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MELKSHAM WITHOUT PARISH COUNCIL

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Tuesday, 30 May 2023

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

You are invited to attend the Highway & Streetscene Committee Meeting which will be held on **Monday, 5 June at 7.30pm** 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



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AGENDA

1. **To Appoint a new Chair and Vice Chair of Highways & Streetscene Committee.**
2. **Welcome, Announcements & Housekeeping**
3. **To receive Apologies and approval of reasons given.**
4. a) **To receive Declarations of Interest**
b) **To consider for approval any Dispensation Requests received by the Clerk and not previously considered.**
5. **To consider holding items in Closed Session due to confidential nature**
Under the Public Bodies (Admission to Meetings) Act 1960, the public and representatives of the press and broadcast media be excluded from the meeting during consideration of business, where publicity would be prejudicial to the public interest because of the confidential nature of the business to be transacted.
6. **Public Participation**
7. **To note Minutes of last Highways & Street Scene Committee meeting held on 20 March 2023 and updates on actions taken**
 - a) Note response from Sergeant James Twyford Re Lorry Trailer Parking on Lancaster Road (Min 459(b)/22).
8. **Local Highways & Footpath Improvement Group (LHFIG) (formerly Community Area Transport Group – CATG)**
 - a) To note **draft** Minutes and action log of Local Highways & Footpath Improvement Group (LHFIG) meeting held on 9 May 2023. (Recommendations awaiting ratification by Area Board on 14 June)
 - i) ANPR on Bus Gate, Semington Road (Issue 9-23-4). To note correspondence from Councillor Seed.
 - ii) Speeding Concerns A365 Shaw Hill and Corsham Road (Issue 9-23-6). To note DfT Circular on Speed Limits.
 - b) To consider any questions raised at the LHFIG meeting for the parish council to respond to:
 - i) To consider writing to Caroline Thomas, Cabinet Member for Transport, Street Scene and Flooding to progress waiting restriction requests.
9. **To consider residents' requests for support by the Parish Council including requests for the Local Highways & Footpath Improvement Group (LHFIG) next meeting on 27 July 2023:**
 - a) To consider requests to change the 'No Entry for HGVs – Except for Access' signage on Westlands Lane (A350 End), due to HGVs using Westlands to 'access' sites along Westlands Lane.
 - b) To consider a request for improvements to the verge outside a business on Lysander Road, Bowerhill and to note response from Highways following inspection of the verge in February.

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- c) To consider a request for improved line marking on A365 (Devizes Road) to enable safe manoeuvring of vehicles onto Hornchurch Road, Bowerhill.
- d) **Proposed A350 Bypass (Standing Item):** To note any updates since the last meeting.

10. Footpaths

- a) To consider requesting CIL funding held by Wiltshire Council is used to fund safe walking routes to schools.
- b) **Footpath 107 leading from its junction with Path No 4, Murray Walk.** To note additional information relating to the Public Inquiry to be held on 13 June at 10.00am.

11. Road Safety/Speed enforcement

- a) To support and develop a strategy to improve road safety in the parish, maximizing the levers that the council have control or influence over.
- b) To consider supporting the petition calling for 20mph outside Melksham Oak school
- c) **Speed Indicator Devices (SID)/ANPR Cameras**
 - i) To note the new Wiltshire Council guidance on Speed Indicator Devices and ANPR Cameras.
 - ii) To receive feedback from Councillor Patacchiola on Speed Indicator Device Installation Training Course.
 - iii) To approve a quotation from Solagen to re-programme the device in line with Wiltshire Council's criteria and to note correspondence from Senior Traffic Engineer.
 - iv) To note update on SID Data Pilot.
 - v) ANPR Survey. To consider a response to Wiltshire Council's survey www.wiltshire.gov.uk/highways-mte

12. Roundabout Sponsorship

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

13. Wildflower Verges/Green Spaces.

- a) To note update on Bee Route proposals for a wildlife corridor along Semington Road.
- b) To consider a request for different grass cutting regimes in order to encourage wildflower verges.
- c) To consider a request for a wildflower area on parts of the green to rear of Beverley Close, Bowerhill and to inform neighbouring properties
- d) **Brabazon Way Project.** To note update on Garden Licence and consider any next steps

- 14. **Weed Spraying.** To note Wiltshire Council will not be undertaking weed spray this year. To consider undertaking an additional weed spray this year.

Copy to: All Councillors

MINUTES of the Highways & Streetscene Committee of Melksham Without Parish Council held on Monday 20 March 2023 at Melksham Without Office Space (First Floor), Melksham Community Campus, Market Place, Melksham, SN12 6ES at 8.23pm

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

In attendance: Councillor Peter Richardson (part of meeting) & 3 Members of public

Via Zoom: 1 member of public

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

453/22 Welcome, Announcements & Housekeeping

Councillor Baines welcomed everyone to the meeting and went through the fire safety evacuation procedures for the building.

454/22 To receive Apologies and approval of reasons given

Apologies for absence were received from Councillor Pafford who was attending a Melksham Oak School Governor Meeting as the parish council representative and Councillor Patacchiola due to work commitments. It was acknowledged that the meeting date had recently been brought forward.

Resolved: To note and accept the reasons for absence

455/22 a) To receive Declarations of Interest

There were no declarations of interest.

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

There were no dispensation requests.

456/22 Public Participation

5 members of public were in attendance, including 1 via Zoom, wishing to speak to various items on the agenda, therefore, Standing Orders were suspended.

Councillor Peter Richardson spoke in his capacity as Chair of Community Action Whitley & Shaw (CAWS) and was in attendance to discuss their request for speed reduction measures in Shaw and Whitley. He was accompanied by Kirsty Jamieson, the Shaw & Whitley Community Speed

Watch Co-ordinator. The request was for a number of measures, given concerns of speeding along the A365, which was used by children to access Shaw School, particularly those from George Ward Gardens. Community Action Whitley & Shaw (CAWS) sought a reduction in the 40mph speed limit between George Ward Gardens and Shaw traffic lights and the addition of 30mph roundel signs painted on the highway on both Corsham Road, Whitley and Shaw Hill.

A resident of Westlands Lane, Beanacre was in attendance to voice their concerns at speeding over the railway bridge on Westlands Lane requesting the 30mph speed limit on Westlands from the A350 be extended to the bridge or rumble strips be installed instead, if this was not possible, following a recent accident on Westlands Lane. No barriers had been provided either side of the bridge to stop vehicles going over. The road had recently been tarmacked, which unfortunately had created a ridge at the edge of the road, which was making it easy for tyres to get caught in and causing pedestrians to be further out in the road to avoid. Drivers negotiating the bridge were unaware of the potential for pedestrians to be in the road. The slow sign painted on the surface had been tarmacked over during these works and needed to be reinstated.

Mark Blackham, Chair of Bowerhill Residents Action Group (BRAG) was in attendance with a resident of Martlet Close concerned at the removal of vegetation by the former developer some time ago, including some trees, on the eastern side of Falcon Way which had left the area looking unsightly. They sought support of the Parish Council in trying to find a solution to get the area maintained more appropriately.

Standing Orders were reinstated.

Councillor Baines asked if Members were happy to move the various agenda items further up the agenda for discussion, which Members agreed.

457/22 To note Minutes of last Highways & Street Scene Committee meeting held on 16 January 2023 and updates on actions taken.

Members noted the minutes of the last Highways & Streetscene meeting held on 16 January and the actions taken by officers.

a) Highway Funding (Min 353/22). To note updates (if received) following a request to Wiltshire Council for the £200,000 Section 106 Highway contribution from planning application PL/2022/02749 for 144 dwellings on Semington Road be spent on various highway projects in the vicinity of Berryfield.

The Clerk informed the meeting there had been no update other than the Wiltshire Council highway officers had taken into account and were actively planning for this.

b) Pathfinder Way (Min 355(b)). To note response from the Senior Highway Engineer to request for 'No Right Turn' signage off of Pathfinder Way.

Members noted the response from the Senior Highway Engineer to the Council's request for no right turn signage to be installed off Pathfinder Way, who had stated at present the estate roads were unadopted as public highway, therefore the Local Highway & Improvement Group (LHFIG) could not intervene, however, he had expressed doubt such a proposal would work.

It had previously been highlighted to Wiltshire Council there was an inconsistency with the road signage along Pathfinder Way, following a recent change in the speed limit and whilst it was understood the signage to be installed by Wiltshire Council had been done, there was still some outstanding signage to be installed by Taylor Wimpey as part of the Pathfinder Place development.

It was noted the 30mph sign coming down Pathfinder Way on the left-hand side was still in-situ, having been rotated 180 degrees facing traffic coming from Bowerhill which meant it was a repeater sign and therefore, difficult for any enforcement. It was noted the turn left arrow was still visible on Bowerhill roundabout.

The Clerk explained she had raised this issue recently with the local Highways team.

Members noted that there was a later agenda item to support the request of Wiltshire Councillor Holder for double yellow lines on the entrance to Newall Road and Maitland Place, however, it was suggested the double yellow lines needed to be installed along the whole length of Pathfinder Way and included on the double yellow line request to Wiltshire Council.

c) Bowerhill School/Village Hall (Min 355(b)/22). To note any update following meeting between Wiltshire Councillor Nick Holder, Bowerhill Village Hall and the Headteacher of Bowerhill Primary School regarding improvement to access to the grounds for parking and drop off and consider any recommendations coming from that meeting.

Correspondence had been received from Councillor Nick Holder explaining whilst the Principal of Bowerhill Primary School had come up with a solution to the issue, it was much more complicated than an issue for the Local Highway &

Footpath Group (LHFIG) to consider and required discussions with officers at County Hall due to the costs involved.

Councillor Harris explained he had attended the meeting but was unable to provide an update at this time.

d) Redstocks Road Condition (Min 356(c)/22): To note road surface works undertaken on 8 & 9 February.

Members noted following concerns from residents of Redstocks at the condition of the road surface, the road surface co-incidentally had been repaired within a week or two of being discussed by the parish council, with residents of Redstocks thanking the parish council for their support nonetheless.

e) Speed Indicator Devices and change to threshold levels (Min 356(e)/22): To note update and reinstatement of Speed Indicator Device schedule.

Councillor Baines explained whilst the trigger levels of the new Speed Indicator Device (SID) had successfully been changed in line with Wiltshire Council's policy, unfortunately given the design of the older device, this was not possible as there were not options for different increments and therefore would operate at the lower trigger speed of 30mph.

The Clerk wished to pass on the thanks to the Town Council Amenities Team for assisting with this.

458/22 Local Highways & Footpath Improvement Group (LHFIG) (formerly Community Area Transport Group – CATG)

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

Members noted the minutes and action log of the Local Highways & Footpath Improvement Group (LHFIG) meeting held on 2 February 2023.

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

i) LHFIG Issue 9-22-19 – To alter stagger barriers between Corsham Road and Eden Grove, Whitley – to approve project to move forward following site visit by Engineer and approve funding share £375

It was noted that following a site inspection the safety barriers could be removed and replaced to allow more

space for mobility scooters and pushchairs. However, this would also make life easier for cyclists (which are not permitted to ride here) and slightly increase the risk of a child running out into the road.

Councillor Chivers informed the meeting he had raised this as an issue having been approached by a couple of residents who used mobility scooters. However, for various reasons he was aware that their specific requirement for the barriers to be changed no longer existed.

Recommendation: Not to progress this issue, but revisit if the issue arises again.

ii) **LHFIG Issue 9-22-22 – Request to replace louvre shuttering on approach to signals, Corsham Road, Whitley – to approve funding share £375**

Councillor Chivers highlighted the positioning of the shutters often meant HGV drivers could not see lights very clearly.

It was noted the shuttering was positioned mainly for cars to see clearly.

Recommendation: To approve the £375 costs to install shutters on Corsham Road, Whitley traffic lights.

iii) **On Street Parking Reviews: LHFIG Item 6b - To consider submitting any new requests for next financial year**

Councillor Baines expressed frustration Wiltshire Council had moved the goal posts again with regard to the process for councils to submit double yellow line requests, with several of the parish council requests having been submitted to Wiltshire Council several years ago.

Councillor Baines informed the meeting councils now had to submit requests only once a year to the Local Highways & Footways Improvement Group (LHFIG) for consideration at their first meeting in the financial year. At a previous meeting, it had been agreed any traffic orders covering several parishes in the same area, which included Melksham Town Council in this council's case, be covered by one traffic order, to save on the legal costs associated with a traffic order. Unfortunately, Melksham Town Council had yet to produce their list for consideration which had resulted in a considerable delay

in requests going forward.

Councillor Baines noted the council's current list of requests for double yellow lines included the following and sought a steer from Members for any further requests:

- Semington Canal Bridge
- Lancaster Road, Bowerhill
- Avro Way, Bowerhill
- Merlin Way, Bowerhill
- Mitchell Drive, Bowerhill
- Westlands Lane, Beanacre (Wessex Water request)

Frustration was expressed at the delay in the requests being moved forward, with a suggestion the parish council try and progress these, without waiting for the Town Council to produce their requests. Councillor Baines highlighted if the parish council were to do this, consideration needed to be given to the legal fees involved for the traffic order of c£3,000. As Chair of the Finance Committee, Councillor Glover stated he would be happy to support the council moving these requests forward and to cover the costs involved. Councillor Baines suggested the council could ask the costs be split 50/50 with the Local Highway & Footpaths Improvement Group (LHFIG), which members supported.

Councillor Baines informed the meeting he had received correspondence from a business on Bowerhill Industrial concerned at the delay in their request for double yellow lines having not been progressed and the impact this was causing to their business. With Councillor Baines responding to the concerns by stating the parish council were just as frustrated with the delay suggesting they contact their local Member at Wiltshire Council – Councillor Nick Holder, Michelle Donelan MP and Councillor Caroline Thomas, Cabinet Member for Transport, Wiltshire Council.

The Clerk raised concern at parking on Westinghouse Way either side of the car park entrance to Bowerhill Sports Field, as it was often quite difficult for people to get out of the car park due to vehicles parking either side of the entrance, making it difficult to see oncoming vehicles.

Recommendation 1:

- a) To ask that the Local Highway and Footpaths Improvement Group (LHFIG) progress this council's requests as soon as possible without having to wait for Melksham Town Council to submit their requests.

b) To be prepared to contribute up to 50% of the c£3,000 legal costs to ensure that this proceeds quickly.

Commented [L1]: Discussed at LHFIG meeting on 9 May 2023. Update provided in draft LHFIG Minutes

Recommendation 2: To forward the following new double yellow line requests to the Local Highways and Footway Improvement Group (LHFIG) for consideration:

- Pathfinder Way (including the entrances to Newall Road, Maitland Place and the proposed school access road)
- Lancaster Road (intermittent double yellow lines to enable passing places and break up the continuous parking; as well as double yellow lines opposite the entrances to the old hangars to enable easy access for HGVs in particular)
- Westinghouse Way either side of the entrance to the Bowerhill Sports Pavilion.

Commented [L2]: Discussed at LHFIG Meeting on 9 May. Update in draft LHFIG Minutes

iv) **LHFIG Issue 9-19-11 - Portal Road, Bowerhill Gateway Signage**

The Clerk explained that the design of this gateway signage had been received on Friday and so it made sense for the committee meeting tonight to have sight and approve it. Councillor Baines noted the costs were within the original estimate provided.

Recommendation: To approve the design of the gateway signage.

459/22 **To consider residents' requests for support by the Parish Council including requests for the Local Highways & Footpath Improvement Group (LHFIG) next meeting on 9 May 2023):**

a) **Land on Falcon Way. To consider a way forward with regard to land ownership and future maintenance**

Following the concerns from residents of Bowerhill at the cutting back of vegetation along parts of Falcon Way by the developer, due to concerns it was causing damage to garden walls, Councillor Baines explained the council had been attempting to install a bus shelter at the bus stop next to Kingfisher Drive and discovered all the land was still in the ownership of the developer and therefore had approached Wiltshire Council to adopt at least the land by the bus stop but preferably all the land along Falcon Way.

However, when Wiltshire Council approached the developer, the developer had suggested the bus stop be removed as well as the bench installed by Bowerhill Residents Action Group

(BRAG) and therefore everyone was at an impasse on this issue and therefore, it was in the hands of the legal department at Wiltshire Council.

The Clerk explained the parish council had requested the original planning application from Wiltshire Council, to ascertain if there were any planning conditions relating to the landscape plan, unfortunately this information was not available, therefore, it was difficult to prove the developers were in contravention of their original planning consent. Unfortunately, it had taken some time to retrieve this information from Wiltshire Council archives as the original plans had been submitted to West Wiltshire District Council previously.

The Clerk explained for the many complaints received at the vegetation being cut down and the subsequent unsightly verges, the council also received requests from residents of the other side of Falcon Way for the vegetation to be cut back, as they were also concerned for their boundary walls.

The Clerk explained she had discussed with Wiltshire Councillor Nick Holder about the possibility of holding a meeting with the developer in order to find a solution and move forward, given previous unhelpful responses from the developer.

Standing Orders were suspended to allow residents of Bowerhill to speak to this item.

The residents explained most of the planting was shrubs rather than trees and suggested most of the damage to the walls were as a result of how they were constructed rather than damage from vegetation. It was also noted the trees had been cut back at the request of residents in order to gain more light into their gardens, without consultation with other residents.

One resident explained having spoken to the developer, he would be happy to discharge this land for a £1 to an organisation to maintain, with the resident enquiring if this was a possibility.

Standing Orders were reinstated.

Members raised concern that whoever took on the verges would be responsible for their upkeep, which came at a cost, not just in maintenance cost but also in legal fees.

It was asked whether the Archive Office at Chippenham held

any records of the original planning application, in order to ascertain if there had been a contravention of any of the planning conditions. The Clerk informed the meeting she was going to the Archive Office shortly and could ask if any information was available. The original planning application had been retrieved from County Hall; it was just that they did not provide the evidence required.

The residents expressed frustration that previously Wiltshire Council had been maintaining the verges, however, this had stopped and were unclear why this was the case.

Councillor Baines explained Wiltshire Council had been asked to continue to maintain the area and take on the land but were currently at an impasse.

Recommendation: To liaise with Wiltshire Councillor Nick Holder, Wiltshire Council including their Legal Team as well as the developer in trying to reach a resolution and to highlight to Wiltshire Council they had previously maintained the land and should therefore continue to do so and subsequently take over the land.

Commented [L3]: Meeting to be arranged

b) Lorry Trailers Parking on Lancaster Road, Bowerhill. To consider correspondence from Sergeant James Twyford

Members noted the correspondence received from Sergeant Twyford stating he had been requested to revisit the issue of lorry trailers parking on Lancaster Road, Bowerhill suggesting several solutions to the problem, including the installation of double yellow lines.

The Clerk highlighted in the correspondence from Sergeant Twyford he had suggested speeding needed to be 'designed out' for a lasting solution, such as chicanes, or width reduction of the road.

It was highlighted if double yellow lines were put in, as suggested, Sergeant Twyford had raised a concern this could result in vehicles using Lancaster Road and others in the vicinity as a race track.

Councillor Harris stated his concern was drivers ignoring legislation and parking trailers on the highway unlit at night and wanted enforcement action but felt the local Police were very reluctant to do this.

Councillor Baines reminded Councillor Harris the parish council had already raised the issue with the Traffic Commissioners office and also highlighted policing numbers

were currently low. However, a potential solution was for a lorry park in the area, which had been requested by the council for several years.

It was noted as discussed earlier in the meeting the provision of intermittent yellow lines on Lancaster Road could help with the parking issue, as well as help stop any potential speeding.

Recommendation: To write back to Sergeant Twyford to say unfortunately the law was being broken and not being enforced. Whilst taking on board the suggestions raised in his correspondence, such as the installation of intermittent double yellow lines there was still an enforcement issue, which the Council would like to see addressed.

Commented [L4]: Sgt Twyford contacted. Response to note in agenda pack.

c) Westlands Lane, Beanacre. To note concerns of speeding on Westlands Lane and consider a request for a reduction in the speed limit. To note correspondence from Senior Traffic Engineer following recent accident on Westlands Lane (railway bridge).

As raised by a resident earlier in the meeting, there was concerns at speeding along the lane, particularly over the bridge.

Councillor Baines noted, due to the proposed temporary closure of a public right of way in Beanacre which would be considered later on on the agenda, this meant pedestrians temporarily being directed on to the lane and therefore it was important some signage was installed to warn drivers of the possibility of pedestrians in the road, particularly as there was no pavement available.

Councillor Baines noted the Parish Council had previously requested an extension of the 30mph speed limit, with the Senior Traffic Engineer recently highlighting speed limits should not be introduced to simply address an isolated hazard such as the bridge.

Councilor Baines informed the meeting the council had previously requested a gateway feature on the Western side of the bridge next to the entrance of the substation, however this was very expensive and the suggestion at the time was that it would not make much of a difference to driver speeds. The parish council had also requested the hedging be cut back in order the 30mph sign could be seen more clearly and this was on the list for the Parish Steward to keep an eye on, on a regular basis.

Recommendation: To ask that the road markings on the

road are reinstated following recent roadworks and submit a request to the Local Highways & Improvement Group (LHFIG) for additional signage warning drivers of pedestrians in the road.

Commented [L5]: Request for road markings submitted to WC via App. Understand these have been done. Signage warning of pedestrians in the road already insitu.

d) Burnt Cottages, Beanacre. To consider a request for “No HGV parking” on the layby outside Burnt Cottages.

Following a request from a resident of Burnt Cottages for the “No HGV parking” sign to be reinstated a response had been received from Highways, stating there was no record of any parking restriction sign being installed, being present or recently removed from the Burnt Cottages slip road. The resident had provided photographic evidence of lorries parking in the layby and blocking access from their properties, which happened regularly with drivers taking a break and visiting the Greggs store/café opposite. Highways had also confirmed that there was no traffic order restricting parking for any vehicles, HGV or otherwise, within the public highway of the slip road. In order to prevent HGVs only, such an order would need to be created and implemented with attendant bespoke signage.

Recommendation: To make a request to the Local Highway & Footpath Improvement Group (LHFIG) for the installation of white lines on the road in the layby outside Burnt Cottages, to deter vehicles blocking their access.

Commented [L6]: Following correspondence from Highway Engineer, noted there are no official dropped kerbs, therefore this action was not progressed to LHFIG.

e) To consider supporting a request from Wiltshire Councillor Nick Holder for double yellow lines on entrances to Maitland Place and Newall Road off Pathfinder Way, Bowerhill.

This request had been discussed earlier in the meeting with a recommendation to include Pathfinder Way which included Maitland Place and Newall Road on the list of double yellow line requests to the Local Highways & Footpath Improvement Group (LHFIG) for consideration.

f) To consider complaint regarding inconsiderate parking outside Bowerhill Primary School.

Correspondence had been received from a resident of Gibson Close concerned at inconsiderate parking in Gibson Close, which was making it difficult for people to get in and out of their driveway.

Councillor Baines noted along Forest Road, some residents had installed wooden stakes with white painting on top in the verge, in order to deter people from parking on them and wondered if this could be a solution to the resident’s concern.

It was unclear who maintained the verge highlighted by the resident.

g) To consider a request from Atworth Parish Council to work with the Parish Council on widening the usable pavement width between Atworth and Shaw.

In discussing this request, Members felt it fell under the remit of the Parish Steward and therefore it was up to Atworth Parish Council to suggest when the Parish Steward was scheduled to visit them that they request this work be undertaken. It was not for the Parish Steward to undertake the work when scheduled to visit the parish, particularly given the other requests received; with priority in the parish particularly given to major roads that were used to access the schools, and for flood prevention.

It was noted there were areas along the A365 in the parish where the pavement needed to be widened.

Recommendation: To not work with Atworth Parish Council in widening the usable pavement width between Atworth and Shaw and to request the Parish Steward widen the path in places along the A365, Shaw.

h) To consider requests from Community Action Whitley & Shaw (CAWS)

Councillor Baines explained earlier in the year, a call for a safer route along the A365 from George Ward Gardens to Shaw had been made by residents of George Ward Gardens, which the Melksham News had picked up on with a request for comment by Wiltshire Council and the parish council. There had previously been a request for a reduction in the speed limit from George Ward Gardens to Shaw. Wiltshire Council responded to say the 40mph speed limit was unlikely to be changed, as it would not meet the necessary criteria.

The parish council had requested a traffic survey, which was undertaken in December 2020; the results showed the 85th percentile of drivers driving at 38.5mph in a 40mph speed limit.

It was noted that if this stretch of road had a 30mph speed limit at the time, the same results would have only just triggered the road qualifying for Community Speedwatch and a Speed Indicator Device (SID). It was highlighted there had been no change in the characteristics of the road, with Councillor Baines noting that since the traffic survey request, Shaw Guest House had closed and therefore there would be less people entering the highway along this stretch of road.

It was also noted a speed review had taken place on 'A' roads in Wiltshire with no change in speed limit along this stretch of road being recommended.

Councillor Baines highlighted this request was similar to one lodged by Michelle Donelan MP for a change in the speed limit in Beanacre from 40mph to 30mph, which had been rejected by the parish council, as it would have resulted in a very long 30mph speed limit, which was detrimental to the observance of speed limits generally, as drivers did not perceive there to be a reason for it and therefore they may not adhere to the speed limit.

Recommendation 1: To not support the request for a change in the 40mph speed limit along the A365 from George Ward Gardens to Shaw traffic lights to 30mph, given the previous response from Wiltshire Council, noting there has been no change in the road characteristics since the last request to warrant a change in the speed limit.

Recommendation 2: To submit a request to the Local Highway & Footpath Improvement Group (LHFIG) for 30mph speed roundels to be painted on the A365 at the following locations:

- Folly Lane, Shaw just before Beltane Place on the crest of the hill (inbound).
- Shaw Hill just after the traffic lights (outbound)
- Corsham Road, Whitley near the entrance to Mavern House and just passed Shaw School).

