

**MINUTES of the Highway & Streetscene Committee of Melksham Without  
Parish Council held on Monday 7<sup>th</sup> April 2025 at Melksham Without Parish  
Council Offices, (First Floor), Melksham Community Campus,  
Market Place, SN12 6ES  
at 8:15pm**

**Present:** Councillors Alan Baines (Committee Chair), John Glover (Council Chair), David Pafford (Council & Committee Vice-Chair), Robert Shea-Simonds, Mark Harris and Martin Franks.

**Officers:** Teresa Strange (Clerk) and Marianne Rossi (Finance & Amenities Officer)

Wiltshire Councillor Nick Holder (Bowerhill) attended the first part of the meeting.

Councillor Sullivan was in attendance as an observer and understood that as she was not a member of the Highways Committee, she was unable to vote on any items.

Councillor Richardson was also in attendance in his role as Chair of CAWS (Community Action Whitley and Shaw), as they had submitted some requests to the parish council which were on the agenda this evening. He was aware that, as he was not a member of the Highways Committee, he would be unable to vote on any items.

There were eight members of the public at the meeting, wishing to speak on various agenda items. It was noted that there were no members of the public present on Zoom.

**507/24 Welcome, Housekeeping and Announcements:**

Councillor Baines welcomed everyone to the meeting. As there were new members of the public present at the meeting, the housekeeping message was read out. Everyone present was aware that the meeting was being recorded and would be published on YouTube following the meeting and deleted once the minutes were approved.

The Clerk reminded those present that they were now in the “Pre-election period of heightened political sensitivity” in the run-up to the elections on Thursday, 1st May.

**508/24 Apologies:**

There were no apologies as all members of the Highways Committee were present.

**509/24 Declarations of Interest:**

None declared.

**510/24 Dispensation Requests for this Meeting:**

None requested.

**511/24 To consider holding items in Closed Session due to confidential nature:**

It was noted that there were no confidential items to be discussed; therefore, the meeting did not need to go into closed session at any point.

**512/24 Public Participation:**

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

One member of the public wished to speak on agenda item 7ci with regard to the Semington Road traffic survey. He understands, as detailed on the agenda, that this issue is closed following receipt of the traffic survey data; however, there were no sensors installed at the north or south of Berryfield Lane. His concern was the fact that no data has been captured between Berryfield Lane and the junction with the A350, which is one of the areas where he has witnessed speeding traffic. As there were no sensors between this stretch, this has not been considered as part of the survey data. He feels that the review of traffic calming on this road is flawed and wishes to bring this to the council for their consideration.

A member of the public wished to speak on agenda item 8ii, with regard to requesting a speed indicator device between Bowerhill roundabout and Melksham Oak School. The resident explained that she was concerned about the ongoing speeding issues along the A365 Bath Road, in particular the stretch between Bowerhill Roundabout and Melksham Oak School. She explained that the road was currently 30mph; however, in reality, it is treated by many drivers as a much faster route. Pulling out of Mallory Place is extremely difficult due to the volume of traffic and speed of the traffic. The resident walks along this stretch of road on a regular basis, and when lorries travel at speed, she can feel the breeze from them, which makes her feel unsafe. Due to living next to this road, she regularly witnesses and hears vehicles accelerating both ways of the road from early in the morning to late in the evening. Lorries and tractors vibrate and shake her house, with the tremors still being felt long after the vehicles have passed. She feels that the lack of speed reminder signs and the faded markings on the road contribute to the issue and therefore asks that the council consider a review of the signage, visibility and spacing and repainting of the 30mph speed roundels and road markings. She also wishes for this stretch of road to be prioritised for the deployment of a speed indicator device as soon as possible.

