

**MINUTES of the Highway, Footpaths & Streetscene Committee of Melksham
Without Parish Council held on Monday 10th August 2026 at Melksham
Without Parish Council Offices, (First Floor),
Melksham Community Campus, Market Place, SN12 6ES
at 7:00pm**

Present: Councillors Alan Baines (Committee Chair), David Pafford (Council Vice-Chair), Martin Haffenden (Committee Vice-Chair), Mark Harris and Richard Wood.

Officers: Teresa Strange (Clerk) and Fiona Dey (Parish Officer)

In attendance: Wiltshire Councillor Nick Holder and 12 members of the public

On Zoom: Councillor John Glover (part) and one member of the public (part)

163/26 Welcome, Announcements & Housekeeping:

The Clerk welcomed everyone to the meeting and read out the housekeeping message. Everyone present was advised that the meeting was being recorded and would be published on YouTube until the minutes had been approved. Members of the public were reminded that they did not have to give their name or address when speaking.

164/26 Apologies:

Apologies were received from Councillor Chris Griffiths due to work commitments. Councillor John Glover attended remotely because he needed to remain at home for a family medical reason and was therefore not counted as present or entitled to vote. The reasons for absence were approved.

165/26 Chairman & Vice-Chair of the Highways, Footpaths and Streetscene Committee for 2026/27:

a) Election of Chair

Councillor Baines was nominated as Chair of the Highways, Footpaths and Streetscene Committee and he confirmed that he was willing to stand. There were no further nominations.

Resolved: Councillor Baines was elected Chair of the Highways, Footpaths and Streetscene Committee for 2026/27.

Councillor Baines chaired the meeting.

b) Election of Vice-Chair

Councillor Haffenden was nominated as Vice-Chair of the Highways, Footpaths and Streetscene Committee and he confirmed that he was willing to stand. There were no further nominations.

Resolved: Councillor Haffenden was elected as Vice-Chair of the Highways, Footpaths and Streetscene Committee for 2026/27.

c) Terms of Reference and Scheme of Delegation

The Committee noted its Terms of Reference and Scheme of Delegation. It was noted that the Local Highways and Footpath Improvement Group (LHFIG) now met three times each year rather than four and that the timetable wording in the Terms of Reference should be updated accordingly. It was noted that, where necessary to meet LHFIG submission deadlines, requests may be submitted in advance of Full Council approval in accordance with the existing Terms of Reference, subject to subsequent consideration by Full Council and withdrawal if not supported.

Recommendation: The Highways, Footpaths and Streetscene Committee Terms of Reference are amended to reflect the revised LHFIG meeting cycle of three meetings per year.

It was noted that, where necessary to meet LHFIG submission deadlines, requests recommended by the Committee may be submitted in advance of Full Council approval in accordance with the existing Terms of Reference. Any such requests remain subject to subsequent consideration by Full Council and may be withdrawn if not supported.

166/26 Declarations of Interest:

a) Declarations of Interest

None.

b) Dispensation Requests for this Meeting

None requested.

167/26 To consider holding items in Closed Session due to confidential nature:

No agenda items were identified for consideration in closed session. Members were reminded not to identify suppliers when discussing commercially sensitive quotations.

168/26 Public Participation:

The Council suspended Standing Orders for public participation.

a) A365 access for Land South of Western Way (PL/2025/07391)

Wiltshire Councillor Nick Holder introduced the concerns of residents regarding the approved access through Maitland Place for the Land South of Western Way development of 210 homes and a care home (PL/2025/07391). He explained that the Parish Council and residents had consistently opposed this access and that the Wiltshire Council Highways Officer had also raised concerns about construction traffic using Maitland Place. Wiltshire Councillor Holder had therefore sought advice from Wiltshire Council on whether the permanent access could be changed before the reserved matters application was determined.

A representative speaking on behalf of residents of Pathfinder Place and Maitland Place said that their principal concern regarding the Land South of Western Way development was the approved vehicular access through Maitland Place.

He explained that Wiltshire Council's Highways Officer had previously commented that Maitland Place was unsuitable for construction traffic. Residents also considered it unsuitable for the permanent traffic generated by the proposed 210 homes.

As Maitland Place could not accommodate construction traffic, the developer would need to provide, and potentially improve, an alternative construction access. Residents assumed that this would be from Western Way, which was already intended to provide access to the site during construction.

