

MINUTES of the Highways & Streetscene Committee of Melksham Without Parish Council held on Monday 27th November, 2017 at Crown Chambers, Melksham at 7.00p.m.

Present: Cllrs. Alan Baines (Committee Chair), Richard Wood (Council Chair), John Glover (Council Vice-Chair), Paul Carter, Mary Pile and Joanne Pattison.
Officers: Teresa Strange (Clerk) and Jo Eccleston (Parish Officer).

Three members of the public.

Housekeeping: Cllr Baines welcomed all to the meeting and explained the evacuation procedures in the event of a fire.

330/17 **Apologies:** Cllr. John Glover (Council Vice-Chair) as he was on holiday a working holiday and Cllr. Paul Taylor who was working; these were accepted by the Committee. Cllr. Terry Chivers had given apologies, but with no reason and therefore this was not accepted.

331/17 **Declarations of Interest:** Cllr. Wood declared an interest in any issues relating to Semington Road as a resident. Cllr. Carter declared an interest in any issues relating to Semington road and the Mobile Home Park as a resident. Cllr. Pattison declared an interest in agenda 5a as the author of the car parking consultation mentioned in Wiltshire Council Highways Newsletter.

332/17 **Dispensation Requests:** None.

The Council suspended Standing Orders for a period of public participation.

333/17 **Public Participation:** There were three members of the public present. Two residents of Berryfield reported that they had witnessed lots of speeding cars and tractors on Semington Road. They stated that there are two slight bends on Semington Road which obscure visibility and they were concerned that there was the potential for a serious accident. They felt that the additional houses that will be created from the new development on land to the east of Semington Road could exacerbate the situation. They considered that Semington Road was becoming a “rat run” and was being used by speeding drivers not only to access the industrial units, but also to cut out a section of the A350 at congested commuter times. They put forward some ideas which they considered could be potential resolutions to their view of the current situation:

- Additional Road calming measures on Semington Road.
- A “No Entry” sign at the roundabout by the Police Station so that Semington Road became one way.
- Close Semington Road at the roundabout by the Police Station to all traffic apart from buses and emergency vehicles – similar to the High Street into Semington Village

The Council reconvened and the members of the public were invited to stay to hear this discussed under agenda item 7d).

334/17 Documents & Correspondence:

- a) **Minutes of the last Highways & Streetscene Committee Meeting, 25th September, 2017:** The Committee noted the minutes of this meeting and it was noted that many of the recommendations had already been actioned.
- Arising from Min. 238/16b – Installation of a new “Bowerhill” Sign on A365 Devizes Road:** Cllr. Baines reported that CATG were happy with the installation of a sign in principle on the proviso that the cost was wholly met by the Parish Council; the cost of this would be approximately £300.
- Recommended:** *The Parish Council agree to fund the cost of the installation of a new “Bowerhill” sign on the A365 Devizes Road (opposite the Melksham Sign just north of the entrance to Mallory Place), by CATG, estimated at approximately £300.*
- b) **Wiltshire Council Highways Newsletters for October & November 2017:** The Committee noted these newsletters. Cllr. Pattison advised that the Wiltshire Council Car Park Consultation had now closed and that 14,000 replies had been received.
- c) **Minutes of last CATG (Community Area Transport Group) Meeting, 16th October:** The Committee noted the following from the minutes of the CATG meeting held on 16th October:
- (i) **From Issue 3843 – Dropped Kerbs in Corsham Road, Whitley:** The work was complete and the final invoice had now been received by CATG at £3,145.40, which was £823.53 less than the original quote. The Parish Council had agreed to pay 25% of this cost.
 - (ii) **From Issue 5381 – Bus Stop Hardstanding, Top Lane, Whitley:** This issue had been agreed to be addressed, but was awaiting staff resources.
 - (iii) **From Issue 5035 – SLOW Road Markings, A350 Beanacre:** This work was now complete with two “SLOW” markings having been installed either side of Westlands Lane.
 - (iv) **From Issue 5040 – Extension of 30mph Limit, Woodrow Road:** The moving of the 30mph signs to just before the first out building on the south side of Woodrow Road had been agreed at a cost of approximately £500. The Parish Council had agreed to pay 1/3rd of this cost.
 - (v) **From Issue 5717 – Dropped Kerbs, Hercules Way, Bowerhill:** This issue had been closed as there are no other dropped kerbs on Hercules Way. Although a resident is using the lower kerbs created by highways defects in Hercules Way, it was considered inappropriate to provide dropped kerbs which then allowed the resident to access footways using highway defects.
 - (vi) **From Issue 5178 – New Bowerhill Sign near to Mallory Place on the A365:** This issue had been agreed in principle, but the Parish Council would need to cover the cost. The Committee had recommended approval under Min.402/17a.
 - (vii) **Improvements to Dunch Lane:** **Recommended:** *The Parish Council re-iterate to Wiltshire Council via CATG that they wish to be involved with any consultations or decisions regarding any potential highways works to Dunch Lane as it will affect the residents of Shaw, Whitley and Beanacre.*
- d) **Specific funding for Footway (Pavement) Improvement Awarded to Corsham Road:** It was noted that the scheme put forward by the Parish Council for repairs to the section of footway on Corsham Road, Whitley,

between First Lane and Middle Lane had been approved at the last Area Board Meeting. This scheme had been recommended as the second priority scheme by the Highways Engineer and the work would be undertaken before the end of March, 2018. This would be fully funded by CATG.

