

MINUTES of the Highways & Streetscene Committee of Melksham Without Parish Council held on Monday 18 July 2022 at Melksham Rugby Club, Oakfields, Eastern Way, SN12 7GU at 7.50pm

Present: Councillors Alan Baines (Committee Chair), John Glover (Chair of Council), David Pafford (Vice Chair of Council), Mark Harris

Present in the Meeting Room: 2 Members of Public

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

119/22 To Appoint a new Chair and Vice Chair of Highways & Streetscene Committee.

As the current Chair of the Highways & Streetscene Committee, Councillor Baines started the meeting and sought nominations for Chair and Vice Chair of the committee.

Councillor Glover nominated Councillor Baines, which was seconded by Councillor Pafford.

There were no further nominations.

It was noted the current Vice Chair was not present.

(NB: Post meeting, it was confirmed Councillor Chivers was the current Vice Chair of the Highways Committee)

Resolved: Councillor Baines be duly elected Chair of the Committee.

To ascertain if the current Vice Chair was willing to stand as Vice Chair for another year.

120/22 Welcome, Announcements & Housekeeping

Councillor Baines welcomed everyone to the meeting and pointed out the various fire escape routes for the members of public in attendance.

121/22 To receive Apologies and approval of reasons given

Apologies for absence were received from Councillor Chivers who was heeding the Government advice to stay indoors due to the extreme heat for health reasons. Apologies had also been received from Councillor Patacchiola who was on holiday and Councillor Shea-Simonds who was unwell.

Resolved: To approve the apologies.

122/22 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

None were received.

123/22 Public Participation

Councillor Baines asked if Standing Orders could be suspended in order to allow members of public present to speak to their item on the agenda, which Members agreed.

A couple living in Bowerhill attended the meeting to request the shared use path at the main road end of Bowerhill Lane into the new estate have bollards instead of slalom railings. The reason for the request was due to mobility issues as the resident used a small trap and pony to get around the estate and down to the canal (SEEN13) and Giles Wood (MELW45 – which was currently blocked with crops and SEEN17).

Unfortunately, the slalom railings on the footpath through the public open space at the top of Hornchurch play area and through into Bowerhill Lane had slalom railings, which made it difficult to negotiate and queried why bollards had been installed rather than slalom railings. Also due to the rutted surface of the bridleway, it was difficult to get down to Giles Wood.

The resident had researched via the British Horse Society and understood that horse riders and carriage drivers could pass along shared use pathways, the guidance was not specific if they could or could not, making it a grey area.

The meeting went back into closed session to enable Members to discuss this matter.

Several Members noted the railings had been installed to stop children in particular from running/cycling in to Bowerhill Lane which had a variable speed limit in places, meaning drivers could travel at 60mph on parts of the lane.

Councillor Baines highlighted that installing a bollard would cost approximately £500 each and to bear in mind that several dropped kerbs could be installed at the same cost and there was a limit to what the council could do to resolve the matter.

Councillor Baines highlighted that Right of Way 34 as mentioned was a shared path and it was not permitted to ride horses on it, it was shared

use for pedestrians and cyclists and would need a change to the designation to a restricted by-way in order for horse drawn vehicle to be allowed to use it.

Councillor Pafford raised a concern that even if the designation of the footpath could be changed, what would be put in place other than a bollard to stop children in particular running/cycling into the road, as a bollard was not adequate.

Councillor Glover noted even if the council made a request to Wiltshire Council for a bollard for the reasons given, if they applied the law, they would reject the request.

Discussion ensued on the possibility of using the footpath in Hornchurch public open space down to Hornchurch Road near Britannia Close as the traffic in this location tended to be slower.

Recommendation listed under agenda item 126d/22

124/22 To note Minutes of last Highways & Street Scene Committee meeting held on 21 March 2022 and updates on actions taken

Members noted the minutes of the meeting held on 21 March 2022 and the various actions taken.

The Clerk asked if having the minutes with updates was useful. Members agreed it was useful, in order to be kept up to date on actions and thanked officers for those actions taken from the previous meeting.

