

**MINUTES of the Highways & Streetscene Committee of Melksham Without
Parish Council held on Monday 1 February 2021**

**(DUE TO THE ON-GOING COVID 19 PUBLIC HEALTH CRISIS THIS WAS A
VIRTUAL MEETING, WITH MEMBERS OF THE PUBLIC BEING ABLE TO
ACCESS THE MEETING VIA THE PUBLISHED ZOOM INVITATION, THIS
MEETING WAS ALSO LIVE STREAMED VIA YOUTUBE)**

Present: Councillors Richard Wood (Chairman of the Council), John Glover (Vice Chairman of the Council), Alan Baines (Chair), Paul Carter, Terry Chivers, David Pafford and Robert Shea-Simonds

Officers: Teresa Strange (Clerk) and Lorraine McRandle (Parish Officer)

Also Present: Wiltshire Councillor Phil Alford (for part of meeting)

294/20 Housekeeping & Announcements

Councillor Baines welcomed everyone to the meeting and explained that following concerns raised over the weekend at the appearance of survey boxes, particularly in the Bowerhill area, investigations had been made and it was understood the boxes had been installed to assist with data collection of people's movements for the A350 by-pass options.

295/20 To receive Apologies and approval of reasons given

No apologies received.

296/20 To receive Declarations of Interest

There were no declarations of interest.

297/20 To consider for approval any Dispensation Requests received by the Clerk and not previously considered

None were received.

298/20 Public Participation

Wiltshire Councillor Alford asked to speak to item 7 regarding the provision of Wig Wag lights outside Shaw School stating he was currently liaising with the Highways Engineer on this.

Post meeting note: It had been confirmed by the Highways Engineer that WigWay lighting was not permitted near zebra crossings.

Councillor Alford left the meeting at this point. There were no other members of the public present.

299/20

To note Minutes of last Highways & Street Scene Committee 2 November 2020 and updates on actions taken

The Clerk explained several items from the meeting on 2 November were back on the agenda for tonight's meeting with specific updates or requests. There was an outstanding item from a meeting last year, to review traffic calming in Bowerhill and arrange a site visit. With restrictions having been in place regarding face-to-face meetings, this had been put on hold. However, a virtual meeting had been arranged for Friday, 5 February at 10.00am. Mark Stansby, Senior Traffic Engineer, Councillors Holder, as Wiltshire Councillor for Melksham Without South, Alan Baines, as Chair of the Highways Committee would be attendance, with other Bowerhill Councillors invited, if they wished to attend.

a) A365 Shaw Hill - Speeding Traffic

i) To note information from Mark Stansby, Senior Traffic Engineer Re criteria to qualify for double white lines

At a previous meeting, residents of Shaw Hill had asked if double white lines could be installed on Shaw Hill, as part of highway safety measures, given their concerns at the number of vehicles speeding along this stretch of road.

Clarification had been received from the Senior Highways Engineer as follows:

'It is our practice not to provide or extend double white line systems through areas subject to a 30 mph or 40 mph speed limit. This is to avoid the prohibition of stopping, imposed by such road markings, which would be unduly onerous to a local community.

The provision of double white lines would also create an undesirable perception of rural character contrary to that needed to encourage a reduction in speed through this built-up area.

A detailed examination of the personal injury collision record on this section of the A365 for the past six years does not support a departure from this practice, with no collisions recorded which were attributed to overtaking manoeuvres.'

ii) **To note correspondence from Mark Stansby regarding Auto Speed Watch/Average Speed Cameras and Community Speed Watch**

At a previous meeting Auto Speed Watch/Average Speed Cameras and Community Speed Watch had been raised when discussing potential speed deterrents.

Mark Stansby, Senior Traffic Engineer clarified the following for Member's information:

Average Speed Cameras

These are mostly deployed at roadworks on motorways and dual carriageways on the trunk road network. A series of ANPR (Automatic Number Plate Recognition) cameras are established at set distances to check the average speed of vehicles over a pre-determined length of carriageway.

Therefore, this type of deterrent would not be suitable in the parish.

Auto Speed Cameras

Essentially an automated version of Community Speed Watch, although this is a much more covert way of monitoring speed. These devices will not act as an immediate deterrent to drivers that the presence of a visible roadside speed watch team can give.

Community Speed Watch (CSW)

Is a Police initiative and all back-office support is provided by the Police. This includes the ability to hold and process personal data gathered by the CSW teams.