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Highways Budget: The Committee noted the highways budget for 2017/18 and with commitments for completed works and jobs in the pipeline will have approximately £1,000 left in this financial year's budget for CATG projects. For commitment to Area Board Grants it was considered that £5,000 would be required to match fund the provision of an additional footway at Hornchurch Road. If the Committee recommended under agenda item 9a to put forward a pedestrian kissing gate rather than a wider gate which could accommodate pushchairs, the cost of this would be eligible for 100% funding from an Area Board Grant. It was noted that in addition to the approximate £1,000 left in the CATG budget that there was £2,000 in the reserves for footways, footpaths and lighting, and £4,625 for community projects and match funding (this is not necessarily for just highways schemes, but for all community projects). Due to the fact that the SID (Speed Indicator Device) was not working for some months, so was not deployed, there was still £1,100 left in the budget for the cost of its erection at approved sites in the Parish. For potential provision for 2018/19, it was felt that a similar amount should be provided for the coming year with a slight increase to allow for inflation. It was considered that the cost of continuing with the deployment of the SID (Speed Indicator Device) in the Parish would remain broadly unchanged, with any addition sites costing £100 per erection.

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Residents Requests and Requests to CATG:

- a) **Parking Issues on Brabazon Way by the Entrance to Locking Close:** A Councillor had reported that parked vehicles along Brabazon Way meant that vehicles were forced to approach a blind bend on the wrong side of the road. It was noted that when residents had concerns over parked cars in Semington Road which they felt caused reduced visibility, that the Wiltshire Council Highways Engineer did not concur and considered visibility to be adequate. It was considered that the advice of the Highways Engineer with regard to Brabazon Way should be sought and that the Community Policing Team to be asked to keep an eye on the situation. **Recommended:** *The Council seek the advice of the Wiltshire Council Highway's Engineer with regard to parked cars in Brabazon Way and whether they are causing any visibility or highways safety issues. The local Community Policing Team to be asked to monitor the situation.*
- b) **National Grid Request for Signage in Westlands Lane:** Correspondence had been received from the National Grid, via Wiltshire Council's reporting system, expressing concerns with regard to the entrance to the Westlands Lane Substation at the bottom of the railway bridge. The National Grid's view is that "Due to the train bridge to the right, fast approaching cars coming over the bridge are unaware of our entrance which could result in a high speed collision". They had requested signage to be erected alerting drivers of their concealed entrance. Several members use Westlands Lane on a daily basis and had never seen any vehicles ingressing or egressing this entrance. No evidence had been provided with regard to the number of vehicle movements into and out of the entrance to the Substation and it was considered that this data was required as there were concerns over whether this would be providing highways signage or signage for a private company.

Recommended: *The Parish Council reply to Wiltshire Council stating that in principle they are sympathetic to this request, however, they wish to seek more information about the liability of the National Grid to fund their own sign and to provide evidence with regard to the number of vehicles using this entrance.*

- c) **Request for a Metro Count for Westlands Lane, Beanacre:** Residents of Westlands Lane had attended the last Highways and Street Scene Committee meeting on 25th September and had requested traffic calming measures on this road (Min.228/17b). The Parish Council had sought advice over the possibility of installing either chicanes or speed cushions on Westlands Lane from Wiltshire Council's Senior Traffic Engineer. He had responded stating that any highways traffic management schemes would only be considered if there was a proven issue of speeding which needed to be evidenced via a metro count. He further stated that to move forward with this request that fresh evidence would need to be gathered. It was noted that there had been three metro counts undertaken of this road, the most recent one in July 2016, and that this last count failed to meet the criteria for Community Speed Watch or Speed Indicator Device, which requires the 85th percentile of traffic travelling above 35.1mph in a 30mph limit. The 85th percentile recorded was travelling at 29.8mph with the average speed at 29.4mph. The Committee considered that it was not appropriate to keep undertaking metro counts of the same stretch of road when there had been no material changes affecting the road usage, such as additional development, since the last count to justify another one. **Recommended:** *The Parish Council do not support another metro count in Westlands Lane at this point in time.*
- d) **Request for Traffic Calming Measures on Semington Road (A350 Roundabout to Police HQ):** A discussion took place with regard to potential traffic calming measures on this stretch of road and the views put forward by the residents. It was noted that when the Community Speed Watch (CWS) team are out in their hi-viz jackets that the speed of traffic improves, but some members felt that there is a problem with speed and poor driving on this road the rest of the time. It was also felt that the signage on the existing chicanes was inadequate, as it was simply a blue "keep right" arrow on the bollards which did not indicate to drivers who had priority. It was considered that this caused a lot of confusion to drivers and contributed to some speeding issues as drivers attempted to get through the chicanes quickly to avoid on-coming traffic. It was also noted that there was a variation to the planning application for the 150 dwellings East of Semington Road which sought permission to install additional road calming measures (P/A 17/10416/VAR), which if approved would assist in the slowing of traffic. As this road qualified for CSW, it was eligible for the deployment of the SID, and thus if a suitable metal pole could be found to mount the SID device then Semington Road could be added to the schedule. It was considered that making this road one way would not work with regards to the bus routes, and that one-way traffic may even increase the speed of the road as users would know that they were not going to meet any on-coming traffic. **Recommended: 1.** *The Parish Council put in a request to Wiltshire Council for improved signage for the existing chicanes indicating which direction of traffic has priority, similar to the signage in Queensway Road. 2.* *If a suitable metal pole can be found to mount the SID then Semington Road to be added to the schedule of SID sites. 3.* *The Parish Council seek the advice of the Wiltshire Council Senior Traffic Engineer to*