125/22 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 19 May 2022

Councillor Baines went through the action log of the LHFIG meeting held on 19 May 2022 and noted the costs associated with providing a footpath from Westhill to Top Lane, Whitley as part of the Active Travel Scheme would be in the region of £100,000, despite no residents asking for the footway.

With regard to the proposed bus shelter on Falcon Way, whilst a request had been made by the Parish Council for Wiltshire Council to adopt the land, they were struggling with resources to progress this matter.

b) To note changes to procedures regarding requests for consideration by LHFIG, including proposal for the Parish Council to contribute 50% funding

It was noted LHFIG had proposed new procedures on the submission of issues to them for consideration, which had been agreed at a recent Area Board meeting on 22nd June as follows:

- Each agenda item should be discussed and ratified by the relevant Full Council of each town and parish council unless an alternative process is agreed and accepted by LHFIG.
- Attendance at LHFIG should be by an authorised representative who is fully briefed, has visited the site and is authorised to act on behalf of the Council.
- Each Council should be committed to part fund each project: financial contributions will normally be expected at a rate of 50% for the larger councils (Melksham Town Council and Melksham Without) and 25% for the other smaller councils.
- The Chairman of the LHFIG reserves the right to withdraw consideration of any agenda item not meeting these requirements.

Members noted and debated the parish council being required to contribute 50% towards any costs against the original funding ratio of a third between the council, LHFIG (formerly CATG) and the Area Board. However, it was noted that the Area Boards were receiving less capital funding this financial year.

Following debate Members reluctantly accepted the parish council would have to contribute 50% funding for projects submitted and therefore, this would concentrate the mind when considering requests being submitted to LHFIG for consideration.

c) To consider any actions following LHFIG meeting

i) Update from Andy Cadwallader regarding signage for Duxford Close and Dowding Way (9-22-99)

Councillor Baines explained at the meeting he had provided an explanation on the council's request with a suggested solution and had subsequently followed this up with an email clarifying his thoughts.

The Area Engineer, Highways, West Wiltshire had responded to say 'they had included the Duxford Close

name plate on the street name place order for this year. Unfortunately, the street name plate order was now closed and was unable to include the Dowding Way sign as discussions still needed to take place with property owners on a suitable location and therefore the sign would be placed on the list for the next financial year or the parish council could seek LHFIG funding for the signs.'

Councillor Baines explained if the signs were under £500 LHFIG would pay for these, however, if not the parish council would have to contribute 50% of the funding.

Recommendation: Signage for Dowding Way is placed on the street name plate order for the next financial year.

d) To receive feedback from site visits on 28 June and 1 July and consider further action:

i) Footpath West Hill to Top Lane, Whitley (Active Travel Scheme)

Councillor Baines explained the cost of providing a section of footpath from West Hill to Top Lane would be in the region of £100,000. There were complications with sections of the footpath, particularly opposite The Pear Tree where residents had no separate parking provision and so parked on the road. Councillor Baines noted residents had not requested a footway, this had been suggested by Wiltshire Councillor Phil Alford as part of Active Travel funding project suggestions post Covid, but since then the funding had been used in other parts of the county. Cllr Baines therefore queried whether there was merit in progressing this issue given the high costs involved, which Members agreed.

Recommendation: To inform LHFIG that the parish council do not wish to proceed with the project to install new footway on Top Lane, Whitley; as per the potential scheme outlined at the site visit on 28th June.

ii) Dropped kerbs and footway extension at Dowding Way and DeHavilland Close to cross Halifax Road and give access to the industrial estate, Bowerhill (9-22-13)

Following the site visit, it was felt it would be too difficult to provide footway extensions at Dowding Way due to various buried services and manhole covers. Similarly, it was felt providing a footway extension at DeHavilland was too dangerous as it was near a bend and would encourage those with mobility/sight loss issues to cross Halifax Road

near a bend, which was not considered safe.

However, a solution had been found for those with mobility issues wishing to access Bowerhill industrial estate and beyond by providing a dropped kerb from Cheshire Close over to Pegasus Way, which has an existing footpath into the industrial estate, with several dropped kerbs already in place.