A resident of Bowerhill Lane wished to speak on agenda 8bi, in relation to a speed limit review on the A365 Bath Road/Bowerhill Lane. He wished to ask the council to consider whether the 30/40mph signs could be moved beyond the Bowerhill Lane entrance in the Devizes direction. The resident detailed his current experience, which he thinks is detrimental to safety. The speed transition is around 100 metres to the Bowerhill Lane turning. When exiting the town going towards the Devizes direction,

he has tried two approaches which have not been successful. If he maintains his speed at 30mph beyond the 40mph transition, there are impatient drivers behind, and if he accelerates within a couple of seconds, he has to decelerate to turn right into Bowerhill Lane. Which sometimes results in drivers overtaking, which is an unsatisfactory situation. He feels that this could easily be remedied by moving the speed transition beyond the Bowerhill Lane entrance. The resident also highlighted that there is no indication on the road that there is a right-hand turn off of the main road into Bowerhill Lane. He felt that it would be a benefit to have some signage on the main road indicating that there is a side road.

A resident wished to speak on agenda item 7ciii and explained that there was an issue when going eastwards on the A365 Bath Road when wishing to turn right into Hornchurch Road. He explained that when he indicates right and starts to pull into the filter lane, impatient drivers overtake on the wrong side of the road, heading straight for oncoming traffic or drivers coming out of Hornchurch Road, which is extremely dangerous. He has previously asked for solid white lines to be installed outside of the "hashed area", which would show a mandatory indication to not overtake.

Councillor Richardson, in his role as Chairman of CAWS (Community Action Whitley and Shaw), wished to speak on agenda items 8ci and 8cii about road safety and highway issues in Shaw and Whitley. The residents in Shaw and Whitley remain very concerned about road safety, traffic volume and cumulative impact from all of the construction schemes in the area. The speed watch scheme does a good job in the area, and there have been some positive changes in the last few years, such as slow markings on the road, shutters at Shaw traffic lights, potholes fixed, etc. The feeling in the community is that there is still much that could be done. He explained that he, the Clerk and the Wiltshire Council highways engineer had a walk around the area to identify what things could be done to improve road safety, and a long list was produced. It is recognised that there is limited funding; however, understands that there may be an underspend in the Area Board/LHFIG (Local Highways and Footway Improvement Group) budget. He notes that the funding ratio in LHFIG isn't consistent across the county or nationally and notes that the southwest area board normally funds 75% of the cost. CAWS have looked at the list and have listed some of the items in priority order. CAWS requests that a plan be set around the things on the list so that more improvements are made to the area in a reasonable period of time.

Councillor Richardson explained that with regard to agenda item 8cii and the request to install a new kissing gate and improve the route between EverGreen and the rear of Shaw Playing Field, the aim was to create a safe walking route to Shaw School. This would allow parents to park at Shaw Village Hall and walk to Corsham Road on footpaths across EverGreen, the new community field, without walking through farmers' fields where there may be cows grazing.

There were two residents in attendance with regard to a request for a speed limit review from 60mph to 40mph on Forest Lane/Woodrow Road, which was agenda item 8e. It was explained that traffic is constantly speeding past their house at the bottom of Woodrow Road, which is 30mph into Melksham. He explained that drivers

are coming down from Forest Lane, which is a 60mph road, and not slowing down in the 30mph limit. The resident explained that he believes the speed limit on Forest Lane/Woodrow Road should be reviewed and reduced to 40 mph, as there are horses that use the road as well as cyclists, etc.

The meeting reconvened, and it was agreed to bring the following agenda items forward for discussion: 7ci, 7ciii, 8bi, 8bii, 8ci, 8cii and 8ei.

#### **513/24 Local Highways & Footpath Improvement Group (LHFIG):**

- a) Minutes and Action Log of Local Highways & Footpath Improvement Group (LHFIG) meetings held on 15th Aug 2024, 7th Nov 2024 & 6th Feb 2025.**

Noted.

- b) Ad hoc line marking undertaken (update since LHFIG page 8 of Feb Log).**

Noted.