Mark Stansby went on to explain all enquiries over the use of Auto Speed Cameras should be directed to the Police. If the Police are supportive of their use, then it would be envisaged the deployment of these devices to be similar to the established process of placing SIDs.

iii) **To note concerns of residents regarding recent accident and feedback from various agencies including the Police and Wiltshire Council**

Correspondence signed by 22 residents had been

received registering concern at an accident which had happened on the A365 on Shaw Hill, whereby a lorry on 'Norrington Bend' left the road and shed its load, demolishing several signs in its wake and noted this was one of several accidents over the years caused by excessive speed.

Information had been obtained from the Police following the accident which noted the accident was as a result of a non-predictable mechanical defect, there was no indication of excessive or inappropriate use of speed and no degradation to the strapping securing the load and therefore no culpability on the driver concerned and therefore no further action was being taken by the Police.

The Clerk noted the Senior Traffic Engineer had reported Shaw Hill had a good safety record with no speed related personal injury collisions reported on the entire length of the 30mph speed limit in the last 6 years, to the end of January 2020 (the Police database having not been updated beyond this date).

This information contradicted the information received from local residents who had stated several collisions had taken place in recent years.

The Clerk noted reference was made by the residents to the use of Auto Speed cameras at this location and asked if Members wished to pursue this route, as it was noted the Police would need to be supportive of such request.

It was noted Community Speed Watch operated in this area and it was understood given Covid restrictions they were back up and running.

Recommendation: To liaise with the Community Speed Watch Team Leader in the area to ascertain if they felt it would be useful to have Auto Speed Cameras at this location and to ascertain if the Police would be supportive of their use.

b) To note information on Reducing Speed in Europe

The Parish Officer explained at the Highways meeting on 2 November it had been resolved to investigate what other options were available to deter speeding, such as those in other parts of Europe.

On making investigations it had been difficult to find specific information relating to certain Countries, but the following documents had been found and whilst it was noted it related to EU countries, some of the information may be useful.

i) Reducing Speeding in Europe – PIN Flash Report February 2019 by the European Transport Safety Council

Members noted the information contained within this document.

ii) Briefing – EU Strategic Action Plan on Road Safety by the European Transport Safety Council

Members noted the information contained within this document.

iii) Extract from EU Mobility and Transport – Road Safety

Members noted the information contained within this document.

300/20 To consider residents' requests for support by the Parish Council including requests for CATG (Community Area Transport Group next meeting 4 March 2021):

None received.

301/20 Community Area Transport Group (CATG)

a) To note Minutes and action log of last CATG (Community Area Transport Group) meeting held on 3 December 2020.

i) To note briefing Note: Shurnhold & Dunch Lane – George Ward Gardens Section 106 Funding to contribute towards A365 Shaw, Bath Road Footway Improvements; provide traffic management measures relating to the access from Dunch Lane to the A350. To regulate parking on Dunch Lane and provide pedestrian and cycle signing to the town centre and other key locations

Councillor Baines explained that unfortunately some of the funding available was being diverted to make

improvements to the railway bridge over Dunch Lane at the request of Network Rail to make safety improvements, following a vehicle collision which resulted in masonry falling onto the railway track.

ii) Issue 6914 – A350 Beanacre – Request for ground socket to assist SID deployment.

To note site work complete and key to be handed over to the Parish Council.

iii) Issue 9-20-7: Beanacre Old Road – Request for bollards to prevent access to A350 across verge. To consider tree planting as an alternative to bollards

Councillor Baines stated at the CATG meeting it was understood trees had originally been planted at this location and sought a steer from the Parish Council if this was a suitable solution.

Discussion ensued on what type of trees should be planted, bearing in mind smaller trees had been planted here previously and not survived. Concern was raised about planting larger trees as this would require regular maintenance in order to stop branches overhanging the highway.

Given it was understood the number of instances of drivers accessing the A350 over the verge on Old Road were minimal it was agreed no further action be taken on this issue at the present time, but to keep a watching brief on the issue.

iv) Issue 9-19-9: Bus Shelter, Falcon Way. Parish Council considered quotes for a new shelter at the Full Council meeting on 25 January 2021; dimensions can now be passed to Wiltshire Council for estimate on preparing base

It was noted a Land Registry search on this location was currently being undertaken and the Senior Highway Engineer had been forwarded the dimensions of the bus shelter in order to provide a quote for the hard standing.

The Clerk provided photos of the bus stop site to ascertain the exact location Members wished the shelter to be located with Members confirming the exact location, with the Clerk suggesting

measurements needed to be taken to make sure the proposed shelter would fit.

The Clerk confirmed Wiltshire Council were aware the Parish Council wished Real Time Information to be provided in the shelter in the future and it was noted an electric supply would be available from the adjacent lamppost.