It was noted there was a bollard at the end of the footpath on Pegasus Way to deter vehicles using it, which would need to be removed and therefore an alternative solution may need to be found to stop vehicles using it, but at the same time allow those with mobility and impaired sight to use the footpath.

iii) Dropped kerbs on Halifax Road over to Sunderland Close, Bowerhill (9-22-12)

Following a site visit it had been suggested three drop kerbs be provided either side of Brampton Court and then over to Halifax Road, rather than outside 1 Brampton Court over Halifax Road to Sunderland Close, as there was a concern drivers would be encouraged to use the dropped kerb at Sunderland Close as a short cut.

Recommendation: To approve the three suggested drop kerbs in order to enable those with mobility issues to access local services such as Tesco and The Pilot on Blenheim Par.

iv) Installation of village gates at Portal Way, Bowerhill (9-19-11)

It was explained that whilst an original site location for village gates with a "Welcome to Bowerhill" sign had been found adjacent to the new Dick Lovett site, on the site visit the Highway Engineer had felt a more suitable location would be further along Portal Road between Herman Miller and the first hangar, as this provided more highway verge for the gates/signage to be located, along with the VE Day commemorative planter.

Recommendation: To approve the proposed new location for village gate/welcome to Bowerhill sign on Portal Way.

v) Berryfield Village Hall Signs (9-22-16)

Following a site visit, it was recommended a sign be located on Semington Road opposite the footpath to the village hall near the New Inn for pedestrian traffic. Another

possible location for a sign was on the lamppost opposite the entrance to Telford Drive, however, on investigation this post was hinged, making it difficult for a sign to be erected. As the roads in Bowood View were not currently adopted, signs could not be erected on the site either.

It was agreed that a suitable site on the corner of Telford Drive, which was understood to still be highway land could be used, but would require a new post which would be considered by LHFIG and hopefully if the cost was £500 or less, they would fund this.

Recommendation: To approve the suggested locations for signage for the new village hall with a sign for pedestrians on Semington Road at the New Inn, and for vehicles at the entrance to Telford Drive.

vi) Potential bus shelters from new developments (144 houses on Semington Road planning application PL/2022/02749) and 50 houses to rear of Townsend Farm (20/07334/OUT) and Bowood View)

During the site visit suitable locations were sought for bus shelters for new developments along Semington Road. With regards to shelters for the new development of 144 dwellings on Semington Road, sites were looked at near the former Waney Edge Café and the New Inn. It was noted there was a wall to the rear of the layby adjacent to the New Inn which could be removed in order for a bus shelter to be installed, but would need the permission of the appropriate landowner, which was understood to be Selwood Housing.

With regard to the development of 50 houses to the rear of Townsend Farm on Semington Road, due to the narrowness of the footpath with no verges on both sides of the road, there is no room for a bus shelter, with the only option being a bus stop sign for North bound buses only.

With regard to Bowood View suitable locations had been found on both sides of the road, with room for a full bus shelter on the Telford Drive side of the road, but only a cantilever shelter on the opposite side of the road due to the narrow pavement. The full extent of the Highways land to be investigated on the left of the Telford Drive entrance, if approaching from Semington Road.

Recommendation: To request full bus shelters with sides and suitable seating and if no room cantilever

shelters with perched seating at the locations identified.

vii) Installation of village gates to slow traffic down on A350 for traffic entering Beanacre from Lacock side (9-22-11)

The request for signage to remind/prompt drivers to slow down as they entered the 30mph zone from the 60mph zone (inbound to Melksham) had been turned down by the Highways officer as there were no such signs available in Wiltshire, and any signs erected as suggested by the parish council could invalidate any potential speeding prosecution. Therefore, the Highways Officer had suggested an alternative solution of village gates, and a site visit had been arranged to consider a potential location.

It was noted during the site visit that the 30mph sign on entering Beanacre from Lacock was obscured by vegetation and arrangements were being made for this to be cut back.

It was noted there was scope for village gates on land on the bend coming into Beanacre from Lacock which was adjacent to Highway land and therefore did not require permission of the landowner. The purpose of the signs would be to highlight to drivers they were entering a village and to slow down.