establish whether there is anyway of restricting traffic on this road by way of a bus gate or some other means to alleviate traffic issues.

- e) **Correspondence from the Parish Council to Beanacre CSW following Fatal Road Traffic Collision on A350:** The Committee noted correspondence from Beanacre CSW suggesting that following a fatal accident on the A350 at Beanacre that this whole stretch of road should now be made a 30mph limit. The Clerk had responded to say that the cause of this very sad accident had not yet been established by the police and thus it would be inappropriate at this time for the Parish Council to discuss the matter and request a further speed limit review until they had published their findings.

337/17 **Highways Issues Outside of Schools in the Parish:**

- a) **Shaw School Travel Plan:** A comprehensive response from the Senior Traffic Engineer with regard to specific points raised within Shaw School's Travel Plan were noted. This response had been forwarded to the School.

338/17 **Footpaths and Rights of Way:**

- a) **Kissing Gate Options for Rear of Shaw Playing Field:** The officers had sought advice from the Wiltshire Council Rights of Way Officer with regard to which type of kissing gates they used prior to submitting a grant application to the Area Board for funding for the installation of a kissing gate to the rear of Shaw Playing Field. It was noted that Wiltshire Council use "Woodstock" kissing gates which were available in different sizes depending on required use; some were for pedestrian use only, whilst others were much wider and could therefore accommodate pushchairs, wheelchairs and mobility scooters. It was noted that the installation of a kissing gate to replace the existing "v" shaped stile gave access to public footpaths MELW78 and MELW79, both of which had further kissing gates that were pedestrian access size only. It was therefore considered inappropriate to install a mobility kissing gate at the rear of Shaw Playing Field as no further access via these footpaths could be gained by those using mobility vehicles. The kissing gates could also be provided in various colours at an additional cost, however, all the other kissing gates on these Rights of Way were galvanised steel. **Recommended:** *The Parish Council apply for an Area Board Grant for a galvanised steel pedestrian kissing gate to be installed at the rear of Shaw Playing Fields.*
- b) **Clerk's Suggestion to Melksham Town Council re Making the Footway to the Rear of Forest & Sandridge School a Right of Way:** The Parish Council had been instrumental in getting the footway to the rear of Forest & Sandridge School installed when this area was still in the parish. As officers were checking footpath contributions from recent S106 agreements for applications in the parish, the Clerk informed the Town Council that this stretch of footway had never formally been made a Public Right of Way, and they may wish to do this to ensure its future use by the public is safeguarded. **Recommended:** *The Council fully endorse the Clerk's suggestion to the Town Council that the footway behind the new Forest & Sandridge School which connects to Ingram Road is formally established as a Public Right of Way.*
- c) **New East of Melksham Art Trail Map Avoiding the Use of Snarlton Lane:** The Committee noted the new map that had been sent by Ginko Projects avoiding the use of Snarlton Lane as part of the route for the East of Melksham Art Trail.

339/17 **Parish Steward:**

- a) **List of Completed Tasks:** This list was noted and also the great comments about his work that had been received from residents. **Recommended:** *The Council formally pass on their thanks for the Parish Steward's work to his Line Manager.*
- b) **List of New Requests:** The Committee noted the list of new requests to be actioned in December when the Parish Steward was back in the parish.

340/17 **Roundabout Sponsorship:**

- a) **Ex Carson Tyres Roundabout on the A350:** It was noted that two companies were currently in discussions over the shared sponsorship of this roundabout.

Meeting closed at 8.31pm

Chairman, 11th December, 2017