosure of personal financial information by means of e-mail any such request should be confirmed in writing by contacting Wiltshire Council.

[Type here]

[Redacted]
[Redacted]y
[Redacted]M
Wiltshire
[Redacted]D

Landline: 01225 [Redacted]94

Mobile [Redacted]30

Melksham Without Parish Council
Melksham Community Campus
MELKSHAM
Wiltshire
SN12 6ES

1 March 2024

Dear Sir or Madam

PEDESTRIAN SAFETY – TOP LANE TO WEST HILL AND PURLPIT

I am writing to you as on several occasions whilst walking on the very edge of the road towards traffic along the stretch of road between the Pear Tree and Purlpit, where there is no footpath, I have had to take last minute evasive action to avoid being hit by a car which must have seen me as it was daytime and clear weather. Whilst most cars do slow down and give pedestrians a wide berth, a small minority make zero attempt to slow down, move wide in good time or even stop when there is oncoming traffic, which can be quite alarming. It seems only a matter of time before there is an accident to a pedestrian.

I fully recognise that unfortunately such drivers exist everywhere and thankfully, they are a small minority. They either do not know or remember that pedestrians have the right of way on the road where there is no pavement, or they do not care. These risks are magnified when traffic is travelling in both directions and/or parked cars restrict flow or visibility.

Whilst the obvious answer to eliminate this risk would be a footpath, would doubtless be very expensive. However, I believe that other options should be explored to help mitigate this issue such as signs warning/reminding motorists that there was no footpath and that pedestrians may be on the road. Such signs could be augmented with 30 mph repeater signs, as there are a still a number of vehicles travelling above 30 mph. Reducing the speed limit or installing traffic calming may be other options, but the Parish Council will no doubt have had conversations with Highways over the years and instinctively know which are the more realistic, viable, affordable, and effective.

I am sure this issue will have been raised before. However, with too many first-hand experiences this winter I feel compelled to ensure the Parish Council is aware and can hopefully revisit solutions or mitigations.

Yours sincerely

[Redacted Signature]
[Redacted]
[Redacted]AN

[Type here]



MELKSHAM WITHOUT PARISH COUNCIL

Clerk: Mrs Teresa Strange

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

Email: clerk@melkshamwithout-pc.gov.uk
Web: www.melkshamwithout-pc.gov.uk

20 March 2024

Dear

Pedestrian Safety – Top Lane to West Hill and Purlpit

Thank you for your letter dated 1 March regarding pedestrian safety between the Pear Tree, Top Lane Whitley and Purlpit.

The Parish Council have looked at road safety on this stretch of road on several occasions, including the installation of a footpath as recently as July 2022. However, due to the high costs involved, c£100,000 for a new stretch of footpath, the parish council did not proceed. The parish council some time ago requested a metro count and given the speeds recorded, Top Lane qualifies for both a speed indicator device and Community Speed Watch, with volunteers actively undertaking speed checks.

With regard to the installation of 30mph repeater signage, unfortunately, highway legislation means these cannot be installed in a 30mph limit where street lighting is present, as on Top Lane/West Hill/Purlpit, as these indicate the speed, unless signage indicates otherwise.

Unfortunately, there isn't much more left available to the parish council to try and resolve the issue, particularly, as there has not been a 'material' change since the parish council last looked at this matter in July 2022. We are due to have a Highways meeting in the evening of 8 April (time to be confirmed) and will let you know, if your letter is included on the agenda. If you have an email address, please can you let me know: office@melkshamwithout-pc.gov.uk and I can keep you updated.

Best Regards

Lorraine McRandle
Parish Officer

Serving rural communities around Melksham

Lorraine McRandle

Subject: FW: Pedestrian Safety - Top Lane to West Hill and Purlpit

From: Lorraine McRandle

Sent: 22 March 2024 16:58

To: [REDACTED]

Subject: RE: Pedestrian Safety - Top Lane to West Hill and Purlpit

Hi [REDACTED]

Sorry for the delay in getting back to you and not answering question re pedestrian signage.

I am looking into this, as believe this may have already been looked into.

Will get back to you once I have investigated.

Best Regards

Lorraine

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

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

This email and any attachments to it are intended solely for the use of the individual(s) to whom it is addressed. If you are not the intended recipient of this email, please forward it to admin@melkshamwithout-pc.gov.uk. Please be aware that information contained in this email may be confidential and that any use you make of it which breaches the common law protection may leave you personally liable. Our privacy notice can be found [HERE](#). We do not guarantee that any email is free of viruses or other malware.

From: [REDACTED]
Sent: 21 March 2024 13:53
To: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: Pedestrian Safety - Top Lane to West Hill and Purlpit

Dear Lorraine

Many thanks for your swift response to my letter of 1 March received today.

Here is my email address as requested [REDACTED]

I am heartened and unsurprised that this is not a new topic. However, the one thing not addressed in your response was Highway's response to putting pedestrians in the road signs up. If they won't go for repeater signs then surely these must help?

Good luck in April at your next meeting and thanks again

[REDACTED]



Lorraine McRandle

Subject: FW: Road Safety on the Corsham Road

From: Peter Richardson <[REDACTED]>

Sent: 20 March 2024 09:34

To: Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>; Teresa Strange <clerk@melkshamwithout-pc.gov.uk>

Subject: Road Safety on the Corsham Road

Hi Teresa and Alan

Below is the latest report of a safety incident on the Corsham Road near Shaw School. As you will see it looks like it has been reported to the police. The police are attending the CAWS meeting next week so I am sure it will be raised there.

There seems to be a daily issue of some sort involving road safety in this area. Some get mentioned on social media. There is a lot of chatter in the villages about it. Some get reported, but most don't.

We have been through options previously to try and make improvements. The "Slow" markings will help in due course (do we know when they might be installed - I know they are waiting to have a number of jobs to do at the same time in the area?). I have spoken to two school governors and some parents about the School Travel Plan and we have someone from CAWS trying to help with that. And I am trying to facilitate improvements to the footpath from the new community field to Shaw Village Hall so that we can encourage more walking to school etc on a safer route.

I think it's worth going round the buoy again to see what else can be done because I fear Peter Harrison might be right about the safety triangle. If you agree, can it be added to the next Highways Agenda? If the Highways Committee could identify some options maybe the Road Safety Working Group could assess them or help in some way?

Regards

Peter

Begin forwarded message:

From: [REDACTED] <[REDACTED]>

Subject: Re: What did the Romans ever do for us?

Date: 19 March 2024 at 07:01:56 GMT

To: [REDACTED]

Cc: "Community Action: Whitley and Shaw" <shaw_and_whitley@aol.co.uk>, [REDACTED]

[REDACTED] <[REDACTED]>

Hi Peter

I'm copying Peter but also the CAWS main mailbox which you are welcome to use, as per previous comms channels.

Many thanks for sending this through and glad there wasn't anything more serious and tragic to be dealing with. It would be great if we could see the council take more proactive traffic

calming measures on that road but I suspect, like with most things, it will be an on going challenge.

Kind regards

Pippa

From: [REDACTED]

Date: Monday, 18 March 2024 at 22:06

To: [REDACTED]

Subject: Re: What did the Romans ever do for us?

Pippa, hi. Could you forward this to Peter please.

Hope you're all well.

x

.....

...

Peter,

Minor injury/Near miss/school run

As a member of the Shaw and Whitley Speed Watch Team, I write to you, in your capacity as a representative of MWPC, CAWS and as a member of local road safety committee.

Just over two weeks ago, I was informed of an incident on the Corsham Road, relayed to me by a witness to a "near miss". I use the term loosely as injury, albeit minor, actually occurred.

The witness, was walking down the Corsham Road with a friend and their young children, to collect siblings from school. The witness was walking a few feet behind as the pavement is not wide enough to walk four-abreast. The time was after 15:00 hrs. The school gates open at 15:15.

Approximately level with the turning for the golf course about 150m from the school entrance, both were startled by the sound of a vehicle directly behind them, having veered off the road. It passed in front of them across the grass verge, narrowly "missing" the mum and child in front, but close enough for the wing mirror to strike the mother's upper right arm, above the elbow.

In swerving back toward the road, gravel and stones were thrown up hitting all four pedestrians. The driver brought the vehicle to a halt further down the road, got out and apologized profusely stating "he had lost concentration" and begged them not to report it. It was only after her conversation with me, that the witness suggested her friend to reconsider. I understand that this matter has now been reported to the police.

The witness told me it was not just the fact that she'd nearly seen her friend hit by a car, but that a few moments early, the child in front had been walking on the other side of her mum and would have been in direct line the car would take. Chance, timing (and perhaps some divine intervention) prevented the death of four people.

.....

Setting aside the emotive details, this issue highlight that [many] drivers do not adjust their speed on the approach to a school at drop-off pickup times, or even appreciate it as a "hazard" in its own right and slow regardless of the time of day. And not just when parents are using the crossing, but when navigating the narrow pavements by vicarage, or crossing from behind parked cars. Flooding and the creation of large standing bodies of standing water which force parents to cross before the pedestrian crossing, exacerbate the risk. Some do not attempt to slow and parents have to time the transit of the puddle to avoid getting soaked, often have to wait for a whole line of traffic to pass. Just to illustrate the mind-set of some drivers,

Apart from those motorist who feel they are entitled to drive at 30 mph regardless of the road conditions, some, the having rounded the corner and seeing a green traffic light a couple of hundred yards ahead, are overcome with the need to get there before red. I have actually been on the

crossing and vehicles have accelerated towards the lights, completely oblivious of a lone figure jumping out of the way.

The CAWS Speed Watch team leader will have more accurate details, but each speed watch session records not only vehicles speeds of >35 mph, but also those travelling 31 – 35 mph, but the latter can only be noted as a total. Typically out of ~400 cars which pass in an hour, 20 will be in this category – about 5 %. Of the ~400 vehicle that pass during the school run, I estimate that 80% of vehicles slow to below 30mph either because they've seen our hi-viz jackets at a distance or have been "flashed" by others who have already passed while mums who are late, ignore us completely. Very occasionally a [male] driver will shout obscenities.

Ironically, the site closer to the school which the speed watch team used (and had the biggest impact in reducing speed closer to the pedestrian crossing) no longer has a valid police risk assessment, so we are obliged to operate further up the Corsham Road.

The approach to the school is by a long straight road and a bend. Outside of school-run times, there is not much curbside parking and clear unobstructed views to the bend presents an opportunity to many to maintain their velocity* prior to the village boundary limit. So while the speed watch team are often able to record vehicle speeds in excess of 50mph at the beginning of this stretch, by the time the drivers pass us, there is still an opportunity to speed up again for the bend and the school.