To ask that the faded 30mph roundel sign on Corsham Road, Whitley (inbound) near Top Lane be repainted.

Commented [L7]: At a later meeting it was agreed to request a review of the speed limit which was submitted to LHFIG and discussed. Information on Speed Limits and WC Policy on 20mph speed limits on the agenda to note.

Commented [L8]: Submitted to LHFIG and not progressed.

Commented [L9]: Request submitted via WC App. An inspection by a Highways Officer found the markings did not meet the criteria to be repainted.

460/22 Proposed A350 Bypass (Standing Item)

a) To note any updates since the last meeting – latest newsletter from M4 to Dorset Coast (National Highways).

Members noted the latest update and that the M4 to Dorset Coast Study had still not been issued.

b) To note correspondence from resident regarding potential A350 bypass East of Melksham

Correspondence had been received from a resident suggesting a new route for the potential A350 bypass which it was noted reiterated a previous route, which had subsequently been ruled out by Wiltshire Council.

461/22 Footpaths

- a) To note Temporary Traffic Regulation Order (TTRO) for Footpath MELW85 (Part) commencing on 24 April (required for 5 days) to enable rail crossing upgrade to allow for safer use**

Members noted the Temporary Traffic Regulation Order related to upgrading of the railway crossing at Beanacre, with the temporary diversion being for residents to use Westlands Lane.

Recommendation: To respond to the Traffic Order requesting there needed to be some form of signage on Westlands Lane warning of the potential for pedestrians in the road, with this signage being made permanent in due course.

Commented [L10]: Signage already in place.

462/22 Road Safety

- a) To note Supplementary Agenda item for Area Board Meeting, 8th March regarding Road Safety Update from Wiltshire Police.**

Members noted the information contained within the Road Safety Update from Wiltshire Police which had been presented at the Area Board meeting on 8 March.

- b) To note recent targeted Police Speed Enforcement in the parish.**

Councillor Baines noted Police Speed Enforcement had taken place elsewhere in the parish, other than Shaw & Whitley, including Woodrow Road. However more enforcement was required here at rush hour both in the morning and evening, as well as weekends. Enforcement had also taken place in Beanacre with a requesting already being made that enforcement needed to take place outside Melksham Oak School.

Meeting closed at 10.07pm

Signed.....

Chair, 27 March 2023

Lorraine McRandle

From: James Twyford <james.twyford@wiltshire.police.uk>
Sent: 04 April 2023 07:59
To: Lorraine McRandle
Cc: Holder, Nick; Teresa Strange
Subject: RE: Lancaster Road - Lorry Trailers

Morning,

I don't think that's an unfair assessment. It's a Summary-only Road Traffic offence, with minimal threat / harm / risk attached to it, so it has been buried somewhat under our riskier areas of work. As per my original emails I've asked the team to pay attention to this when their commitments allow.

So long as you're realistic about how much time can be dedicated and how long it will have an impact, we'll do what we can.

From: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Sent: 31 March 2023 14:06
To: James Twyford <james.twyford@wiltshire.police.uk>
Cc: Holder, Nick <Nick.Holder@wiltshire.gov.uk>; Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: FW: Lancaster Road - Lorry Trailers

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

Hi James

Following your email to Teresa regarding HGV trailers parking on Lancaster Road, which was considered at a Highways & Streetscene meeting on Monday, 20 March, with recommendations being approved at a Full Council meeting on 27 March.

At the meeting Members noted your correspondence and felt unfortunately, the law is being broken and not being enforced. Whilst taking on board the suggestions raised in your correspondence, such as the installation of intermittent double yellow lines there is still an enforcement issue, which the council would like to see addressed.

This Council in 2020 submitted a request to Wiltshire Council for the installation of double yellow lines. Unfortunately, there has been a delay in requests being progressed for various reasons, but hopefully they will be looked at by Wiltshire Council shortly.

Requests for double yellow lines are now dealt with by the Local Highway and Footpath Improvement Group and at the meeting it was agreed to reiterate our previous request and seek intermittent double yellow lines along Lancaster Road, which hopefully will help with the parking issues as well as stop potential speeding.

Best Regards

Lorraine

Lorraine McRandle

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
	Melksham LHFIG – Agenda for meeting to be held on-line on Tuesday 9th May at 16:30 hrs			
1.	Attendees and apologies			
		<p>Attendees:</p> <p>Cllr Jonathon Seed Cllr Jon Hubbard Cllr Mike Sankey Alan Baines – Melksham Without Parish Council Colin Wade – Semington Parish Council Malcolm Jones – Steeple Ashton Parish Council Sarah Dow – Clerk to Keevil Parish Council Mark Stansby – Snr Traffic Engineer</p>	Area Board to note.	AB
		<p>Apologies:</p> <p>Cllr Nick Holder Cllr Phil Alford Pat Tucker – Keevil Parish Council Georgina Berry – Clerk to Broughton Gifford Parish Council Colin Goodhind – Melksham Town Council Andy Cadwallader – Area Highway Engineer</p>		

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
2.	Notes of last meeting			
		The notes of the previous LHFIG meeting held on 2 nd February 2023 were presented to the Area Board on 8 th March, passing all recommendations.	LHFIG to note.	All
3.	Financial Position			
		<p>The balance for 2022/23, less previous commitments, stands at £51,574.46 (see Appendix 1).</p> <p>£24,338.00 has been allocated for expenditure during 2023/24, the same amount as the previous year.</p> <p>The opening balance for 2023/24, less previous commitments and underspend from last year, stands provisionally at £44,499.57 (see Appendix 2).</p> <p>Funds which have not been committed at the end of this financial year are likely to be moved into the Substantive Highway Schemes fund. To ensure that the fund available is spent within this community area, the group might wish to consider reducing the current level of contribution paid by the local Councils? Typically, Melksham Town and Melksham Without contribute 50% and the other Parishes 25%.</p> <p>Cllr Seed confirmed that there is flexibility with the financial arrangement and contributions will be considered on a case by case basis.</p>	Area Board to note	AB

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
4.	Priority schemes			
a)	6055 – Broughton Gifford - Gateways and Traffic Management measures.	Our outgoing contractor was unable to source the bollards in time to complete this work. A new order has been issued to Milestone and they are awaiting delivery. Remedial work to the road markings will be undertaken early summer.	Area Board to note	AB
b)	A365 Shaw Bath Road Footway improvements – funded by Section 106 monies from George Ward Gardens development.	There are numerous schemes across the County requiring construction during school holiday periods. Unfortunately construction for this site is provisionally booked for the half term period during February 2024. It will be brought forward should other schemes be postponed. The Town Council are yet to confirm their contribution of £1,500.	Town Council to confirm their contribution	Town Council
c)	Issue 9-20-9 – Melksham Sandridge Road – request to improve footway link to Maple Close	The legal process to dedicate the land is ongoing but the dispute over land ownership has now been resolved. The legal process must be completed ahead of any work on the ground. Design work continues and construction has been provisionally booked to commence on 2 nd January 2024.	Area Board to note	AB
d)	Active Travel Scheme - Farmers Roundabout – signing to promote use of shared use cycle route to and from Holt Road and town bridge.	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.	Awaiting update from Town Council	Town Council

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		Town Council are still to submit a list of locations for improvements.		
e)	Melksham Dunch Lane – funded by Section 106 monies from George Ward Gardens development	<p>Consultation on full closure over rail bridge or one way operation from east to west and new parking controls to be carried out by the Town Council.</p> <p>Town Council to undertake consultation in the New Year (2023).</p>	Awaiting update from Town Council	Town Council
f)	Issue 9-22-1 – Melksham Footway linking Hazelwood Road & St Michaels Road – Request for lighting	<p>Issue submitted by Cllr Hubbard and Melksham Town Council.</p> <p>The work has been completed at a cost of £3,673.23, an underspend of £326.77 against the estimated figure.</p> <p>Town Council contribution agreed as 50% of actual spend – a sum of £1,836.61.</p>	Highways to issue invoice	Highways
g)	Issue 9-22-5 – Melksham Spa Road – safety concerns at access to & from Wharf Court	<p>Issue submitted by Melksham Town Council</p> <p>2 x SLOW markings and reinstatement of the give way line across the entrance to Wharf Court has been completed on budget.</p>	To recommend to the Area Board that this Issue is closed.	Cllr Seed
h)	Issue 9-22-10 – Berryfield Semington Road – request to install 2 bus shelters	<p>Issue submitted by Melksham Without Parish Council</p> <p>There is a Section 106 fund of £20,662 to provide 2 x shelters with seating, high access kerbs with RTI facility (or to be ready for RTI installation).</p>	Area Board to note	AB

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		An engineer has recently been assigned to commence the design work and construction has been pencilled in for the first week of September.		
i)	Issue 9-22-12 – Bowerhill Halifax Road – request for drop kerbs to link Brampton Court with Sunderland Close	<p>Issue submitted by Melksham Without Parish Council</p> <p>A gap in the construction programme has enabled this project to be done as a “walk and build” scheme with construction now completed.</p> <p>Costs expected to be around £3,500 as quoted, although the bill has not yet been received.</p>	Area Board to note	AB
j)	Issue 9-22-16 – Berryfield – request for direction signs to new village hall	<p>Issue submitted by Melksham Without Parish Council</p> <p>Signs have been installed at a cost of £441.36.</p>	To recommend to the Area Board that this Issue is closed.	Cllr Seed
k)	Issue 9-22-17 – Melksham Without (various roads) – request for Parking Control Measures	<p>Issue Submitted by Melksham Without Parish Council</p> <p>Request for a Parking Review at the following locations:</p> <ul style="list-style-type: none"> • Semington Canal Bridge • Lancaster Road Bowerhill • Avro Way Bowerhill • Merlin Way Bowerhill • 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>Highways to undertake the review.</p> <p>Semington Parish to forward a list of sites to be considered.</p>	<p>Highways</p> <p>Semington Parish Council</p>

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		<p>Issues affecting Semington Parish will therefore need to be considered in tandem with this review.</p> <p>Melksham Town Council have now forwarded their list for consideration under the same legal Order.</p>		
l)	Issue 9-19-11 – Bowerhill Portal Road – Request for Bowerhill nameplate and white gates	<p>Issue submitted by Melksham Without Parish Council</p> <p>The Parish have agreed the design (see Appendix 3) and the Construction Pack is being prepared for issue. Costs are unlikely to rise above the £3,000 estimate.</p>	Highways to complete works order and issue construction pack.	Highways
m)	Issue 9-22-2 – Melksham The Crays – request for drop kerbs	<p>Issue submitted by Melksham Town Council</p> <p>A gap in the construction programme has enabled this project to be done as a “walk and build” scheme with construction now completed.</p> <p>Costs expected to be around £2,500 as quoted, although the final bill has not yet been received.</p>	Area Board to note	AB
n)	Issue 9-22-6 – Melksham Sandridge Road junction with Snarlton Lane – request for signs to direct drivers to Snarlton Farm	<p>Issue submitted by Melksham Town Council</p> <p>The signs have been installed at a cost of £623.26. This is an underspend of £326.74 against the estimate of £950.</p> <p>Town Council contribution agreed as 50% of actual spend – a sum of £311.63.</p>	Highways to issue invoice	Highways

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
o)	Issue 9-22-13 – Bowerhill DeHavilland Place and Dowding Way – Request for footway extensions and drop kerbs	<p>Issue submitted by Melksham Without Parish Council</p> <p>A gap in the construction programme has enabled this project to be done as a “walk and build” scheme with construction now completed.</p> <p>Costs expected to be around £2,500 as quoted, although the bill has not yet been received.</p>	Area Board to note	AB
p)	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>A suitable site for a gateway feature was identified and the gateway could include white gates, village nameplates and additional road markings.</p> <p>An engineer has recently been assigned to commence the design and proposals and an estimate should be available in time for the next meeting.</p>	Area Board to note	AB
q)	Issue 9-22-19 – Whitley, Corsham Road – request to alter staggered barriers on alleyway between Corsham Road and Eden Grove.	<p>Issue submitted by Melksham Without Parish Council</p> <p>The Parish have informed Officers that this item is no longer a community concern and have asked that the issue be closed.</p>	To recommend to the Area Board that this Issue is closed.	Cllr Seed
r)	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>Concerns footpath Right of Way, KEEV27 which provides access to the recreation ground. Access to be maintained for community event on 17 June.</p>	Area Board to note	AB

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		<p>Rights of Way to oversee resurfacing work complete with wooden edgings over a 60 metre length. Arrangements are in hand with the work likely to take place either late May or early June.</p> <p>Highways to remove and replace the safety barrier (with a smaller version, provide a suitable drop kerb and a new hard standing. This work is to commence on 26 June and should be completed within 4 days..</p>		
s)	Issue 9-22-22 – Shaw Corsham Road – request to reinstate louvre shuttering on approach to signals	<p>Issue submitted by Melksham Without Parish Council</p> <p>Louvres were omitted on the new signal heads when the traffic lights were replaced in 2020.</p> <p>Highways to place an Order for new Louvres when staff resources become available.</p>	Highways to order work	Highways
t)	Issue 9-23-2 – Great Hinton – request to replace a wooden stile with a Kissing Gate to create better access to a number of local Footpaths	<p>Issue submitted by Great Hinton Parish Council</p> <p>The new gate is to be organised by the ROW team and they have indicated that this will be installed by the end of May.</p>	Area Board to note	AB
5.	New Requests and ongoing Issues			
a)	Issue 9-19-9 – Bowerhill Falcon Way – Request for Bus Shelter near Kingfisher Drive for southbound travel.	The Parish propose to install a 3 bay shelter measuring 3.06 m x 1.3m which will be RTI compatible. This will require a base (3.5m x 1.5m) complete with electrical ducting and connecting chamber.	To recommend to the Area Board that this Issue be closed.	Cllr Seed

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		<p>A ball park estimate to construct the base and install the electrical items should be in the region of £3,000 to £3,500, with legal fees of around £1,500.</p> <p>Highways unable to proceed until the land dedication issue has been resolved.</p> <p>Parish Council reported no further movement on the land issue which is delaying this project. Agreement was reached to close this issue until the dispute has been resolved.</p>		
b)	Issue 9-22-15 – Melksham junction of Church Street and High Street and Lowbourne – request for audible warning at signal controlled crossing points	<p>Issue submitted by Melksham Town Council</p> <p>Highways commissioned their Traffic Signal Consultants (Atkins) to investigate this matter.</p> <p>Town Council were content with the previous response on the disablement of the audible warnings, but asked why the crossing by Costa had the audible warning enabled?</p> <p>Latest update from Atkins reads:</p> <p>The “Costa” crossing beepers are audible at the junction but are very quiet. Usually we would say switch them off to be on the safe side but considering the issues identified by the visually impaired pedestrian (which are quite significant and not easily resolved by other means i.e. second push button) we are going to propose a second site visit with Telent (the signal engineers) to turn the beepers down at the crossing and switch on the beepers at the junction (at their lowest level) and review if the beepers can be heard between the two sites. If they can’t be heard, then we will</p>	Area Board to note.	AB

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		<p>leave the crossing ones on and switch the junction ones on too, which would be a great benefit to the resident. If the beepers can be heard at the lowest setting then we will likely switch the crossing ones off and leave the junction ones off too.</p> <p>We will programme in a visit with Telent and provide more feedback when completed. Sorry this isn't a more definite answer. The crossing ones have been left on for now as they are only just audible and the risk of confusion is low especially for those familiar with the sites.</p> <p>The group were encouraged by this report and await the final conclusion.</p>		
c)	Issue 9-22-21 – Melksham Snarlton Lane, Crossing point from Nightingale Close – request for coloured road surface due to safety concerns	<p>Issue submitted by Cllr Sankey and Melksham Town Council</p> <p>View of the crossing is often restricted due to vegetation. A warning sign was previously funded through the CATG / LHFIFG process.</p> <p>It was noted during discussions that the hedgerow is protected by a preservation order and removal is not an option. The hedge will receive a flail cut as part of the routine maintenance programme.</p> <p>There has been no recorded personal injury collisions at the crossing point in the most recent 6 year period to June 2022.</p> <p>It was agreed at the last LHFIFG meeting that a site meeting be arranged, to coincide with a school journey time, to agree potential improvements and to determine costs.</p>	Highways to prepare costing of coloured High Friction Surface.	Highways

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		Cllr Sankey felt that a further meeting was unnecessary and asked Highways to prepare costings for the next meeting.		
d)	Issue 9-23-3 – Beanacre Westlands Lane – request to prohibit parking at the access to the new water pumping station.	<p>New 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>It was agreed to include this as part of the Parking Review.</p>	To recommend to the Area Board that this Issue be added to the Priority Schemes list.	Cllr Seed
e)	Issue 9-23-4 – Bus Gate at Semington Road – request for Camera Enforcement.	<p>New Issue submitted by Semington Parish Council</p> <p>Concerns about the number of vehicles travelling illegally through the bus gate.</p> <p>Wiltshire Council has a camera available and the Parish would like this installed to enforce the gate. Semington have liased with Melksham Without who are also supportive of this proposal.</p> <p>Semington Parish has offered to match fund with the LHFIFG up to £1,500 to install the camera, although the costs have not yet been explored. It was suggested that there might be some s106 funds available, which were not used to refurbish the crossing on Western Way?</p> <p>Following a lengthy discussion, it was agreed that all options for the gate should be considered, such as the possibility of moving the gate, refurbishment of existing etc, prior to the camera being installed. Cllr Seed to ensure that the camera is set aside for installation in due course.</p>	To recommend to the Area Board that this Issue be added to the Priority Schemes list.	Cllr Seed

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		<p>Post-meeting update:</p> <p>Cllr Seed has written to the Cabinet Member and Corporate Director questioning why the ANPR installation and bus gate repair should draw on local funding when all income from ANPR fines of transgressors goes to Wiltshire Council Parking Services Department.</p>		
f)	Issue 9-23-5 – Bowerhill various sites – request for Parking Review	<p>New 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>It was agreed that these be added to the Parking Review.</p>	To recommend to the Area Board to add this Issue to the Priority Schemes list	Cllr Seed
g)	Issue 9-23-6 – A365 Bath Road / Shaw Hill and B3353 Corsham Road – speeding concerns	<p>New Issue submitted by Melksham Without Parish Council</p> <p>Request for a speed limit review along the 40 mph section of Bath Road and request for 30 mph roundels to be painted on Shaw Hill and Corsham Road.</p> <p>Speed limit reviews are charged at £2,900.</p> <p>Highways reported that the criteria for setting 30 mph speed limits has not changed since the route was last reviewed, and given that there has been no material change in terms of property development, it is unlikely that a review will recommend any changes. The group were unwilling to take this request forward.</p>	To recommend to the Area Board that this Issue be closed.	Cllr Seed

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		With regard to painting 30 mph roundels within street lit areas, the same rules apply as per repeater signs, in that the regulations prohibit their use. Further information about this can be found within Chapter 3 of the Traffic Signs Manual, which is available to download at no cost from Gov.uk.		
h)	Issue 9-23-7 – Melksham various roads – request for Parking Review	<p>New 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 3. Cranesbill Road – issue at school times 4. Skylark – no details submitted. <p>It was agreed that these be added to the Parking Review.</p>	To recommend to the Area Board to add this Issue to the Priority Schemes list	Cllr Seed
i)	Issue 9-23-8 – Melksham Bank Street – request for railings and / or other measures to improve safety	<p>New Issue submitted to Melksham Town Council</p> <p>The unprotected high pavement offers a risk of falling, particularly for those who are visually impaired.</p> <p>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 at the next meeting.</p>	Highways to search for previous notes and circulate.	Highways

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
6.	Other items			
a)	Pavement and Footway Improvement Schemes (pre-LHFIG)	<p>There was no footway patching carried out in 2022, therefore the work at Philips Close remains outstanding.</p> <p>The Ebenezer Chapel footway between Union Street and King George V playing field is with the major maintenance team as a project awaiting funding. It is inspected regularly to ensure it complies with the Council's inspection manual.</p> <p>Here is the list of sites submitted for footway funding in 2023/24:</p> <p>Footway reconstruction.</p> <ul style="list-style-type: none"> • Corfe Road, Melksham • Sherwood Avenue, Melksham 29 – 55 on both sides of road • Rope Walk, Melksham adjacent to No9 • Corsham Road, Whitley north of Middle Lane to Top Lane • Berryfield Close, Melksham at the rear of 1 – 7 <p>Footway Slurry sites</p> <ul style="list-style-type: none"> • Ashley Close, Whitley • Tower Road, Melksham including cul-de-sac off Blackmore Road • Sherwood Avenue/Savernake Avenue, Melksham • Wellington Drive, Bowerhill • Birch Grove, Bowerhill • Elm Close, Bowerhill • Blackmore Road Cul-de-sacs, Melksham 	Area Board to note	AB

Melksham Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
		<p>Update from Area Highway Engineer (post meeting):</p> <p>The Ebenezer Chapel footway remains with the major maintenance team. The area office continue to monitor its condition as part of the council's highway inspection program. Funding for footway reconstruction has been agreed for the following sites:</p> <p>Corfe Road Melksham - £34,750.47 Sherwood Avenue Melksham - £25,173.73</p> <p>No update available for the Footway Slurry Sites.</p>		
b)	Deadline for submitting LHFIG Requests	<p>All requests are to be submitted two weeks prior to a meeting taking place. Requests received after the deadline will be held until the following meeting.</p> <p>Requests to be sent to LHFIGrequests@wiltshire.gov.uk</p> <p>The deadline for our next meeting is 13th July 2023</p>	All to note	All
7.	<p>Dates of future meetings:</p> <p>27th July, 2nd November and 8th February 2024.</p> <p>Meetings to commence at 16:30 hrs and will be held on-line until further notice.</p>			

Melksham Local Highways & Footway Improvement Group

Melksham Local Highways & Footway Improvement Group

Highways Traffic Officer – Mark Stansby

Area Highway Engineer – Andy Cadwallader

1. Environmental & Community Implications

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

2. Financial Implications

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

2.2. If funding is allocated in line with LHFIG recommendations outlined in this report, and all relevant 3rd party contributions are confirmed, Melksham Area Board will have a remaining Highways funding balance of **£44,172.81**

3. Legal Implications

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

4. HR Implications

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

5. Equality and Inclusion Implications

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

6. Safeguarding implications

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

7. Recommendations to Melksham Area Board

7.1 To close the following Issues:

9-22-5 Melksham Wharf Court, 9-22-16 Berryfield Village Hall Signs, 9-22-19 Whitely Corsham Road footway barrier, 9-19-9 Bowerhill Falcon Way Bus stop & 9-23-6 A365 Bath Road / Shaw Hill

Melksham Local Highways & Footway Improvement Group

7.2 To add the following Issues (without funding) to the Priority Schemes List:

9-23-3 Beanacre Westlands Lane Parking Review, 9-23-4 Semington Road Bus Gate, 9-23-5 Bowerhill Parking Review (various roads)
& 9-23-7 Melksham Parking Review (various roads)

Melksham LHFIG expenditure 2022 / 23 as of 26/04/23

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

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

Budget £55,807.31

Projected Spend £9,323.50

Balance £46,483.81

Plus Contributions (details below) £5,090.65

Current Balance £51,574.46

Contributions

Melksham Cycleway Signing	£1,965.65	Section 106 Fund
Semington Littlemarsh markings	£250.00	Semington Parish Council – invoice issued
Melksham Hazelwood Rd Lighting	£2,000.00	Melksham Town Council – final contribution to be agreed at LHFIG
Steeple Ashton markings and post	£400.00	Steeple Ashton Parish Council – invoice issued
Melksham Snarlton Farm signs	£475.00	Melksham Town Council – final contribution to be agreed at LHFIG
Total	£5,090.65	

Melksham LHFIG expenditure 2023 / 24 as of 26/04/23

Budget £24,338 + £51,574.46 (provisional) c/fwd = £75,912.46

Scheme	Estimate	LHFIG Commitment	Expenditure	Projected Spend
Broughton Gifford Traffic Calming – bollards	£1060.00	£1060.00	£0,000.00	£1,200.00
A365 Shaw / Dunch Lane Footway improvements	£29,177.93	£1,500.00	£0,000.00	£29,177.93
Melksham Sandridge Rd / Maple Close Footway	£20,000 (ball park)	£10,000.00 (provisional)	£0,000.00	£20,000.00
Bowerhill Halifax Road – drop kerbs	£3,500.00	£1,750.00	£0,000.00	£3,500.00
Bowerhill Portal Road – Village Gateway	£3,000.00	£1,500.00	£0,000.00	£3,000.00
Melksham The Crays – drop kerb	£2,500.00	£1,250.00	£2,388.78 Interim	£2,500.00
Bowerhill Cheshire Close – footway works	£2,500.00	£1,250.00	£0,000.00	£2,500.00
A350 Beanacre – Gateway treatment	£10,000 (Ball Park)	£5,000.00	£0,000.00	£10,000.00
Keevil Martins Road Footpath improvements	£10,650.00	£7,987.50	£0,000.00	£10,650.00
Shaw Corsham Road – Traffic Signal Louvres	£750.00 (ball park)	£375.00	£0,000.00	£750.00
Great Hinton ROW Kissing Gate	£500.00	£500.00	£0,000.00	£500.00
Totals	£83,637.93	£32,172.50	£2,388.78	£83,777.93

Budget £75,912.46 (provisional)