It had been requested at the January Full Council meeting when the quote for the bus shelter was approved that the parish council name be shown on the shelter, which the Clerk agreed to action. The parish council logo will be 800 x 800mm and be on the glazing panel of the shelter (£75), and the parish council name on the rounded face of the roof D section (£35 each), giving a total additional cost of £145 excluding VAT to be added to the approved quotation total.

v) Issue 9-20-3: A350 Western Way – Pedestrian Safety at signal-controlled crossing on dual carriageway

To note crossing to be upgraded as part of the Re-allocation of Road Space Project (subject to successful funding bid). It had been noted there was a request from Parish Council safety notices for pedestrians are prioritised.

Councillor Baines noted that following the Strategic Planning Committee meeting on Wednesday 27 January, planning permission had been given to planning application 20/01938/OUT Land at Semington Road for 144 dwellings, with the applicant committed to funding the upgrading of this crossing.

The Clerk queried if this meant Wiltshire Council did not have to pay for this works and whether it was worth contacting the Highway Engineer to make him aware.

Recommendation: The Clerk to make Mark Stansby, Highway Engineer aware of the outcome of the Strategic Planning Committee meeting, suggesting that the Re-allocation of Road Space Project funding for improvements to the crossing on the A350 be reallocated for projects elsewhere in the parish, such as contributing towards footway improvements on the A365, from George Ward

Gardens to Shaw (Dunch Lane to Shaw Traffic Lights).

vi) Issue 9-2-14: A365 Shaw Traffic Lights – Request for school wig-wag lights.

To note phase added to the signal arrangements at this junction, it was noted that Wiltshire Councillor Alford was to discuss new arrangements with Highways Officers.

vii) Issue 9-20-15 – B3353 Shaw/Corsham Road - Request for school wig-wag lights or p/t 20mph limit

CATG request that the Parish Council to monitor as the school is not in full operation due to the current lockdown restrictions, and therefore this issue is on hold.

viii) Highways Response to Covid 19 – Re-allocation of road space.

To note the provision of a footway between West Hill to Top Lane, Whitley is being recommended to the Area Board to be added to the Priority Schemes List along with the A365 footpath from Dunch Lane to Shaw traffic lights.

b) Traffic Survey Requests

i) To note new Request Process and Information

Members noted the new process which officers would need to be aware of when making requests to Wiltshire Council.

ii) To note outcome of Traffic Survey Requests and consider next steps:

- **A365 Shaw (40mph section between George Ward Gardens and Shaw traffic lights)**

Following a resident's request for this section of road to be re-classified as a 30mph road due to concerns at the speed of traffic and pedestrian safety, particularly as the footpath (which is narrow in places) was regularly used by children to walk to Shaw School, a traffic survey request was submitted (in line with procedure) to ascertain the traffic speed,

in order to support a request to Wiltshire Council to review the speed limit.

The results of the survey concluded that over a 7-day period traffic in the 40mph zone (both directions) travelled at an 85th percentile speed of 38.4mph, which was below the speed limit.

It was noted these speeds if recorded in a 30mph zone would have meant this section of road only just came within the threshold to be considered for Community Speed Watch or a Speed Indicator Device.

Councillor Baines reminded Members it was accepted that residents felt there was a problem with the speed of traffic and therefore had initiated a Traffic Survey Request, however, this effectively did not illustrate a problem with the current speed limit.

The Parish Council in their submission had said there was a material change, with more pedestrians walking along this section of road since the development of George Ward Gardens which might warrant a review of the speed limit. However, given the results, the change in limit to 30mph would not necessarily change the speed of traffic to what it currently is and a 30mph limit all the way from Pye Corner (nr Lowden Garden Centre) to Melksham would diminish the effectiveness of the 30-mph limit through Shaw and past George Ward Gardens, therefore felt the 40mph limit was appropriate.

Members welcomed the more detailed information included in the surveys, such as a breakdown in the number and types of vehicles using the road and noted the relatively low volume of HGVs using the A365 through Shaw compared to the A365 passing Melksham Oak School, as HGVs were diverted away from Seend.

Councillor Pafford asked if the concerns of residents at the speeding on Shaw Hill had been satisfied.

The Clerk explained Shaw Hill already qualified for Community Speed Watch and was included (both directions) on the Speed Indicator Device (SID) deployment schedule, if another Traffic Survey was requested, this could result in lower speeds being recorded than previously, resulting in both

Community Speed Watch and the SID being removed from Shaw Hill.

It was agreed not to submit a request to Wiltshire Council to review the speed limit on this section of the A356 as there was no evidence to support an issue with the level of speed of traffic, which would be requested by Wiltshire Council in order to undertake a review.