Regardless, speed watch is effective, but only while we are in our authorised position. I would re-iterate that we are not deployed to hide behind hedges and lamp posts in order to catch drivers out, rather, to be a visible presence and act as a reminder to check speed.

So here's the challenge – and purely from a pragmatic perspective, accept that speeding at the top (Corsham) road - while still illegal - is the lesser of two current evils. Efforts should be prioritize e to changing behaviours and reducing speed FROM BOTH DIRECTIONS on the immediate approach to the school.

There is some "low hanging fruit" solutions, but most involve hard currency:

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

As mention in previous [planning] documentation, when all the parents park on the west-bout carriageway, (apart from causing traffic mayham), vehicle speed past the school is occasionally almost at a standstill, but it is went a bit of a clear patch of road appears, all the drivers make a dash for the lights and this is when risk of accident on and around the crossing occurs.

Other attempts to reduce speed have included a far-field shield on the green light.

As a main ambulance route, speed humps are not viable.

Regardless, statistics (and the H&SE Bird Triangle) suggest that this number of near misses will eventually end up in a fatality. Having raised this on a number of occasions, both informally and in writing in responses to planning applications, I would urge Wiltshire highways to look closely at this issue.

.Regards

Peter

*I know I will be exceeding the limit for a little bit, but I'm not going to wear my brake pads out to slow when the car will slow on its own.

Lorraine McRandle

Subject: FW: A365 public footpath - dangerous and not fit for purpose

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

Sent: 19 March 2024 09:54

To: [REDACTED]

Cc: John Glover <john.glover@melkshamwithout-pc.gov.uk>; Lorraine McRandle <office@melkshamwithout-pc.gov.uk>

Subject: RE: A365 public footpath - dangerous and not fit for purpose

Dear Mr [REDACTED]

Thank you for your correspondence.

The footway is the responsibility of Wiltshire Council as the highway authority but we will ensure the issue you have raised goes straight to them; and we will pass on their reply.

With kind regards,

Teresa

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

Wellbeing Statement I may send emails outside office hours but never with any expectation of response. Please just get back to me when you can within your own working hours. Thank you.

Want to keep in touch?

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

On twitter: [@melkshamwithout](#)

On Instagram: [melkshamwithoutpc](#)

This email and any attachments to it are intended solely for the use of the individual(s) to whom it is addressed. If you are not the intended recipient of this email, please forward it to admin@melkshamwithout-pc.gov.uk
Please be aware that information contained in this email may be confidential and that any use you make of it which breaches the common law protection may leave you personally liable. Our privacy notice can be found [HERE](#).
We do not guarantee that any email is free of viruses or other malware.

From: [REDACTED]

Sent: 19 March 2024 09:51

To: John Glover <john.glover@melkshamwithout-pc.gov.uk>

Cc: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: A365 public footpath - dangerous and not fit for purpose

Dear Mr Glover

Please could you address this issue, with high priority. The path indicated in the map below, is dangerous, and not fit for purpose.

I am an Army veteran, and a very seasoned runner. However, at approximately 5am this morning, I found myself face down in the grit on the road. I had been running on the path towards Melksham, from my home in Redstocks, and i tripped and went flying into the road. The tarmac is crumbled and patchy. It is not a footpath in it's current state.

The path (and road) at this section, is not fit for purpose. And, I'm lucky there were no fast moving vehicles coming towards me.

Please could you look at this, with high priority. We have wheelchair users in Redstocks. It's such a shame, they have been cut-off from accessing Melksham.

I look forward to hearing from you, with your plan of action.

Kind regards,



A365 Melksham/Devizes Road



Lorraine McRandle

Subject: FW: Semington Road Traffic
Attachments: Semington Road Traffic Issues.docx

From: [REDACTED]
Sent: 19 March 2024 08:33
To: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: Richard Wood <richard.wood@melkshamwithout-pc.gov.uk>
Subject: Fwd: Semington Road Traffic

Hi Both

Please find attached recent email sent to Michelle Donelan regarding the ever worsening traffic situation on Semington Road between the police station and the A350/Western Way roundabout. Nothing seems to be happening in a positive sense for the existing community of Berryfield and Semington Road with regards to traffic.

FYI. Yesterday I reported a near miss to police that I was involved in last Thursday. This was at the so say traffic calming by Telford Drive just after 2pm. I have submitted my dashcam footage to Wiltshire Police but my belief is that there will be no consequences for the offending driver. This was at G-Plan shift change and happens nearly every day.

Regards

[REDACTED]

Sent from [Outlook for iOS](#)

From: [REDACTED]
Sent: Monday, March 18, 2024 10:55:46 AM
To: michelle.donelan.mp@parliament.uk <michelle.donelan.mp@parliament.uk>
Subject: Semington Road Traffic

Dear Michelle

Please see the attached letter regarding traffic issues in Semington Road, Melksham. I look forward to your response. Thanks

Regards

[REDACTED]

Dear Michelle

I am writing to you once more to hope you can bring your influence to bear on road safety issues that are really beginning to blight the community in which I live.

The Semington Road in Melksham between the police station and the roundabout with the A350 is the affected roadway.

Despite there being a much better option, as in using the A350/bypass to travel from south of Melksham towards Chippenham and vice versa, increasing numbers of traffic now use the “rat run” that uses the old Semington road as a cut through in order to get access to the A350 further down the road.

This is bad enough but the industrial estate where the police station is located, also has traffic exiting and entering Semington Road regularly, instead of using the bypass, especially at peak times and at shift change times in the case of G-Plan and Avon Rubber.

This increase in traffic is such now that the old Semington Road is probably as dangerous now as it was when it was the A350, 20 or so years ago.

So, I appreciate everywhere is seeing increased traffic, but Semington Road is a residential road with significant housing development taking place right now.

The traffic that uses this road, routinely ignores the 30mph speed limit, not surprising when the signage is so poor. Not only this but I routinely see cars travelling at excessive speeds with drivers simply not paying attention and/or on their mobile phones (it's pretty easy to spot).

The road is a bus route and designated Nation Cycleway, with a considerable number of cyclists and pedestrians using the road to travel for leisure, to get to work, school etc.

I am seriously concerned that with a currently inadequate traffic calming system which actually encourages bad driving, zero enforcement of routine speeding and traffic violations, there is a serious accident just around the corner.

The county council don't seem interested, the Parish Council do their best but powers are limited. The police don't seem to want to know or are too busy on other things.

Is it possible with all the housing development taken place in the area, that some of the money from the developers can be used to actually benefit the community instead of it being frittered away on vanity projects such as useless bus shelters along Semigton Road that are not strictly needed/necessary and in fact in some instances contribute to poor road safety by creating blind spots for car drivers.

Enforcement of traffic laws would be a great start as would some effective speed deterrent solutions. At the moment it seems like Melksham is the wild west when it comes to traffic as drivers are able to flaunt the rules with no fear of being caught.

Look forward to your response.

Regards

[REDACTED]

[REDACTED]

Council increases its huge investment into filling potholes, resurfacing roads and tackling highways flooding

Wiltshire Council is investing millions of pounds into filling potholes, resurfacing roads and tackling the causes of highways flooding throughout the county in 2024/25.

Published 26 February 2024



Wiltshire Council is investing millions of pounds into filling potholes, resurfacing roads and tackling the causes of highways flooding throughout the county in 2024/25.

The council has allocated an extra £10m over the next two years to spend on filling potholes and a road resurfacing programme that will help to prevent potholes and other highways defects across all areas of the county. The investment will also fund more small, local repairs to verges on rural roads.

This funding is in addition to the £20.7m the council receives from the Government's Highways Maintenance fund for 2024/25, plus the £5.2m from the Department for Transport's recently announced Road Resurfacing Fund following the cancellation of HS2.

The council also allocated an extra £1m in its recent budget for emptying gullies around the county to prevent flooding and enable teams to focus on problem areas that are most at risk - on top of the £1.27m the council already spends on gully emptying.

Cllr Caroline Thomas, Cabinet Member for Transport, said: While other councils around the county are cutting budgets, we are investing millions into the everyday things that matter to people, such as filling potholes, resurfacing roads and emptying gullies to help prevent road flooding. And that is on top of the tens of millions we already spend on these highways issues with Government grants.

We have also recently invested more than £1.5m into painting white lines, renewing road signs, tackling fly-tipping and cleaning up litter - because we know that these are the things that people care about, and they're the small things that improve their communities and make travelling that little bit easier.

This is all part of our Business Plan commitment to have vibrant, well-connected communities and to invest in our highways network.

The changes won't happen overnight but, over the coming months, people in all areas of the county will see more resurfacing work, more potholes filled and more gullies emptied as this multi-million pound investment starts to bear fruit.

To find out more about potholes, how they are filled and the council prioritises its work, people can watch the council's potholes webinar

at: www.youtube.com/watch?v=h5NOhbFdKSU(opens new window)

To report potholes and other highways defects, people should go

to: www.wiltshire.gov.uk/mywilts.

Lorraine McRandle

Subject: FW: Maintenance Plans 2024/25 - 2029/30 for Melksham Community Area
Attachments: Melksham Area Board.pdf

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

Sent: 16 February 2024 14:57

To: Alan Baines <AlanBaines@melkshamwithout-pc.gov.uk>; Alford, Phil <Phil.Alford@wiltshire.gov.uk>; Baker, Dean <Dean.Baker@wiltshire.gov.uk>; Colin Wade (Semington) <[REDACTED]>; Georgina Berry (<clerk@bgpc.org.uk> <clerk@bgpc.org.uk>); Holder, Nick <Nick.Holder@wiltshire.gov.uk>; Hubbard, Jon <Jon.Hubbard@wiltshire.gov.uk>; Jon Hubbard 4Youth (<jon.hubbard@4youth.org.uk> <jon.hubbard@4youth.org.uk>); Seed, Jonathon <Jonathon.Seed@wiltshire.gov.uk>; Jonathon Tapper (<[REDACTED]> <[REDACTED]>); Linda Roberts (<linda.roberts@melksham-tc.gov.uk> <linda.roberts@melksham-tc.gov.uk>); Malcome Jones (Steeple Ashton) <[REDACTED]>; Stansby, Mark <mark.stansby@wiltshire.gov.uk>; Mary Winterburn (<[REDACTED]> <[REDACTED]>); Naomi <greathinton@gmail.com>; Oatley, Jack <Jack.Oatley@wiltshire.gov.uk>; Pat Aves <pat.aves@melksham-tc.gov.uk>; Pat Tucker (<pat@keevilpc.com> <pat@keevilpc.com>); Rogers, Richard <Richard.Rogers@wiltshire.gov.uk>; Rose, Martin <martin.rose@wiltshire.gov.uk>; Sankey, Mike <Mike.Sankey@wiltshire.gov.uk>; Sarah Dow (<sarah@keevilpc.com> <sarah@keevilpc.com>); Drinkwater, Spencer <spencer.drinkwater@wiltshire.gov.uk>; Renfrew, Stuart <Stuart.Renfrew@wiltshire.gov.uk>; Teresa Strange <clerk@melkshamwithout-pc.gov.uk>

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

Dear LHFIG member.