Projected Spend £83,777.93

Balance -£7,865.47

Plus Contributions (details below) £52,365.04

Opening Balance £44,499.57

Contributions

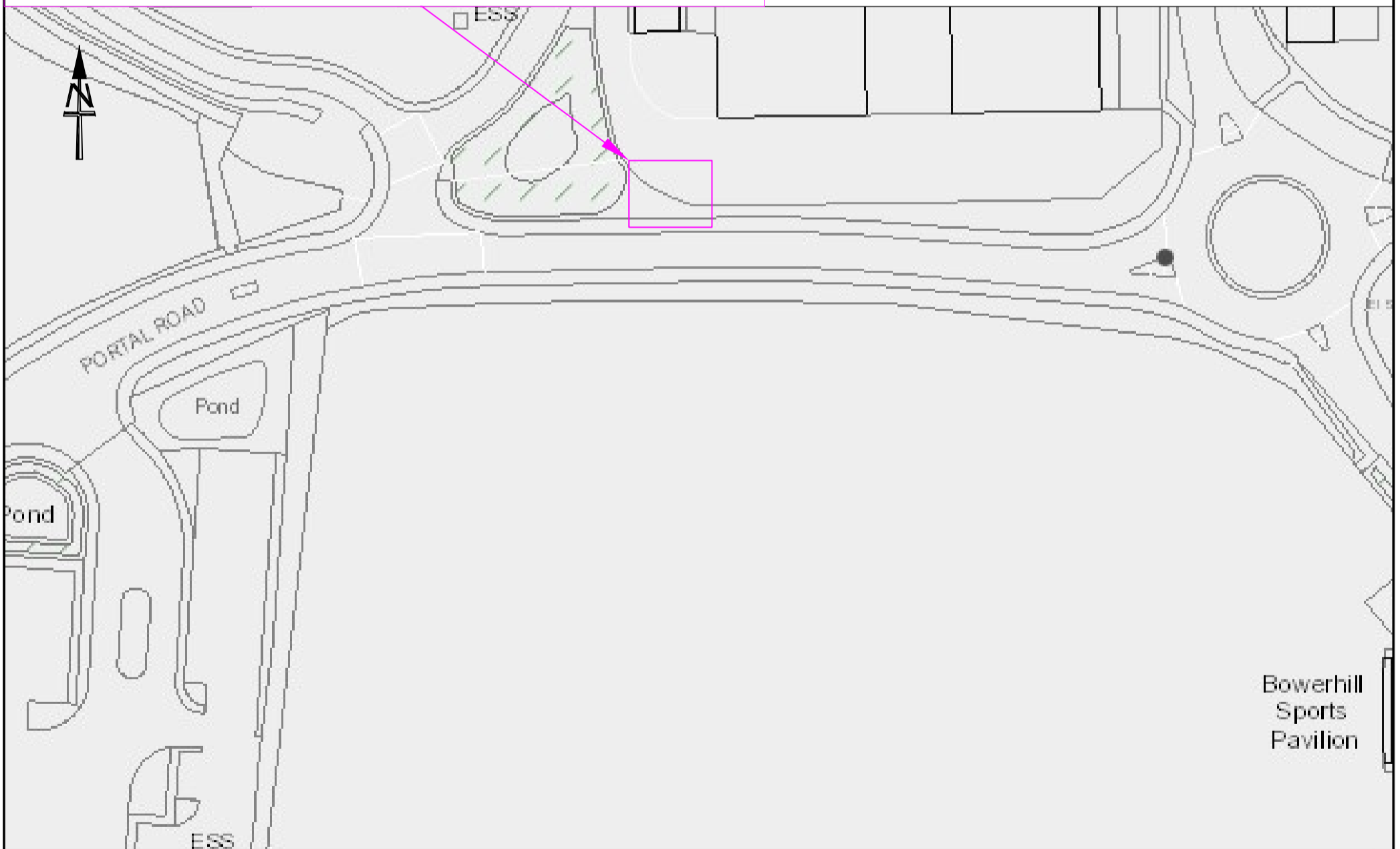
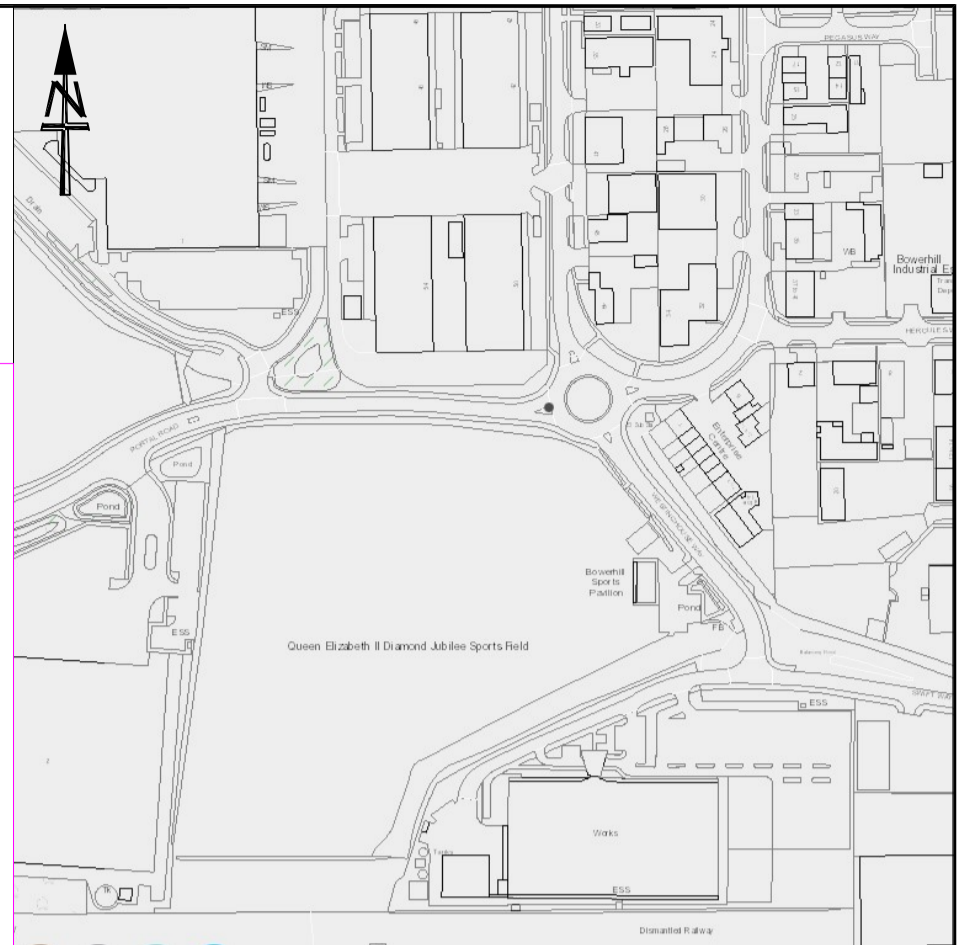
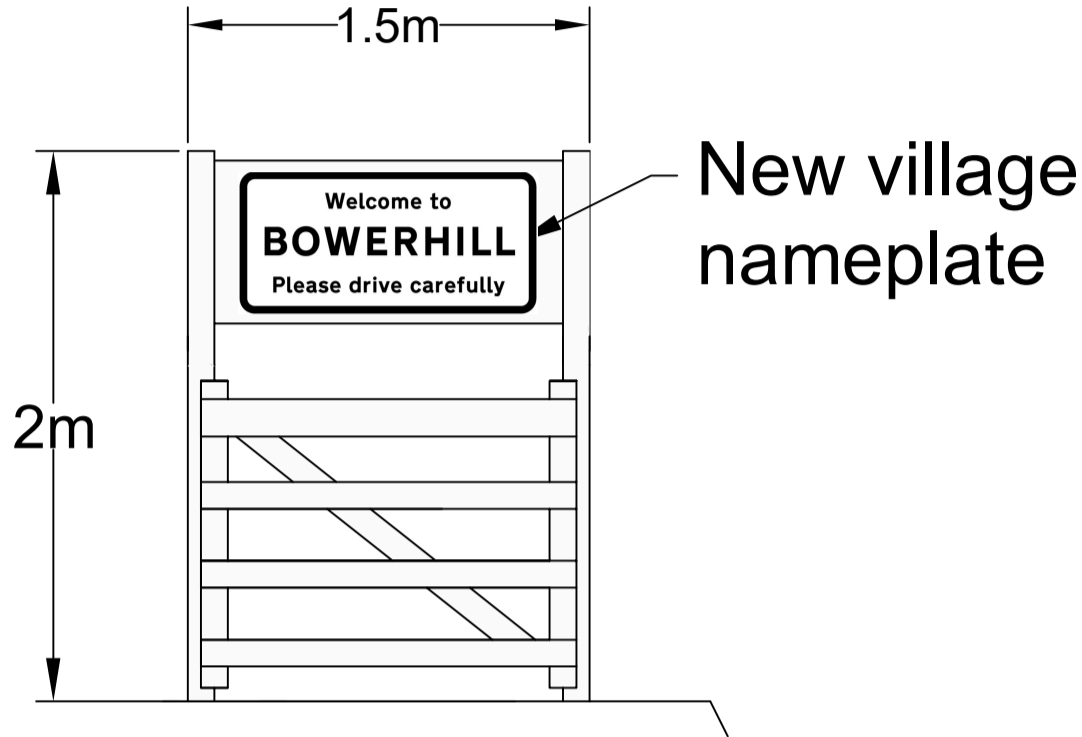
A365 Shaw / Dunch Lane footway	£20,077.54
A365 Shaw / Dunch Lane Footway	£1,500.00
A365 Shaw / Dunch Lane Footway	£7,000.00
Melksham Sandridge Rd footway	£10,000.00
Bowerhill Halifax Road Drop kerbs	£1750.00
Bowerhill Portal Road Gateway	£1,500.00
Melksham The Crays Drop kerb	£1,250.00
Bowerhill Cheshire Close footway	£1,250.00
A350 Beanacre Gateway Treatment	£5,000.00
Keevil Martins Road Footpath	£2662.50
Shaw Corsham Rd Signal Louvres	£375.00
Total	£52,365.04

Section 106 Fund


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

Village Gate Detail

Not to scale



NOTES:



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

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 Wiltshire Council (100049050) 2020

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O	03/23	HPS			ORIGINAL
REV	DATE	DRAWN	CHECK	APPRV	DESCRIPTION
DRAWING PURPOSE:					

PROJECT: BOWERHILL VILLAGE GATE & NAMEPLATE		
DRAWING TITLE: DESIGN PLANS		
SCALES:	NOT TO SCALE	SHEET SIZE: A3
DRAWING No.	2022-153/MELK/HPS/D001	REVISION: 0
FILE REF:	L:\Traffic Engineering\Transport\2022\2022-153 Bowerhill Village Gate & Nameplate\Design	

Lorraine McRandle

Subject: FW: ANPR CAMERA FOR SEMINGTON BUS GATE

From: Seed, Jonathon <Jonathon.Seed@wiltshire.gov.uk>
Sent: 10 May 2023 07:43
To: Thomas, Caroline <Caroline.Thomas@wiltshire.gov.uk>; Khansari, Parvis <Parvis.Khansari@wiltshire.gov.uk>
Cc: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; Peter Smith <pnmssmith@mspnsmith.plus.com>; Colin Wade <wcolin32@gmail.com>; Stansby, Mark <mark.stansby@wiltshire.gov.uk>
Subject: ANPR CAMERA FOR SEMINGTON BUS GATE

Dear both,

I would like to raise a few issues re the ANPR camera which we are grateful for the Council allocating to Semington Bus Gate.

The Bus Gate has fallen into disrepair and has not been locked for years. It needs repairing and we believe that this should be a Highways responsibility. For info if I were buying a new farm gate of that size for my smallholding the cost would be less than £250.

Outmarsh Farm was granted a bus gate permit and the farm has been split. The owners of the newly split half need the same access as the retained half. How do they obtain one?

The ANPR and Bus Gate issue was discussed at Melksham LHFIFG yesterday and questions were raised re the positioning of the gate (which the Air Ambulance were supposed to move as a condition of their planning permission). Melksham LHFIFG resolved to make the issue a priority issue for a feasibility study re the use, positioning and cost of installation of ANPR camera. However if the funding para below is actioned to the satisfaction of locals then this may not be necessary.

The funding of the ANPR camera was discussed and it has emerged that the income from fines generated by the Camera would be directed to Wiltshire Council Parking Services. If this is the case then surely either the cost of installation of the camera should be paid by that department as part of their admin element or the income from fines paid to whoever pays for the camera until those costs are recovered. In a nutshell it cannot be fair that sparse local funds from either LHFIFG or Parish Councils are used to pay for a system for which all income from fines is retained by Wiltshire Council.

Thoughts? Perhaps we could arrange a brief Teams meeting or telephone call to discuss?

Regards

Jonathon

Jonathon Seed
Wiltshire Councillor for Melksham Without West and Rural
07770774463

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SETTING LOCAL SPEED LIMITS

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1. Introduction
 2. Background and objectives of the Circular
 3. The underlying principles of local speed limits
 4. The legislative framework
 5. The Speed Limit Appraisal Tool
 6. Urban speed management
 - 6.1. 20 mph speed limits and zones
 - 6.2. Traffic calming measures
 - 6.3. 40 and 50 mph speed limits
 7. Rural speed management
 - 7.1. Dual carriageway rural roads
 - 7.2. Single carriageway rural roads
 - 7.3. Villages
 8. References/Bibliography
- Appendix A Key pieces of speed limit, signing and related legislation and regulations

January 2013

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SECTION 1: INTRODUCTION

Key points

Speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed.

Traffic authorities set local speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit.

This guidance is to be used for setting all local speed limits on single and dual carriageway roads in both urban and rural areas.

This guidance should also be used as the basis for assessments of local speed limits, for developing route management strategies and for developing the speed management strategies which can be included in Local Transport Plans.

Traffic authorities are asked to keep their speed limits under review with changing circumstances, and to consider the introduction of more 20 mph limits and zones, over time, in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists, using the criteria in Section 6.

1. The Department for Transport has a vision for a transport system that is an engine for economic growth, but one that is also more sustainable, safer, and improves quality of life in our communities.
2. It is clear how setting appropriate speed limits with the aim of achieving safe and appropriate driving speeds can play an important role in supporting this vision. This guidance sets out the framework that traffic authorities should follow when setting and reviewing local speed limits.
3. Roads should be designed so that mistakes made by road users do not result in death or serious injury. Effective speed management is part of creating a safe road environment which is fit for purpose. It involves many components designed to work together to require, encourage and help road users to adopt appropriate and safe speeds below the speed limit. As well as being the legal limit, speed limits are a key source of information to road users, particularly as an indicator of the nature and risks posed by that road both to themselves and to all other road users. Speed limits should, therefore, be evidence-led and self-explaining, and seek to reinforce people's assessment of what is a safe speed to travel and encourage self-compliance. They should be seen by drivers as the maximum speed rather than as a target speed at which to drive

irrespective of conditions. It is often not appropriate or safe to drive at the maximum speed limit.

4. The overall speed limit framework, including the setting of national limits for different road types, and which exceptions to these general limits can be applied, is the responsibility of the government. The three national speed limits are:
 - the 30 mph speed limit on roads with street lighting (sometimes referred to as Restricted Roads)
 - the national speed limit of 60 mph on single carriageway roads
 - the national speed limit of 70 mph on dual carriageways and motorways.

These national limits are not, however, appropriate for all roads. The speed limit regime enables traffic authorities to set local speed limits in situations where local needs and conditions suggest a speed limit which is different from the respective national speed limit.

5. Local speed limits are determined by traffic authorities having regard to guidance issued by the Department for Transport. This guidance applies to England and supersedes that previously contained in DfT Circular 01/2006, which is now cancelled.¹
6. The guidance retains and builds upon many of the underlying principles of DfT Circular 01/2006, but provides additional evidence of the safety and wider benefits of setting appropriate speed limits. It builds on the responses received to the consultation held by the Department in 2012 as well as to an earlier consultation held in 2009.
7. It is aimed primarily at traffic authorities responsible for setting local speed limits, but is also designed to help improve the wider understanding of why and how local speed limits are determined.
8. The guidance is to be used for setting all local speed limits on single and dual carriageway roads in both urban and rural areas. It brings together some of the main features of other published guidance on speed limit related issues, including speed-related road traffic regulation and signing, street lighting, traffic calming, speed limits in villages, and 20 mph speed limits and zones.
9. The guidance should not, however, be used in isolation, but read in conjunction with the more comprehensive advice on these matters set out in the appropriate Traffic Advisory Leaflets and with the relevant

¹ In Wales, *Setting Local Speed Limits in Wales*, Welsh Assembly Government Circular No: 24/2009, issued by the Welsh Assembly Government in October 2009, is in use and in Scotland, *Setting Local Speed Limits: Guidance for Local Authorities*: ETLCD Circular 1/2006 applies.

legislation, including the Traffic Signs Regulations and General Directions 2002 (TSRGD 2002)².

10. This guidance introduces, in section 5, the Speed Limit Appraisal Tool, a web-based tool available at <https://www.gov.uk/government/publications/speed-limit-appraisal-tool>. It has been designed to help local authorities assess the full costs and benefits of any proposed schemes and make robust, evidence-based decisions about which limits they put in place.

Priorities for action

11. The guidance in this Circular should be used as the basis for:
- assessments of local speed limits;
 - developing route management strategies; and
 - developing speed management strategies.
12. Traffic authorities are asked to:
- **keep their speed limits under review** with changing circumstances;
 - consider the **introduction of more 20 mph limits and zones, over time, in urban areas and built-up village streets that are primarily residential**, to ensure greater safety for pedestrians and cyclists, using the criteria in Section 6.

² Please note that all references to legislation within this Circular are references to that legislation as amended.

SECTION 2: BACKGROUND AND OBJECTIVES OF THE CIRCULAR

Key points

Traffic authorities continue to have the flexibility to set local speed limits that are appropriate for the individual road, reflecting local needs and taking account of all local considerations.

Local speed limits should not be set in isolation, but as part of a package with other measures to manage vehicle speeds and improve road safety.

Background

13. Setting speed limits at the appropriate level for the road, and ensuring compliance with these limits, play a key part in ensuring greater safety for all road users. The relationship between speed and likelihood of collision as well as severity of injury is complex, but there is a strong correlation. As a general rule for every 1 mph reduction in average speed, collision frequency reduces by around 5% (Taylor, Lynam and Baruya, 2000). For typical types of road traffic collisions the risk of death for drivers and pedestrians involved reduces with reduced vehicle speeds and it is particularly important to consider those speeds where the balance tips in favour of survival.
14. Reported road casualty statistics also show the role of *exceeding the speed limit* and *travelling too fast for the conditions* as contributory factors in road traffic collisions. In 2011 at least one of these two factors was reported in 12 per cent of all accidents and these accidents accounted for 25 per cent of all fatalities. Other reported contributory factors such as *loss of control* or *careless, reckless or in a hurry* can often be related to excess or inappropriate speed, and even where the contributory factors are unrelated to the vehicle speed, higher speeds will often aggravate the outcome of the collision and injuries. It should be recognised that identification of contributory factors is largely subjective and is not necessarily the result of extensive investigation.
15. This updated guidance provides part of the framework for speed limits, where local authorities can set speed limits on their roads below the national limit, in response to local risk factors and conditions. It will help ensure appropriate and consistent speed limits, which will contribute to reducing the number of road deaths, as well as casualties overall; tackling pedestrian and cyclist casualties in towns and cities; improving the safety on rural roads; and reducing variations in safety from area to area and road to road.

16. The objectives of this guidance also fit into the context of some wider transport and cross-government priorities, which those responsible for setting local speed limits should bear in mind:
- The Department for Transport's vision is for a transport system that is an engine for economic growth but one that is also greener and safer and improves quality of life in our communities.
 - We also want our roads to become safer, less congested and less polluted.
 - We want to encourage sustainable local travel and economic growth by making public transport and cycling and walking more attractive and effective, promoting lower carbon transport and tackling local road congestion.
 - We want to contribute to wider public health and safety outcomes by contributing to a reduction in road casualties.

Objectives of the Circular

17. The key objectives of this guidance are:
- the provision of up-to-date and consistent advice to traffic authorities;
 - improved clarity which will aid greater consistency of speed limits across the country;
 - enabling the setting of more appropriate local speed limits, including lower or higher limits where conditions dictate;
 - achieving local speed limits that better reflect the needs of all road users, not just motorised vehicles;
 - ensuring improved quality of life for local communities and a better balance between road safety, accessibility and environmental objectives, especially in rural communities;
 - improved recognition and understanding by road users of the risks involved on different types of road, the speed limits that apply, and the reasons why;
 - improved respect for speed limits, and in turn improved compliance; and
 - continued reductions in the number of road traffic collisions, injuries and deaths in which excessive or inappropriate speed is a contributory factor.
18. Speed limits are only one element of speed management. Local speed limits should not be set in isolation. They should be part of a package with other speed management measures including engineering and road geometry that respect the needs of all road users and raise the driver's awareness of their environment; education; driver information; training and publicity. Within their overall network management responsibilities, these measures should enable traffic authorities to deliver speed limits and, as importantly, actual vehicle speeds that are safe and appropriate for the road and its surroundings. The measures should also help drivers to be more readily aware of the road environment and to drive at an appropriate speed at all times.

19. Unless a speed limit is set with support from the local community, the police and other local services, with supporting education, and with consideration of whether engineering measures are necessary to reduce speeds; or if it is set unrealistically low for the particular road function and condition, it may be ineffective and drivers may not comply with the speed limit.
20. If many drivers continued to travel at unacceptable speeds, the risk of collisions and injuries would increase and significant and avoidable enforcement activity would be needed

SECTION 3: THE UNDERLYING PRINCIPLES OF LOCAL SPEED LIMITS

Key points

The Highways Agency is responsible for determining speed limits on the trunk road network. Local traffic authorities are responsible for determining speed limits on the local road network.

It is important that traffic authorities and police forces work closely together in determining, or considering, any changes to speed limits.

The full range of speed management measures should always be considered before a new speed limit is introduced.

The underlying aim should be to achieve a 'safe' distribution of speeds. The **key factors that should be taken into account in any decisions** on local speed limits are:

- **history of collisions;**
- **road geometry and engineering;**
- **road function;**
- **Composition of road users** (including existing and potential levels of vulnerable road users);
- **existing traffic speeds;** and
- **road environment.**

While these factors need to be considered for all road types, they may be weighted differently in urban or rural areas. The impact on community and environmental outcomes should also be considered.

The minimum length of a speed limit should generally be not less than 600 metres to avoid too many changes of speed limit along the route.

Speed limits should not be used to attempt to solve the problem of isolated hazards, such as a single road junction or reduced forward visibility, e.g. at a bend.

Responsibility for local speed limits

21. The Highways Agency is responsible for determining speed limits on the trunk road network, and local traffic authorities are responsible for determining speed limits on the local road network. In this Circular, the term 'traffic authority' is used to denote both the Highways Agency and local traffic authorities.
22. It is important that traffic authorities and police forces work together closely and from an early stage when considering or determining any changes to

speed limits. This may be through the local road safety partnership arrangements. It is also important that neighbouring traffic authorities work closely together, especially where roads cross boundaries, to ensure speed limits remain consistent. As part of the process of making a speed limit order, consultation of those affected is of key importance and, together with good information about planned changes, this will improve support for and compliance with new limits. The legislative requirements are summarised in Section 4.

Considerations in setting local speed limits

23. A study of types of crashes, their severity, causes and frequency, together with a survey of traffic speeds, should indicate whether an existing speed limit is appropriate for the type of road and mix of use by different groups of road users, including the presence or potential presence of vulnerable road users (including people walking, cycling or riding horses, or on motorbikes), or whether it needs to be changed. Local residents may also express their concerns or desire for a lower speed limit and these comments should be considered.
24. Where limits for air quality are in danger of being exceeded, compliance with those air quality limits could be an important factor in the choice of speed limit. But depending on the individual circumstances the imposition of a speed limit will not always be the solution. And the visible characteristics of a road affect the speed that a driver chooses: to be effective, the reasons for a limit need to be apparent.
25. It may well be that a speed limit need not be changed if the collision rate can be improved or wider quality of life objectives can be achieved through other speed management measures, or other measures. These alternative measures should always be considered before proceeding with a new speed limit.
26. Where there is poor compliance with an existing speed limit on a road or stretch of road the reasons for the non-compliance should be examined before a solution is sought. If the speed limit is set too low for no clear reason and the risk of collisions is low, then it may be appropriate to increase the limit. If the existing limit is in place for a good reason, solutions may include engineering measures or changes to the road environment to ensure it better matches the speed limit, or local education and publicity. Enforcement may also be appropriate, but should be considered only after the other measures and jointly with the police force.

The underlying principles

27. The aim of speed management policies should be to achieve a safe distribution of speeds consistent with the speed limit that reflects the function of the road and the road environment. This should imply a mean

speed appropriate to the prevailing road environment, and all vehicles moving at speeds below or at the posted speed limit, while having regard to the traffic conditions.

28. The estimated collision and injury savings should also be an important factor when considering changes to a local speed limit. Another key factor when setting a speed limit is what the road looks like to the road users. Drivers are likely to expect and respect lower limits, and be influenced when deciding on what is an appropriate speed, where they can see there are potential hazards, for example outside schools, in residential areas or villages and in shopping streets.
29. A principal aim in determining appropriate speed limits should, therefore, be to provide a consistent message between speed limit and what the road looks like, and for changes in speed limit to be reflective of changes in the road layout and characteristics.
30. The following will be **important factors when considering what is an appropriate speed limit**:
 - **history of collisions**, including frequency, severity, types and causes;
 - **road geometry and engineering** (width, sightlines, bends, junctions, accesses and safety barriers etc.);
 - **road function** (strategic, through traffic, local access etc.);
 - **Composition of road users** (including existing and potential levels of vulnerable road users);
 - **existing traffic speeds**; and
 - **road environment**, including level of road-side development and possible impacts on residents (e.g. severance, noise, or air quality).