The representative considered that, if work were undertaken to make the Western Way access suitable for construction traffic, it would already be close to—or could be brought up to—the standard required for permanent vehicular access.

Residents asked the Parish Council first to arrange an urgent meeting with the developer and invite them to submit a Section 73 application to amend the existing outline planning permission (PL/2022/08504) so that the approved access to the development comes from Western Way, leaving Maitland Place as emergency-only access.

If agreement could not be reached promptly, they asked the Parish Council to investigate making its own focused application. They stressed that the matter was time-critical because the outline permission was due to expire in November 2026.

Residents indicated that, if the access issue were satisfactorily resolved, they might be prepared to reconsider their continuing objections to the reserved matters proposals.

Councillor Holder explained the planning advice he had received: the Parish Council could seek pre-application advice on varying the highway access, with the proposal then considered by a Highways Officer. If the alternative access were found acceptable, this could provide a route for Wiltshire Council to amend the permission under a Section 73 application.

It was clarified during discussion that the initial step would be a pre-application enquiry rather than the Parish Council submitting reserved matters. Members noted that there was no definitive assurance that a change of this scale could be dealt with under a Section 73 application, but examples of its use for highway-related amendments had been identified.

The Clerk advised that the Parish Council would receive a 50% reduction on the published pre-application fee; the maximum indicated cost would therefore be £2,000, with an officer consultation quoted at £105 per hour. Any expenditure would require Full Council approval. It was noted that this could be funded from Community Infrastructure funds (CIL).

The Clerk reported that numerous revised drawings and a letter had recently been uploaded to the Land South of Western Way application, apparently relating to the relocation of a substation to facilitate the construction phasing and access arrangements. It was also noted that the application to discharge condition 18, relating to the Construction Management Statement (PL/2026/01378), was no longer publicly available. As the Construction Management Statement condition had previously been visible to the public and the revised drawings had not initially triggered further consultation, officers had raised concerns with Wiltshire Council about transparency.

Wiltshire Council had subsequently instructed that the information be made publicly available and that a further 14-day consultation be undertaken. This provided a short additional period in which the access issue could be pursued.

Members supported the residents' request in principle.

Recommendation 1: To invite the developer to meet with the Parish Council to discuss the submission of a Section 73 application to amend the existing outline planning permission (PL/2022/08504) so that the approved access to the development comes from Western Way, leaving Maitland Place as emergency-only access.

Recommendation 2: To pursue a pre-application advice application from Wiltshire Council on varying the existing outline planning permission (PL/2022/08504) for Land South of Western Way, using a Section 73 application, so that the approved access to the development comes from Western Way, leaving Maitland Place as emergency-only access.

It was noted that the Committee did not have authority to commit the anticipated expenditure and that the next Full Council meeting was four weeks away, but the additional consultation provided some time for preparatory work.

b) A3102 Roundabout (Blackmore Farm PL/2023/11188)

Wiltshire Councillor Holder suggested that a similar approach (Section 73 agreement) should be considered for Blackmore Farm. Members recalled that the developer had originally proposed a roundabout to serve the development and that the Parish Council had welcomed this solution. The roundabout design had subsequently been removed following advice from the Wiltshire Council Highways Officer. As the scheme had already been designed by the developer and would fall within the development's red-line boundary, it was considered that much of the necessary preliminary work had already been undertaken.

The Clerk reported that recently published Highway comments on the separate land east of Blackmore Farm (PL/2026/02966) stated that a roundabout was not required. She also identified two further concerns with those comments. First, the officer appeared to refer to connections through the adjoining development to Eastern Way without making clear that these were walking and cycling links rather than a through road. Secondly, the comments made no reference to the effect of the proposed development upon the safeguarded route of the eastern bypass, despite the development potentially obstructing that route.

The Parish Council's preferred solution was a coordinated access arrangement: a single roundabout serving both Blackmore Farm development phases and providing access towards the employment land, community centre and school.

Members were concerned that separate applications albeit by the same developers had led to a piecemeal approach, undermining the original expectation of a comprehensive master plan and limiting opportunities to reconfigure access jointly.

The Parish Council's response should therefore seek stronger coordination and master planning, and challenge inaccurate or incomplete Highways comments, including on the nature of internal links and the safeguarded eastern bypass route.