Please see attached the major maintenance (surfacing) plan for the Melksham Community Area, covering the period 2024/25 – 2029/30.

Please be advised the plans are amended annually to reflect the present carriageway conditions and thus are subject to change.

If you have any queries please contact Ray McKenzie (Mrs) <Ray.McKenzie@wiltshire.gov.uk> or the western highways area office <westernhighways@wiltshire.gov.uk>

Regards

Martin Rose IEng, FIHE, MCIHT, CMgr MCM1
Principal Engineer – Traffic Engineering
Highway Asset Management and Commissioning
Wiltshire Council,
County Hall, Bythesea Road
Trowbridge BA14 8JN



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

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

Wiltshire Highways
Maintenance Programme
Melksham Area Board
2024/25 – 2029/30
Version 1

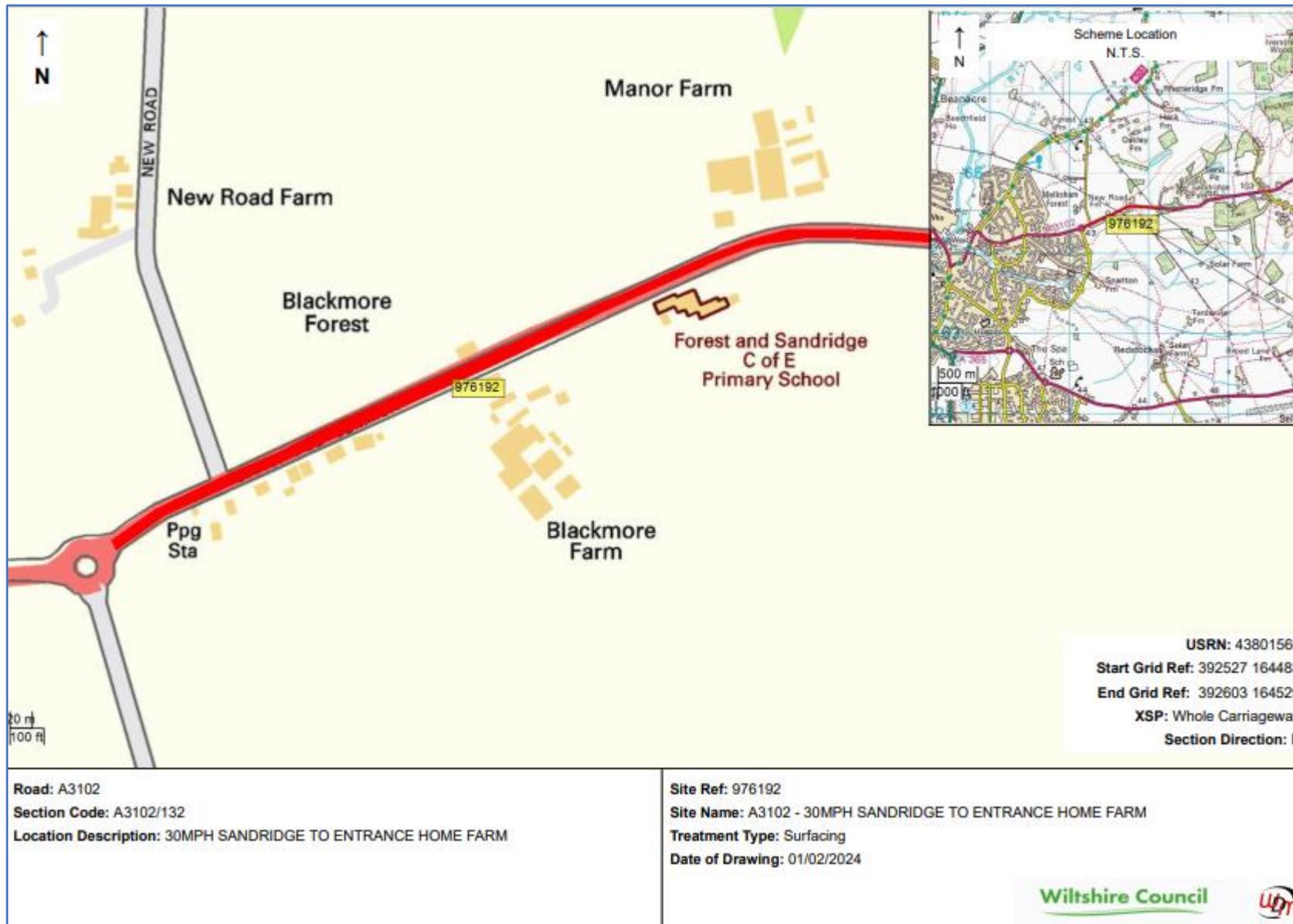
ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976192	A3102	MELK_23_004	SANDRIDGE COMMON 40MPH EXTENTS BLACKMORE HOUSE, ETC			SURFACING	715	2024/25
976478	A365	MELK_23_010	A365 -Part BOWERHILL ROUNDAABOUT TO FALCON WAY ROUNDAABOUT inc Falcon Rbt	WELLINGTON DRIVE	FALCON WAY RBT EXTENTS PLUS ALL AEMS	SURFACING	240	2024/25
976479	A365	MELK_24_003	DEVIZES ROAD/BATH ROAD	FALCON WAY ROUNDAABOUT	REDSTOCKS CROSSROADS	SURFACING	1850	2024/25
977383	UC	MELK_25_006	SNARLTON LANE, MELKSHAM			SURFACE DRESSING	845	2024/25
976477	A350	MELK_25_007	WESTERN WAY SINGLE CARRIAGEWAY SECTION	SEMINGTON RD RBT	A350/A365 RBT	SURFACING	550	2025/26
977001	C169	MELK_25_004	LYNCH BOTTOM LANE	SOUTH WRAXALL	GANBROOK FARM	SURFACE DRESSING	1950	2025/26
977292	UC	MELK_25_001	MILL LANE,BROUGHTON GIFFORD	BROUGHTON GIFFORD MAIN ROAD	B3107	SURFACE DRESSING	1170	2025/26
977382	UC	MELK_25_003	WEST HILL WHITLEY	C290 WEST HILL MAIN ROAD WHITLEY	END OF ADOPTED EXTENT	SURFACING	160	2025/26
977384	UC	MELK_25_002	COMMON FARM ROAD, BROUGHTON GIFFORD	BROUGHTON GIFFORD MAIN ROAD	END OF ADOPTED EXTENT	SURFACE DRESSING	290	2025/26
977385	UC	MELK_25_008	BOWERHILL LANE	A365 BATH ROAD	END OF ADOPTED EXTENT	CARRIAGEWAY REPAIRS	700	2025/26
976474	A365	MELK_26_002	A365 PIE CORNER	APPX HSE NUMBER 55	SHAW 30MPH	SURFACING	540	2026/27
977306	UC	MELK_26_001	BRICKYARD LANE (TO CATTLE GRID) SEMINGTON	U LITTLETON SEMINGTON	END	CARRIAGEWAY REPAIRS	316	2026/27

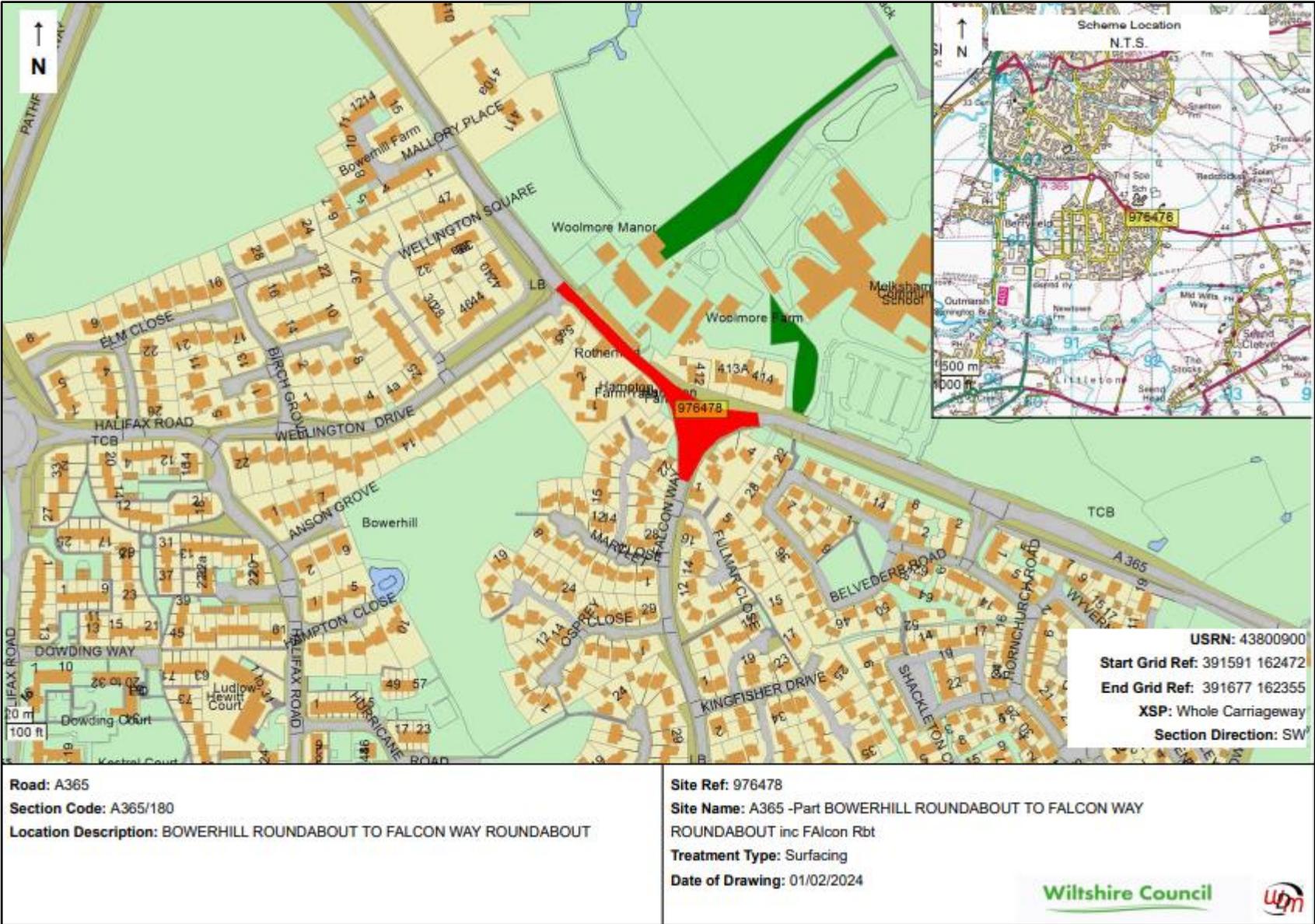
Please note that this programme may be subject to change.