While these factors need to be considered for all road types, they may be weighted differently in urban or rural areas. The impact on community and environmental outcomes should also be considered.

31. Before introducing or changing a local speed limit, traffic authorities will wish to satisfy themselves that the expected benefits exceed the costs. Many of the costs and benefits do not have monetary values associated with them, but traffic authorities should include an assessment of the following factors:
 - collision and casualty savings;
 - conditions and facilities for vulnerable road users;
 - impacts on walking and cycling and other mode shift;
 - congestion and journey time reliability;
 - environmental, community and quality of life impact, such as emissions, severance of local communities, visual impact, noise and vibration; and
 - costs, including of engineering and other physical measures including signing, maintenance and cost of enforcement.

The speed limit appraisal toolkit, found at section 5, will help assess the full costs and benefits of any proposed schemes.

32. Different road users perceive risks and appropriate speeds differently, and drivers and riders of motor vehicles often do not have the same perception of the hazards of speed as do people on foot, on bicycles or on horseback. Fear of traffic can affect peoples' quality of life and the needs of vulnerable road users must be fully taken into account in order to further encourage these modes of travel and improve their safety. Speed management strategies should seek to protect local community life.
33. In order to ensure compliance with a new lower local limit, as well as make it legally enforceable, it is important that the limit is signed correctly and consistently. The introduction of a new Speed Limit Order must coincide with the signing of the new limit. Traffic Authorities must ensure that speed limits meet the legislative process and the requirements of the TSRGD. Any new limit should also be accompanied by publicity and, where appropriate, effective engineering changes to the road itself. Without these measures, the new limit is unlikely to be fully complied with.
34. On rural roads there is often a difference of opinion as to what constitutes a reasonable balance between the risk of a collision, journey efficiency and environmental impact. Higher speed is often perceived to bring benefits in terms of shorter travel times for people and goods. However, evidence suggests that when traffic is travelling at constant speeds, even at a lower level, it may result in shorter and more reliable overall journey times, and that journey time savings from higher speed are often overestimated (Stradling *et al.*, 2008). The objective should be to seek an acceptable balance between costs and benefits, so that speed-management policies take account of environmental, economic and social effects as well as the reduction in casualties they are aiming to achieve.
35. Mean speed and 85th percentile speed (the speed at or below which 85% of vehicles are travelling) are the most commonly used measures of actual traffic speed. Traffic authorities should continue to routinely collect and assess both, but mean speeds should be used as the basis for determining local speed limits.
36. For the majority of roads there is a consistent relationship between mean speed and 85th percentile speed. Where this is not the case, it will usually indicate that drivers have difficulty in deciding the appropriate speed for the road, suggesting that a better match between road design and speed limit is required. It may be necessary to consider additional measures to reduce the larger than normal difference between mean and 85th percentile speeds or to bring the speed distribution more in line with typical distributions. The aim for local speed limits should be to align the speed limit to the conditions of the road and road environment.
37. The minimum length of a speed limit should generally be not less than 600 metres to avoid too many changes of speed limit along the route. In

exceptional circumstances this can be reduced to 400 metres for lower speed limits, or even 300 metres on roads with a purely local access function, or where a variable 20 mph limit is introduced, for example outside a school. Anything shorter is not recommended. The length adopted for a limit will depend on the limit applied and also on the conditions at or beyond the end points. The terminal points of speed limits need to take account of the particular local circumstances, such as steep gradients, sharp bends, junctions, access roads, humpbacked bridges or other hazards, and also good visibility of the signs, and an extension of the speed limit may be needed to ensure this.

38. For consistency within routes, separate assessments should be made for each length of road of 600 metres or more for which a different speed limit might be considered appropriate. When this is completed, the final choice of appropriate speed limit for individual sections might need to be adjusted to provide reasonable consistency over the route as a whole.
39. Occasionally it may be appropriate to use a short length of 40 mph or 50 mph speed limit as a transition between a length of road subject to a national limit and another length on which a lower limit is in force, for example on the outskirts of villages or urban areas with adjoining intermittent development. However, the use of such transitional limits should be restricted to sections of road where immediate speed reduction would cause risks or is likely to be less effective.
40. Speed limits should not be used to attempt to solve the problem of isolated hazards, for example a single road junction or reduced forward visibility such as at a bend, since speed limits are difficult to enforce over such a short length. Other measures, such as warning signs including vehicle activated signs, carriageway markings, junction improvements, superelevation of bends and new or improved street lighting, are likely to be more effective in addressing such hazards. Similarly, crossings or, in rural areas, the provision of adequate footways can be a more effective means of improving pedestrian safety than lowering a speed limit over a short distance.
41. Where several roads with different speed limits enter a roundabout, the roundabout should be restricted at the same level as the majority of the approach roads. If there is an equal division, for example where a 30 mph road crosses one with a limit of 40 mph, the roundabout itself should take the lower limit.

SECTION 4: THE LEGISLATIVE FRAMEWORK

Key points

All speed limits, other than those on restricted roads, should be made by order under Section 84 of the Road Traffic Regulation Act 1984.

Any speed limits below 30 mph, other than 20 mph limits or 20 mph zones, require individual consent from the Secretary of State.

Unless an order has been made and the road is signed to the contrary, a 30 mph speed limit applies where there is a system of street lighting furnished by means of lamps placed not more than 200 yards apart.

Traffic authorities have a duty to erect and maintain prescribed speed limit signs on their roads in accordance with the Traffic Signs Regulations and General Directions 2002 (TSRGD 2002).

If traffic authorities wish to deviate from what is prescribed in signing regulations, they must first gain the Secretary of State's authorisation.

Traffic authorities are not permitted to erect different speed limit signs relating to different classes of vehicle.

Vehicle-activated signs must not be used as an alternative to standard static signing, but as an additional measure to warn drivers of a potential hazard or to remind them of the speed limit in force.

Main speed limit legislation

42. Most road traffic law pertaining to speed limits is contained in the Road Traffic Regulation Act 1984 (RTRA 1984). Other relevant legislation includes the Highways Act 1980, in particular Sections 90A-F concerning the construction and maintenance of road humps and Sections 90G-I concerning other traffic-calming works.
43. Part VI of the RTRA 1984 deals specifically with speed limits, with Sections 81-84 dealing with different speed limits and the speed limit order-making process. Section 82(1)(a) defines a restricted road in England and Wales as a road on which there is provided "a system of street lighting furnished by means of lamps placed not more than 200 yards apart". Section 81 makes it an offence for a person to drive a motor vehicle at a speed of more than 30 mph on a restricted road.
44. The establishment of speed limits is also a method through which legal sanctions can be brought to bear on those who exceed the limit set on a

particular road. It is therefore important to preserve carefully all records relating to the making and validity of a speed limit and speed limit signs.

45. All speed limits, other than those on restricted roads or special roads (a highway which is a special road in accordance with s 16 of the Highways Act 1980), should be made by order under Section 84 of the RTRA 1984. This includes the making of a 30 mph speed limit on an unlit road.
46. All speed limits other than the national limits are made by speed limit order. Traffic authorities should comply with their own consultation procedures and must, as a minimum, follow the full consultation procedure set out in legislation, before any new speed limit is introduced. More detail about these requirements is in Appendix A.

Restricted roads

47. Section 82(2) RTRA 1984 (as amended) gives traffic authorities powers to remove restricted road status, and give restricted road status to roads which are not restricted. However, the Department's policy on the use of this power is that it should be used only to reinstate restricted road status in those cases where a road which has a system of street lighting has previously had its restricted road status removed.
48. If a road with street lighting has a 40 mph limit and this is to be reduced to 30 mph, the 40 mph order under Section 84 should be revoked. Assuming the street lamps are no more than 200³ yards apart, the road will be a restricted road by virtue of section 82(1)(a) RTRA. Similarly, where a speed limit of 30 mph is imposed by order under Section 84 because there is no street lighting, that order should be revoked if street lighting is subsequently provided. The Department considers that it is best practice for traffic authorities to make an order under section 84 RTRA to create a 30mph speed limit on an unlit stretch of road.
49. Any speed limits below 30 mph, other than 20 mph limits or 20 mph zones, require individual consent from the Secretary of State.

Street lighting

50. Direction 11 of the Traffic Signs Regulations and General Directions 2002 (TSRGD 2002), as amended, defines the requirements for the placing of speed-limit repeater signs. This states that speed-limit repeater signs cannot be placed along a road on which there is carriageway lighting not more than 183 metres apart and which is subject to a 30 mph speed limit. This direction applies regardless of how the speed limit has been imposed.
51. The Department will not make exceptions to this rule. This means it should be assumed that, unless an order has been made and the road is signed

³ Older legislation specifies 200 yards; later legislation specifies 183 metres. These are equivalent measures.

to the contrary, a 30 mph speed limit applies where there are three or more lamps throwing light on the carriageway and placed not more than 183 metres apart.

Speed limit signing

52. While increased understanding and acceptance of why a speed limit applies on a certain road will help compliance, drivers are aided by clear, visible and regular signing which enables them unhesitatingly to know what speed limit is in force.
53. Under Section 85 of the RTRA 1984 it is the duty of the traffic authority to erect and maintain prescribed speed limit signs on their roads in accordance with the Secretary of State's directions. The Traffic Signs Regulations and General Directions 2002 prescribe the designs and conditions of use for traffic signs, including speed limit signing, in England, Scotland and Wales.
54. Traffic authorities should generally follow these Regulations when signing speed limits. If a traffic authority wishes to deviate from what is prescribed, it must first obtain the Secretary of State's authorisation, and signing that is not in line with the Regulations must not be installed without such authorisation. Authorisation applications should be sent to the Department for Transport.
55. Speed limit signs which do not comply with the Regulations or which have not been authorised by the Secretary of State are not lawfully placed. Where the sign is not lawfully placed, no offence is committed by a person exceeding the signed speed limit and any prosecutions are likely to fail accordingly. Traffic authorities should therefore remove any unlawful signs, bring them into compliance with the Regulations or obtain authorisation to make them lawful.
56. Lower maximum speed limits apply on certain roads to certain traffic classes of vehicles. These are set out in Schedule 6 of the RTRA 1984 and in the Highway Code. Drivers of these vehicles are expected to be aware of this and follow these special limitations without having to be reminded by specific speed limit signs for particular vehicles. Traffic authorities are not permitted to erect different speed limit signs relating to different classes of vehicle.
57. Vehicle-activated signs (VAS), triggered by an approaching vehicle, have been developed to help address the problem of inappropriate speed. They must not be used as an alternative to standard static signing, but as an additional measure to warn drivers of a potential hazard or to remind them of the speed limit in force. VAS have proved particularly effective in rural areas, including at the approaches to junctions and bends. The Department has provided guidance in Traffic Advisory Leaflet 1/03 *Vehicle Activated Signs* (DfT, 2003).

58. The legislation does not prescribe the use of countdown markers on the approach to speed limit terminal signs, and research has shown that they generally have little or no effect on vehicle speeds and can add to sign clutter.
59. Chapter 3 of the Traffic Signs Manual (Department for Transport, 2008) provides guidance to local traffic authorities on best practice when signing speed limits. It includes tables and pictures to illustrate where speed limit signs should be placed. This complements TSRGD 2002, which sets out the mandatory requirements for signing.

Traffic Regulation Orders

60. If speed limits are to be legally implemented and enforceable, Traffic Orders must be made. Part VI of the Road Traffic Regulation Act (RTRA) 1984 deals specifically with speed limits and includes the powers under which Traffic Authorities may make speed limit orders.
61. The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 sets out the procedure to be followed when making these (and other) orders. Traffic Authorities will need to comply with the consultation and publicity requirements before making an order, and with the publicity and traffic signing requirements once an order has been made.
62. Traffic Authorities may find it more efficient to produce speed limit orders for 20 mph zones or limits, or to introduce speed limit changes as a result of rural speed limit reviews, where these cover a number of roads, through one order covering all those roads covered by the new speed limit. If they decide to proceed in this manner it is particularly important to ensure that the order is comprehensive and correct, and that the consultation and publicity is directed at those likely to be affected.
63. Further key pieces of legislation and regulations relating to speed limit and related signing are referred to in Appendix A.

SECTION 5: THE SPEED LIMIT APPRAISAL TOOL

64. In the Strategic Framework for Road Safety (DfT, May 2011) the Department for Transport announced that it would provide a new speed limit appraisal tool to help local authorities assess the full costs and benefits of any proposed schemes and help make evidence-based decisions to introduce local speeds that reflect the needs of all road users.
65. The tool is available at <https://www.gov.uk/government/publications/speed-limit-appraisal-tool> and local authorities are invited, though not required, to use it. Its use is free of charge and is not restricted to local authorities.
66. The tool has been designed to enable local highway authority officers and other professionals to:
- forecast mean and 85th percentile speeds for speed limit changes
 - forecast changes to: journey times separately for business and personal users; vehicle operating costs including fuel; accidents by severity; CO2 emissions; and NOX emissions; and
 - appraise changes in speed limits to 20mph, 30mph, 40mph, 50mph, 60mph and, on dual carriageways, 70mph.
67. In addition to enabling a local highway authority to decide whether or not to introduce a new speed limit scheme, the tool introduces transparency in the decision making process. It also provides a facility that encourages local highway authorities to adopt a more consistent appraisal process, whilst still allowing the flexibility for the highway authority to take into account local road conditions and the surrounding environment.
68. Full User Guidance is provided with the tool covering instructions on how to run the appraisal tool, and also a practical guide to the assessment of a range of aspects that local authorities should consider when planning to introduce a change in speed limits. The guidance should therefore be read in conjunction with this circular.
69. The tool has been developed to be economical to apply and straightforward to operate, and to provide informative outputs that can be flexibly interpreted in the context of the local highway authority's requirements. At its basic level, it does not call for specialist skills such as demand modelling and environmental analysis.
70. The Guidance describes how the tool deals with those aspects of speed limit changes that can be quantified, such as accidents, journey time savings and CO2 emissions, and those that presently cannot be quantified

because of a lack of evidence, such as journey time reliability, model shift and impacts on public anxiety.

71. Reference is made throughout the document to current DfT guidance and relevant WebTAG⁴ units to help the user compile the data that is required to run the tool and to guide the reader to more detailed information, should this be required.
72. The tool outputs are presented in Excel table formats that show economic impacts and other quantifiable impacts, and makes provision for non-quantified information also to be presented in both the data entry tables and the output reporting tables.
73. The output spreadsheets should be considered as a starting point for developing the appraisal into a case that can be readily understood and appreciated by a range of people, and which reflects wider considerations than the quantitative values that the tool provides.
74. Details on how the relationships that are used in the tool were developed are set out in an annex to the User Guidance, enabling the reader to gain an understanding of the background calculations that the tool is performing.

⁴ Department for Transport Web-based Transport Analysis Guidance

SECTION 6: URBAN SPEED LIMITS

Key points

Speed limits in urban areas affect everyone, not only as motorists, but as pedestrians, cyclists and residents. As well as influencing safety they can influence quality of life, the environment and the local economy.

Traffic authorities are encouraged to adopt the Institution of Highways and Transportation's⁵ urban safety management guidelines (see IHT, 2003), in which road hierarchies are adopted that reflect a road's function and the mix of traffic that it carries.

The national speed limit on street lit roads is 30 mph.

Traffic authorities can, over time, introduce 20mph speed limits or zones on:

- Major streets where there are – or could be - significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic.

This is in addition to

- Residential streets in cities, towns and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable.

Where they do so, general compliance needs to be achievable without an excessive reliance on enforcement.

Roads suitable for a 40 mph limit are generally higher quality suburban roads or those on the outskirts of urban areas where there is little development. Usually, the movement of motor vehicles is the primary function.

In exceptional circumstances, 50 mph limits can be implemented on special roads and dual carriageways, radial routes or bypasses where the road environment and characteristics allow this speed to be achieved safely.

75. Urban roads by their nature are complex as they need to provide for safe travel on foot, bicycle and by motorised traffic. Lower speeds benefit all urban road users, and setting appropriate speed limits is therefore an important factor in improving urban safety. Traffic authorities are

⁵ IHT are now called Chartered Institution of Highways and Transportation, CIHT.

encouraged to adopt the urban safety management guidelines published by the Institution of Highways and Transportation (IHT, 2003), in which road hierarchies are adopted that reflect a road's function and the mix of traffic that it carries. Within this approach the principle should be to ensure that the appropriate traffic travels on the appropriate roads, and at an appropriate speed. This can help balance what can be competing demands for higher or lower speed limits.

76. It is on urban roads that the majority of road casualties occur, including 87% of all pedestrian and 83% of all pedal cyclists casualties (DfT, 2011). Collisions typically involve pedestrians and cyclists, including children, and knowledge of the relationship between vehicle speed and injury severity in any collision must inform decisions on speed limits. Research has shown that the risk of a pedestrian dying in a collision with a car increases slowly up to an impact speed of around 30mph, but at speeds above 30 mph the risk of death increases rapidly (Rosén and Sander, 2009). Car occupants also benefit from lower speeds. Research in London showed that the largest casualty reductions associated with 20mph zones were children killed and seriously injured, and car occupants (Grundy et al, 2008)
77. The standard speed limit in urban areas is 30 mph, which represents a balance between mobility and safety factors. However, for residential streets and other town and city streets with high pedestrian and cyclist movement, local traffic authorities should consider the use of 20 mph schemes. On dual carriageways where the road environment and characteristics allow, traffic authorities can also implement 40 mph and, in exceptional circumstances, 50 mph limits. Generally, efforts should be made to promote the use of suitable routes for urban through traffic and to manage the speed of traffic requiring access to residential streets using traffic calming and associated techniques.
78. In many urban centres, main traffic routes often have a mixture of shopping, commercial and/or residential functions. These mixed priority routes are complex and difficult to treat, but the most successful measures have included speed management to keep speed at appropriate levels in the context of both 20 and 30 mph limits and a reassignment of space to the different functions, taking into account the needs of people on foot or on bikes. Sometimes a decision about a road's primary or most important function needs to be taken.

6.1 20 MPH SPEED LIMITS AND ZONES

79. 20 mph zones and limits are now relatively wide-spread, with more than 2,000 schemes in operation in England, the majority of which are 20 mph zones.
80. **20 mph zones** require traffic calming measures (e.g. speed humps, chicanes) or repeater speed limit signing and/or roundel road markings at regular intervals, so that no point within a zone is more than 50 m from

such a feature. In addition, the beginning and end of a zone is indicated by a terminal sign. Zones usually cover a number of roads.

81. **20 mph limits** are signed with terminal and at least one repeater sign, and do not require traffic calming. 20 mph limits are similar to other local speed limits and normally apply to individual or small numbers of roads but are increasingly being applied to larger areas.
82. There is clear evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is lower at lower speeds; and where collisions do occur, there is a lower risk of fatal injury at lower speeds. Research shows that on urban roads with low average traffic speeds any 1 mph reduction in average speed can reduce the collision frequency by around 6% (Taylor, Lynam and Baruya, 2000). There is also clear evidence confirming the greater chance of survival of pedestrians in collisions at lower speeds.
83. Important benefits of 20 mph schemes include quality of life and community benefits, and encouragement of healthier and more sustainable transport modes such as walking and cycling (Kirkby, 2002). There may also be environmental benefits as, generally, driving more slowly at a steady pace will save fuel and reduce pollution, unless an unnecessarily low gear is used. Walking and cycling can make a very positive contribution to improving health and tackling obesity, improving accessibility and tackling congestion, and reducing carbon emissions and improving the local environment.
84. Based on this positive effect on road safety, and a generally favourable reception from local residents, traffic authorities are able to use their power to introduce 20mph speed limits or zones on:
 - Major streets where there are – or could be - significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic.

This is in addition to

- Residential streets in cities, towns and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable.
85. Successful 20 mph zones and 20 mph speed limits are generally self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit. To achieve compliance there should be no expectation on the police to

provide additional enforcement beyond their routine activity, unless this has been explicitly agreed.

86. Evidence from successful 20 mph schemes shows that the introduction of 20 mph zones generally reduces mean traffic speed by more than is the case when a signed-only 20 mph limit is introduced. Historically, more zones than limits have been introduced.
87. A comprehensive and early consultation of all those who may be affected by the introduction of a 20 mph scheme is an essential part of the implementation process. This needs to include local residents, all tiers of local government, the police and emergency services, public transport providers and any other relevant local groups (including for example, groups representing pedestrians, cyclists, drivers, or equestrians). Further details about consultations are set out in Appendix A.
88. It is important to consider the full range of options and their benefits, both road safety and wider community and environmental benefits and costs, before making a decision as to the most appropriate method of introducing a 20 mph scheme to meet the local objectives and the road conditions.

20 mph zones

89. 20 mph zones are very effective at reducing collisions and injuries. Research in 1996 showed that overall average annual collision frequency could fall by around 60%, and the number of collisions involving injury to children could be reduced by up to two-thirds. Zones may also bring further benefits, such as a modal shift towards more walking and cycling and overall reductions in traffic flow, where research has shown a reduction by over a quarter (Webster and Mackie, 1996). There is no evidence of migration of collisions and casualties to streets outside the zone. (Grundy et al, 2008; Grundy et al, 2009).
90. 20 mph zones are predominantly used in urban areas, both town centres and residential areas, and in the vicinity of schools. They should also be used around shops, markets, playgrounds and other areas with high pedestrian or cyclist traffic, though they should not include roads where motor vehicle movement is the primary function. It is generally recommended that they are imposed over an area consisting of several roads.
91. A 20 mph zone is indicated by 20 mph zone entry and exit signs (TSRGD, diagrams 674 and 675). The statutory provisions (direction 16(1) TSRGD) require that no point within the zone must be further than 50 metres from a traffic calming feature (unless in a cul-de-sac less than 80 metres long).
92. The Department has recently made significant changes to facilitate and reduce the cost for providing 20 mph zones in England. Traffic authorities can now place any of the following:

- a) repeater speed sign (TSRGD diagram 670)
 - b) a speed roundel road marking (TSRGD diagram 1065)
 - c) or a combination of both of these signs
 - d) traffic calming features
93. At least one traffic calming feature as defined in direction 16(2) TSRGD must be placed in a 20 mph zone and the features and signing must still be placed at intervals not greater than 100 metres: it is not the intention to remove physical features, but to ensure that the most appropriate measure is used to ensure the continuity of the zone. Only where speeds are already constrained to near the limit should local authorities consider placing the speed limit sign or a roundel marking, in addition to physical features within a zone.
94. These new arrangements should significantly reduce the requirement for signing and traffic calming features. Traffic authorities can now incorporate wider areas within a 20 mph zone, by effectively signing 20mph speed limits on distributor roads where traffic calming features are not suitable, or for small individual roads or stretches of road, where mean speeds are already at or below 24 mph. Where a 20 mph zone leads into a 20 mph limit, it is important to use the correct signing to indicate this. It is not appropriate to use the sign that indicates the end of a 20 mph zone and the start of a different, higher speed limit. Instead, a standard 20 mph terminal sign (TSRGD 2002, diagram 670) must be used.

20 mph speed limits

95. Research into signed-only 20 mph speed limits shows that they generally lead to only small reductions in traffic speeds. Signed-only 20 mph speed limits are therefore most appropriate for areas where vehicle speeds are already low. This may, for example, be on roads that are very narrow, through engineering or on-road car parking. If the mean speed is already at or below 24 mph on a road, introducing a 20 mph speed limit through signing alone is likely to lead to general compliance with the new speed limit.
96. 20 mph limits covering most streets in Portsmouth have demonstrated that it is possible to introduce large-scale 20 mph limits in some built-up environments. Traffic speeds in most of the streets treated were relatively low (less than 20 mph) to start with. The early evidence suggests that it is likely that some speed and casualty reductions have taken place and this is consistent with previous research that has indicated that 20 mph limits without traffic calming reduce mean speeds by about 1 mph on average. A minority of streets in Portsmouth had average speeds of 25 mph or higher before the 20 mph speed limits were introduced and here the reductions in average speed tended to be greater, but insufficient to make the resulting speeds generally compliant with the new 20 mph limits. City-wide schemes may also contribute to changing travel and driving behaviour

positively in the longer run, and the objectives of the Portsmouth speed limits spread well beyond improving road safety. Schemes need to aim for compliance with the new speed limit.

97. The implementation of 20 mph limits over a larger number of roads, which the previous Speed Limit Circular (01/2006) advised against, should be considered where mean speeds at or below 24 mph are already achieved over a number of roads. Traffic authorities are already free to use additional measures in 20 mph limits to achieve compliance, such as some traffic calming measures and vehicle activated signs, or safety cameras. Average speed cameras may provide a useful tool for enforcing compliance with urban speed limits.
98. A 20 mph speed limit is indicated by terminal speed limit signs, and amendments to TSRGD (January 2012) require at least one speed limit repeater sign to be placed. Traffic authorities should ensure sufficient repeater signs are placed to inform road users of the speed limit in force. Chapter 3 of the Traffic Signs Manual provides guidance on the placing of repeater signs.
99. Every English authority has a traffic sign authorisation which permits them to place a 20mph speed roundel road marking as a repeater sign, without the requirement for an upright sign, to reduce unnecessary signing.
100. The amendments regulations to TSRGD (January 2012) have also provided thresholds below which speed repeater signs are no longer required by Direction 11 of TSRGD, but may still be placed if considered necessary. These thresholds are determined by carriageway length and the applicable speed limit.
101. Where traffic calming measures are placed, they should be signed in line with regulations (TSRGD 2002, diagram 557.1–4 and 883).