Wiltshire Councillor Holder reminded members that, at an earlier meeting concerning the cumulative impact of development in the area, both Wiltshire Council's Cabinet Member for Highways and Cabinet Member for Planning had supported the provision of a roundabout at Blackmore Farm. He considered that there was therefore political support, as well as support from residents and the Parish Council, for the original roundabout proposal.

Recommendation 1: To respond to the Highways Officer regarding their further consultation response on planning application PL/2026/02966 – Land East of Blackmore Farm, raising the following concerns:

- The Parish Council does not agree with the Highways Officer's conclusion that a roundabout is not required on the A3102/Sandridge Common Road and considers that the cumulative highway impact of development in this area requires further consideration.
- The adjoining Phase 1 Blackmore Farm development of 500 dwellings has already been approved and a roundabout was originally proposed in connection with development in this location. Whilst the Highways response states that Phase 1 has been included as committed development within the 2031 modelling, it is not clear whether the cumulative assessment has taken full account of all other nearby approved and proposed development, including New Road Farm opposite, for 295 dwellings and a children's nursery, and the Lidl development adjoining the 500-home development to the west.
- The Parish Council also noted that the Highways response refers to the "Ashton Park development" as part of the 2031 cumulative traffic assessment. Ashton Park is associated with development at Trowbridge rather than Melksham, and the Parish Council considers that clarification is required as to why it has been referenced and whether the correct committed developments have been included in the modelling.
- The Officer's comments refer to connections to Eastern Way; however, the connections proposed are for walking and cycling rather than vehicular access. The Parish Council considers that the wording of the consultation response could therefore be misleading if it implies a vehicular connection to Eastern Way.
- The Highways Officer's response makes no reference to the proposed route of the Melksham Bypass, which passes through the application site. The Parish Council is concerned that development of the site could prejudice the future delivery of this strategically important route.
- The Parish Council noted that, although the safeguarding policy contained within the withdrawn Wiltshire Local Plan may no longer carry policy weight, the intention to deliver the route remains. The bypass would ultimately be a National Highways project, whilst Wiltshire Council has already undertaken business case work for the scheme and has identified future Community Infrastructure Levy (CIL) expenditure towards its development. The route is also identified as a priority in Priority Statement 1 of the Joint Melksham Neighbourhood Plan 2. The Parish Council therefore considers that the potential impact of PL/2026/02966 on the future delivery of this nationally significant strategic highway route must be properly considered before the application is determined.

Recommendation 2: To pursue a pre-application advice application from Wiltshire Council on varying the existing outline planning permission for Land at Blackmore Farm (PL/2023/11188), so that the approved access to the development from the A3102 comes from a roundabout, to inform a Section 73 notice to amend the application.

- c) Right of Way linking the surfaced route behind Melksham Oak Community School to the A365

Wiltshire Councillor Holder also raised the poor condition of the public right of way linking the surfaced route behind Melksham Oak Community School to the A365 (MELW18). Although the access had been widened, the remaining section was uneven and became muddy in winter, making it unsuitable for wheelchairs, pushchairs and cycles.

Wiltshire Council had indicated that the route might be altered by a future development and had suggested referring the improvement to LHFIFG (Local Highway & Footpath Improvement Group). Wiltshire Councillor Holder considered that Wiltshire Council should instead complete at least a temporary surface using the relevant Section 106 or active-travel funding, with any later diversion or replacement secured from the future developer.

Members noted that an LHFIFG request could nevertheless be used to obtain officer input, define the works and costs, and explore available funding without accepting that the Parish Council should necessarily contribute.

Recommendation 1: To submit a request to LHFIFG for the remaining section of the public right of way at the rear of Melksham Oak Community School, linking the surfaced path to the A365, to be levelled and provided with an accessible all-weather surface. LHFIFG to investigate whether the works could be funded through existing Section 106 contributions or active-travel funding, without requiring a Parish Council contribution.

Recommendation 2: To request S106 contributions towards upgrading the remaining section of the public right of way at the rear of Melksham Oak Community School, linking the surfaced path to the A365, for applications PL/2025/06749 Land North of Bath Road (A365) (adjacent to Melksham Oak Community School) and PL/2025/06105 Land at Bowerhill Lane (Old Loves Farm).

Standing Orders were reinstated.

Wiltshire Councillor Holder and 11 members of the public left the meeting.

169/26 Speed Indicator Device (SID) and Community Speed Watch:

Agenda item 10 was moved up the agenda as it was of relevance to the remaining members of the public who were both members of the Shaw and Whitley Community Speed Watch.