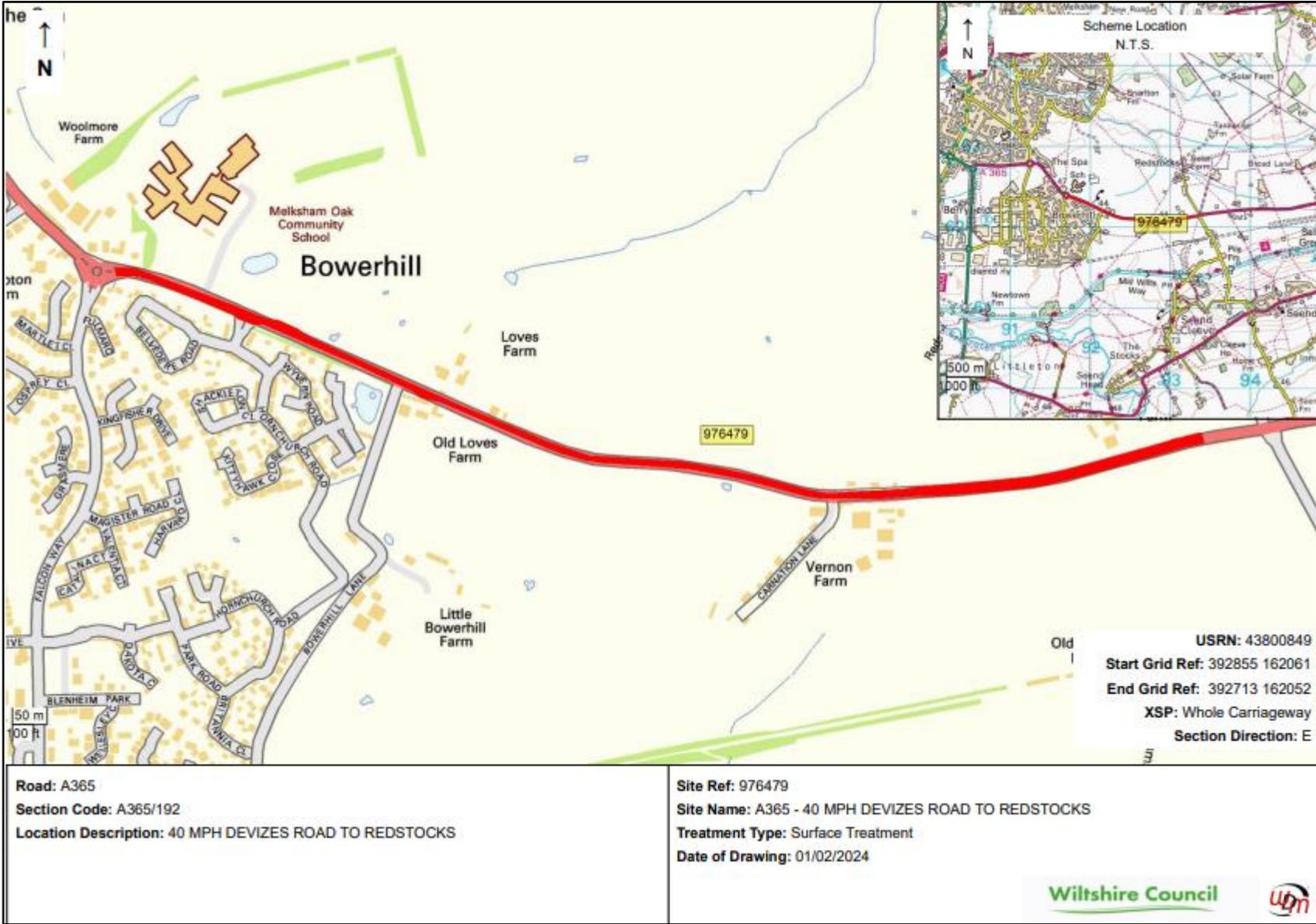
ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
979324	C395	MELK_26_979324	C395 - HAMPTON PARK WEST (MELKSHAM)			SURFACING	355	2026/27
976628	B3353	MELK_26_003	B3353, CORSHAM ROAD WHITLEY	FIRST LANE	WESTLANDS LANE	SURFACING	540	2027/28
1006979	C381	MELK_22_005	C381 MARKET PLACE			SURFACING	45	2027/28
1005861	A350	MELK_20_016	HAG HILL JUNCTION AREA	HAGG HILL	STONEY GUTTER X-RDS	UNDER REVIEW	870	TBC
1005863	A3102	MELK_22_002	A3102 SANDRIDGE RD TO BYPASS	LOWBOURNE MINI RBT	FOREST ROAD	SPECIALIST CONTRACTOR	1250	TBC
1006966	C165	MELK_24_004	C165 LOWER WOODROW ROAD AND FOREST LANE	30 MPH MELKSHAM	TRACK TO RHOTTERIDGE FARM	UNDER REVIEW	3100	TBC
1006980	UC866506	MELK_25_1006980	MEAD PARK ATWORTH			UNDER REVIEW	651	TBC
1006981	UC916302	MELK_FF_1006981	WILTSHIRE CRESCENT MELKSHAM			UNDER REVIEW	186	TBC
1006982	UC906326	MELK_FF_1006982	CARISBROOKE ROAD MELKSHAM	FARLEIGH AVE	LONGFORD ROAD	UNDER REVIEW	165	TBC
1006983	UC906306	MELK_FF_1006983	FARLEIGH AVENUE, MELKSHAM			UNDER REVIEW	170	TBC
1006984	UC916305	MELK_FF_1006984	DORSET CRESCENT & CORNWALL CRESCENT MELKSHAM			UNDER REVIEW	1000	TBC
1006986	UC906301	MELK_FF_1006986	WEST END MELKSHAM			UNDER REVIEW	231	TBC
1006987	C19	MELK_FF_1006987	C13 COMMON HILL STEEPLE ASHTON	30 MPH TO 30 MPH STEEPLE ASHTON		UNDER REVIEW	170	TBC
1006989	C232	MELK_FF_1006989	C232 - SANDPITS LANE STEEPLE ASHTON	TRACK TO ROOD ASHTON	GATEWAY TO FIELD BUILDING	UNDER REVIEW	225	TBC

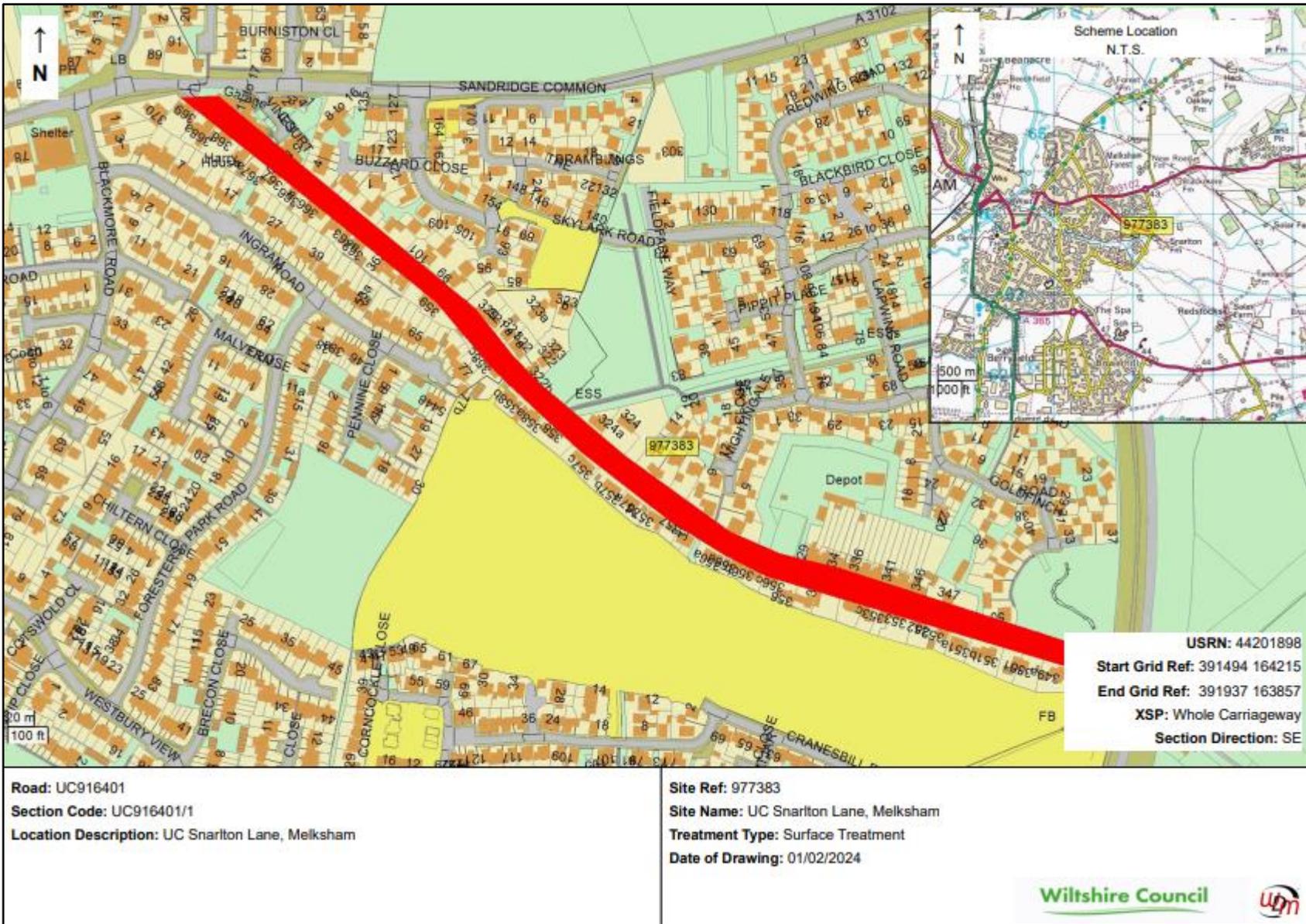
Please note that this programme may be subject to change.