Variable 20 mph limits

102. Traffic authorities have powers to introduce 20 mph speed limits that apply only at certain times of day. These variable limits may be particularly relevant where for example a school is located on a road that is not suitable for a full-time 20 mph zone or limit, such as a major through road. To indicate these limits, variable message signs are available (TSRGD, Regulation 58). To reduce costs and sign clutter, the Department will consider authorising the placing of a single variable message sign on the approaching traffic lane (rather than signs on both sides of the road) on a case by case basis.
103. The Secretary of State has provided a special authorisation for every English traffic authority to place an advisory part-time 20mph limit sign, with flashing school warning lights. This can be a more cost-effective solution, where appropriate, and reduces the requirement for signing.

6.2 TRAFFIC CALMING MEASURES

104. Traffic calming involves the installation of specific physical measures to encourage lower traffic speeds. There are many measures available to traffic authorities to help reduce vehicle speeds and ensure compliance with the speed limit in force. These are required at regular intervals in 20 mph zones and may be used in 20 mph limits. As set out above, speed limit traffic signs and/or speed roundel markings can now also be used by traffic authorities in England.
105. The Highways (Road Humps) Regulations 1999, The Highways (Traffic Calming) Regulations 1999, and Direction 16 of TSRGD 2002 (as amended) give details of the traffic calming measures that meet the requirements for a 20 mph zone.
106. These calming measures range from more substantive engineering measures to lighter touch road surface treatments and include, for example:
- road humps;
 - road narrowing measures, including e.g. chicanes, pinch-points or overrun areas;
 - gateways;
 - road markings; and
 - rumble devices.
107. A recent review of 20 mph zone and limit implementation (Atkins, 2009) shows that the vast majority of traffic calming measures in use are speed humps, tables, cushions or rumble devices, so called vertical deflections, but traffic authorities will want to consider the full set of available measures.

6.3 40 MPH AND 50 MPH SPEED LIMITS

108. 30 mph is the standard speed limit for urban areas, but a 40 mph limit may be used where appropriate and, in exceptional circumstances, a 50 mph limit may be considered.
109. Roads suitable for 40 mph are generally higher-quality suburban roads or those on the outskirts of urban areas where there is little development. They should have good width and layout, parking and waiting restrictions in operation, and buildings set back from the road. These roads should, wherever possible, cater for the needs of non-motorised road users through segregation of road space, and have adequate footways and crossing places. Alternatively, traffic authorities should consider whether there are convenient alternative routes available.
110. In exceptional circumstances a 50 mph limit may also be used on higher-quality roads where there is little or no roadside development and

such speeds can be achieved safely. The roads most suited to these higher urban limits are special roads or those with segregated junctions and pedestrian facilities, such as primary distributors. They are usually dual carriageway ring or radial routes or bypasses that have become partially built up. Traffic authorities should, however, always assess the potential impact upon the local community and non-motorised road users before considering such a limit.

Table 1 Speed limits in urban areas – summary

Speed limit (mph)	Where limit should apply
20 (including 20 mph zone)	In streets that are primarily residential and in other town or city streets where pedestrian and cyclist movements are high, such as around schools, shops, markets, playgrounds and other areas, where motor vehicle movement is not the primary function.
30	In other built-up areas (where motor vehicle movement is deemed more important), with development on both sides of the road.
40	On higher quality suburban roads or those on the outskirts of urban areas where there is little development, with few cyclists, pedestrians or equestrians. On roads with good width and layout, parking and waiting restrictions in operation, and buildings set back from the road. On roads that, wherever possible, cater for the needs of non-motorised users through segregation of road space, and have adequate footways and crossing places.
50	On dual carriageway ring or radial routes or bypasses that have become partially built up, with little or no roadside development.

SECTION 7: RURAL SPEED MANAGEMENT

Key points

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

Rural dual carriageways with segregated junctions and facilities for vulnerable road users would generally be suitable for 70 mph limits. However, a lower limit may be appropriate if, for example, a collision history indicates that this cannot be achieved safely.

In 2011, 66% of road deaths in Britain occurred on rural roads, and 51% of road deaths occurred on single rural carriageway roads subject to the National Speed Limit of 60 mph limit.

The speed limit on single carriageway rural roads should take into account the history of collisions, the road's function, existing mean traffic speed, use by vulnerable road users, the road's geometry and engineering, and the road environment including level of road-side development.

It is government policy that a 30 mph speed limit should be the norm in villages. It may also be appropriate to consider 20 mph zones and limits in built-up village streets.

It is recommended that the minimum length of a village speed limit should be 600 metres. However, traffic authorities may lower this to 400 metres, and in exceptional circumstances to 300 metres.

111. The vast majority of the rural road network is subject to the national speed limit of 60 mph on single carriageway roads, and 70 mph on dual carriageways. On many of these roads, the majority of drivers are travelling below – sometimes significantly below – the speed limit because of the characteristics of the roads. This is especially evident on the C and Unclassified roads where the geometric characteristics include many narrow roads, bends, junctions and accesses.

112. Rural roads account for 66% of all road deaths, and 82% of car occupant deaths in particular, but only around 42% of the distance travelled. Of all road deaths in Britain in 2011, 51% occurred on National Speed Limit rural single carriageway roads (DfT, 2011). The reduction in road casualties and especially deaths on rural roads is one of the key road safety challenges. Research has assessed the risk of death in collisions at various impact speeds for typical collision types on rural roads. This research suggests that the risk of a driver dying in a head on collision involving two cars travelling at 60 mph is around 90%, but that this drops

rapidly with speed, so that it is around 50% at 48 mph (Richards and Cuerden, 2009).

113. Inappropriate speed, at levels below the legal limit but above those appropriate for the road at the time (for example, because of the weather conditions or because vulnerable road users are present), is a particular problem for rural roads. *Exceeding the speed limit or travelling too fast for the conditions* are reported as contributory factors in 16% of collisions on rural roads. Specifically, inappropriate speed is recorded as a contributory factor in 20% of crashes on minor rural roads with a 60 mph limit.
114. Speed limit changes are therefore unlikely to fully address this problem and should therefore be considered only as one part of rural safety management. Where collision and casualty rates are high, traffic authorities should first seek to understand the particular types of crashes taking place and their causes, to allow them to choose effective solutions to reduce the risk.
115. To help in this process the *Accident Analysis on Rural Roads: A Technical Guide* (TRL, 2004) has been developed, which provides information on typical collision rates and typical proportions of different collision types on different types of rural road. This can be used to assess where there are above-average collision rates and provides help to traffic authorities in identifying the types of site or route specific intervention measures that might be appropriate to manage speeds and reduce collisions along the route.
116. Traffic authorities may wish to note the Road Safety Foundation's risk ratings for A roads in Britain. This rates the risk, based on frequency of death and serious injury in relation to amount of traffic on the particular road, into five categories ranging from low-risk, safe roads to high-risk roads.⁶
117. The Road Safety Foundation has assessed the safety of the trunk road network, assessing the protection levels that the design and engineering features of roadsides, medians and junctions on these roads offer in case of a crash. This assessment uses a star-based European Road Assessment Programme (EuroRAP) Road Protection Score, and has found that two-thirds of single carriageway trunk roads achieve only a 2-star (out of 4) rating. Even though this assessment has only been applied to trunk roads it suggests that engineering measures may often be more appropriate to manage speed and reduce collisions on rural single carriageway roads.
118. If high collision rates persist despite these measures, then lower speed limits may also be considered. Again, to achieve a change in motorists' behaviour and compliance with the limit, supporting physical measures, driver information and publicity or other measures are likely to be required.

⁶ Please see www.eurorap.org for detailed maps.

Such measures could include, for example, the use of vehicle-activated signs (VAS), which have proved particularly effective at the approaches to isolated hazards, junctions and bends in rural areas (Winnett and Wheeler, 2003). There should be no expectation on the police to provide additional enforcement to ensure compliance with a new limit beyond their routine activity, unless this has been explicitly agreed.

119. The aim of speed management actions is to deliver a balance between safety objectives for all road users and mobility objectives to ensure efficient travel, as well as environmental and community outcomes. So every effort should be made to achieve an appropriate balance between actual vehicle speeds, speed limits, road design and other measures. This balance may be delivered by introducing one or more speed management measures in conjunction with the new speed limits, and/or as part of an overall route safety strategy.

120. While routine enforcement should normally only be considered after other speed management measures have been considered, there may be occasions where the use of average speed cameras may offer a solution through calming traffic speed over a stretch of road. The Department has received a small sample of evaluation data of average speed cameras at non-roadworks sites from some local partnerships, and this data suggests a reduction in the percentage of motorists exceeding the speed limit from 55% before installation of cameras, to 18% afterwards, and an average reduction of killed and seriously injured casualties (KSI) per km of around 69%, and of personal injury collisions (PIC) of around 38%, (not adjusted for national trends and regression to mean effect).⁷

7.1 DUAL CARRIAGEWAY RURAL ROADS

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

7.2 SINGLE CARRIAGEWAY RURAL ROADS

122. In most instances, consideration of collision history, road function, mix of road users including presence of vulnerable road users, road geometry, engineering and environment, and actual traffic speed should enable traffic authorities to determine the appropriate limit on single carriageway rural roads.

⁷ Comprehensive before and after data were obtained for 11 permanent average speed camera sites on A roads with speed limits of 40, 50, 60, and 70 mph, where safety cameras were installed between 2000 and 2006, based on an informal data request. It should be noted that this is not a representative sample, has not been centrally and independently validated and should therefore only be seen as indicative of possible effects of average speed cameras.

123. Roads may have primarily either a through traffic function or a local access function. Both need to be provided safely. Mobility benefits will be more important for roads with a through-traffic function, while environmental and community benefits are likely to be of greater importance for the local access roads.
124. There may be many roads below A and B classification that serve a mixed through-traffic and access function. Where that traffic function is currently being achieved without a high collision rate, these roads should be judged as through-traffic roads. If, however, for all or parts of these roads there is a substantial potential risk to vulnerable road users, these sections should be assessed as roads with a local access function.
125. Within routes, separate assessments should be made for each section of road of 600 metres or more for which a separate speed limit might be considered appropriate. When this is completed, the final choice of appropriate speed limit for individual sections might need to be adjusted to provide consistency over the route as a whole.
126. The choice of speed limits should take account of whether there is substantial roadside development and whether the road forms part of a recognised route for vulnerable road users, including whether there is a footway.
127. Table 2 sets out recommended speed limits for roads with a predominant motor traffic flow function. If walking, cycling, horse riding, community or environmental factors are particularly important on any road section, consideration should be given to using the lower limit.

Table 2 Speed limits for single carriageway roads⁸ with a predominant motor traffic flow function

Speed limit (mph)	Where limit should apply:
60	Recommended for most high quality strategic A and B roads with few bends, junctions or accesses.
50	Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. Can also be considered where mean speeds are below 50 mph, so lower limit does not interfere with traffic flow.
40	Should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where

⁸ For speed limits in villages, please refer to Section 7.3.

	there are considerable numbers of vulnerable road users.
--	----------------------------------------------------------

128. For C and Unclassified roads with important access and recreational function, the following speed limits are deemed appropriate and traffic authorities should use these as guidance when reviewing the speed limits on these roads:

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

129. It is important to note that the above does not imply that speed limits should automatically be reduced. Indeed, in some cases the assessment may suggest that the existing speed limit may be too low, and a higher speed limit should be considered, as it is likely to be achievable safely.

130. We would welcome applications for zonal rural speed limits, usually 40 mph zones, for example in national parks or AONBs or on other networks of minor rural roads where speeds are already in line with such a limit. Such zones would include entry treatment and painted repeater roundels. The Department is keen to consider the effectiveness of such zones in reducing speeds and signing requirements.

7.3 VILLAGES

131. Fear of traffic can affect people's quality of life in villages and it is self-evident that villages should have comparable speed limits to similar roads in urban areas. It is therefore government policy that a 30 mph speed limit should be the norm through villages.

132. It may also be appropriate to consider 20 mph limits or zones in built-up village streets which are primarily residential in nature, or where pedestrian and cyclist movements are high. Such limits should not, however, be considered on roads with a strategic function or where the movement of motor vehicles is the primary function.

133. Traffic Advisory Leaflet 01/04 (DfT, 2004) sets out policy on achieving lower speed limits in villages. It suggests that reasonable minimum criteria for the definition of what constitutes a village, for the purpose of applying a village speed limit of 30 mph, would be that there were:
- 20 or more houses (on one or both sides of the road); and
 - a minimum length of 600 metres.
134. If there are just fewer than 20 houses, traffic authorities should make extra allowance for any other key buildings, such as a church, shop or school. Where the character of a village falls outside this definition, local authorities are encouraged to use their discretion in deciding whether a lower speed limit is appropriate.
135. The criteria above should give adequate visual messages to drivers to reduce their speed. It is recommended that the minimum length for the new limit is at least 600 metres to avoid too many changes in speed limits along a route, and to aid compliance. Traffic authorities may, however, lower this to 400 metres when the level of development density over this shorter length exceeds the 20 or more houses criterion and, in exceptional circumstances, to 300 metres.
136. In some circumstances it might be appropriate to consider an intermediate speed limit of 40 mph prior to the 30 mph terminal speed limit signs at the entrance to a village, in particular where there are outlying houses beyond the village boundary or roads with high approach speeds. For the latter, traffic authorities might also need to consider other speed management measures to support the message of the speed limit and help encourage compliance so that no enforcement difficulties are created for the local police force. Where appropriate, such measures might include a vehicle-activated sign, centre hatching or other measures that would have the effect of narrowing or changing the nature and appearance of the road.
137. Where the speed limit commences at the village boundary, the village nameplate sign (prescribed in diagram 2402.1 of TSRGD 2002) and speed limit roundel may be mounted together. The combined sign should be located at the point where the speed limit starts, and it may be helpful if drivers can see housing at the same time as the signs, reinforcing the visual message for reduced speed.
138. If there are high approach speeds to a village, or the start of the village is not obvious, village gateway treatments can also be an effective way to slow drivers down. Advice can be found in Local Transport Note 1/07 Traffic Calming (DfT, 2007) and Traffic Advisory Leaflets 01/94 *VISP – A Summary* (DoT, 1994a) and 01/04 *Village Speed Limits* (DfT, 2004).
139. In situations where the above criteria for a village are not met and there is a lesser degree of development, or where engineering measures are not practicable or cost-effective to achieve a 30 mph limit, but a

reduction from the national 60 mph speed limit is considered appropriate, traffic authorities should consider alternative lower limits of 40 or 50 mph.

140. A recommendation to use the framework for the assessment of speed limit options on rural single carriageway roads, in place since the publication of the previous Speed Limit Circular (01/2006), is withdrawn.

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APPENDIX A: KEY PIECES OF SPEED LIMIT, SIGNING AND RELATED LEGISLATION AND REGULATIONS

1. Key speed limit and safety camera signs diagrams in Traffic Signs Regulations and General Directions, (TSRGD) 2002, as amended, include:
 - diagram 670 – 'Maximum speed limit' sign
 - diagram 671 – 'National speed limits apply'
 - diagrams 672 and 673 – Start and end of minimum speed limits respectively.
 - diagrams 674 and 675 – Entrance and end of 20 mph 'Speed limit zone' signs respectively.
 - diagrams 878, 879 and 880 – 'Camera warning' signs
 - diagram 1065 – Carriageway roundel road marking
 - diagram 2402.1 and 2403.1 – Town or village gateway sign (boundary sign) (may be combined on the same post or backing board with a speed limit sign)
 - diagram 7032 – Temporary 'New 30 mph speed limit' sign
2. The main directions for the use and placing of speed limit restrictions in TSRDG 2002, as amended, are:
 - directions 8 and 9 – Beginning of speed limit restrictions
 - direction 10 – Ending of speed limit restrictions
 - direction 11 – Placement of speed limit repeater signs
 - direction 16 – Speed limits of 20 mph
 - directions 41 and 42 – Mounting and backing of signs.
3. Further detailed advice on the form and siting of speed limit signs is given in Chapter 3 of the Traffic Signs Manual (DfT, 2008).

Speed Limit Orders

4. Part VI of the Road Traffic Regulation Act (RTRA) 1984 deals specifically with speed limits and sections 81-84 deal with different speed limits and the speed limit order-making process. The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 sets out the process of making traffic orders, which includes speed limit orders. Traffic authorities will need to refer to these Regulations in full. They set out the persons and organisations to be consulted before traffic orders are made, and an extract is below.

“Consultation

6.—(1) An order making authority shall, before making an order in a case specified in column (2) of an item in the table below, consult the persons specified in column (3) of the item.

TABLE

(1) <i>Item</i>	(2) <i>Case</i>	(3) <i>Consultee</i>
1.	Where the order relates to, or appears to the order making authority to be likely to affect traffic on, a road for which another authority is the highway authority or the traffic authority	The other authority
2.	Where the order relates to, or appears to the order making authority to be likely to affect traffic on, a Crown road	The appropriate Crown authority
3.	Where the order relates to, or appears to the order making authority to be likely to affect traffic on, a road subject to a concession	The concessionaire
4.	Where the order relates to, or appears to the order making authority to be likely to affect traffic on, a road on which a tramcar or trolley vehicle service is provided	The operator of the service
5.	Where the order relates to, or appears to the order making authority to be likely to affect traffic on,- (a) a road outside Greater London which is included in the route of a local service; or (b) a road in Greater London which is included in the route of a London bus service	In case (a) the operator of the service In case (b) the operator of the service and Transport for London
6.	Where it appears to the authority that the order is likely to affect the passage on any road of- (a) ambulances; or (b) fire-fighting vehicles	In case (a) the chief officer of the appropriate NHS trust or NHS Foundation Trust In case (b) the fire and rescue authority
7.	All cases	(a) The Freight Transport Association (b) The Road Haulage Association (c) Such other organisations (if any) representing persons likely to be affected by any provision in the order as the order

making authority thinks
it appropriate to consult”

5. The regulations also set out the requirements for publication of the proposal before making an order through a notice and further adequate publicity.
6. The Road Traffic Regulation Act 1984 Schedule 9 Part III s 20 contains a requirement also to consult the Chief Officer of Police.

Consultation for traffic calming measures

7. Full consultation must take place before any traffic calming measures are installed. For road humps, the process is outlined in The Highways (Road Humps) Regulations 1999 (SI 1999 No. 1025) as follows (Regulation 3):

"Where the Secretary of State or a local traffic authority proposes to construct a road hump, he or they shall, as well as consulting the chief officer of police as required by section 90C(1) of the Act, also consult -

- (a) where the proposal is by the local traffic authority in England which is the council of a County, any district council in whose district the highway is situated;
- (b) in all cases, the chief officer of the fire brigade for the area in which the highway concerned is situated and the chief officer of any body providing ambulance services under the National Health Service Act 1977(a) and operating in that area;
- (c) in all cases, organisations appearing to him or them to represent persons who use the highway to which the proposal related, or to represent persons who are otherwise likely to be affected by the road hump."

"The Act" refers to the Highways Act 1980.

8. For all other traffic calming, the consultation process is outlined in The Highways (Traffic Calming) Regulations 1999 as follows (Regulation 4):

"Where a traffic authority proposes to construct a traffic calming work in a highway they shall –

- (a) consult the chief officer of police for the area in which the highway is situated; and
- (b) consult such persons or organisations representing persons who use the highway or who are otherwise likely to be affected by the traffic calming work as the traffic authority thinks fit."

9. Although there is no requirement to consult all the emergency services for traffic calming measures other than road humps, it is strongly recommended that both the ambulance service and the Fire and Rescue Service are included in any consultation for all traffic calming as a matter of course.

Lorraine McRandle

Subject: FW: Westlands Lane and HGVs accessing Battery Storage Facility

From: [REDACTED]
Sent: 02 May 2023 17:39
To: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: Fwd: Westlands Lane and HGVs accessing Battery Storage Facility

Hi Lorraine / can you ask Wilts to change the signs as all HGV drive thru as it says :Access only they think its access to get t to wherever they are going.....Had two today and nothing to do with Water or Electrics...just standard haulage companies.

Thanks

[REDACTED]

From: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Date: 2 May 2023 at 16:30:15 CEST
To: [REDACTED]
Cc: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: Westlands Lane and HGVs accessing Battery Storage Facility

Hi [REDACTED]

Further to your call last week re HGVs using Westlands Lane.

Wiltshire Council have come back to say they will contact the agents to remind them HGVs should be coming off Corsham Road.

Please keep us updated as Wiltshire Council have said they will get in touch with Highways if the problem persists.

Lorraine

Lorraine McRandle

Subject: FW: westlands lane through traffic

From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: 09 May 2023 16:29
To: Alford, Phil <Phil.Alford@wiltshire.gov.uk>
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: RE: westlands lane through traffic

Hi Phil

██████████ raised this with us directly, and Lorraine has been in touch with Planning Enforcement as this is contrary to the construction management plan for the batter storage site down there. The request for the signage will be on the next Highways agenda, it was too late for the next LHFIFG – which is 4.30pm today! But the deadline was a couple of weeks ago.

The one you asked about before was about a request for double yellow lines on Dunch Lane I think off the top of my head. The parish council did not support as it was felt it was inconsiderate parking rather than a need to restrict parking from there, that there is a plan for a car park at Shurnhold Fields. In addition its part of the review of Dunch Lane that the town council were/are going to undertake of Dunch Lane residents.

All the best,
Teresa

Teresa Strange
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Bowerhill, Melksham
Wiltshire, SN12 6TL
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Want to keep in touch?

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

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From: Alford, Phil <Phil.Alford@wiltshire.gov.uk>
Sent: 09 May 2023 14:06
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: westlands lane through traffic

Hi Teresa,

I have been contacted again by a resident who has complained about lorries using the Lane as a cut through when trying to get to Bath or to Corsham Road. He said he had stopped and talked to drivers to explain that it was access only and that they are not to cut through but many seem to think that access means access through rather than access to. He has asked if signage could be put up saying No through Road to vehicles over 7.5T. Do you know if we have managed this elsewhere or if it is something the parish might be interested in?

BTW- do you know what happened with that last Highways issue I sent your way a few weeks back? I know it was discussed at the PC meeting but I couldn't attend to speak to it.

Many thanks,

Phil

Cllr Phil Alford
Cabinet Member for Housing, Strategic Assets and Asset Transfer
Chairman of the Melksham Area Board
Melksham Without North and Shurnhold
Tel: 07976108737
Email: Phil.Alford@wiltshire.gov.uk

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Highways Improvement Request Form

Contact Details

Name:		Date:	
Address:			
Telephone No:			
Email Address:			

Issue Details

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

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

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

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

Wiltshire Council

Lorraine McRandle

Subject: FW: Issue with A365 / Hornchurch Road Junction

From: [REDACTED]
Sent: Wednesday, May 3, 2023 12:34 PM
To: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Marianne Rossi <admin@melkshamwithout-pc.gov.uk>
Cc: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: Issue with A365 / Hornchurch Road Junction

Hello,
Apologies but I can't remember who I discussed this with previously. I do remember that I was asked to provide a picture.

I have done a diagram using Google Maps showing the problem:



What happens is that if the red car is impatient because the silver car is going slow preparing to turn into the slip lane for Hornchurch then they try to overtake. They start the manoeuvre but then the silver car starts to move into the slip lane. Already committed the red car then overtakes the silver car on the wrong side of the road and into oncoming traffic.

I am sure that this must be quite a common occurrence since it has happened twice to me, once to my wife and once to my neighbour. Again yesterday afternoon the same thing happened again to me. It is only a matter of time

before there is a major accident with some impatient idiot ploughing head first into an oncoming car heading towards Melksham.

My suggestion is that the white dashed lines are replaced with solid white lines where I have marked yellow. Ideally also at the start of the junction in the opposite direction though I don't think that this has ever been a problem. I think it would need to be discussed with a highways expert for the best solution.

Let me know if you need anything else, or if there is something I need to do.

Thanks.

M

Regards,





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Helen Sparks
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By email

Direct tel	+443330060098	Date	20 March 2023
Direct fax	+443330061485	Email	katherine.evans@TLTsolicitors.com

Dear Ms Sparks

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

We act for Cooper Tire & Rubber Company Europe Limited. We refer to your letter dated 13 December 2022, confirming the date of the local inquiry and the timetable for submitting our statement of case. Please find enclosed our letters to Wiltshire Council dated 7 June 2018 and 27 August 2020, which should be read together as forming our client's objection to the above Order. It is considered that these letters form our client's statement of case and as such, it is not intended that any further statement of case is submitted.

Our client's main concern relates to the bridge which we believe is known as "the Black Bridge". Since our objection letter of 27 August was submitted it has come to light that the Black Bridge belongs to a Mr T J Farthing and not our client. Please see attached the Registered Title confirming this, together with the Conveyance referred to. You will note that Mr Farthing has only relatively recently registered his title including the Black Bridge and we had previously worked on some principles of ownership that relate to rivers in the absence of any evidence of ownership.

We understand that Mr Farthing has also objected to the Order, so we believe that our objection in relation to the Black Bridge should now be considered as having been made by him although we appreciate that you will have to verify this with him. Notwithstanding this, our client maintains its objection as set out in our objection letters and this information is provided on the basis that it provides clarification with regard to ownership of the Black Bridge.

For what comes next

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Should you have any questions, please do not hesitate to get in contact.