- a) Wiltshire Council Speed Limit Policy

The policy adopted in July 2026 was noted. Members noted in particular the evidence thresholds for intervention and the separate criteria for 20mph restrictions.

Recommendation: For the Road Safety Working Group to identify and assess potential 20mph locations, particularly around schools.

- b) Traffic surveys - A365 Folly Lane and A365 Bath Road, Bowerhill

The December 2025 survey results were noted. The combined 85th-percentile speeds were 42.79mph on Folly Lane, below the 46mph intervention threshold for a 40mph road, and 33.96mph on Bath Road, below the 35mph threshold for a 30mph road.

Resolved: To share the results of the Traffic Surveys with the residents who had originally raised their concerns and the representative of the Shaw and Whitley Community Speed Watch present at the meeting.

Members were dissatisfied that results from surveys requested in October 2025 had not been supplied until June 2026 despite the surveys having been completed in December and were only supplied at the request of Officers. The Clerk had already raised the issue with Wiltshire Councillor Griffin as this delay could have prevented timely enforcement or Community Speed Watch action had the thresholds been met.

Resolved: To raise the issue of the delayed provision of traffic survey data with the Cabinet Member for Highways.

c) SID 2 deployment on Top Lane/West Hill, Whitley and Top Lane Community Speed Watch eligibility

The Clerk explained that there had been some confusion about why Community Speed Watch could not operate on Top Lane near the telephone box and children's nursery. An earlier traffic survey had indicated that the location met the relevant speed threshold, although only narrowly. However, a police risk assessment had not been requested at that time.

Following residents' concerns about speeding and increased rat-running associated with local roadworks, the Community Speed Watch group subsequently requested a police risk assessment. The police advised that the earlier traffic survey was approximately ten years old and could no longer be relied upon. They also considered that current vehicle speeds might not be high enough for the location to qualify.

The purpose of deploying SID 2 was therefore to collect current data on traffic volumes and vehicle speeds.

The Clerk explained that the results would determine the next step:

- If the data demonstrated a speeding problem, it could be submitted to the police as evidence supporting a renewed request for a Community Speed Watch risk assessment.
- If the data showed that significant speeding was not occurring, it would establish that Community Speed Watch deployment was unnecessary at that location.

It was clarified that the police risk assessment for Community Speed Watch was different from the assessment required to install a SID. The police assessment considered matters such as where volunteers could stand and whether they could operate safely.

Members considered that gathering evidence through SID 2 was preferable to commissioning a further traffic survey, particularly given the delays experienced in receiving previous survey results.

Resolved: To add Top Lane/West Hill, Whitley to the SID 2 deployment schedule.

d) SID 2 deployment - Corsham Road, Shaw

The Committee discussed deploying SID 2 on Corsham Road to collect downloadable speed and traffic-volume data to inform the school travel plan work for Shaw School.

Resolved: To add Corsham Road, Shaw to the SID 2 deployment schedule.

e) Semington Road SID data

The Semington Road SID data for 27 May to 8 June 2026 were noted. It recorded 602 vehicle movements, a weighted average speed of 37.52mph, a maximum speed of 68mph, and 72% of movements in one direction.

Councillor Haffenden asked what action would follow, how the results would be escalated for enforcement, and whether the data could be checked for time-of-day patterns, especially late-evening speeding and vehicles travelling in convoy. Members agreed that further recording periods would help show whether these patterns were repeated. The Clerk confirmed that the data would be shared with the police to inform enforcement priorities.

Resolved: To review the Semington Road SID data for identifiable patterns, particularly those relating to time of day.

f) SID deployment schedule

The revised schedule was considered. Because SID 2 records vehicles in both directions, duplicated facing-direction deployments could be removed, allowing Top Lane, Corsham Road and continued Semington Road monitoring to be included.

Recommendation 1: To approve the proposed SID schedule including deployment of SID 2 on Top Lane, Corsham Road and continued deployment on Semington Road.

Members discussed that SID 2 could not currently be deployed on Shaw Hill because the existing lamp columns were unsuitable for its additional weight. It was questioned whether the Parish Council's portable SID posts were tall enough to meet Wiltshire Council's required mounting height for SID 2. Members therefore agreed to request an appropriate retention socket and taller post through LHFIG.