Site Plans for Proposed 2024/25 Schemes









Increased Highway Investment

In addition to the planned major maintenance sites listed, additional works across Wiltshire will be undertaken using the additional investment in road maintenance provided by Wiltshire Council. This funding will be used in two ways:

- a) To target sites most prone to potholes through a package of road resurfacing and localised repairs. These areas will be identified through analysis of customer reports, pothole repairs and local knowledge of areas of concern from the Local Highways Area Engineers. Special consideration will be given to C road and Unclassified roads.
- b) To undertake preventative maintenance using surface treatments, thereby extending the life of the current surface by up to 7 years. These sites will be identified using condition data.

Work to identify sites is currently underway.

Lorraine McRandle

Subject: FW: Hilperton to Melksham Active Travel Route and Byways HILP21, 22 and SEMI9A
Attachments: 8003_707_001F_EATF Hilperton to Melksham RSA4 Interim Report_FINAL.pdf

From: Rose, Kirsty <Kirsty.Rose@wiltshire.gov.uk>

Sent: 24 January 2024 10:07

To: Seed, Jonathon <Jonathon.Seed@wiltshire.gov.uk>; Clark, Ernie <Ernie.Clark@wiltshire.gov.uk>

Cc: clerk@hilperton-pc.gov.uk; clerksemingtonparishcouncil@gmail.com; Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; Khansari, Parvis <Parvis.Khansari@wiltshire.gov.uk>; Howell, Samantha <Samantha.Howell@wiltshire.gov.uk>; Thomas, Dave <Dave.Thomas@wiltshire.gov.uk>; Rogers, Gareth <Gareth.Rogers@wiltshire.gov.uk>

Subject: Hilperton to Melksham Active Travel Route and Byways HILP21, 22 and SEMI9A

Good Morning,

I am writing to provide an update following a review of the byways HILP21, HILP22 and SEMI9A which form part of the active travel route between Hilperton and Melksham. The following sets out the steps taken so far and what will happen next.

Audits

Three independent road safety audits have been undertaken on the Hilperton to Semington cycle route. The most recent being a Stage 4 audit, which is undertaken 12 months after implementation and includes a review of collision data as well as site visits by the audit team. Please find a copy of the audit report attached to this email.

As requested, the audit team were provided with the comments received from residents, users of the route and councillors who have previously raised safety concerns. The auditors have not raised any concern regarding the surfacing used on the byway or the mixed-use aspect of the route. The audit notes a collision occurred on the byway between Whaddon Lane and the A361 in August 2023, resulting in serious injury. The review finds that the scheme construction was not a contributory factor to this collision.

Active Travel England inspectors undertook an audit of the whole route, including the byway section, and outlined their findings in a report to Wiltshire Council. This inspection of the route did not raise any concerns about the mixed-use status of the byway or the surfacing used.

Data collection

the data collected in 2023 (shown below) has highlighted that there has been an increase in vehicle use, however this number is low and these vehicles may have been using the byways for specific access purposes. Pedestrian and cycle numbers also decreased during the 2023 count, however this can largely be attributed to inclement weather on the day of the count.

Reports from byway users received by Wiltshire Council indicate that there is regular use by local 4x4 drivers, with some incidences of poor driver behaviour having been reported to the police.

Byway/St George's Road

Date	Motor Vehicles		Cycles		Pedestrians	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
October 2021	0	0	16	8	31	28
September 2022	0	2	43	42	35	35
September 2023	10	7	17	30	23	16

Byway/A361

Date	Motor Vehicles		Cycles		Pedestrians	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
October 2021	5	7	5	6	39	23
September 2022	8	10	33	33	43	36
September 2023	19	14	16	22	30	22

What happens next?

As a result of the shown increase in vehicle use, Wiltshire Council proposes the introduction of an Experimental Traffic Regulation Order (ETRO) to prohibit motor vehicles from using these routes unless for access to adjacent land/premises. This will be a sign only restriction as any physical barrier would be detrimental to equestrians, cyclists and mobility impaired users.

What is an ETRO?

An Experimental Traffic Regulation Order (ETRO) is similar to a Permanent Traffic Regulation Order - it is a legal document which imposes traffic and parking restrictions.

An ETRO can stay in force for up to a maximum of 18 months while the effects are monitored and assessed. Feedback is encouraged throughout the process, however, formal comments in relation to the order must be received in the first six months of it coming into operation. ETROs are used to determine if a scheme is effective and allow flexibility for changes. If changes to an ETRO are made, six months are allowed for public comment from the date those changes came into operation.

A decision on whether the changes introduced as part of the ETRO will be removed or made permanent must be made within 18 months of an order coming into operation. The decision to make a scheme permanent will follow our formal decision making process and be subject to Cabinet Member decision.

Actions for Wiltshire Council.

Wiltshire Council will take steps to introduce the required signage and promote the ETRO to prohibit motor vehicle use (except for access). It is expected that this change will take place in the Spring. In the meantime, we will be undertaking additional, longer term data collection to gather further information on usage. This data will inform the decision as to whether the ETRO has been effective and whether it should be made permanent or removed.

Actions for the wider community

We encourage formal comment on the ETRO during the initial 6-month consultation period. Details on how to do this will be provided in the local press, the Wiltshire Council website and advertised on site notices. Once the ETRO is in place, Parish Councils may wish to promote this to local residents to ensure that all residents are aware of both the restriction and the impact on users of the route should it be flouted.

In addition, once the ETRO is in place, any unlawful use of the route by motor vehicles can be reported. This can be done through the Wiltshire Police online portal or in the first instance, a more local approach may be considered if the drivers are identified as local residents.

Kind regards,

Kirsty Rose IEng FIHE
Principal Engineer Manager
Traffic Engineering Team



Tel: 01225 756182
Email: kirsty.rose@wiltshire.gov.uk
Website: www.wiltshire.gov.uk
[Sign up](#) to Wiltshire Council's email news service

This email originates from Wiltshire Council and any files transmitted with it may contain confidential information and may be subject to Copyright or Intellectual Property rights. It is intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the sender and delete the email from your inbox. Any disclosure, reproduction, dissemination, modification and distribution of the contents of the email is strictly prohibited. Email content may be monitored by Wiltshire Council to ensure compliance with its policies and procedures. No contract is intended by this email, and any personal opinions expressed in this message are those of the sender and should not be taken as representing views of Wiltshire Council. Please note Wiltshire Council utilises anti-virus scanning software but does not warrant that any e-mail or attachments are free from viruses or other defects and accepts no liability for any losses resulting from infected e-mail transmissions. Receipt of this e-mail does not imply consent to use or provide this e-mail address to any third party for any purpose. Wiltshire Council will not request the disclosure of personal financial information by means of e-mail any such request should be confirmed in writing by contacting Wiltshire Council.

EATF Tranche 2 - Hilperton to Melksham

Stage 4 Interim Road Safety Audit Report

Wiltshire Council

October 2023

Notice

This document and its contents have been prepared and are intended solely as information for Wiltshire Council and use in relation to the Stage 4 Interim Road Safety Audit of Hilperton to Melksham Active Travel scheme
Atkins Limited assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

Document history

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
Rev 0	Final Issue	AGP	NA	MRG & GA	NA	16 th October 2023

Document reference: 8003-707-001F, Rev 0.

Contents

Chapter	Page
1. Introduction	4
1.1. Scheme Description	4
1.2. Audit Scope	4
1.3. Scheme and Design Objectives	5
2. Notes and Clarifications	5
3. Analysis of Collisions	6
3.1. Conclusions and Recommendations	6
4. Road Safety Audit Team Statement	7
Appendices	8
Appendix A Drawings and Documents	9
A.1. Documents	9
A.2. Drawings	9
Appendix A Scheme Extents	10

1. Introduction

1.1. Scheme Description

The RSA brief states: *“The route promotes the use of Devizes Road, Hilperton as a lightly-trafficked road with traffic calming features and a 20mph speed limit. A short section of shared use path adjacent to the A361 is provided linking Devizes Road to a point south-west of Trowbridge Rugby Club.*

The route then utilizes the existing by-way network (HILP21, HILP22 and SEMI9A) to access the village of Semington. The byway route has been resurfaced with a surface dressing applied to ensure ongoing suitability for cyclists, pedestrians, equestrians and farm traffic.

Further to the RSA3 [Stage 3 RSA], additional signing and road markings are provided at the junction of SEMI9A and St George’s Lane to encourage those exiting the lane to give-way.

Semington is identified as a lightly-trafficked route benefiting from an existing point closure allowing through access for buses and cycles only. Traffic calming is also present on this route.

To allow ease of crossing, a Parallel crossing has been installed on Semington Road with off-road cycle access and a short section of shared use path leads users to the upgraded Toucan crossing facility to cross the A350 into Melksham.

At this point, there is existing shared use provision leading to Longford Road, where cyclists may then rejoin the carriageway for onward travel into the town centre. There is also a shared use path to the east of the A350 crossing providing links to the east side of Melksham and Melksham Oak school.”

1.2. Audit Scope

The Road Safety Audit (RSA) team comprised the following staff, as approved for the scheme by Wiltshire Council:

Nabeel Ahmed Team Leader	PgDip, MCIHT Senior Assistant Engineer, Atkins Transportation
Alan Powning	Road Safety Consultant, Atkins Transportation
Gary Ashton	Road Safety Engineer, Wiltshire Council

The RSA consisted of:

- A review of the information in the RSA brief, provided by Kevin Bishop of Atkins on behalf of Wiltshire Council;
- A site visit by the RSA team together, carried out during the hours of 3.00pm to 5.30pm on Thursday 14th September 2023. Weather conditions at the time of the visit were warm and dry. The road surface was dry. Traffic conditions were free flowing. The timing of the visit enabled the team to observe the movements as pupils were leaving the local schools.

The RSA has been conducted with reference to the procedures and scope set out in the Design Manual for Roads and Bridges, Volume 5, Section 2, Part 2, Road Safety Audit Standard HD 19/15 and the Wiltshire Council Practice for Road Safety Audits Version 2. Where there are issues that may be of interest to the scheme designer, but not necessarily within the scope of the RSA, these have been provided to the client separately.

Details of the information provided are included in Appendix A. A plan of the scheme extents is included in Appendix B.