It had also been suggested that additional road surfacing could be installed, with the speed limit painted on the road warning drivers they were entering a 30mph area.

It was noted there was a possibility funding for the village gates could come from the community funding for the Westlands Lane Battery Storage or Solar Farm sites.

The Clerk explained she had received correspondence from a resident who had complained at the speed of vehicles coming into Beanacre from Lacock to say this type of signage would not slow vehicles down with a suggestion there was a Police presence all the time. The Clerk noted this would not be possible due to a lack of resources.

Recommendation: To support the suggestions made with regard to the positioning of the gateway signage and additional road surfacing and speed road markings.

- e) **To note update on waiting restrictions requests submitted to Wiltshire Council by the Parish Council and note these will be considered at the next LHFIG meeting on 4 August.**

Members noted the response from Wiltshire Council regarding the outstanding requests for waiting restrictions in the parish, following the Parish Officer chasing when the various requests for Waiting Restrictions would be considered by Wiltshire Council.

It was noted there was a change in procedure, with waiting restrictions now being considered by LHFIG. Those requests put forward by the parish council previously would be considered at next LHFIG meeting on 4 August.

The Parish Officer noted, if Wiltshire Council had not been chased how long the requests would have been sat with Wiltshire Council awaiting a response.

126/22 To consider residents' requests for support by the Parish Council including requests for the Local Highways & Footpath Improvement Group (LHFIG) next meeting on 4 August 2022):

- a) **To consider warning signage on approach to Melksham Oak School**

The matter of warning signage outside the school had been discussed with the Senior Highway Engineer who felt the issue was not the children crossing the road, but with cars pulling out of the school car park and not paying attention.

It was agreed the problem was impatient drivers pulling out of the school car park.

Councillor Pafford stated as a Melksham Oak Governor the matter of safety had been brought up several times with a suggestion a roundabout be installed, making traffic flow easier, which was being pushed by the Vice Chair of Governors with Wiltshire Council.

Members noted that the parish council had suggested a roundabout be installed at the entrance/exit of the school car park when commenting on the planning application several years ago, but to no avail.

Councillor Baines noted this was an issue for the school to investigate with Highways rather than the parish council.

Recommendation: The parish council take no further action on this at this stage, as they consider this to be an issue for the

school to take up with Wiltshire Council highways direct.

b) To consider issues of parked vehicles on Commercial Way, Hampton Park West

Correspondence had been received from a resident concerned at the number of parked cars/lorries on Commercial Way, particularly close to the roundabout outside the Police Station, which made it difficult for vehicles to pass safely.

Members emphasized with the concerns raised, particularly as the same issue was experienced on Bowerhill Industrial Estate with the Parish Council contacting the DVSA (Driver & Vehicle Standards Agency), who were making their investigations, particularly at the number of trailers parking on the side of the road, making it difficult for vehicles to pass.

Recommendation: The parish council take no further action on this issue as already reported to the DVSA and monitoring the situation.

c) To consider issue of vehicles gridlocking Corsham Road, Shaw to access Shaw School car park

Correspondence had been received from a resident of the parish concerned at vehicles gridlocking Corsham Road outside Shaw School in order to access the school car park.

It was noted that this issue had been mentioned to Sergeant Twyford when attending the May annual council meeting (Min 08/22 refers) and that it was felt that this was a school issue.

As the issue related to school traffic in particular, the Clerk enquired whether it would be useful having sight of the school travel plan.

Recommendation: To obtain the travel plans for Shaw School, as well as Bowerhill Primary and Melksham Oak.

d) To consider a request to replace the existing slalom railings on footpath from Hornchurch Road to Bowerhill Lane (both ends) with bollards

Recommendation: To seek the view of Wiltshire Council on a change of designation of PROW34, as well as the Rights of Way Officer and what suggestion they would have regarding removing the slalom railings, bearing in mind the safety of children not being slowed down as they approach busy roads.

e) To consider request for waiting restrictions on Beverley Close, Bowerhill

A request had been received from a resident concerned at vehicles parking on the footpath at the end of Beverley Close where it turned into the residents' parking area.