- c) To consider items arising from Action Log:**

- i) Issue 9-24-10 Semington Road Traffic Calming: Issue closed following Traffic Survey data. To consider request for review of traffic calming but as not engineering action would not be through LHFIG, but review by Atkins c£10k cost to parish council.**

Councillor Baines explained that with regard to the traffic survey on Semington Road, unfortunately the location on the road of where the data was captured was not where the parish council asked for it to be. He reported that the results of the survey came in low, which puts in doubt the deployment of the Speed Indicator Device (SID) and community speed watch. The Clerk explained that she understood that the traffic survey was undertaken on the two points that the council requested, so it was undertaken in the correct location. The Clerk advised that at the Road Safety Working Group meeting, a list of reasons was put together detailing why the SID and speed watch should remain on Semington Road. For example, there is lots of construction traffic, which may have slowed the traffic down. The recommendation from the working group, which is for members to look at later on in the agenda, is to continue with speed watch and the SID deployment and perhaps request a traffic survey after all of the construction work has been undertaken. Secondly, the Wiltshire Council Highways Officer agreed that it was in nobody's interest to take away these speed calming measures, in particular as speed watch is undertaken by volunteers. The Clerk explained that she then had a conversation with the Wiltshire Council Highways Officers about the fact that the parish council asked for a review of the traffic calming

because the current measures were put in when the A350 was being constructed, and there have been a lot of material changes in this location since. The advice of the Highways Officer was that if the parish council wished for a review of the traffic calming across the whole of Semington Road, the parish council could commission Atkins to undertake the review at a cost of c£10k. Members considered this option and felt that if the council were to take this forward, the review needed to take into account the Townsend Farm developments (103 dwellings) and the potential new housing in the area. Members questioned whether the council had any money available to pay for this review to be undertaken. The Clerk confirmed that there was CIL (Community Infrastructure Levy) available from the Buckley Gardens development as well as funds under the LHFIG budget. After a discussion, members agreed to ask for a holistic review of the traffic calming on the whole of Semington Road to be undertaken due to all of the changing circumstances on this road but to request this through LHFIG in the first instance to see whether this was something they could commission.

The parish council suspended standing orders to allow the resident to speak.

The resident explained that where the Townsend Farm development was located, there was a traffic calming island, so it would be an opportunity to review the whole section. Councillor Baines advised that there were currently no plans to move the island.

The committee reconvened.

**Recommendation:** The parish council ask LHFIG for a traffic calming holistic review to be undertaken on the whole stretch of Semington Road, with an indicative cost of £10,000, from CIL

- ii) **Issue 09-24-11 Bus Stop Semington Road, near Townsend Farm To receive update from site visit (28th March) and approve recommendation to LHFIG:**

Councillor Baines explained that a site meeting was undertaken with Wiltshire Council Highways Engineers because the existing bus stop on Semington Road has been moved from the entrance of the Mobile Home Park to the entrance of Bowood View. This means that residents from the Mobile Home Park have to cross the road and then cross over the road again in order to go to and from the bus stop. Previously the bus stopped at the entrance to the Mobile Home Park; however, there was a large step down from the bus where there is no pavement, with some residents having difficulty. Councillor Baines reported that there was enough room between the main roundabout and the first traffic calming (just past the Mobile Home Park entrance) to install a bus stop and still allow the bus to pull out around the traffic calming. Wiltshire

Council Highways Engineers were going to investigate a bolt-down, raised-platform-style bus stop for this location. This option seems to be the best solution to resolve this issue. The Clerk explained that the feeling of the Highways Engineers was that the users of this stop would be people from the Mobile Home Park coming back from the town, so they were just getting off the bus; therefore, the bus was stopping quickly and going again. It was felt less likely that this stop was going to be used by people queuing to get on and pay, which would hold the bus up much longer. Members agreed with this way forward.

**Recommendation:** The parish council approve the recommendation from the Wiltshire Council Highways engineer to install a bolt down style bus stop between the Semington Road roundabout and first traffic calming as discussed above.

iii) **Issue 09-24-12 A365 Bath Road/Hornchurch Road LHFIG not proceeding with request until clarity on future planning applications but repeat request from resident for action:**

As explained under public participation, drivers on the A365 Bath Road are overtaking vehicles slowing down to turn right into Hornchurch Road on the wrong side of the road in front of oncoming traffic.