1.3. Scheme and Design Objectives

The RSA brief states: *“The aim of the scheme is to deliver a strategic cycle link between the two towns that will be an alternative to driving and public transport. It is intended that this scheme links to other routes forming part of the wider Trowbridge and Melksham cycle networks providing a complementary and continuous route.”*

2. Notes and Clarifications

2.1.1. Previous RSA and Interim Stage 4 RSA

The scheme was completed in July 2022. A Stage 3 RSA was undertaken in December 2022. This Stage 4 RSA was commissioned by Wiltshire Council in September 2023, 14 months after the scheme had been constructed.

As part of the RSA brief, six months of collision data was made available to the RSA team by Wiltshire Council for the period from 01/09/22 to 28/02/23.

A Stage 4 RSA is based on 12 months of post-scheme opening collision data, but Wiltshire Council were keen to see the analysis of any collisions to date, hence the reason for this Stage 4 RSA being titled as ‘interim’.

2.1.2. Collision Data

The RSA brief states: *“Collision data from the STATS 19 database is provided with the audit brief. The database does not hold information for the full 12-month period at this time and as such Wiltshire Police have been approached to provide any further information they hold in relation to any collisions that have not yet been input. This information will also be provided to the audit team.”*

“The injury collision records for the Hilperton to Melksham scheme from 01/09/2022 – 28/02/2023 have been reviewed and this shows that there are no recorded injury collisions [for this period].”

Therefore, Wiltshire Council requested additional, provisional collision data from Wiltshire Police that had been reported but not yet recorded on a STATS 19 database.

Details of these additional collisions can be found in section 3, below.

3. Analysis of Collisions

The RSA brief from Wiltshire Council states: *“The injury collision records for the Hilperton to Melksham scheme from 01/09/2022 – 28/02/2023 have been reviewed and this shows that there are no recorded injury collisions.”* Therefore, there is no evidence of any collisions within the scheme extents during the period above.

The RSA brief further states: *“In addition Wiltshire Police have been contacted regarding injury collisions since 01/03/2023 to presumably 31/08/2023 that are yet to be recorded on [STATS 19 (database)]. There are two reports that fall within this scheme [sic], which have been reported to the police, within the timescales above. They both fall within the same general area, between the roundabout at the junction of Devizes Road and the A361, Hilperton, and the stretch of the A361 between the RAB and Trowbridge Rugby Club. They are as follows:”*

These two reports are Report Ref. 1 and 2, below.

Report Ref. 3 was mentioned separately in the RSA brief, but is also included in the table below.

Report Ref.	Collision Data Ref.	Collision Date	Narrative	RSA Comment
1	Log 0057	08/06/23	<i>“Two vehicle, car-derived van and pedal cyclist, slight injury collision on the A361 at 0743 hrs Thursday 8th June 23. Log 0057 08/08/2023 refers. Both vehicles have exited the RAB, travelling along the A361 towards Melksham. The pedal cyclist as indicated and manoeuvred toward the crown of the road, as he was intending to turn right, at the same time as the van was beginning to overtake. They both have then had a coming together and there have been slight injuries recorded to the pedal cyclist.”</i>	Outside of the scheme extents and with both parties travelling away from the scheme.
2	Log 0134	02/08/23	<i>“Single vehicle, motorcyclist, slight injury collision on the A361 at 1419 hrs on Wednesday 2nd August 23. Log 0134 02/08/2023. Motorcycle, travelling along the A361 from Melksham (near to Trowbridge Rugby Club) toward the RAB with Devizes Road, has for reasons unknown lost control of his motorcycle and fallen from it - maybe due to slippery conditions.”</i>	Outside of the scheme extents and with both parties travelling away from the scheme.
3	Log: POL-20230809-0344	09/08/23	<i>“Single vehicle, car, serious injury collision on the Byway (BOAT) between the A361 and Whaddon Lane (W3W ///benched.gown.tastings), running parallel with Trowbridge Rugby Club. Reported to us at 2041 hrs on Wednesday 9th August 23. There were 4 occupants within the vehicle – all of whom sustained injuries. Our references to the collision are Log: POL-20230809-0344.”</i>	This collision occurred on the byway section of the scheme. The construction here comprised of resurfacing only. The previous byway surface had not been resurfaced for many years and hence was deteriorated in places. The scheme construction does not appear to be a contributory factor in this collision.

3.1. Conclusions and Recommendations

This Interim Stage 4 Road Safety Audit Report has considered 6 months of collision data, and a further 6 months of provisional collision data, (see table, above). Only one of the provisional collisions was recorded within the scheme extents. As no common factors or trends have been identified with this one provisional collision, at this early stage, no firm conclusions can be drawn from the collision information.

It is recommended that a full Stage 4 RSA is undertaken once 12 months of validated collision data is available.

4. Road Safety Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with HD 19/15 and the Wiltshire Council Procedures for Road Safety Audit Version 2.

RSA Team Leader

Nabeel Ahmed
Senior Assistant Engineer
Atkins Transportation

Signed: 
Date: October 2023

RSA Team Members

Alan Powning
Road Safety Consultant
Atkins Transportation

Signed: 
Date: October 2023

Gary Ashton
Road Safety Engineer
Wiltshire Council

Signed: 
Date: October 2023

Appendices



Appendix A Drawings and Documents

The following is a list of information that was provided to the RSA team for the Interim Stage 4 RSA.

A.1. Documents

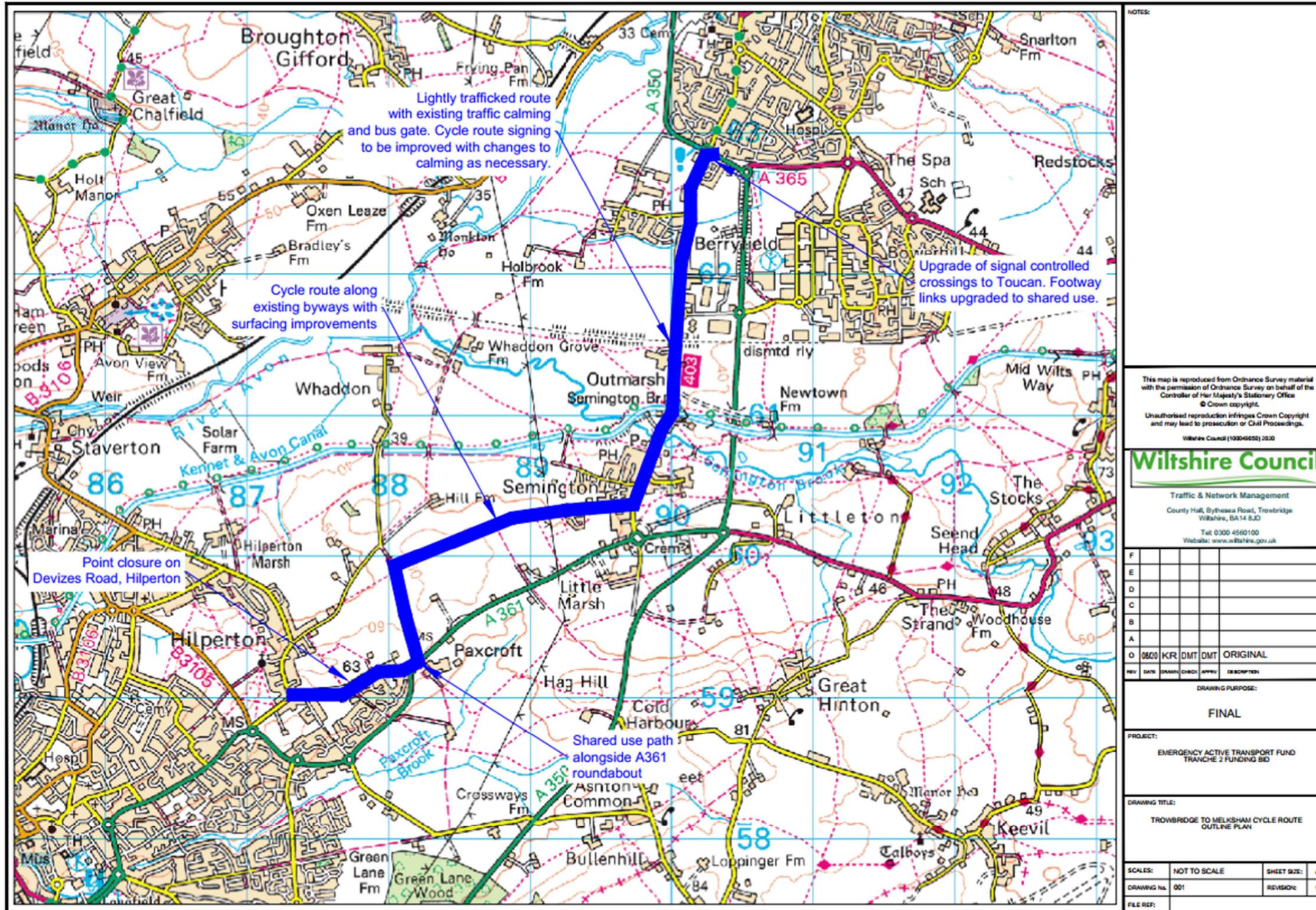
- RSA brief – “RSA Stage 4” – Interim Stage 4 RSA. Reference: 2021-030.
- Hilperton to Melksham Comments for RSA.

A.2. Drawings

Drawing Title	Drawing Number	Revision
TROWBRIDGE TO MELKSHAM CYCLE ROUTE OUTLINE PLAN	001	O
Civils Details (Sheet 1 of 4)	5209578-ATK-HGN-0100-DR-D-0001	C1
Civils Details (Sheet 2 of 4)	5209578-ATK-HGN-0100-DR-D-0001	C1
Civils Details (Sheet 3 of 4)	5209578-ATK-HGN-0100-DR-D-0001	C1
Civils Details (Sheet 4 of 4)	5209578-ATK-HGN-0100-DR-D-0001	C1
Civils Details (Notes & Key)	5209578-ATK-HGN-0100-DR-D-0001	C1
Civils Details (Sheet 1 of 2)	5209578-ATK-HGN-0100-DR-D-0001	C1
Civils Details (Sheet 2 of 2)	5209578-ATK-HGN-0100-DR-D-0002	C1
Road Marking Details	5209578-ATK-HMK-1200-DR-D-0009	C1
Traffic Sign Face Location Details	5209578-ATK-HSN-1200-DR-D-0010	C1

Appendix A Scheme Extents

The drawing below was provided at a previous RSA stage to outline the scheme extents.