The Clerk explained the matter of vehicles parking on the pavement had been raised at a previous meeting with regard to new laws, however, this was only relevant to London and whilst it was a nuisance, there was no law to stop vehicles parking on a pavement.

Members felt there was no action which could be taken with regard to this request.

Recommendation: Not to progress this request further.

127/22 Speed Enforcement

a) To consider revised Speed Indicator Device (SID) schedule following purchase of an additional device and note response from Idverde to concerns the device was not working correctly

Following the purchase of a new SID, it was suggested the current SID schedule be revised.

Councillor Baines suggested the following, with the devices being in-situ for two weeks prior to be removed to the next location:

SID 1 (Current SID)

- Woodrow Road, outside No 194a. (Inbound) (on removable post).
- Semington Road outside No 594 (Inbound) - Lamp 22.
- Woodrow, outside No 180a (Outbound) (on removal post)
- Corsham Road, Whitley (Inbound) - Lamp 13.
- West Hill, Whitley (Outbound) – On new lamp by old phone box. (remove sewer vent which has been used previously as rusty).
- Beanacre in church layby (Northbound) (on removable post)

SID 2 (new SID with data collection capabilities):

Councillor Baines suggested, as the new device had data collection capabilities, that the device be situated at those sites which currently qualified for a SID where the most complaints are received regarding perceived speeding:

- Shaw Hill (Inbound) - Lamp 38.

- A350 Beanacre Traffic Island (Inbound) - Column 27a.
- A365 Outside Melksham Oak School (Outbound) - Column 0035.
- Shaw Hill (Outbound) - Lamp 38
- A350 Beanacre Lacock Road Bus Stop (Outbound) Lamp 29 NEW
- A365 Spa side of Hornchurch Road junction (Inbound) Column 34 NEW

Councillor Baines suggested purchasing 4 extra 'mounting bars' for the new SID, for the mounts to be left in-situ to allow easier deployment of the SID device.

Members noted, following concerns from a resident the Speed Indicator Device was not showing the relevant speed of vehicles, the Council's contractor had made investigations when the device was erected in Beanacre and noted the device did not cope having to recognise and change its display to keep up with the amount of passing traffic. However, in quiet periods the device was working fine and when moved to a different location was also working fine.

Recommendation: To approve the suggested schedule for use once the new device has been received and to ask Wiltshire Highways to remove the old sewer pipe on West Hill and to advise them the device will be erected on the new lighting column recently installed on the opposite side of the road.

b) To consider any changes in location, given recent complaints of speeding, particularly along the A365 outside Melksham Oak School

Councillor Baines proposed the following additional location, as the A350 through Beanacre already qualified for a SID, given concerns of speeding vehicles entering the village from the Lacock end:

- A350 Beanacre Lacock Road Bus Stop layby (Outbound) - Lamp 29

Councillor Baines proposed a change to the current location of the device on the A365 between Mallory Place and Wellington Drive, given concerns of speeding on the A365 near Melksham Oak School to the following:

- A365/Hornchurch Road junction (Inbound) - Column 34

Recommendation: To approve the suggested locations and to advise Street Lighting.

c) Speeding on A350 and Westlands Lane. To note and consider correspondence from Michelle Donelan MP and note response from the Clerk highlighting the various actions available to the parish council already undertaken

Correspondence had been received from Michelle Donelan MP following concerns from residents of Beanacre at speeding on both Westlands Lane and the A350 through Beanacre.

Members noted the Clerk had responded to say parish councils can only deploy a SID and Community Speedwatch to eligible sites, where actual speed had been identified. The A350 in Beanacre was already an eligible site, having had a metro count/traffic survey several years ago, with Police approved sites for both the SID and Community Speedwatch both inbound and outbound. Other measures had also been investigated and put in place such as road markings and different surfacing to highlight a change in the speed limit.

The Clerk had stated she could ask Members to consider another traffic survey, however, as one had already been undertaken and the A350 in Beanacre met the necessary eligibility criteria there was no point, as the outcome would not bring any additional measures into play, but could lead to them being removed if the sheer weight of traffic meant that it no longer qualified; as the criteria was only just met last time.