Councillor Baines reported that this issue had previously been considered by the parish council and had been submitted to the Wiltshire Council Local Highways & Footway Improvement Group (LHFIG) for consideration. At the time the Wiltshire Council Highways Engineer advised that double white lines could not be considered for any road where a speed limit is 40mph or less. This matter was last discussed at an LHFIG meeting in February, and it was decided to hold off undertaking any work on this issue until there was clarity on future planning applications and associated access arrangements. Councillor Baines explained that the issue on the A365 Bath Road/Hornchurch Road is that it is a wide, straight road, and there are two right turns back-to-back, one going into Hornchurch Road and the other going into Melksham Oak School. There is a Local Plan allocated site opposite Hornchurch Road which hasn't come forward yet, but any future development of this land would require a junction on the A365. This may result in changes to the existing Hornchurch Road junction to incorporate another junction to accommodate any new development opposite. It was reported that there was a scheme drawn up to install temporary bollards within the road, but due to the impending changes, it was considered not to be value for money. Recently covert cameras were installed to monitor the situation, and the results will be known after the May elections. It was noted that the parish council had some years ago advocated for a roundabout to be installed when plans were being drawn up for Melksham Oak School but was refused.

After a discussion, members felt that they should wait until the release of the data so that it can be considered by the parish council with a view to push for a roundabout. This would serve both the Hornchurch Road junction and the entrance to the local plan site allocation and would also help with traffic trying to turn right into Bowerhill Lane. It would slow down traffic coming from Melksham due to the visibility of a roundabout in front.

The Clerk explained that under the ad hoc line marking scheme, the 30mph speed roundels are still in the system to be painted on the A365. She also highlighted that when she undertook the walk around Shaw & Whitley with the Wiltshire Council Highways engineer, one of the things that they had suggested for Corsham Road, which had been successful in other areas, was giving a speed roundel a grey background to make it stand out even more. This was because of the combination of the contrast between the red and white of the roundel on top of grey tarmac. It was queried whether members wanted to consider asking Wiltshire Council for this when they are being painted. Members felt that this was a good idea.

**Recommendation 1:** The parish council wait until the release of the traffic data results from the Hornchurch Road junction after the elections with a view to submitting a request to Wiltshire Council for a roundabout to be installed.

**Recommendation 2:** The parish council ask Wiltshire Council to mark a grey background underneath the roundels on the A365 Bath Road when they are repainting them under the ad-hoc line marking scheme.

**514/24 Requests for support by the Parish Council including requests for the Local Highways & Footpath Improvement Group (LHFIG) next meeting on 29th May 2024 (deadline 15th May) (Part 1):**

**a) Bowerhill (part 1):**

**i) Request for speed limit review – to move 30/40mph limit on A365 Bath Road/Bowerhill Lane:**

As detailed under public participation, a resident has submitted a request for the 30/40mph limit on the A365 Bath Road to be moved beyond Bowerhill Lane. Councillor Baines explained that some years ago, following a couple of accidents on the bend by the Turnpike Garage, the parish council had requested that the 40mph limit be moved east of the garage. At the time, the parish council was advised by Wiltshire Council Highways that the road conditions on the A365, where the 40mph limit is located, would not qualify for a 40mph limit, and if it was asked to be extended, it may be removed altogether. It was noted that this limit was introduced when Melksham Oak School was built. It was highlighted that this advice was given some time ago, and it was queried whether the criteria may now have changed

because a number of places have transitioning speeds from different speed limits. Members felt that there needed to be a sign indicating that there was a turning to Bowerhill Lane; therefore, a request should be made to Wiltshire Council for a T-junction sign to be installed to indicate Bowerhill Lane on the A365 Bath Road.

The Clerk explained that when she spoke to the Wiltshire Council Highways officer about a review of traffic calming on Semington Road, they suggested that the parish council could commission Atkins to look at the whole stretch of road from a holistic point of view. This service would, however, cost the parish council c£10k. The Clerk wondered whether members may wish to consider something similar to this for the A365, bearing in mind that the council submitted comments to the Gompels Warehouse planning application asking for a holistic approach to be taken when looking at access to the site. Members agreed that a holistic approach should be requested to review what traffic measures can be undertaken on the A365 Bath Road from the Bowerhill Roundabout to the east of Turnpike Garage.