Nabeel Ahmed
Atkins Limited
The Hub
500 Park Avenue
Aztec West
Bristol
BS32 4RZ

Tel: +44 (0)1454 662000
Fax: +44 (0)1454 663333
nabeel.ahmed@atkinsglobal.com

© Atkins Limited except where stated otherwise

Lorraine McRandle

From: Millard, Paul <Paul.Millard@wiltshire.gov.uk>
Sent: 21 March 2024 13:20
To: Teresa Strange
Cc: Lorraine McRandle
Subject: RE: s106 for improvements to MELW1 and MELW2 - Land east of Semington Road

Thanks Teresa,

I have put some comments in red below, I see that the extension to the smaller Semington road scheme has been refused 7th March 2024, so I maybe able to ask for something if it comes back in but as we didn't ask first time around I may struggle.

Many thanks

Paul

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

From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: Thursday, March 21, 2024 11:11 AM
To: Millard, Paul <Paul.Millard@wiltshire.gov.uk>
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: RE: s106 for improvements to MELW1 and MELW2 - Land east of Semington Road

Two more developments on Semington Road have started on site, one for 144 houses (20/01938/OUT) **I don't believe Rights of way asked for anything from this development but we det get £500 per dwelling towards the restoration of the canal** and one for 50 (20/07334/OUT).

So I am going to have a look and see what was in those too! Sadly we didn't ask for any section 106 contributions **Sadly we didn't ask for any contributions from this site, I don't know why that was and I cnat see that we even sent any comments back to the application.** 😊

From: Millard, Paul <Paul.Millard@wiltshire.gov.uk>
Sent: 21 March 2024 11:06
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: RE: s106 for improvements to MELW1 and MELW2 - Land east of Semington Road

No problems,
Its nice that we have done one ahead of being asked!
Hope all is well!
Best wishes
Paul

Paul Millard
Countryside Access Development Officer
Rights of Way and Countryside

Local Highways
Wiltshire Council
Telephone: Internal 12821 External +44 (0) 01225 712821 Mobile +44 (0)7788445292
Email: paul.millard@wiltshire.gov.uk
Web: www.wiltshire.gov.uk

From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: Thursday, March 21, 2024 10:38 AM
To: Millard, Paul <Paul.Millard@wiltshire.gov.uk>
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: RE: s106 for improvements to MELW1 and MELW2 - Land east of Semington Road

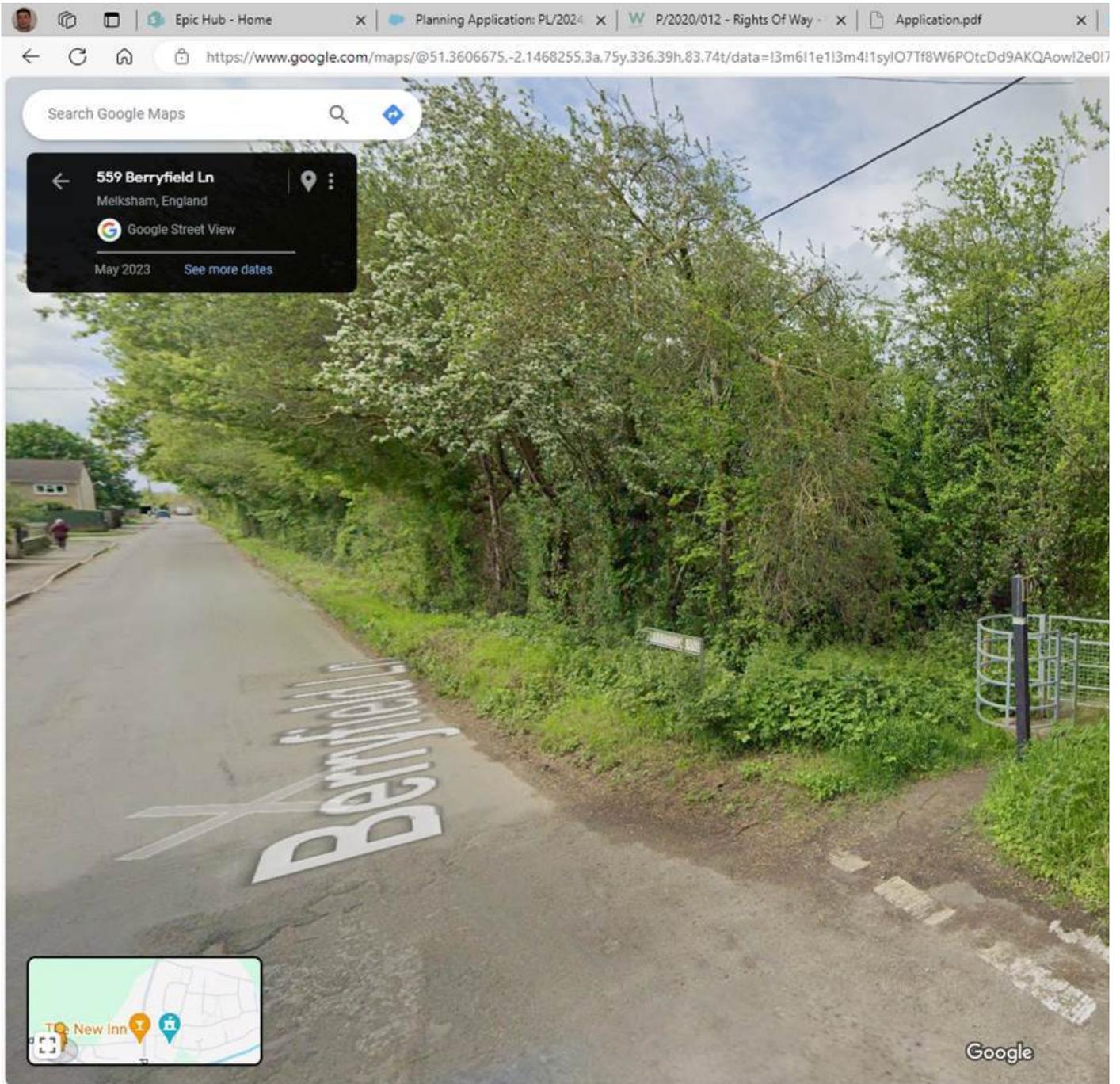
You don't often get email from clerk@melkshamwithout-pc.gov.uk. [Learn why this is important](#)

Thanks Paul,
Sorry to be so dim, I thought they were, but we have had a few things slip through the net on s106's so just checking them.
Thanks for your prompt response.
Kind regards, Teresa

From: Millard, Paul <Paul.Millard@wiltshire.gov.uk>
Sent: 21 March 2024 10:16
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: RE: s106 for improvements to MELW1 and MELW2 - Land east of Semington Road

Good Morning Teresa,
These upgrades have been in for about 18 months now. MELW1 and MELW2 are now stile free routes. I think we installed 6 gates with that money.
Hope that helps
Paul





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

From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: Thursday, March 21, 2024 9:05 AM
To: Millard, Paul <Paul.Millard@wiltshire.gov.uk>
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: s106 for improvements to MELW1 and MELW2 - Land east of Semington Road

You don't often get email from clerk@melkshamwithout-pc.gov.uk. [Learn why this is important](#)

Hi Paul

Just having a read through of the s106 for land east of Semington Road – now known as Bowood View. 16/00497/OUT.

There was £2,100 to upgrade 7no. stiles to kissing gates on MELW1 and MELW2 to the west of the site.

Would you be able to confirm where we are with these please.

Many thanks,

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

Wellbeing Statement I may send emails outside office hours but never with any expectation of response. Please just get back to me when you can within your own working hours. Thank you.

Want to keep in touch?

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

On twitter: [@melkshamwithout](#)

On Instagram: [melkshamwithoutpc](#)

This email and any attachments to it are intended solely for the use of the individual(s) to whom it is addressed. If you are not the intended recipient of this email, please forward it to admin@melkshamwithout-pc.gov.uk
Please be aware that information contained in this email may be confidential and that any use you make of it which breaches the common law protection may leave you personally liable. Our privacy notice can be found [HERE](#).
We do not guarantee that any email is free of viruses or other malware.

This email originates from Wiltshire Council and any files transmitted with it may contain confidential information and may be subject to Copyright or Intellectual Property rights. It is intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the sender and delete the email from your inbox. Any disclosure, reproduction, dissemination, modification and distribution of the contents of the email is strictly prohibited. Email content may be monitored by Wiltshire Council to ensure compliance with its policies and procedures. No contract is intended by this email, and any personal opinions expressed in this message are those of the sender and should not be taken as representing views of Wiltshire Council. Please note Wiltshire Council utilises anti-virus scanning software but does not warrant that any e-mail or attachments are free from viruses or other defects and accepts no liability for any losses resulting from infected e-mail transmissions. Receipt of this e-mail does not imply consent to use or provide this e-mail address to any third party for any purpose. Wiltshire Council will not request the 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: Teresa Strange
Sent: 15 March 2024 10:05
To: Cllr Shona Holt (shona.holt@melkshamwithout-pc.gov.uk)
Subject: FW: change of bus stop, A350 outside mobile home park

For info from Alan...

From: Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>
Sent: 15 March 2024 10:02
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: Re: change of bus stop, A350 outside mobile home park

The other issue at the time was that there is no kerb/path where the bus used to stop. Generally, passengers were set down at the entrance/exit of the Mobile Home Park and it was a very big step down from the bus, even if the driver lowered the suspension. The best solution would be to get a footpath in front of the 3 new mobiles, where we wanted it.

Alan

Cllr. Alan Baines
Bowerhill Ward
Melksham Without Parish Council

This email and any attachments to it are intended solely for the use of the individual(s) to whom it is addressed. If you are not the intended recipient of this email, please forward it to admin@melkshamwithout.co.uk.

Please be aware that information contained in this email may be confidential and that any use you make of it which breaches the common law protection may leave you personally liable. Our privacy notice can be found [HERE](#).

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

From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: 14 March 2024 17:18
To: Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>
Subject: FW: change of bus stop, A350 outside mobile home park

Always an unintended consequence!

From: Teresa Strange
Sent: 14 March 2024 17:17
To: Shona Holt <shona.holt@melkshamwithout-pc.gov.uk>
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: RE: change of bus stop, A350 outside mobile home park

Hi Shona

Thanks for this, I think I saw on facebook too recently and looked when I was driving that way a day or so ago.

The new bus shelters have all been paid for by the developers to serve the new developments as part of planning permission requirements (s106).

The location of the bus shelters was passed through the parish council I think, (it's a Wiltshire Council thing) its tricky to find space for the bus shelters as the pavement is so narrow/non existent. I hadn't appreciated it was moving the bus stop away from the mobile home. We were trying to give something to sit/perch on out of the weather whilst waiting for the bus.