Yours sincerely

Katherine Evans
Partner - Planning and Environment
for TLT LLP

Encs



Our ref 301R/KE01/052491/000007
 Your ref SAM 2017/04

Wiltshire Council
 Rights of Way and Countryside
 County Hall
 Bythesea Road
 TROWBRIDGE
 BA14 8JN

By email : Sally.madgwick@wiltshire.gov.uk

Direct tel	+443330060098	Date	27 August 2020
Direct fax	+443330061485	Email	katherine.evans@TLTsolicitors.com

Dear Sirs

**Wildlife and Countryside Act 1981 s.53
 The Wiltshire Council Parish of Melksham Path No. 107 & Melksham Without Path
 No. 151 Rights of Way Modification Order 2020**

We act for Cooper Tire & Rubber Company Europe Limited which is the freehold owner of land registered at HM Land Registry under title number WT160753. We refer to your letters dated 18 and 20 March 2020 in which we were advised that the above Order had been made and that the period of notice had been extended to 27 August 2020. Our client objects to the Order with particular reference to the bridge which we believe is known as “the Black Bridge”. Rather than reiterate the content of our letter dated 7 June 2018 (copy attached) we would be grateful if the content of that letter could also be taken as forming part of our client’s objection.

We have been engaging with our client’s tenant, Mr T J Farthing with regard to the use or otherwise of the land as a footpath. Mr Farthing has already submitted material to the Council and we understand will also be objecting to the Order. We note that the Council considers that Mr Farthing’s evidence and that of the applicants is at odds. Whilst it may appear that that is the case, we have asked our client’s Facilities Manager what he may recall of use of the Black Bridge as he has been engaged by our client over the whole period of time that is in question. He has confirmed that he remembers Mr Farthing putting barbed wire across the Black Bridge probably he believes, to stop his cattle crossing the bridge and although he does not recall the gates that Mr Farthing has referred to, on a site visit this week, he has confirmed that there is a gate post on the western side of the Black Bridge which would suggest that there was a gate at some point in the past. Unfortunately, our client’s Facilities Manager only visited the land about once a year so it is not particularly surprising that he may not have seen the gate (especially as it was on the far side of the river from our client’s land). However, Mr Farthing has provided letters from individuals who confirm that there were metal gates 18 or 19 years ago. Our view is that this element of the evidence is strong.

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A list of members is available for inspection at that address.

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We have also obtained a number of photographs of the land which we have also supplied to Mr Farthing. Unfortunately, we have not been able to source photos of the period that Mr Farthing believes may have included the gate in around 2000. Our photographs are from 1998, 2002 and 2003. What they do appear to support is Mr Farthing's contention that at that time, access to the land was made from the field access on Murray Walk and not in the corner next to the bridge on Murray Walk. The track across the field clearly does not stick to the boundary and then along the river bank (from Point F to Point E) but crosses from the access point diagonally across the field towards Point E. Mr Farthing has advised that access at the point referred to by the applicants is down a bank and is steep and potentially dangerous so is very unlikely to have been used by the vast majority of people who might want to walk in an area such as this. It is more likely that they would have used a field access with a gate.

The photographs show clearly a large tree adjacent to the Black Bridge on the western side of the river. From the photographs, it is not possible to see from the air due to the presence of this tree whether the gates referred to by Mr Farthing are present. Should the confirmation of this Order be subject of an inquiry, it may be necessary to employ an expert in examining these types of photograph to establish whether these photographs do show the gate.

One area of evidence that Mr Farthing and some of the applicants agree on is that there has been signage erected on the land and although it may not be in good repair or clear at the time that the applicants produced their evidence, at the beginning of a 20 year period or even rather later into that period it was no doubt clearer. Mr Farthing has also provided evidence of giving permission to various individuals and organisations to use part of the land. Even if it is the case that certain individuals thought that Mr Farthing had tolerated their presence on the land (and Mr Farthing has told us that this is not the case), for a busy farmer to identify individuals, some of whom he has given permission to, and then ask them to leave every time he sees them is an unreasonable expectation. That does not mean that he did not give permission or assert his ownership or legal right to use the land without third parties trespassing on the land.

We do not believe that the Council has considered properly the paucity of evidence from the applicants. We have considered the evidence provided in the application dated 21 August 2017 and focussed on the route from Point E to Point F and then across the Black Bridge to Point G as this affects our client's land. In particular we would like to point out the following:

- 1 We would expect that the main users of the Black Bridge would be residents from the western side of the river. There are only user evidence forms for 5 residents from the development on the western side of the river and 2 of those appear to be from the same household. If the Black Bridge had been blocked by Mr Farthing during the period 1997 to 2017 they would not have been able to cross as the gates and wire were on the western side of the bridge. So even if residents from the eastern side of the river had been able to get to the far side of the Black Bridge but were prevented from going any further, residents from the western side would not have been able to access the bridge at all.
- 2 Of the 12 people who claim to have walked the proposed route (E-G), only 3 described their route as including the Black Bridge. Mr Lush's evidence is from 2010 to 2017, Ms Hall from 1999 to 2017 and Mrs Whittaker from 2003 to 2014. Therefore there is no evidence of use from 1997 to 1999 and if Mr Farthing is correct and he blocked the bridge during 2000, there would only be continuous use from 2000 to 2017 which falls short of the 20 year period. This also does not take account of any break in use when Mr Farthing put barbed wire up to prevent cattle crossing the bridge. In any event evidence from only 3 people with a consistent period of 7 years across all three materially fails to demonstrate sufficient use under common law.
- 3 We would like to suggest that Mrs Whittaker's evidence is inconsistent in any event. Her address is on the eastern side of the river but she describes her route from Tamar Road which is on the western side of the river.



- 4 Mr and Mrs Weare specifically state that they pass the Black Bridge on the route from F-E-D-C-B. However in their submission of 29 May 2018 as referred to in the Council's Report, they do include the Black Bridge in their route. This would appear to suggest that they have been prompted or are confused.
- 5 We note that the Council has indicated in its Report that 18 witnesses submitted user evidence. However, we have only been provided with 12 completed forms so we are unclear where the number 18 has come from unless we have not been provided with everything that the Council has in its possession. There is a clear inconsistency as there are 18 witnesses detailed in Appendix 3 to the Report but Ms Madgwick in her email of 12 June 2018 only summarised 12 forms.
- 6 The Council in its concluding paragraph 20.1 groups together the route from G-E-F and from E-D. This does not take into account the fact that there is very little evidence in relation to the Black Bridge in essence making an assumption that there is evidence in relation to the Black Bridge just because there is more evidence in relation to the route D-F (all on the eastern side of the river). In fact the Council factually is incorrect when it says that 12 people have claimed to have walked that route when 7 of the 12 do not mention the Black Bridge at all.

Whilst we understand that the Council might consider that the evidence needs testing, with respect we believe that there is not sufficient evidence to merit making this Order. This is a substantial route which at the most 18 people (and we think that it is 12 at most) are claiming to have walked for some of the time largely over only part of it. It is unfortunate that the applicants have, thus far, managed to persuade the Council to have expended its valuable resources in entertaining this application when their evidence is unreliable and the merits of the application itself are gravely flawed.

Yours faithfully

TLT LLP

Encs

These are the notes referred to on the following official copy

Title Number WT452385

The electronic official copy of the document follows this message.

This copy may not be the same size as the original.

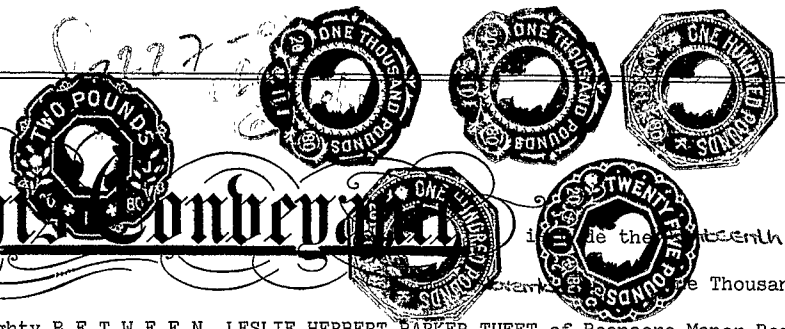
Please note that this is the only official copy we will issue. We will not issue a paper official copy.

9

SHAW & SONS LTD.,
SHAWAY HOUSE,
LONDON, S.E.26.

The Conveyance

INLAND REVENUE
ISSUED
19. NOV. 1980
FINANCE ACT 193
day of



and Eighty B E T W E E N LESLIE HERBERT BARKER-TUFFT of Beanacre Manor Beanacre in the County of Wilts and CHARLES McFADYEN BROWN of Beanacre Manor aforesaid (hereinafter referred to as "the first named Vendors") of the first part and MADELETINE HELEN TROUNSON of Upper Easton Piercy Farm Kington St. Michael Chippenham in the said County of Wilts (hereinafter referred to as "the second named Vendor") of the second part and NORMAN IVAN FARTHING SHELLA FARTHING and TIMOTHY JOHN FARTHING of Halfway Farm Beanacre Near Melksham in the said County of Wilts carrying on business together in partnership under the style or firm of FARTHING & SON (hereinafter referred to as "the Purchasers") of the third part

W H E R E A S :-

- (1) By a Conveyance dated the Twentieth day of November One Thousand Nine Hundred and Fifty-Seven and made between the Corsham Estate Company (1) and the first named Vendors (2) the property hereinafter described (edged red on the plan annexed hereto but excluding the land hatched blue and green) was together with other property conveyed to the first named Vendors for an estate in fee simple subject to the payment of an annual sum of Four Pounds to the Melksham Eleemosynary Committee as Administrators of a Charity created by the Will dated the Ninth day of August One Thousand Seven Hundred and Thirty-Seven of one Jacob Self and all such (if any) public and private rights of way or other rights and easements but otherwise free from incumbrances upon trust for sale and to hold the net proceeds of sale thereof in trust for themselves as joint tenants
- (2) By Conveyance dated the Twenty-Ninth day of December One Thousand Nine Hundred and Seventy-Two and made between Avon Rubber Company Limited (1) and the first named Vendors (2) the property hereinafter described and intended to be hereby conveyed (shown edged red and hatched green on the plan annexed hereto) was conveyed to the first named Vendors together with but subject to the matters therein contained or referred to for an estate in fee simple upon the statutory trusts which include a trust for sale
- (3) By a Conveyance dated the First day of December One Thousand Nine Hundred and Seventy-Two and made between the first named Vendors (1) and the second named Vendor (2) the property hereinafter described and intended to be hereby conveyed (shown edged red and hatched blue on the annexed plan) was together with other property conveyed to the second named Vendor for an estate in fee simple subject as therein mentioned but otherwise free from incumbrances
- (4) The first named Vendors in pursuance of the said trusts for sale and the second named Vendor have agreed with the Purchasers for the sale of the property hereinafter described and intended to be hereby conveyed for an inclusive price of One Hundred and Eleven Thousand Three Hundred and Fifty Pounds for an estate in fee simple in possession subject as hereinafter mentioned but otherwise free from incumbrances and it has been further agreed that the same shall be vested in the Purchasers in manner hereinafter appearing

Signature: *[Handwritten Signature]*

Date: 17.03.70

Wansbroughs, Northgate House Devises SN10 1JX

This is a copy of the original document.

NOW THIS DEED WITNESSETH as follows:-

1. IN pursuance of the said agreement and in consideration of the sum of One Hundred and Eleven Thousand Three Hundred and Fifty Pounds now paid by the Purchasers to the first named Vendors and the second named Vendor (the receipt of which total sum the first named Vendors and the second named Vendor hereby jointly and severally acknowledge) the first named Vendors as trustees and the second named Vendor as beneficial owner hereby convey unto the Purchasers ALL THAT the property referred to in the First Schedule hereto TOGETHER WITH BUT SUBJECT as therein mentioned and EXCEPTING AND RESERVING out in favour of Dorothy Eileen Barker-Tufft and her Husband the said Leslie Herbert Barker-Tufft the said Charles McFadyen Brown and his Wife Hilda Janet Wilson Brown during the whole of each of their lives until the death of the last survivor of them the right to fish (in common with the Purchasers and those authorised by them) along the eastern and western banks of the River Avon from any part of the land hereby conveyed being limited to Two Rods TO HOLD the same subject as more particularly mentioned in the First Schedule hereto and EXCEPT AND RESERVED as aforesaid unto the Purchasers in fee simple UPON TRUST to sell the same and to stand possessed of the net proceeds of sale and of the net rents and profits until sale upon the trusts and subject to the powers and provisions applicable thereto as partnership assets of the said firm

2. THE Purchasers hereby jointly and severally covenant with the first named Vendors and the second named Vendor that they the Purchasers will erect and forever after maintain a good and sufficient stock proof fence along that part of the boundary of the land hereby conveyed which is shown marked A-B B-C and C-D on the annexed plan such work to be carried out within one calendar month of the receipt of a notice in writing from the first named Vendors and the second named Vendor or any of them so requiring

3. THE Purchasers hereby jointly and severally covenant with the first named Vendors and the second named Vendor with the object of affording them and each of them a good and sufficient indemnity but not further or otherwise that they the Purchasers will observe and perform such covenants as are contained or referred to in the First Schedule hereto so far as the same are still subsisting and capable of taking effect and affect the property hereby conveyed and will indemnify and keep indemnified the first named Vendors and the second named Vendor and their respective estates and effects in respect thereof so far as aforesaid

4. (a) It is hereby agreed that it shall be lawful for the Purchasers or after any one or more of them shall have ceased to be a partner or partners in the said firm for the surviving or continuing partners or partner at any time or times to appoint a new trustee or new trustees of this deed and in particular to appoint such new trustee or new trustees in the place of any trustee who shall not at the time of such appointment be a partner in the said firm as if he were dead

(b) A statement in a deed purporting to appoint a new trustee or trustees of this deed in the place of any trustee hereof who is not then a partner in the said firm to the effect that the trustee who is being replaced has ceased to be a partner in the said firm shall be conclusive evidence thereof in favour of any person dealing with the trustee for the time being of this deed

5.

(c) Until the whole of the property hereby conveyed has been sold the Purchasers and the survivors and survivor of them or other the trustees or trustee for the time being hereof may but only during the lives of the Purchasers and the survivors and survivor of them and the period of Twenty-One Years after the death of such survivor sell mortgage charge lease or otherwise deal with the same or any part thereof for the purposes of the said firm in such manner in all respects as the partners for the time being may from time to time determine but so that any person dealing for money or money's worth may assume that any transaction is entered into for the purpose of the firm on the determination of the partners _____

5. THE first named Vendors and the second named Vendor hereby jointly and severally acknowledge the right of the Purchasers to the production of the documents in title specified in the Second Schedule hereto and to delivery of copies and (as to the second named Vendor only) undertakes with the Purchasers for the safe custody of the same _____

IN WITNESS whereof the parties hereto have hereunto set their hands and seals the day and year first before written _____

THE FIRST SCHEDULE

ALL THAT piece or parcel of land situate at Beanacre Road Melksham in the County of Wilts as the same is more particularly delineated on the plan annexed hereto and thereon edged red and hatched blue and green together with part of the river bed and the whole of the bridge thereover and together also with a right of access way along the route coloured yellow on the said plan together also with but subject to (a) the public right of way thereover (b) to the annual payment of Four Pounds to the Melksham Charity Committee more particularly referred to in the recitals hereof and (c) with the benefit of the covenants contained in a deed of covenant dated the Twenty-Eighth of March One Thousand Nine Hundred and Seventy-Three and made between the then Melksham Urban District Council (predecessors in title of the West Wiltshire District Council) and the first named Vendors together also with but subject to (so far as the land hatched blue on the said plan is concerned) _____

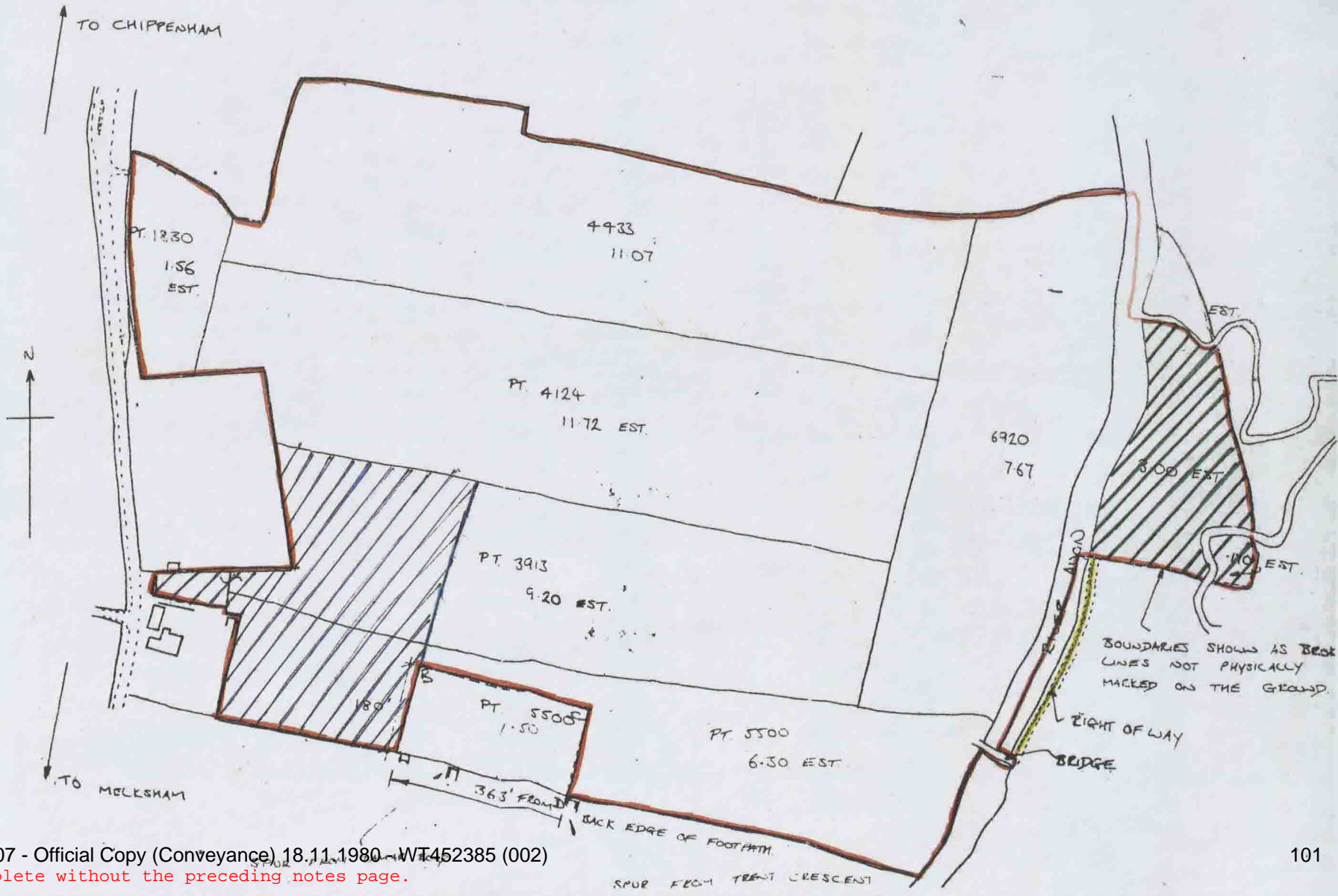
(i) the benefit of the exceptions and reservations covenants agreements and declaration and other matters contained in a Conveyance dated the Tenth day of August One Thousand Nine Hundred and Seventy-Two and made between the first named Vendors of the first part the second named Vendor of the second part and William Leslie Kingston of the third part _____

(ii) with the benefit of the provisions of a deed of grant dated the Nineteenth day of December One Thousand Nine Hundred and Seventy-Three and made between the second named Vendor of the first part and the said William Leslie Kingston of the other part so far as all such matters are still subsisting and capable of taking effect and affect the said land hatched blue _____

and together with but subject to (as to the land hatched green on the said plan) _____

(i) the benefit of the provisions of a Conveyance dated the Twenty-Ninth day of December One Thousand Nine Hundred and Seventy-Two and made between Avon Rubber Company Limited of the one part and the first named Vendors of the other part .

Company (1)
d Vendors (2)
d Vendors (1)
led Vendor (2)



and a deed of like date between the same parties

(ii) As to the land shown hatched blue on the said plan all that this covenant as to fencing set out in Clause 9 of the said Conveyance dated the First day of December One Thousand Nine Hundred and Seventy-Two

THE SECOND SCHEDULE

<u>Date</u>	<u>Document</u>	<u>Parties</u>
20th November 1957	CONVEYANCE	Corsham Estate Company (1) The first named Vendors (2)
1st December 1972	CONVEYANCE	The first named Vendors (1) The second named Vendor (2)

SIGNED SEALED and DELIVERED by the said)
LESLIE HERBERT BARKER-TUFFT in the presence of:-)

W. Amis
Solicitor
Melsham.

Leslie Herbert Barker-Tufft

SIGNED SEALED and DELIVERED by the said)
CHARLES McFADYEN BROWN in the presence of:-)

W. Amis
Solicitor
Melsham

Charles M. Brown

SIGNED SEALED and DELIVERED by the said)
MADELEINE HELEN TROUNSON in the presence of:-)

W. Amis
as above

M. H. Tronson

SIGNED SEALED and DELIVERED by the said)
NORMAN IVAN FARTHING and SHEILA FARTHING in the)
presence of:-)

W. Amis
Solicitor
Melsham

M. Farthing
S. Farthing

SIGNED SEALED and DELIVERED by the said)
TIMOTHY JOHN FARTHING in the presence of:-)

W. Amis
as above

T. J. Farthing

DATED 18th November 1980

LESLIE HERBERT BARKER-TUFFT ESQ

-and-

CHARLES McFADYEN BROWN ESQ

-and-

MADELEINE HELEN TROUNSON

-to-

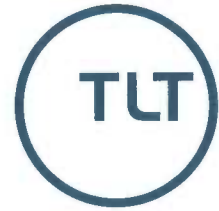
NORMAN IVAN FARTHING SHEILA
FARTHING and TIMOTHY JOHN FARTHING

Conveyance

of-

Land at Beanacre Road Melksham
Wiltshire

==



www.TLTsolicitors.com

Our ref 301R/KE01/VW01/052491/000007
 Your ref SM/2017/03 & 04 MELK

Ms S Madgwick
 Acting Team Leader Rights of Way and Highway Records
 Rights of Way and Countryside Waste and Environment
 Wiltshire Council
 County Hall
 Bythesea Road
 TROWBRIDGE
 BA14 8JN

By email : sally.madgwick@wiltshire.gov.uk

Direct tel	+44 (0)333 006 0098	Date	7 June 2018
Direct fax	+44 (0)333 006 1485	Email	katherine.evans@tltsolicitors.com

Dear Madam

**Wildlife and Countryside Act 1981 s.53
 Application for definitive map modification orders to record public footpaths over land at
 Melksham**

Further to your letter dated 4 May 2018, we are instructed by Cooper Tire & Rubber Company Europe Limited which is the freehold owner of land registered at HM Land Registry under title number WT160753 which is shown edged red on the attached title plan. As such we do not believe that the claimed footpath 2017/03 falls within our client's title.

With regard to claimed footpath 2017/04, none of the part of the claimed footpath between points A and D, or G and H fall within our client's title and approximately the northern half of the claimed footpath between points E and D also does not fall within our client's title.

All of the land that is subject to the route of the claimed footpath 2017/04 within our client's title is subject of a farm business tenancy which dates back to 25 March 2005. Our client's tenant, Mr T J Farthing, has had possession of the land since that date without any break. A copy of that farm business tenancy as executed by Mr Farthing is attached and we would draw your attention to clause 4.6 which requires Mr Farthing to take reasonable steps to prevent acts of trespass and to prevent any new footpaths or other easements or rights of way from being acquired. Please also note that Schedule 4 identifies Mr Farthing as responsible for repairs to field gates and posts (100%) and field boundaries and walls (100%).

From the above in relation to those parts of the claimed footpath 2017/04 that fall within our client's title, we believe that it is clear that our client did not intend to either dedicate any footpath or right of way nor should its actions indicate that deemed dedication should apply. The farm business tenancy covers all bar the very early part of the claimed period of time that the route has been used. We have not seen the user evidence but would suspect that this early period is most likely to be the part of the claimed period for which there is little user evidence or

certainly less. Bearing in mind that only 12 people have claimed to have used the claimed footpath during the claimed period, we do not believe that there would be sufficient evidence to show that the claimed footpath had been used for a twenty year period and if the claimant is relying on common law principles, we would suggest that there would not be sufficient evidence in relation to the earlier period to rely on user evidence.

We would be grateful if you could keep us advised of progress of these applications as these will have a material impact on the agricultural activities carried out by our client's tenant as regulated by the existing farm business tenancy should an order be made.

Yours faithfully

A handwritten signature in black ink, appearing to read 'TLT LLP', written in a cursive style.

TLT LLP



The Planning Inspectorate

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

Direct Line: 0303 444 5646
Customer Services:
0303 444 5000

Email: helen.sparks@planninginspectorate.gov.uk
www.gov.uk/planning-inspectorate

Your Ref:
Our Ref: ROW/3281765

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

29 March 2023

Dear Sir/Madam,

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

Further to my letter of 9 February 2023 in which I enclosed the Council's Statement of
Grounds, please find enclosed a copy of all the further statements of case that have been
received.

Enclosure:

Statement of Case submitted on 20 March 2023 by Ms Emily Cooke (of TLT Solicitors) (o.b.o. an
Objector)

Yours faithfully,

Helen Sparks
Helen Sparks

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

Lorraine McRandle

From: Peter Richardson
Sent: 23 May 2023 13:47
To: Teresa Strange; Lorraine McRandle; Alan Baines; Stefano Patacchiola
Subject: Road Safety Objective
Attachments: Road Safety Strategy MWPC.pdf

Dear All

I took an Action last night to develop an objective on road safety.

Please see the attached proposal. As you will see I have included a rationale and some inputs/outputs to support its consideration.

I hope this is helpful.

Kind Regards

Peter

Sent from [Outlook for iOS](#)

Road Safety – a proposal for a MWPC objective in the next year

Proposal

“Develop a strategy to improve road safety in the parish, maximizing the levers that the council have control or influence over”.