**Recommendation 1:** The parish council submit a request to Wiltshire Council for a T junction sign to be installed on the A365 Bath Road for the Bowerhill Lane turning.

**Recommendation 2:** The parish council submit a request to Wiltshire Council for a holistic review of the A365 Bath Road from the Bowerhill Roundabout to the east of Turnpike Garage to be undertaken.

ii) **Request for Speed Indicator Device on Bath Road between Bowerhill Roundabout and Melksham Oak – will require a Traffic Survey for eligibility.**

Councillor Baines explained that in order for the speed indicator to be deployed between the Bowerhill Roundabout and Melksham Oak School, a traffic survey will need to be undertaken. Members agreed to request a traffic survey to be undertaken at this location.

**Recommendation:** The parish council submit a request to Wiltshire Council for a traffic survey to be undertaken on Bath Road between the Bowerhill Roundabout and Melksham Oak School.

Councillor Holder and five residents left the meeting.

b) **Shaw & Whitley (part 1):**

- i) **To consider list of road safety measures requested by CAWS (Community Action: Whitley & Shaw) following site visit on 28th March with Highways Officer, CAWS and Community Speed Watch volunteer.**



As previously explained under public participation, the Clerk, CAWS, Community Speed Watch and the Wiltshire Council Highways engineer walked around Shaw and Whitley to look at potential highway improvements that were doable. It was noted that a number of items on the list were road painting. The Clerk explained that the idea of doing this approach was so that the community understood what could realistically be done rather than coming up with a list of things that may not be realistic. A list of improvements was compiled with CAWS providing a priority against most of the items. In terms of funding towards some of these improvements, there is an ad-hoc line marking fund of which Wiltshire Council funds 100% of any requests, so any improvements relating to road markings could come from this fund. In addition, LHFIFG provides match funding for other requests, so the parish council would not be paying all of the cost.

The Clerk advised that she had previously understood that there was a limit on how many traffic surveys could be requested within a year, but it was confirmed by Wiltshire Council that there was no limit.

After a discussion it was agreed that the parish council should submit requests to LHFIFG for the following improvements:

- Any line marking improvements identified.
- Scrape back vegetation on pavements to widen (Shaw Hill and Corsham Road)
- Any sign replacements identified on the list.

Members also agreed to refer this list to the Road Safety Working Group to review and come up with a recommendation on what improvements the parish council should submit requests for.

**Recommendation 1:** The parish council submit the following highway improvement requests to Wiltshire Council:

- Line marking improvements as detailed on the Whitley and Shaw Potential Highways/Road Safety Improvements list.
- Scrape back vegetation on pavements to widen (Shaw Hill and Corsham Road)
- Any sign replacements identified on the Whitley and Shaw Potential Highways/Road Safety Improvements list.

**Recommendation 2:** The Road Safety Working Group to review the list of improvements and make a recommendation on what improvements should be taken forward to LHFIFG. This to be brought back to the Annual Council meeting.

- ii) **Request to install new kissing gate and improve route between EverGreen (new public space) and rear of Shaw Playing Field**

It was noted as explained under public participation; this request had been submitted to create a safe walking route from Shaw playing field, where parents could park, to Shaw school. The location of the proposed kissing gate would be in the opposite corner of where the current one is located at the back of Shaw Playing Field. The idea of this is so that people walking from Corsham Road can access Shaw Playing Field without having to go into fields where cows may be grazing, which in turn creates a safer route, especially for school children accessing Shaw School. Members agreed that this request should be supported.

The Clerk explained that the Highways Officer had advised her to speak to the Wiltshire Council Countryside Access Officer, but LHFIF do fund footpath improvements, who will match fund the improvement if they agree. It was noted that the Ramblers have previously undertaken similar installations around other areas of the parish, so they may be interested in installing the kissing gate.

**Recommendation:** The parish council support the request to install a new kissing gate at the back of Shaw Playing Fields to improve the route and submit the request to LHFIF for their consideration.

Councillor Richardson left the meeting.