- **A365 outside Melksham Oak School**

Following concerns at the speed of traffic, particularly outside Melksham Oak School, a traffic survey was requested, resulting in an 85th percentile speed over 7 days in a 30mph zone (both direction) of 38.4%.

It was noted following a previous traffic survey request this section of road qualified for Community Speed Watch, however, no volunteers had come forward to undertake this work.

The Clerk asked with both requests, if the information could be shared with the residents who raised the issue, which Members agreed.

- iii) **To note new traffic survey requests have been put on hold due to current lockdown and backlog due to previous lockdowns.**

Members noted Traffic Survey requests were currently on hold due to a backlog due to current and previous lockdowns.

302/20 Requests outside of scope of CATG

None to note.

303/20 Speed Indicator Device (SID):

- a) **Update on start date**

The Clerk informed the meeting the contractor was ready to go and would be collecting the SID later in the week and installing the following week, they would also be collecting the key for the socket in Woodrow and Beanacre Road.

The Clerk asked if Councillor Baines could forward the

information on the location of where the Woodrow post was stored when not in use.

b) To approve revised schedule

Recommendation: To approve the revised Speed Indicator Device (SID) schedule.

304/20

Bus Shelters:

a) To note correspondence from Phil Grocock, Wiltshire Council Bus Network Manager Re provision of Real Time Information Displays in bus shelters.

The Clerk explained that, having sought clarification, the new bus shelters being installed by developers in the parish were capable of accepting future RTI, and expressed frustration that Wiltshire Council could not confirm the specification of RTI installed in shelters around the County to enable the Parish Council to purchase their own system.

Phil Grocock had written back stating Wiltshire Council were also keen that new bus shelters in the parish were suitable to take RTI and explained apart from an adjacent electricity supply there was no set standard for these as displays came in a variety of shapes and sizes depending on the manufacturer and supplier.

Phil Grocock also explained the current contractor for RTI provision was coming to an end and would have to retender and therefore had no idea who the new supplier would be or what systems they would prefer.

It was noted Phil Grocock had since forwarded the specification for the current system, with Councillor Baines suggesting this information be forwarded to the supplier of the shelter on Falcon Way for their information.

Councillor Glover asked as the Parish Council would be responsible for maintenance of shelters with RTI if the Council could go to contractors themselves with the current specification with a view to asking them to install a RTI system.

Concerns were raised with this, as the parish council could end up with a system not compatible to the future Wiltshire Council RTI system; and therefore, was

perhaps not the time to seek quotations for a new system.

The Clerk suggested asking Wiltshire Council for clarification on whether they would be replacing the whole system or just part of it; to establish if the current system was at its end of life, or whether they were continuing with the current system but with a different contractor. Therefore, if Wiltshire Council were keeping to the current system, but with a different contractor, the Council could go ahead and purchase a compatible system.

It was clarified all new shelters installed in the parish were capable of having RTI and had a power supply ready.

Recommendation: To ask Wiltshire Council for clarification on whether they would be replacing the whole RTI system or just part. To seek understanding as to whether the current system was life expired or whether they were continuing with the current system, but with a different contractor.

b) To consider adding bus shelter to cleaning schedule (outside George Ward Gardens, left hand side shelter on exiting Melksham)

The Clerk explained upon investigation, it would appear the above shelter was just within the boundary of the parish and therefore asked if Members wished this shelter to be included on the cleaning schedule.

Recommendation: To include the above shelter on the cleaning schedule at £15 a time.

305/20 Footpaths & Rights of Way:

a) Permissive Path at Brabazon Way, Bowerhill to Canal. To note concerns raised by local residents

The Clerk explained she had been made aware by a resident of the muddy condition of the permissive path at Brabazon Way to the canal and provided photographs to show Members.

It was noted as this was a permissive path the landowner did not have to do anything and normal rules after ploughing did not apply. Other routes were also available to access the canal.

Therefore, it was agreed no further action be taken.

306/20 Future Chippenham Programme Public Consultation (Briefing Note 21-01).

Members noted a public consultation on a proposed Eastern ring road around Chippenham and future development was currently taking place until 12 March 2021.

A virtual meeting was due to take place on 28 January with another one proposed for February.

The Clerk agreed to send details of the consultation the Neighbourhood Plan Consultants for their information.

Recommendation: To place on a future Full Council or Planning agenda for Members to consider a response to the consultation.

307/20 Traffic in Villages. Safety and Civility for Rural Roads. A Toolkit for communities

To note.

Meeting closed at 9.15pm

Signed:.....
Chairman, Full Council meeting
1 March 2021