The Clerk had also pointed out following complaints from residents of speeding, that a site meeting had recently taken place with the Highway Engineer to look at ways to slow the traffic down which had identified the need for vegetation to be cut back from the speed signs and looking at installing village gateway signs to give a more visual clue to drivers they should slow down, as well as additional road surface marking

With regard to Westlands Lane, the Clerk had responded to say metro counts (traffic surveys) had been undertaken but did not meet the eligibility criteria, with the 85th percentile of speed recorded in 2010 as 30.6mph and in 2016 29.8mph.

The Clerk had also stated she could put the request for an additional traffic survey to Members of this committee for consideration, as well as the suggestion of installing chicanes in order to slow traffic down.

The Clerk explained the installation of chicanes had been discussed in the Autumn of 2017, with the outcome being that the Highway Engineer had stated 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 (traffic survey). He further stated, that to move forward with this request that fresh evidence would need to be gathered. At the meeting when this was discussed, Members had noted a metro count had only taken place the previous year in July and had not met the eligibility criteria for a SID or Community Speedwatch and therefore Members felt it was not appropriate to keep undertaking metro counts on the same stretch of road when there had been no material changes affecting the road usage, such as additional development, in order to justify another one.

It was noted if chicanes were installed this had the potential to obscure people's entrances to their properties.

Members had been circulated the following traffic survey (metro count) results for their information:

Traffic Survey 2010 (28 September and 5 October)

A total of 8474 vehicles were checked, with the 85th* percentile being 30.6mph in a 30mph speed limit.

Traffic Survey 2016 (11 July to 29 July)

A total of 18,134 vehicles were checked. The 85th* percentile was 29.8mph. The average speed was 29.4mph in a 30mph speed limit.

It was noted vehicles travelling between 30 to 35mph within a 30mph speed limit do not qualify for further action.

(*the speed at which 85% of the traffic were travelling at or below).

It was noted the weight limit on the Westlands Lane junction with the A350 was obscured on a recent site visit and it had been agreed this would be cut back.

Recommendation: The parish council take no further action on this request as all available measures are in place, and no actual speeding indicated by past Speed Surveys to warrant future investigation into chicanes or other traffic management suggestions.

d) To consider request for signage to slow vehicles down on Berryfield Lane near entrance to allotments in Berryfield

A resident had requested signage near the entrance to the allotments on Berryfield Lane in order to slow vehicles down.

It was noted the request had been received when roadworks had closed Semington Road and therefore people were using the lane as a shortcut.

It was felt as Semington Road was now open again, the need had passed.

Recommendation: Not to progress this request.

128/22 Roundabouts

a) To consider renewing licence for roundabout on junction of A350/A365 'Carsons roundabout'.

The Clerk explained the licence for this had now run out and had been in discussion with a number of potential sponsors.

b) To note update on 'Milk Churn' roundabout on A350 with alternative sponsor interested and consider way forward

The Clerk explained she had been in touch with Dick Lovett regarding sponsorship of the roundabout, however, discussions had recently stalled. Recently, she had been contacted by the local Business Growth Group who were interested in sponsoring the roundabout, however, following receipt of the relevant paperwork and costs, did not wish to pursue this further.

Recommendation: To continue discussions with Dick Lovett on sponsoring the 'Milk Churn' and ex Carsons roundabout.

c) To note Melksham Town Council's proposals regarding roundabout sponsorship and consider way forward

The Clerk explained the town council had recently produced a roundabout policy seeking sponsorship of roundabouts. The Clerk had replied to a query on ownership to explain that most of the roundabouts were shared between both councils, as the parish boundary ran along Western Way and Eastern Way.

Recommendation: To note that the Town Council are seeking sponsorship on roundabouts that are partly in the parish and will presumably hold the s96 licence for them.

It was pointed out it was 10.00pm and therefore the Chair asked if Members wished to continue the meeting, as there were only a few items left on the agenda.

Members agreed to continue for an extra 5 minutes.