**c) Woodrow:**

**i) Request for speed limit review from 60mph to 40mph on Forest Lane/Woodrow Road:**

Councillor Baines explained that a few years ago, Atkins undertook a review between the bottom of Woodrow Road, Sandridge Common, and the junction with Bowden Hill. Councillor Baines read out the various mean speeds from the review. The conclusion was that the existing environment controls speeds to a lower level; therefore, it recommended no change. Councillor Baines acknowledged that there had been an increase in traffic; however, there had been no change to the road conditions, so he did not feel that any request for a limit change would likely be approved by Wiltshire Council in view of the survey results. It was, however, noted that this survey was undertaken at least five years ago. Members noted that the volume of traffic on the road has been the cause of it speeding up as it's used as a rat run. The length of the road is also a narrow straight road which adds to residents' safety concerns. There is also a number of equestrian sites along the road, as well as it being a national cycleway.

After a discussion it was felt that a request should be submitted to Wiltshire Council for an assessment of a countdown 40mph limit to start from just beyond the entrance to Oakley Farm near to the road to Queenfield farm until the 30mph limit past New Road.

**Recommendation:** The parish Council submit a request to Wiltshire Council for an assessment of a countdown 40mph limit to start from just beyond the entrance to Oakley Farm near to the road to Queenfield farm, until the 30mph limit past the New Road junction.

**515/24 Requests for support by the Parish Council including requests for the Local Highways & Footpath Improvement Group (LHFIG) next meeting on 29th May 2024 (deadline 15th May) (Part 2):**

- a) **Beanacre:**
- i) **Request for better prevention measures for HGV traffic over weight limit bridge on Westlands Lane (See Issue 09-23-10 LHFIG August notes, new signage in place)**

Councillor Baines reported that there was still an issue with HGV traffic coming over the weight limit bridge on Westlands Lane. It was noted that the current signage, which was located just before the bridge, stated '7.5T except for access', which the parish council has previously tried to get changed but were refused. The Clerk explained that although the HGV traffic from the various constructions had reduced, even without the construction projects, there was still some HGV traffic going over the weight limit bridge. Residents have asked the parish council whether there was anything that could be done to physically stop HGV traffic going over the bridge. It was noted that the parish council had been in contact with Network Rail, informing them that HGV traffic has been going over the bridge, but they didn't appear to be too concerned about the matter. Members discussed this matter and could not see that there was any signage restricting HGV vehicles coming through the bridge, as the signage currently details 'except for access', which is open to interpretation. As a consequence, it gives the indication HGVs over 7.5T can go over the bridge if they require access. It was considered whether a weight limit should be imposed on the bridge itself; however, members felt that this may cause a hazard because an HGV may get to the bridge and then have to reverse out back onto the A350. After a discussion, members felt that if Network Rail are not concerned with HGVs going over the bridge, there is nothing the council could do apart from contact Network Rail again on this matter.

9.42pm Councillor Baines left the meeting for a short time and did not take part in the voting on this agenda item; Councillor Pafford as Vice-Chair took to the chair.

Following the correspondence received from a resident with regard to the fact that any comments from residents of Beanacre were done so individually and not as a collective, as there was currently no action group set up. Members felt that the Beanacre residents should be urged to form a resident's action group.

**Recommendation 1:** The parish council contact Network Rail again on this matter.

**Recommendation 2:** The parish council urge the residents of Beanacre to form a resident's action group.

One resident left the meeting.

b) **Bowerhill:**

i) **Request for double yellow lines on corner of Brabazon Way and St Athan Close:**

9.44pm Councillor Baines returned back to the room and took to the chair.

It was explained that the parish council had been contacted by a resident of Bowerhill with regard to the parking between Locking Close and Brabazon Way causing a hazard when turning right out of St Athan Close. They have asked whether double yellow lines could be implemented near to the junction. Members reviewed this request and wished to support it. It was felt that double yellow lines needed to be implemented on either side of the St Athen Close Junction to ensure safe visibility out of the junction. In addition, it was felt that the yellow lines should go on the other side of the road up to the Locking Close junction. The yellow lines should be extended to go round the bend on both sides of Brabazon Way.