Rationale

Road safety is a major concern of residents across the parish evidenced by concerns expressed on social media, the press, representations the Council Members and Officers and other face to face contact. Many of those residents are keen to see their council taking a proactive stance.

The levers that the council has control or influence over are considerable but there is a need to maximise the impact of any intervention, especially as there are constraints with regards to funding and national/WC policy.

There are a large range of levers available including above ground signage, road markings, speed limits, speed zones, CSW, SIDs, ANPR, police enforcement, road design, road condition (e.g. pot holes), driver and pedestrian visibility, pavement condition and size, street lighting, availability and condition of footpaths etc. These typically tend to be looked at individually, rather than collectively as part of a strategic approach.

A road safety strategy would support debate and decision making and provide a framework for discussion with developers, planning applicants, schools (e.g. Travel Plans), businesses, the public and all the other stakeholders.

Recognising that no single intervention will ever be a panacea, and even a collection of interventions will not irradiate road safety risks, the more the council can do to improve road safety, even marginally, is worth doing.

Being able to demonstrate a strategic approach to stakeholders will in itself be advantageous.

Inputs

There are a range of extant policies that have been developed by the Dept of Transport and unitary and parish councils, which should be considered including, for example:

- “Strategic Framework for Road Safety”, Dept of Transport, May 2011;
- “Wiltshire Local Transport Plan 2011-2026, Road Safety Strategy”, March 2011;
- “Swindon’s Road Safety Strategy”, Swindon Borough Council, June 2021;
- “Road Safety: A Guide for Councillors in England”, ROSPA, February 2019;
- “West Bergholt’s Traffic Safety – A Strategy for improvement”, West Bergholt Parish Council, July 2017;
- and many more.

It may be possible for MWPC to adopt or make reference to parts of these and others.

Outputs

The output from this objective in the first year might be a strategy, policy, protocol, a guidance document or a framework.

Using that output to inform interventions, consultation and decision making would be a powerful step forward.

Measurement

A document approved by Full Council on the recommendation of the Highways and Street Scene Committee.

Feedback from stakeholders.

Trends from traffic data collected through enforcement, SIDs (if appropriate), and public feedback etc.

PJR

May 2023

**WILTSHIRE COUNCIL
WILTSHIRE & SWINDON ROAD SAFETY PARTNERSHIP**

PRACTICE NOTE

**COMMUNITY SPEEDWATCH, TEMPORARY SPEED INDICATOR
DEVICES, & CIVILIAN DEPLOYED ANPR CAMERAS**

- SITE ELIGIBILITY AND DEPLOYMENT CRITERIA

April 2023

1. Document Control Sheet

Project Title: COMMUNITY SPEEDWATCH, TEMPORARY SPEED INDICATOR DEVICES, & CIVILIAN DEPLOYED ANPR CAMERAS

Report Title: SITE ELIGIBILITY AND DEPLOYMENT CRITERIA

Revision: Version 1

Status: Final

Date: April 2023

Record of issue

Issue	Status	Author	Date	Check	Date	Authorised	Date
1	Final	DT	April 2023	SH	April 2023	SH	April 2023

April 2023

WILTSHIRE AND SWINDON ROAD SAFETY PARTNERSHIP PRACTICE NOTE

COMMUNITY SPEEDWATCH, TEMPORARY SPEED INDICATOR DEVICES, & CIVILIAN DEPLOYED ANPR CAMERAS - SITE ELIGIBILITY AND DEPLOYMENT CRITERIA

1.0 Introduction

- 1.1 This note sets out the eligibility and deployment criteria used for Community Speed Watch (CSW), temporary Speed Indicator Devices (SIDs) and Civilian deployed ANPR cameras.
- 1.2 CSW and SIDs can only be deployed on roads subject to 20, 30 and 40 mph speed limits. Enforcement activities on roads with higher speed limits remains solely within the remit of the Police.
- 1.3 CSW and SIDs are considered overt in operation as they are clearly visible to passing motorists and will have a direct impact on all road users passing them when deployment is taking place. Civilian deployed ANPR cameras are considered covert in operation as they usually cannot be seen by motorists and the data they record is used to provide intelligence and to target individual speeding motorists. It will be for the Parish and Town Councils to decide the best combination of activity to address the concerns in their local area.

2.0 Community Speedwatch (CSW)

- 2.1 CSW is a scheme which gives local people the power to help reduce traffic speeds and improve the quality of life in their community. Local community volunteers are provided with special equipment and trained by Wiltshire Police staff in the use of hand held speed devices so that they can record the speed of passing motorists. Motorists caught speeding by the volunteers are sent a warning letter from the Police. Persistent offenders receive a visit from Wiltshire Police and may be subject to further action. Intelligence gathered by the volunteers can be used by the Police to identify speeding hotspots and to target individual persistent speeding motorists.
- 2.2 CSW can only be undertaken during the hours of daylight and is therefore not the appropriate solution where investigation shows that high speeds are experienced during the hours of darkness.
- 2.3 Wiltshire Police will carry out a risk assessment to determine where CSW can be deployed to ensure the safety of the volunteers and to maximise effectiveness and impact.
- 2.4 Co-ordination and support of the CSW volunteer groups is undertaken by a dedicated CSW Co-ordinator within Wiltshire Police.
- 2.5 Other factors relating to CSW and further details can be found at www.wiltshire-pcc.gov.uk/the-pcc-and-you/get-involved/community-speedwatch/

3.0 Temporary Speed Indication Devices (SIDs)

- 3.1 Key factors relating to SID deployment are set out at **Appendix A** and Frequently Asked Questions are set out in **Appendix C**

April 2023

- 3.2 SIDs are a means of raising awareness of vehicle speeds and educating driver behaviour. They are useful in supporting other methods of direct speed control such as Police enforcement and Community Speedwatch. They can provide a means of highlighting speed issues where direct measures cannot be used, such as where speeding occurs at night or at locations with difficult access.
- 3.3 SIDs can be deployed at locations on a long term basis if desired. However, it is recommended that to maintain effectiveness they should be deployed on a temporary basis and normally be in place at a site for between 2 and 8 weeks and not redeployed until a minimum time of 4 weeks has elapsed.
- 3.4 Deployment periods are at the discretion of the relevant Town or Parish Council based on individual site circumstances, but it is recommended that this is evidence led.
- 3.5 Town & Parish Councils either singularly or in collaboration are responsible for the sourcing, purchase, installation, deployment and maintenance of suitable SID units.
- 3.6 Deployment of the SIDs must be undertaken by an approved Contactor or by volunteers who have undertaken the online training course available through Wiltshire Council. See Appendix A for further details.
- 3.7 SIDs must not be positioned within 100m of speed limit terminal points except in exceptional circumstances such as reduced visibility or proximity of side road junctions.
- 4.0 **Civilian deployed ANPR Cameras**
- 4.1 Key factors relating to civilian deployed ANPR Cameras as set out in **Appendix B**
- 4.2 Civilian deployed ANPR cameras are small battery powered devices that can be deployed to record passing vehicles, their speed, and registration details. Data from the ANPR cameras can be reported to the Police on their website using the 'report a crime' function to aid intelligence by their Control Room. The "report a crime" function accepts one vehicle's details at a time, so it is necessary for users to prioritise the input of data. It should also be noted that evidence from these cameras is not currently admissible as evidence in Court.
- 4.3 Parish & Town Councils deploying ANPR cameras will need to satisfy themselves that they are compliant with the General Data Protection Regulations (GDPR).
<https://www.gov.uk/data-protection>
- 4.4 ANPR cameras can be deployed on existing highway street furniture, such as sign posts, but additional freestanding posts will not be provided or permitted. Note: Telegraph / electrical poles are not classified as street furniture.
- 4.5 Deployment sites are not subject to any formal approval process but locations must be subject to a recorded risk assessment and comply with the manufacturer's requirements for mounting heights and clear visibility distances to ensure accuracy of recorded data.
- 4.6 Deployment of the ANPR cameras must be undertaken by an approved Contractor or by volunteers who have undertaken the online training course available through Wiltshire Council. See Appendix B for further details
- 5.0 **Eligibility Criteria**

- 5.1 For locations identified for CSW and SIDs the Council will undertake traffic counts at each requested site in order to measure vehicle speeds and allow assessment against the criteria. The counters will be in situ for a week at each site and will record vehicle speeds and volumes at all times during that week. This enables an overall assessment of vehicle speeds, including trends relating to speed at certain times of the day or night. No site will be considered for CSW or SID deployment until a traffic count is undertaken.
- 5.2 The eligibility criteria for the use of CSW & SIDs is set out in the table below. The threshold levels have been set to accord with the National Police Chiefs Council (NPCC) speed enforcement guidelines.

	No Further Action	CSW & SID
20 mph limit	85 th ile speed up to 23.9 mph	85 th ile speed 24.0 mph and over
30 mph limit	85 th ile speed up to 34.9 mph	85 th ile speed 35.0 mph and over
40 mph limit	85 th ile speed up to 45.9 mph	85 th ile speed 46.0 mph and over

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

- 5.3 A flow chart illustrating the process is included at **Appendix C**
- 5.4 ANPR cameras can be deployed without the need to undertake a traffic count.
- 5.5 Where a previously approved CSW or SID site has operated, but speeds have reduced to below the threshold speeds, these sites can continue to operate for as long as the volunteer groups and Parish and Town Councils consider them to be justified.

Temporary Speed Indicator Devices (SID) Deployment Guidelines

1. These guidelines apply to all SIDs used on the Wiltshire Highway network regardless of the funding source, ownership and device location
2. Sites must meet the eligibility criteria as set out in this Practice Note.
3. SIDs can be deployed at locations on a long term basis if desired. However, it is recommended that to maintain effectiveness they should be deployed on a temporary basis and normally be in place at a site for between 2 and 8 weeks and not redeployed until a minimum time of 4 weeks has elapsed.
4. Deployment periods are at the discretion of the relevant Town or Parish Council based on individual site circumstances, but it is recommended that this is evidence led. For example the number of times the SID is triggered on a week by week comparison.
5. Wiltshire Council reserves the right to remove any device where the location is considered a road safety hazard, or if the SID is not being deployed in accordance with the stated guidelines and a charge may be made for this.
6. Any additional infrastructure required to enable SID deployment can be funded by the Local Highway & Footway Improvement Group (LHFIG) or the relevant Town / Parish Council and approved by Highways officers prior to installation.
7. Trigger Speeds of the device should be set to match the posted speed limit level.
8. SIDs must be mounted at a minimum height of 2.0 metres above ground level (to avoid damage / vandalism) in verge areas and 2.4 metres in footway and cycle-ways. Devices must have a minimum edge clearance to the running carriageway of 450mm and cannot be fixed to telegraph poles or concrete street lighting columns.
9. No ladders, step ladders or other climbing aids should be placed in direct contact with or leant against the column or post used to mount the SID as the additional weight may result in sudden failure. Any damage to Highway furniture will be recharged.
10. Additional posts can be provided to facilitate SID deployment. However they must not be permanently left in place when the SID is not deployed. Posts must be fixed via a socketed ground anchor to allow for post removal. An example fixing can be found at <http://www.nal.ltd.uk/products/retention-socket-systems/retention-socket-non-illuminated-base/>.
11. Whilst the use of dedicated posts is the preferred mounting method, SIDs can be erected on suitable existing street lighting columns. Approval must be given by Wiltshire Council prior to deployment. Annual reapproval must be sought as previously approved sites may no longer be suitable due to column ageing affecting strength. Approval can be sought by sending an email to streetlighting@wiltshire.gov.uk providing the dates of deployment, the road name, and the column identification number.
12. SIDs require a straight road on the approach, free of obstruction, to allow the radar to accurately assess vehicle speed. Dips in the road will affect the operation of the SIDs, as

can bus shelters reflecting the sun. Careful consideration is required to direct devices away from property windows and avoid problems associated with light pollution. SIDs must not be positioned within 100m of speed limit terminal points.

13. Where deployment of the SIDs is undertaken by an approved Contactor they must have Operators Streetworks accreditation (for more details see <https://www.gov.uk/government/publications/street-works-qualifications-in-england>) and Public Liability Insurance of at least £5,000,000. Responsibility for checking and approval of suitable contractors rests with Town & Parish Councils and is therefore self-policing.
14. It will be for the Town & Parish Councils to decide on how many contractors are engaged and how any payment mechanism should work.
15. Where deployment of the SIDs is undertaken by volunteers they must have undertaken the online training course available through Wiltshire Council. Registration for training can be achieved by sending a request to Integrated.transport@wiltshire.gov.uk. with the title 'online training request' as the subject heading. The course takes about an hour to complete and includes how to undertake and record a risk assessment.
16. Town and Parish Councils are encouraged to review, amend or add to the deployment programme not less than every six months to take into account new sites or any changes in circumstances.

Civilian deployed ANPR cameras Deployment Guidelines

1. Wiltshire Council and Wiltshire Police reserve the right to remove any device where the location is considered a road safety hazard, or if the ANPR camera is not being deployed in accordance with the stated guidelines and a charge may be made for this.
2. Deployment of cameras must comply with the manufacturer's requirements for mounting heights and clear visibility distances to ensure accuracy of recorded data.
3. Information notices (signs) advising of the deployment of ANPR cameras must be in place during operation. This is a legal requirement under the Protection of Freedoms Act 2012. When the system is not operational the signs are to be removed to prevent proliferation of the notices.
4. No ladders, step ladders or other climbing aids should be placed in direct contact with or leant against the column or post used to mount the ANPR camera as the additional weight may result in sudden failure.
5. Any damage to Highway furniture caused by ANPR deployment will be recharged.
6. Where deployment of the ANPR camera is undertaken by an approved Contactor they must have Operators Streetworks accreditation (for more details see <https://www.gov.uk/government/publications/street-works-qualifications-in-england>) and Public Liability Insurance of at least £5,000,000. Responsibility for checking and approval of suitable contractors rests with Town & Parish Councils and is therefore self-policing.
7. It will be for the Town & Parish Councils to decide on how many contractors are engaged and how any payment mechanism should work.
8. Where deployment of the ANPR cameras is undertaken by volunteers they must have undertaken the online training course available through Wiltshire Council. Registration for training can be achieved by sending a request to Integrated.transport@wiltshire.gov.uk with the title 'online training request' as the subject heading. The course takes about an hour to complete and includes how to undertake and record a risk assessment.

SIDs - Frequently Asked Questions

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

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

2. Why is it recommended that SIDs be removed from a location after 8 weeks?

Research by the Transport Research Laboratory has indicated that the effect of the SID on speed reduction is greatest within the first two weeks of deployment, with sites having SIDs in situ for longer recording little or no further speed reductions after two weeks.

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

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

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

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

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

The concept of the 85th percentile speed has been developed from the considerable body of research and observation carried out to analyse driver behaviour. It is the highest speed at which most drivers can be considered to be driving sensibly and in a manner appropriate for the prevailing conditions. Those drivers exceeding the 85th percentile value are therefore much less likely to conform to reasonable patterns of behaviour and consequently would pay little regard to safety enforcement measures.

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

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

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

It is Wiltshire Council policy that permanent vehicle activated signs will only be provided to warn motorists of a hazard, such as sharp bends, where there is significant collision history. They will not be provided to highlight speed limits.

7. Can SIDs be used at sites not meeting the criteria?

The use of SIDs at sites where there is no speeding problem is not encouraged as this may impact on the availability and frequency of deployment at those sites with a speeding problem and lessen the overall impact that SIDs are intended to have.

8. How often do they need servicing / recalibration?

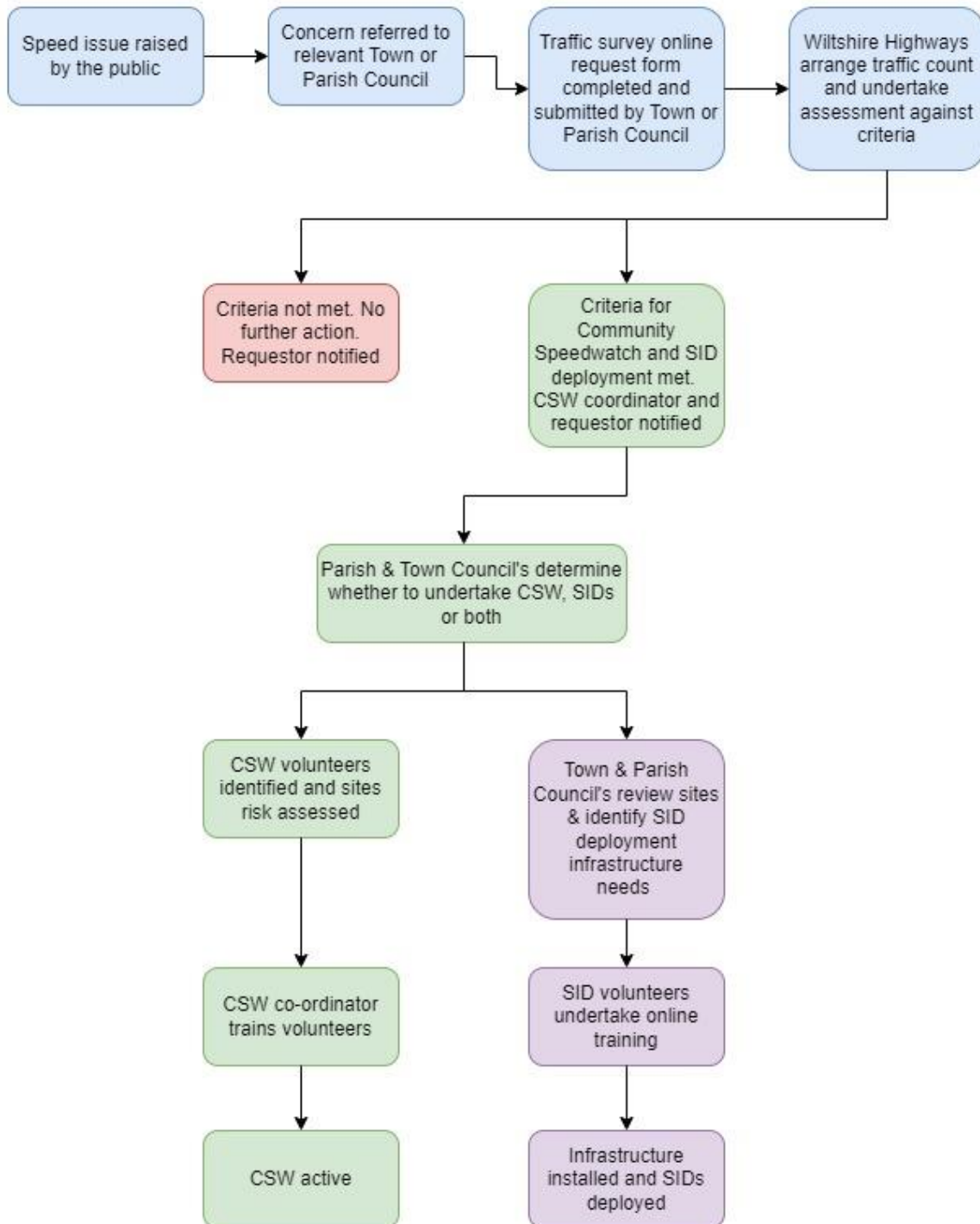
Annually.

9. What is an Approved Contractor?

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

APPENDIX D

Wiltshire SID and Community Speed Watch Process



April 2023

Teresa Strange

From: Stansby, Mark <mark.stansby@wiltshire.gov.uk>
Sent: 18 May 2023 10:16
To: Lorraine McRandle
Subject: RE: Speed Indicator Device
Attachments: Practice Note - CSW SID ANPR Deployment April 2023.pdf

Hello Lorraine,

I am sorry for this late reply.

A recent round of LHFIG meetings with tasks before and after those meetings, and some time off on leave, has regrettably left me with a backlog of correspondence.

We have recently published fresh guidance on Community Speed Watch, SIDs and Civilian Deployed ANPR Cameras. The Deployment guide for SIDs states that the trigger speed should be set to the speed limit being monitored. However, this would mean most modern devices which indicate compliant driver behaviour as well as non-compliant to be less effective. We accept that many of those deploying SIDs are likely to ignore this advice.

I am generally content with your suggested set up below, although I wonder if the lowest trigger speed should be set at 25 mph as opposed to 20 mph for a 30 mph speed limit?

Either way, I doubt very much that we would need to intervene on operations.

I hope this is useful.

Regards,

Mark.

Mark Stansby
Senior Traffic Engineer
Highways

Wiltshire Council

Tel: 01225 713367

Email: mark.stansby@wiltshire.gov.uk

Web: www.wiltshire.gov.uk

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

Sent: 24 April 2023 16:43

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

Subject: Speed Indicator Device

Hi Mark

We have had a bit of backwards and forwards with the supplier of our old SID to see if we can change the trigger speeds, as initially it was understood they could not be changed.

However, they have come back with the following:

After the software change sign would activate as follows on 30mph road:

- For speeds from 0mph to 19mph sign will not activate.
- For speeds from 20mph to 34mph sign will show the speed only, slow down will not illuminate.
- For speeds from 35mph to 40mph sign will show the speed and will illuminate the slow down.
- For speeds above 40mph sign will not show the speed and will only illuminate the slow down.

Is this acceptable to you.

They have provided a quote to get this changed and we are discussing at a Full Council meeting this evening.

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

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Teresa Strange

Subject: FW: Solagen quotation 9356

From: Solagen Enquiry <enquiry@solagen.com>
Sent: 22 May 2023 16:43
To: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: RE: Solagen quotation 9356

Hi Lorraine,

Our software guy has reviewed this, and has agreed that the following changes can be completed:

Software can be changed to the following:

- For speeds from 0mph to 31mph the sign will not show speed or slow down.
- For speeds from 31mph to 40mph the sign will show the speed and illuminate the slow down.
- For speeds above 40mph the sign will not show the speed and will only illuminate the slow down.

Kind regards,

Jasmine Deere
Sales and Marketing
Customer Services Executive

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e technical@solagen.com
a Unit 8 Easter Court
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Lorraine McRandle

Subject: FW: Town and Parish Council/ Wiltshire Council notes - 24.03.23
Attachments: Wiltshire SID survey 2023.xlsx

From: Schell, Rhys <Rhys.Schell@wiltshire.gov.uk>
Sent: 30 March 2023 11:23
Subject: Town and Parish Council/ Wiltshire Council notes - 24.03.23

Dear all,

Many thanks for your engagement and attendance at the meeting last Friday. Please find notes below:

- **Welcome – David Redfern**
- **King’s Coronation Weekend 6 – 8th May 2023**
 - **Discussion/ questions from councils about proposed events - Kevin Oliver**

Many of the Parish Councils shared a brief snapshot of what they have planned for the Kings Coronation Weekend, with Kevin Oliver on hand to answer any questions regarding their events.

- Ramsbury are holding local tea parties on Sunday and a Coronation street fair on Monday
- In [Chippenham](#), there will be a live streaming of the Kings Coronation in John Coles Park, followed live performances and a showing of the Lion King
- Keevil will have a street party on the Saturday, followed by a Afternoon Church service and tea on the Sunday: [The Coronation 2023 – KEEVIL VILLAGE](#)
- Biddestone & Slaughterford are holding ‘Picnics on the Green’
- In Cricklade there will be a band concert on Sunday combined with picnic in the park, community hanging basket planting on Monday, Court Lett running Bezating of Bounds on Monday.
- Britford are also holding a Picnic on the Green.
- North Wraxall's five hamlets are holding Picnics on their village greens
- Salisbury there will be a community fete on Sat in a park with the Big Lunch, a live music event on Saturday eve and a Big Help Out event in the Market Place on Sunday
- [Trowbridge](#) will be showing a viewing of the Kings Coronation in the Civic Centre
- Plans yet to be confirmed in Easton Royal, however, ongoing meetings to confirm. A tree has been planted and a plaque will be "toasted and unveiled" and a Big Lunch will probably follow on the Rec.
- Aldbourne is encouraging community picnics and having a toast to the King on the Saturday evening.

Request from Deborah at WALC to please send in photos for sharing through their newsletter - dbourne@communityfirst.org.uk

Question regarding denied request for road closures. Kevin explained that Wiltshire Council is advising parties to ideally use green or open spaces, as the heavy usage of the road network causes significant challenges to close roads. The same classification of road needs to be available as a diversion when requesting a road closure.

Have you registered your event with Wessex Community Action? Wessex Community Action has set a target with voluntary, community and social enterprise (VCSE) groups to list 200+ local activities, events and volunteering opportunities to raise awareness of volunteering in Wiltshire, and as a lasting legacy of the Coronation Groups are encouraged to add their own Coronation activities, events and volunteering opportunities to the Wiltshire Together platform at <https://wiltshiretogether.org.uk/> and help to reach the target.

- **‘Recycling – Lets sort it’ – Martin Litherland**

Martin explained the basis for the 'Let's sort it' campaign, which aims to reduce the number of contaminated materials being put into recycling bins. These contaminated products often damage or break machinery used in the material sorting process which costs significant time, money and resource. Unrecyclable materials should be disposed of in the black refuse bin, which is collected and subsequently used to generate energy. Some of the key materials to avoid in our household recycling are:

- shredded paper,
- textiles
- plastic films,
- scrap metal
- other general waste items

Question: is there a website where these pictures and explanations are available, that we can link to in our village media & socials?

Link for website info and/ or graphics: [Kerbside recycling - Wiltshire Council](#); [What happens to recycling - Wiltshire Council](#)

The council is currently reviewing its website to allow the reintroduction of pictures, recognising the value of using these to illustrate and explain issues. Info sheet attached.

Question: should people remove Sellotape from cardboard boxes?

Not absolutely essential, but helpful and within reason. Important to remove any polystyrene or plastic packaging from cardboard boxes. If possible, flatten these and place in the bin to keep dry. Also, please remove large quantities of food from plastic food packaging.