129/22 Proposed A350 By-pass

a) To note correspondence from Community Action Whitley & Shaw (CAWS)

Members noted correspondence from CAWS to Michelle Donelan MP concerned the plans for the proposed by-pass to the East of Melksham had stalled and sought an update on when the scheme would progress, given the high levels of traffic and congestion experienced on the A350 and surrounding roads and the impact this was having with regards to road safety, quality of life of residents in having to put up with the levels of traffic and subsequent noise, pollution and congestion.

With regard to housing, it was noted that there was concern housing development may fill in the gap between the existing Melksham/Bowerhill boundaries and the route of the proposed new by-pass; and whilst appreciating the concerns of residents of Bowerhill in particular, as there was expected to be further development in the Shaw/Whitley area also there was a need for better connectivity to these areas.

b) To consider latest update on Bypass proposals

The Clerk explained there was no update to report.

130/22 Streetscene

a) To note update from Wiltshire Council's Streetscene Team.

Members noted an update on the Wiltshire Council Streetscene Team.

Within late papers was a Briefing Note 22-16 from Wiltshire Council stating a new Streetscene contract would commence on 1 December 2022 with Idverde the current contractor.

The contract was worth an annual value of circa £4.5m and would run for five years initially with the potential to extend. The new contract would be an outcome-based contract, with Wiltshire Council advising the contractor of the expected delivery requirements with the contractor being responsible for delivering efficiencies.

b) To note correspondence from Michelle Donelan MP regarding state of footpaths on the A350 Beanacre and response from Clerk on work undertaken by the Parish Steward on their recent scheduled monthly visit.

Michelle Donelan MP had written to the council regarding the state of the footways on the A350 in Beanacre.

The Clerk had responded to say the level of work in keeping the vegetation cut back was extensive and whilst the council had access to a Parish Steward 3 days a month for discretionary work, this was for the whole parish not just Beanacre. However, sections of footpath in Beanacre had been on the Parish Steward list and work completed on some parts, as recently as the beginning of July. The Clerk also explained because the role was discretionary the Parish Steward could often be called away to undertake other work elsewhere in the County and unfortunately the Melksham area had been without a Parish Steward for most of 2022.

131/22 Footpaths & Rights of Way

a) To consider future action regarding PROW MELW100 requiring a Diversion Order as it is currently in-accessible

The Clerk explained a resident had raised a concern they had to go to the other end of the village in order to access public rights of way into Melksham, as MELW100 was inaccessible due to the positioning of two houses on Beanacre Road near the former Peacock pub and therefore, required a diversion order, which would need the agreement of the residents of the properties.

The Clerk explained investigations had been undertaken in trying to find out information relating to the planning application, however, as the properties appeared to be built some time ago, it was difficult to find information on Wiltshire Council's Planning Portal and therefore would contact an officer at Wiltshire Council to look in the archives to see if there was any information, particularly in relation to the public right of way.

b) To note correspondence from the Green Lane Association regarding the use of by-ways by 4 x 4s 'off roading'

Members noted the information contained within the correspondence.

c) To consider report of inaccessible Rights of Way from Eastern Way to Redstocks

Correspondence had been received from a resident of Melksham who had attempted to walk to Redstocks from Melksham via the rugby/football field the previous week and came upon various obstacles and blockages of footpaths and whilst walking through the football/rugby club came across a locked gate.

Members noted there were no rights of way across the football/rugby fields over to Redstocks or across the car park, as MELW23 & MELW24 were located in adjacent fields, therefore the gentleman was trespassing on private property.

Councillor Baines stated he had made investigations and noted two new kissing gates in the hedge had been installed along the right of way adjacent to the rugby field and whilst between these two kissing gates vegetation was overgrown and needed cutting back by the landowner, the rest of the public right of way was passable.

Recommendation: To ask that vegetation is cut back where necessary and to inform the resident they had been trespassing on private property and to highlight where the Public Rights of Way were to access Redstocks.

131/22 Weed Spraying. To note first weed spray in the parish has taken place

Members noted the parish council's contractor had recently weed sprayed areas of the parish, as contracted. Another weed spray was due later in the year.

Meeting closed at 10.05pm

Signed
Chair, 25 July 2022