**Recommendation:** The parish council support the residents request for double yellow lines in the locations as detailed above and send on to LHFIFG for consideration.

ii) **Request for double yellow lines and Speed Indicator Device deployment on corner of Lysander Road with business - Impact Handling:**

The Clerk advised that she had received a request from Impact Handling for double yellow lines on both sides of their junction. Members were shown photos of the parking either side of their access, which is causing visibility issues coming out of the premises. Members agreed to support this request. The Clerk highlighted that included in the request was for a SID to be deployed on Lysander Road. Members discussed this but felt that due to the parking issues on the estate, it would be very difficult for people to speed, as well as the fact that the council tends to deploy the SIDs on main roads, and therefore this request was refused.

**Recommendation 1:** The parish council support the request from Impact Handling for double yellow lines and send on to LHFIFG for consideration.

**Recommendation 2:** The parish council refuse the request for a SID to be deployed on Lysander Road.

iii) **Request for Speed Indicator Device deployment on Halifax Road:**

A request was made for a SID to be deployed on Halifax Road; however, it was noted that this location did qualify for Community Speed Watch, but no residents had come forward to undertake this. In addition, although this location would qualify for the deployment of a SID, as per the above agenda item, the parish council tends to deploy SIDs on main roads and not residential areas, and therefore this request was refused.

**Recommendation:** The parish council refuse the request to deploy the SID on Halifax Road.

iv) **Request for one way scheme on Bowerhill Industrial Estate:**

The Clerk explained that a business on the industrial estate had requested that the council consider a one-way system on the industrial estate. Councillor Baines explained that this had been considered some time ago and was felt that it would encourage people to use the estate as a racetrack. It was also noted that the police were also against this idea when this had previously been considered.

**Recommendation:** The parish council refuse the request for a one-way scheme on the Bowerhill Industrial Estate.

v) **Request to plant trees opposite Bowerhill school to prevent parking on the verge:**

Councillor Baines reported that Councillor Harris had requested this item be put on the agenda for consideration. Councillor Harris explained that the verge opposite Bowerhill Primary School was being used for parking, which was churning it up, and in addition, an HGV had gone over the grass verge when it was muddy and dislodged the kerb stones. He feels that by planting some trees in this location, it would discourage people from parking there. It was queried whether bollards would be a better solution, as from previous experience in other places, when tree whips have been planted in areas like these, they have been destroyed. Councillor Harris explained that the reason for the request for trees was because two new trees had been planted outside of Hurricane Road flats which had double stakes on either side as well as heavy straps. He explained that these had replaced the trees that had to be cut down some years ago due to the roots damaging the pavement. He wondered whether something similar to this could be planted opposite Bowerhill Primary School. He understood that when the verge has been reinstated and the kerb repaired, some mini bollards are intended to be installed to discourage parking on the grass. After consideration, members felt that bollards should be requested to be

installed on the edge of the kerb to prevent parking on the grass. This could be followed by the planting of trees at a later date if allowed.

**Recommendation:** The parish council submit a request to Wiltshire Council for the installation of bollards on the edge of the verge opposite Bowerhill Primary School to discourage people parking on the grass. If allowed trees could be planted in the area at a later date.

c) **Shaw & Whitley:**

i) **Request for road signs to protect wildlife on Corsham Road:**

Councillor Baines explained that a request had been received for new road signs to be installed along Corsham Road to make drivers aware of crossing slow worms. It was explained in the correspondence received that the slow worms reside and cross from the field on the opposite side of Corsham Road to Top Lane, and a sign would be helpful in making drivers aware that they may be there to protect this reptile. Members considered this request, and although they felt that it was a nice idea, they did not believe that it was practical due to the fact that it would be difficult for drivers to know whether the slow worms were crossing the road or not, and by the time they did, it may be too late.