Shall I see what the protocol is for asking bus drivers to drop off a bit away from the designated stop under these circumstances..

With regards to the grassed path, there is one outside the 3 new mobile homes, we tried very hard to get this hard standing but not all of it is highways land, some belongs to the mobile home park – the fence is set back further than their land ownership. They felt it was too narrow to be used, and therefore more dangerous.

Hope that helps, I will see what I get back from passenger transport.

Kind regards, Teresa

From: Shona Holt <shona.holt@melkshamwithout-pc.gov.uk>

Sent: 14 March 2024 15:53

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

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

Subject: Fw: change of bus stop, A350 outside mobile home park

Hi Teresa

Hope all is well with you and the team. I have received the enquiry below from a resident of Melksham Mobile Home Park.

Please would you furnish me with the facts behind the move of the bus stop on Semington Road further south to Telford Drive.

Regarding the grassed path, is this not paved because of its width?

Many thanks

Shona

Cllr Shona Holt

Berryfield Ward

Melksham Without Parish Council

shona.holt@melkshamwithout-pc.gov.uk

From: [REDACTED]

Sent: 08 March 2024 10:20

To: Shona Holt <shona.holt@melkshamwithout-pc.gov.uk>
Subject: change of bus stop, A350 outside mobile home park

Dear councilor

I am 61 years old and live in the Melksham Mobile Home Park. After suffering a stroke around 16 years ago, I have lost most of the use of my left side and require a stick to walk short distances. As such, I am unable to drive and am reliant on public transport to travel.

There was a bus stop right outside the mobile home park on Semington Road, which is one stop after the New Inn. When I came to use the bus post-Christmas, I found that the stop had been moved further up the road (approx. 50m) closer to the New Inn. While this does not sound like a long distance, this is a real problem for me due to my disability and the extra distance makes it much more difficult.

More importantly, when I'm traveling home from Melksham towards Semington, due to the fact of the stop being moved, there is not a suitable or safe pavement for me to walk on. I therefore have two choices – to either walk in the road facing oncoming traffic or to cross the road, walk down the pavement, and then cross back again at the entrance to the Mobile home Park which is an even further distance to walk.

I believe that the stop has been moved to service the new housing estate (Telford Drive etc) that has been built. However, this does not seem to consider the demographics of the area. The residents of the Mobile Home Park are either elderly or infirm (or both!) and like me, a considerable number rely on the bus for our basic transportation needs. On the other hand, it seems that most of the residents of the housing estate are drivers, and/or predominantly in good health.

We are not all able to drive and feel that our needs have not been considered. Therefore, the moving of the bus stop has impacted disproportionately on us and made life more difficult for the disabled than it needs to be.

I would greatly appreciate it if this could be looked into to know the reason why the bus stop was moved several years after the Housing Estate was built.

Yours Sincerely



Lorraine McRandle

Subject: FW: Road Traffic Hazard - New Semington Road bus shelter adjacent to Telford Drive

From: Shona Holt <shona.holt@melkshamwithout-pc.gov.uk>
Sent: 14 March 2024 16:22
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Richard Wood <richard.wood@melkshamwithout-pc.gov.uk>; Martin Franks <martin.franks@melkshamwithout-pc.gov.uk>
Cc: Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>
Subject: Re: Road Traffic Hazard - New Semington Road bus shelter adjacent to Telford Drive

Hi all

From my experience, when pulling out of Telford Drive, the southbound bus stop's side panel does obscure the line of sight. In wet weather this is worse; add in darkness and the light gets refracted so it's difficult to see if one vehicle is approaching or six...

I assumed this had been calculated and allowed as part of the permitted visual splay for the junction, but am not convinced.

Looking southward, the line of sight is also obscured by the hedge during the growing season. I had enquired with the parish team about this being cut back by the landowner, but nothing came of it and I received no answer.

Kind regards
Shona

Cllr Shona Holt

Berryfield Ward

[Melksham Without Parish Council](#)

shona.holt@melkshamwithout-pc.gov.uk

From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: 06 March 2024 12:07
To: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Shona Holt <shona.holt@melkshamwithout-pc.gov.uk>; Richard Wood <richard.wood@melkshamwithout-pc.gov.uk>; Martin Franks <martin.franks@melkshamwithout-pc.gov.uk>
Cc: Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>
Subject: RE: Road Traffic Hazard - New Semington Road bus shelter adjacent to Telford Drive

Lorraine,

Can you put this on the next planning agenda please, as the bus shelter was provided by s106 funding, it seems a good place to raise initially as Highways not meeting until April.

Shona, Richard, Martin, any thoughts? and/or would you mind keeping an eye on this as you go about your daily business please?

With many thanks, Teresa

From: Teresa Strange

Sent: 06 March 2024 12:05

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

Cc: Stansby, Mark <mark.stansby@wiltshire.gov.uk>; Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>

Subject: RE: Road Traffic Hazard - New Semington Road bus shelter adjacent to Telford Drive

Thanks Martin

I will see if there are any views of the parish council following this being raised, along with your comments, which are useful, thankyou.

One of the things that the parish council do want to see on bus shelters though is protection from the weather.

We have 3 councillors who live on/off Semington Road including one that lives in Bowood View and will be pulling out of that Telford Drive junction, so I will seek their views beforehand.

And note that the parish council have a contractor who cleans all the glass bus shelters in the parish every quarter, regardless of who owns them!

With kind regards,

Teresa

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

Sent: 05 March 2024 15:12

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

Cc: Stansby, Mark <mark.stansby@wiltshire.gov.uk>; Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>

Subject: RE: Road Traffic Hazard - New Semington Road bus shelter adjacent to Telford Drive

Hi Teresa,

Not strictly LHFIG as we used S106 monies to undertake the work.

This is a difficult one. I accept there may be times, during certain weather conditions in which the glass in the side panel frosts up and this may limit visibility to the right for traffic exiting Telford Drive.

Whether or not this constitutes 'a serious road traffic hazard' as expressed by [REDACTED] is of course open to interpretation.

I think we must consider how often this occurs and the volume of traffic using Semington road.

If, on occasion, traffic must pull forward of the give way line by a small amount to improve visibility, is this such an issue?

I'd argue this can be a common occurrence where side road visibility is compromised, particularly in rural areas.

It does of course requires extra care and patience by the driver. I will take a closer look on the ground at this issue

The side panel was included to provide increased protection from the weather for waiting passengers, unlike the shelter on the opposite side where passengers are far more exposed.

We could change of course alter the shelter by completely removing the end panel, but the roof would also need to be changed.

Alternatively, a cheaper option would be to remove the glass in the end panel, but I think we'd criticised for this.

Regards

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



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

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

Follow Wiltshire Council

Sign up to Wiltshire Council's email news service

From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: Tuesday, March 5, 2024 2:04 PM
To: Rose, Martin <martin.rose@wiltshire.gov.uk>
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>
Subject: FW: Road Traffic Hazard - New Semington Road bus shelter adjacent to Telford Drive

Hi Martin
I think this was installed via LHFIG?
Please see comments raised by a resident below.
Kind regards, Teresa

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

Wellbeing Statement I may send emails outside office hours but never with any expectation of response. Please just get back to me when you can within your own working hours. Thank you.

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

This email and any attachments to it are intended solely for the use of the individual(s) to whom it is addressed. If you are not the intended recipient of this email, please forward it to admin@melkshamwithout-pc.gov.uk Please be aware that information contained in this email may be confidential and that any use you make of it which breaches the common law protection may leave you personally liable. Our privacy notice can be found [HERE](#). We do not guarantee that any email is free of viruses or other malware.

From: [REDACTED] >
Sent: 05 March 2024 08:19
To: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: Road Traffic Hazard - New Semington Road bus shelter adjacent to Telford Drive

Hi Lorraine

Just wanted to make the council aware and Highways if you could please pass on. The recently constructed bus shelter on the southbound side of Semington Road adjacent to the entrance to the new Belway estate (Telford Drive) is a serious road traffic hazard for traffic pulling out of Telford Drive and vehicles travelling southbound. The reason is quite obvious. For some reason the contractors have placed a side panel on the bus shelter that is obscure in frosty weather and also when the glass is dirty. The means visibility for drivers coming out of Telford Drive is reduced to the point that you need to put your car beyond the give way lines to see satisfactorily if there is any traffic travelling southbound on Semington Road before pulling out. It doesn't appear that visibility has been considered when installing this shelter. I have attached some photos to demonstrate what I mean. Strangely of all the new bus shelters installed on Semington Road, this southbound one is the only one that has been fitted with a side panel for some peculiar reason.

Regards

[REDACTED]

Sent from [Outlook for iOS](#)

This email originates from Wiltshire Council and any files transmitted with it may contain confidential information and may be subject to Copyright or Intellectual Property rights. It is intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the sender and delete the email from your inbox. Any disclosure, reproduction, dissemination, modification and distribution of the contents of the email is strictly prohibited. Email content may be monitored by Wiltshire Council to ensure compliance with its policies and procedures. No contract is intended by this email, and any personal opinions expressed in this message are those of the sender and should not be taken as representing views of Wiltshire Council. Please note Wiltshire Council utilises anti-virus scanning software but does not warrant that any e-mail or attachments are free from viruses or other defects and accepts no liability for any losses resulting from infected e-mail transmissions. Receipt of this e-mail does not imply consent to use or provide this e-mail address to any third party for any purpose. Wiltshire Council will not request the disclosure of personal financial information by means of e-mail any such request should be confirmed in writing by contacting Wiltshire Council.



Department
for Transport

Rt Hon Michelle Donelan MP
House of Commons
London
SW1A 0AA

From the Parliamentary
Under Secretary of State
Guy Opperman MP

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: guy.opperman@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/440864
Your Ref: MD45618

28 March 2024

Dear Michelle,

Thank you for your letter of 10 January, on behalf of Melksham Without Parish Council about an update on the M4 to Dorset Coast Connectivity Study. I apologise for the delay in sending this response.

The M4 to Dorset Coast Study has been looking at potential options to improve north-south connectivity between the M4 corridor and the south coast. National Highways has undertaken the study working closely with a range of local and regional stakeholders including local authorities' transport and planning teams, as well as sub-regional transport bodies.

I can confirm the Department for Transport has received the final report and that the findings will be reflected in the final RIS3 document which is due to be published later in 2024.

Thank you once again for writing to me on this matter.

Best wishes,

GUY OPPERMAN MP

MINISTER FOR ROADS AND LOCAL TRANSPORT