Question: can tablet/pharmaceutical packaging be recycled in the blue-lidded bin?

The cardboard box can, but the plastic/foil insert cannot. These combined materials cannot be easily separated as are bonded together. We'd therefore recommend these are placed in the general waste bin where they will be sent for energy recovery

Question: How would you answer queries about pollution with regards to burning waste for energy? I assume its burnt?

All waste treatment facilities need to comply with stringent emissions standards in order to retain their Environmental Permit, which is regulated by the Environment Agency. Many older waste treatment facilities are also upgrading their emission monitoring and controls in order to comply with new requirements known as "Best Available Techniques" (BAT). By comparison, such facilities tend to emit less pollution than domestic wood burning stoves, and also provide significant carbon emission reductions when compared with landfilling the waste instead. Wiltshire Council aims to recycle as much household waste as possible where it can establish sustainable markets for the materials, and work to ensure that we divert the remaining residual waste from landfill.

• **Speed Indicator Devices Update and Discussion - Adrian Turnbull**

Adrian provided an update on the Speed Indicator Device (SID) Data Pilot which was currently underway:

- Data Sharing Pilot has adopted a 'low-tech' approach. Data is downloaded from devices in CSV file format, loaded into Submission Forms developed by CSW HQ and then emailed into a Group mailbox which is managed by CSW staff. Data is then uploaded into a Wiltshire Police database similar to the one used to record CSW traffic report information
- 11 communities across Salisbury and Stonehenge areas are taking part in the Pilot. Between them they manage 11 SIDs. The Pilot group represents 13% of all SIDs currently in-scope.

- Qlik Sense software is then used to analyse the data and identify critical locations where Speeding and Road Safety are a problem. To-date 750,00 rows of data have been loaded in the first 8 weeks of the Pilot.
- The information is being used as an addition to CSW data and Traffic Survey data in order to task Speed Enforcement Officers and the Road Policing Unit who conduct Speed Enforcement using their own equipment.
- The Pilot is due to be completed at the end of March following which an assessment will be made as to its success against the original Terms of Reference that were drawn up in October 2021.
- A presentation will be made to Wiltshire's Police and Crime Commissioner and the Exec Leadership Team of Wiltshire Police in order to gather their feedback and seek their approval to roll-out SID Data sharing to all eligible speed devices in Wiltshire.

Adrian asked all Towns and Parishes, who have installed new SIDS in the past 10 months i.e. since the SID survey was conducted last year, to kindly complete a survey form if they would like to be included in the SID data sharing initiative. Please see the 'Wiltshire SID Survey 2023.xlsx' file attached with these meeting notes. Completed Survey forms should kindly be emailed to turnbull_adrian@hotmail.com. Adrian wished to thank everyone who responds (or has already responded) for your ongoing assistance and support.

- **What are the issues or discussion topics in your Council? David Redfern**

Insufficient time to fully discuss, but at a future meeting we will encourage clerks to discuss and raise issues that are of concern/ interest to their parishes.

- **Next meeting date – Friday 28th April – Rhys to send invite**

Kind regards,

Rhys Schell

Service Manager - Engagement and Partnerships

Leisure, Culture and Communities

County Hall | Bythesea Road | Trowbridge | BA14 8JN

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TOWN AND PARISH COUNCIL UPDATE

Wiltshire Council



We are applying for new powers to improve road safety – please take the survey

As part of our Business Plan commitment to improve road safety in the county, we are planning to apply to the Secretary of State for the power to enforce moving traffic offences.

Moving traffic offences, which are currently only enforceable by the police in Wiltshire, include driving offences such as going the wrong way down a one-way street; driving through a No Entry sign; ignoring a weight limit; or turning left or right where it is not permitted.

Local authorities are able to apply for new powers to enforce moving traffic offences and will be able to issue fines to drivers for these offences. In Wiltshire, we have identified an initial six sites that would benefit from enforcement, and we

TOWN AND PARISH COUNCIL UPDATE

Wiltshire Council

are asking for people's views on whether these sites are suitable.

We're also asking for people to identify sites around Wiltshire that currently have moving traffic restrictions in place and may be suitable for Automatic Number Plate Recognition (ANPR) technology for enforcement in the future.

The first six sites included in this engagement survey are:

- Castle Street and Market Street in Trowbridge, no left-hand turn except for buses, taxis and cyclists
- Town Bridge in Bradford on Avon, 18-tonne weight limit
- Roundstone Street in Trowbridge, no entry except for buses, taxis and cyclists
- Hollows Close in Salisbury, prohibition of vehicles, Monday-Friday, 7.30am-9.30am and 2pm-6pm, except permit holders
- Market Street in Bradford on Avon, yellow box marking
- Saxon Road in Salisbury, prohibition of vehicles, Monday-Friday, except permit holders

Please share this survey with your communities.

The survey is open until 23:59 on Wednesday 28 June. To find out more and to take the survey, see: www.wiltshire.gov.uk/highways-mte

To request a paper copy of the survey, people should call 01225 713497 or email highwaynetworkmanagement@wiltshire.gov.uk



Teresa Strange

From: Hugh Davies <hugh.davies@melksham-tc.gov.uk>
Sent: 26 May 2023 14:38
To: Teresa Strange
Cc: Locum; Linda Roberts
Subject: RE: Roundabout Sponsorship

Hi Teresa,

Much as though I'd like to, I don't have the capacity to deal with this right now.

Unfortunately, I'll have to pass on this opportunity.

Apologies for the late response.

Kind regards,

Hugh



Melksham
Town Council

Hugh Davies
Head of Operations

T: (01225) 704187
E: hugh.davies@melksham-tc.gov.uk
I: www.melksham-tc.gov.uk

From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: Monday, May 22, 2023 11:10 AM
To: Hugh Davies <hugh.davies@melksham-tc.gov.uk>; Locum <locum@melksham-tc.gov.uk>
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: FW: Roundabout Sponsorship

Good morning Hugh and Heather,
Hope you have had a good weekend....
Just wondering if you have any thoughts on this please, as we are sending out agendas next week for our quarterly highways meeting. We need to decide if we give the roundabout back or not,
Thanks, Teresa

From: Teresa Strange
Sent: 19 April 2023 12:58
To: 'Hugh Davies' <hugh.davies@melksham-tc.gov.uk>; 'Locum' <locum@melksham-tc.gov.uk>
Subject: FW: Roundabout Sponsorship

Dear Hugh

Thanks for your time yesterday, I will send a number of emails to confirm the myriad of subjects and agreements we made (some to be approved by our Full Council on Monday evening).

In the meantime, this is the email communication about roundabout sponsorship which we agreed we would send to you and Heather.

I have this on our agenda for Monday night, to see if there had been an answer back? But no rush if you haven't.... its only because Highways are aware our licence lapsed some 18 months ago and can't keep hanging it over.

All the best, Teresa

From: Teresa Strange

Sent: 14 March 2023 15:59

To: Patsy Clover <Patsy.Clover@melksham-tc.gov.uk>

Cc: Linda Roberts <linda.roberts@melksham-tc.gov.uk>; Lorraine McRandle <office@melkshamwithout-pc.gov.uk>

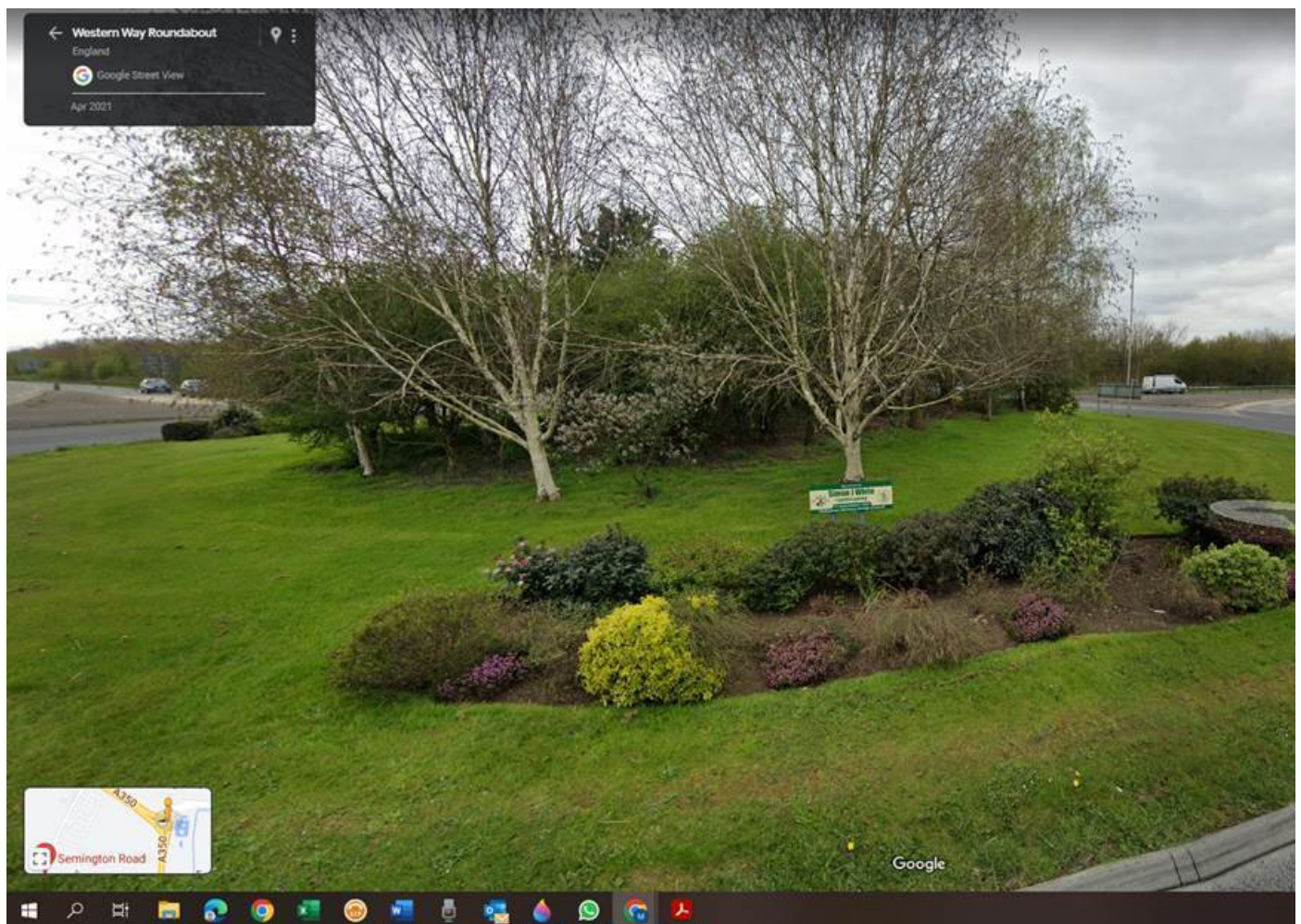
Subject: RE: Roundabout Sponsorship

Hi all

Just to be 100% sure on what we are saying!

Its option 4 as per your suggestions below and would you like to take the ex Carsons Tyres one as well (marked A on our old map)? We have now passed the 10 year period for our s96 licence for it, and have no sponsor, and so will have to remove all the perennial planting and put back to grass and hand back to Wiltshire Council, so if you would like to take that one too, and we don't have to do that, that would be great! Please let us know.....

All the best, Teresa



From: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Sent: 14 March 2023 15:11
To: Patsy Clover <Patsy.Clover@melksham-tc.gov.uk>
Cc: Linda Roberts <linda.roberts@melksham-tc.gov.uk>; Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: RE: Roundabout Sponsorship

Hi Patsy

Members considered the roundabout sponsorship at their Full Council meeting on Monday 20 February and resolved the following:

To inform Melksham Town Council they take on all the roundabouts shared between the two parishes in order to seek sponsorship opportunities and to invite them to find sponsorship for 'Carson Tyres' roundabout at the A365/A350 junction on Western Way.

It was noted at the meeting, previously, there had been 'gentlemen's' agreement, whereby the parish council would take on this roundabout and the Town Council the one near the Mobile Home Park, which was also shared between the two councils. The Parish Council have actively been seeking sponsorship for this roundabout to no avail, following the expiration of the Section 96 Licence.

Hope the Town Council is happy with this proposal and look forward to hearing from you.

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

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

From: Patsy Clover <Patsy.Clover@melksham-tc.gov.uk>
Sent: 03 February 2023 16:18
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: Roundabout Sponsorship

Hello Teresa

MTC's Roundabout, Gardens and Planters Sponsorship Policy was approved by Full Council on 4 April 2022. Last April, you told me that per a gentleman's agreement, we had the Refa one and you had the ex Carsons Tyres one – which one is that? The Bowerhill one?

I attach a really dodgy infographic (!) showing the town's roundabouts and who is responsible for what % on each roundabout, based on the boundaries.

MTC would like to start offering some of the roundabouts for sponsorship. Regarding those in the east of Melksham, Cranesbill (3 exits) and Skylark (3 exits) are owned 50/50 and Sandridge/ Eastern Way (3 exits) is owned 85% MWPC and 15% MTC approx. Thoughts:

1. We let the roundabouts separately in accordance with the ownership – not ideal as there are three exits on each roundabout potentially available for sponsorship which doesn't tie in well with the ownership %
2. We take one each of Cranesbill and Skylark and you keep Sandridge/ Eastern Way – could work but we would probably need to be consistent with planting schemes and it would be a faff administratively if one business wants to sponsor all three roundabouts, for example.
3. We take all three roundabouts, split the sponsorship income in line with the ownership % and bill you for maintenance in line with the ownership % - preferable for us
4. We take them all.

What do you think?

Kind regards
Patsy



Patsy Clover
Deputy Town Clerk

T: (01225) 704187
E: patsy.clover@melksham-tc.gov.uk
I: www.melksham-tc.gov.uk

Disclaimer and Confidentiality Notice

Teresa Strange

From: Howard Yardy <howard.yardy@wbct.org.uk>
Sent: 17 May 2023 20:55
To: Teresa Strange
Subject: Re: Grants for environmental projects available

Thanks Teresa

I will try and get some money for the project and a Streetworks licence.

I had a conversation with the Green Spaces person from Bradford on Avon council at the green man festival last Saturday. He is running a wildflower verges project in the town and the council has bought a mower/collector to make that possible.

Do we have a green spaces person in Melksham?

Kind regards

Howard Yardy

Wildlife Officer

Melksham, Chippenham & Calne Branch

Wilts and Berks Canal Trust.

t: **07484356845**

e: howard.yardy@wbct.org.uk

w: www.wbct.org.uk

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

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

Registered in England and Wales No. 2267719

Registered Address: Dauntsey Lock Canal Centre, Chippenham, SN15 4HD

Office telephone: 0845 625 1977

Registered Charity No: 299595

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

Hi Howard

For your info, not sure if you are aware of this funding...

Kind regards, Teresa

From: Beth Maughan <beth.maughan@wiltshirecf.org.uk>

Sent: 17 May 2023 15:20

Subject: RE: Grants for environmental projects available

We just wanted to let you know that the deadline for applications for this programme has been extended until 1 June 2023.

Examples of previous projects include:

1. Restoration and maintenance of a wildlife pond
2. Local litter picking activities
3. Community tree planting event
4. Creation or enhancement of a community garden e.g. installation of rainwater harvesting solution
5. Community beehives and planting bee friendly pollinating corridors
6. Education project aiming to change personal behaviours relating to environmental sustainability
7. Creating wildflower areas on underused land in a village

If you have any questions about this programme please do not hesitate to contact us on 01380 729284

Best wishes

Beth Maughan

From: Beth Maughan

Sent: Wednesday, May 10, 2023 11:11 AM

Subject: Grants for environmental projects available

We are writing to let you know about a grants programme we are running in partnership with Wessex Water. The Wessex Water Foundation Environment Fund supports charitable and community activities that improve local biodiversity or have a positive impact on the local environment for local people.

Grants of up to £2,000 are available for local organisations based and operating in the section of the Wessex Water area covered by Wiltshire Community Foundation*.

Applicants must demonstrate that their project has one or more of the following outcomes:

1. involves communities in environmental activities that benefit the local area
2. has a positive impact on the local environment
3. shares learning with local people about supporting the environment

Priorities for this programme are:

1. reduction in water use
2. improving environmental sustainability in the local area*
3. improvements in local biodiversity

* For example, this can include activities aimed at reducing waste, recycling and using reusable alternatives, growing own produce, using less energy. Water refill points are not eligible for funding.

****Please note: Swindon and some surrounding areas are not served by Wessex Water and therefore groups in these areas are not eligible to apply for this fund. If you are unsure, please check with us before applying***

More information on the grants programme and details of how to apply are available <https://www.wiltshirecf.org.uk/grants-and-support/groups/wessex-water-environment-fund/>. Applications close on 22 May 2023.

Best wishes

Beth

Beth Maughan
Marketing and Communications Manager

Wiltshire Community Foundation
Sandcliff House
21 Northgate Street
Devizes SN10 1JT

<image002.png>

Tel: 01380 729284

www.wiltshirecf.org.uk

Lorraine McRandle

Subject: FW: Grass cutting

From: [REDACTED]

Sent: 05 May 2023 20:15

To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; Richard Wood <richard.wood@melkshamwithout-pc.gov.uk>; towncouncil@melksham-tc.gov.uk

Subject: Grass cutting

Dear Teresa

There are 4 newly planted trees on the green at the junction of Berryfield park and Berryfield lane. Three are now dead and the remainder is likely to die following being ring barked as a result of strimming by contractors grass mowing today.

This has happened in the area in previous years on newly planted trees. The grass cutting has taken away all wildflowers (food for wildlife) and the daffodils have been mown off. This will result in the bulbs failing to get the necessary nutrients to produce flowers next year.

Why are we paying these people to ruin our environment?

We have friends in other towns where they act as volunteer tree wardens and are provided with equipment to maintain the health of newly planted trees on Road verges. Who is doing this in Melksham? Hundreds if not thousands of pounds wasted on trees that are neglected to death.













I don't

know if it is the same contractor but you can see that the picture I took of the verge at Semington Road near to the A350 roundabout was full of wildflowers 2 days ago and the second picture shows the state of the verge today. No consideration for wildlife just mindlessly mown! At least they left the daffodil foliage!

Can the councils at Melksham come up with some plan to help wildlife in the area. We have an ecological crisis now and everything should be done to stop the devastation.

I have searched online for some policies/ action being taken relating to the wildlife crisis and can find very little especially relating to grassland management. Could you help me by sending links to councils policy and the action taken to achieve them.

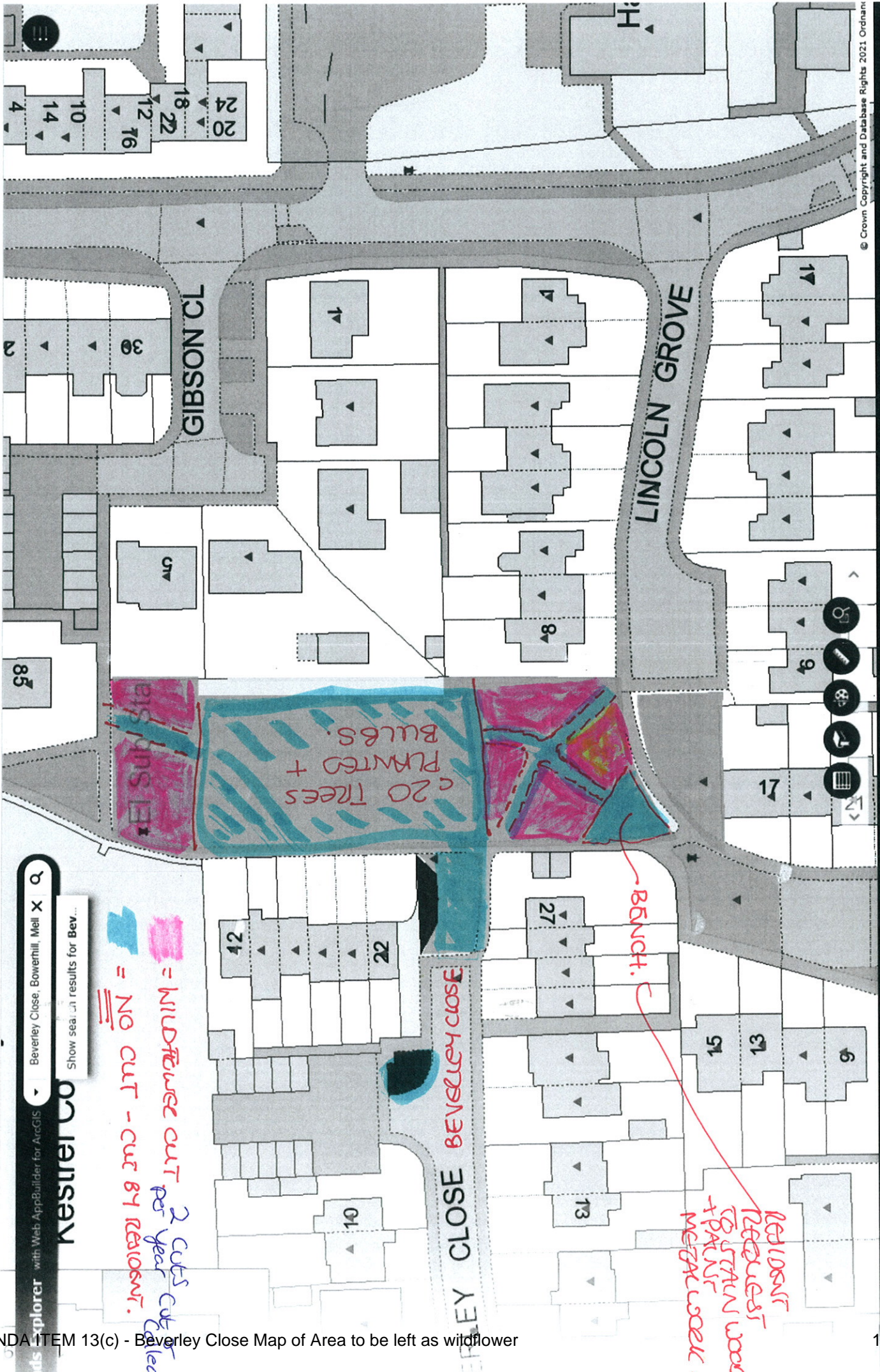
I am in regular contact with the Climate change and diversity officer at Chippenham council and impressed with their Road verge management which ensures areas are left uncut for wildflowers.

Could you could put me in contact with the member of staff responsible for Melksham

Good work is being done at Bowerhill, Shurnhold and the nature reserve in town. However these are small isolated areas. They are not enough. Properly managed grass areas in the town would make a significant difference to wildlife. It is quite clear that the grass cutting contractors have no idea how to achieve this and alternatives should be found as soon as possible.

I await your reply





█ = MILD FLOW CUT 2 CUTS CUT per year
█ = NO CUT - CUT BY REASON.

c 20 TREES PLANTED + BULBS.

BENCH.

REDWOOD TREES - 81 TO STRAIN WOOD + PRUNE METAL WORK.

BEVERLEY CLOSE

GIBSON CL

LINCOLN GROVE

Kestrel Co
 with Web AppBuilder for ArcGIS
 Beverley Close, Bowerhill, Mell X
 Show search results for Bev...

Teresa Strange

From: [REDACTED]
Sent: 30 May 2023 14:22
To: Teresa Strange
Subject: Photos











Sent from my iPad

Wild about Wiltshire

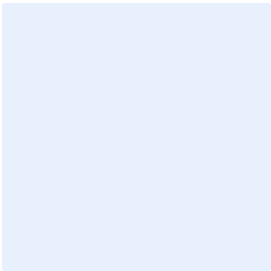
For an agreement between Wiltshire Council and Town/Parish Councils to change grass cutting arrangements to support wildflower and biodiversity initiatives within your local community.

Please complete one form per location and return by email to: streetscene@wiltshire.gov.uk

Clerk acting on behalf of the Town/Parish Council:

Clerk Name:	Clerk name		
Council Address	Address		
Town	Town	Postcode	Postcode
Telephone	Telephone no.	Email	Email address
Acting on behalf of Town/Parish Council:	Town/Parish Council name		
Electronic Signature:	Signature	Date:	Select/enter a date

Proposed Location:

Road Name	Location road name	Town	Location town
Nearest Postcode	Nearest Postcode	What3Words	Enter What3Words
Please insert Map/Photo information if available:			
Link to Wiltshire Council Map Viewer			
Please state the type of maintenance you would like to be considered at this location:	<input type="checkbox"/> Environmental – 2-3 cuts per year (cut & drop)		
	<input type="checkbox"/> Wildflower – 2 cuts per year (cut & collect/compost on site where appropriate)		
	<input type="checkbox"/> Rewilding – Removed from all maintenance schedules		
Any other comments:	Click or tap here to enter text.		

CHECKLIST – Please tick boxes to confirm the following:

I have considered the site location and in my opinion the proposal:

- Will not compromise safety or unreasonably hinder the passage of others.
- Will not obstruct junction sight lines.
- Is on Wiltshire Council responsible land.
- Is not at a junction with a known history of accidents or on a sharp/severe bend.

All neighbouring properties within the vicinity of the proposed location (outside and opposite) have been consulted and agree to the proposed change of grass cutting regime and no objections have been received.

Wiltshire Council Decision:

Approved: <input type="checkbox"/>	Not Approved: <input type="checkbox"/>		
Officer Name:	Wiltshire Council Officer name	Date:	Select/enter date
Comments from Officer decision:	Click or tap here to enter text.		

The data collected is in accordance with the Data Protection Act 2018. Further information is available on the council website at: [Data protection - Wiltshire Council](#)