**Recommendation:** The parish council refuse this request for the reasons detailed above.

d) **Request to re-align kerb stones at Bus Stop on Semington Road (corner of Berryfield Park/New Inn pub) to allow passengers to safely disembark.**

A request had been received for the kerb stones at the bus stop on Semington Road on the corner of Berryfield Park to be realigned to allow passengers to disembark. Councillor Baines explained that the raised kerb was right next to the shelter, which means that the bus is unable to stop there because there isn't enough room. As a consequence, the bus does not stop at the raised kerb and pulls into the layby, and people have to disembark on a normal-height pavement. Members agreed that this request should go through to LHFIG.

**Recommendation:** The parish council support the request to re-align the kerb stones at the Bus Stop on Semington Road (corner of Berryfield Park/New Inn pub) to allow passengers to safely disembark and put this request through to LHFIG.

**516/24 Road Safety Working Group:**

a) **Notes of the meeting held on 10<sup>th</sup> March 2025:**

**Resolved:** The notes of the Road Safety Working Party held on Monday 10<sup>th</sup> March 2025, were formally approved for the Chair of the Highways Committee to sign them as a correct record.

**b) Recommendations of the Road Safety Working Group:**

**Resolved:** The recommendations contained in the Road Safety Working Party notes of 10<sup>th</sup> March 2025, were formally approved.

**c) Items/projects for review by the Road Safety Working Group:**

The Clerk advised that members had already allocated the list of improvements for Shaw and Whitley to the Road Safety Working Group to look at.

**517/24 Speed Indicator Device (SID)**

**a) Request for more/permanent deployment of SID at Pathfinder Way, Bowerhill:**

A request for more deployment of the SID at Pathfinder Way had been received. Members considered that the deployment of the SID was more effective when it was moved around regularly, as it gave the element of surprise, and therefore refused the request.

**Recommendation:** The parish council refuse the request.

**b) Review of SID deployment schedule:**

Members reviewed the SID schedule and as it currently stands agreed that it did not need to be revised.

**Recommendation:** The parish council do not make any amendments to the SID schedule, pending adding any new sites following Traffic Surveys for eligibility.

**518/24 Discretionary gully cleaning: proposed list of requests:**

The Clerk explained that she had gone through the discretionary gully cleaning list with Wiltshire Council's highways engineer and discussed with him where the tanker should go. Information from the Shaw & Whitley flood wardens as well as highway reports that have been received on the Wiltshire Council app had been taken into consideration when putting together the list.

**Recommendation:** The parish council approve the gully cleaning list as per discussion with the Wiltshire Council Highways engineer.

**519/24 Rights of Way:**

**a) "Improving the Rights of Way Network at a Local Level" communication and event by Wiltshire Council:**

Noted.

**b) Responses to Countryside Access Improvement Plan 2025-2035 – Town & Parish Council Engagement survey (Questions 16 & 20):**

The Clerk explained most of the responses to the Countryside Access Improvement Plan survey were factual; however, there were two questions that members needed to consider. Question 16 asked for the council to rate the rights of way network in the parish for signage, structures, accessibility, availability between spring and summer, availability between autumn and winter and connectivity. These needed to be scored from 1 to 5, with 1 being classed as inadequate and 5 as acceptable. The other question was to describe the issues that are commonly experienced. Members felt that this should be delegated to the Clerk to answer on the council's behalf.

**Recommendation:** The councils delegated the response to the Countryside Access Improvement Plan to the Clerk.

**c) Request for anecdotal evidence of use of level foot crossings over railway to inform bid for more train journeys calling at Melksham station:**

Members were happy with the contribution that Councillor Alan Baines had already submitted.

**520/24 Upgrade to Lorry Park at Chippenham (M4 Junction 17) and consider any implications/action for Bowerhill Industrial Estate:**

Members noted that National Highways have partly funded a project to upgrade the lorry park at Chippenham from the Government's lorry parking facilities improvement fund. The Clerk queried whether members wished to ask for Wiltshire Council to use the lorry parking facilities improvement fund for a lorry park to be constructed for the Bowerhill Industrial Estate, which members agreed to.

**Recommendation:** The parish council ask Wiltshire Council to use the lorry parking facilities improvement fund to construct a lorry park to serve the Bowerhill Industrial Estate.

Meeting closed at 10.10 pm.

Chairman, 14<sup>th</sup> April 2025