Recommendation 2: To submit an LHFIG request for a suitable retention socket and post on Shaw Hill, at an estimated Parish Council contribution of approximately £150, so that SID 2 data could support the Shaw park-and-stride and school-travel work.

It was noted that the supplier of SID 1 had ceased trading, so the unit could no longer be upgraded and future repairs or spares might not be available. Members considered that a second downloadable unit was needed now given the expanded evidence programme.

Recommendation 3: To purchase a second data-recording speed indicator device, with the associated batteries and equipment, from the Council's available CIL budget.

170/26 Requests for support and LHFIG requests – Shaw and Whitley

Agenda item 08c was moved up the agenda as it was of relevance to the remaining members of the public who were both members of the Shaw and Witley Community Speed Watch.

i. Parking outside Whitley Methodist Church

The Clerk reported that a bus had been delayed outside Whitley Methodist Church for approximately 15 minutes because parked vehicles had left insufficient

road width for it to pass. A resident and Wiltshire Council's Passenger Transport team had separately contacted the Parish Council and requested that the matter be progressed through LHFIG. Members noted that Top Lane carried regular bus services in both directions and that the problem concerned a single bus passing, rather than two buses attempting to pass each other.

Members recognised the limited alternative parking and the need for elderly church users to park nearby. Parking restrictions were considered, as suggested by the Passenger Transport team, but would not resolve the underlying lack of spaces. The preferred solution was to investigate converting part of the verge outside the Church into a parking bay for approximately three or four vehicles, including disabled spaces.

An LHFIG request would establish the scheme's feasibility, design and likely cost. The Parish Council would also continue seeking the work as a community benefit from the planned cable works.

Recommendation 1: To submit an LHFIG request to investigate converting part of the highway verge outside Whitley Methodist Church into a parking bay, including disabled parking spaces.

Resolved: To ask the church to remind users to park without obstructing the passage of buses.

ii. Alternative park-and-stride routes from Shaw Village Hall to Shaw School

Members considered alternative walking routes for families parking at Shaw Village Hall and walking to Shaw School. The purpose of the park-and-stride scheme was to reduce school traffic and avoid parents and young children having to walk beside the A365.

The existing LHFIG proposal used Ever Green Meadow and Chicken Alley. However, the landowner of Chicken Alley had raised concerns. At approximately 600 metres, the route was also narrow, muddy during autumn and winter, difficult for pushchairs and some distance from the zebra crossing.

The alternative route through The Beeches and School Lane was approximately 480 metres, mostly paved, easier for pedestrians and closer to the zebra crossing. However, the precise alignment, any required surface improvements and the implications of School Lane being a private road required further investigation. Members considered that both routes could potentially be promoted if the relevant permissions and practical issues were resolved.

Resolved: To retain the existing Chicken Alley park-and-stride request while investigating the precise route, ownership, permissions and improvement requirements for the alternative route through The Beeches and School Lane. Any amended or additional LHFIG request would be submitted once a workable route had been confirmed.

iii. Shaw and Whitley site-visit actions

The update from the spring 2025 site visit was discussed. Councillor Richardson would continue to verify whether the actions recorded by Wiltshire Council had been completed. Outstanding requests, including road markings and maintenance matters, would be followed up with the relevant authority or through LHFIG as appropriate. No new LHFIG requests were identified.

Resolved: To send the following community benefit requests to Aureos the SSEN contractor installing cable ducting on Corsham Road:

- Repaint centre line on Corsham Road
- Repaint the white line markings inside kerb lines on Corsham Road

171/26 Cumulative Impact on Highways:

a) Wiltshire Council response on cumulative highway effects

The Committee noted the question submitted by Wiltshire Councillor Philip Whitehead and Wiltshire Council's response. The response confirmed that cumulative highway effects could be considered where there was evidence, but that individual planning applications had to be determined on their own merits and timescales. Wiltshire Council considered that plan-making and pre-application work offered the best opportunity for a coordinated solution.

Members considered that the forthcoming Local Plan scoping consultation should address cumulative highway effects, including where speculative applications came forward outside an allocated, master-planned site.

Recommendation: Full Council include the cumulative impact of development on highways in its response to the Local Plan scoping consultation, referring to Wiltshire Council's advice that this is best addressed through plan-making and pre-application work.

b) Highways Matters related to current planning applications

- A3102 roundabout - Blackmore Farm (PL/2023/11188) and A365 access - Land South of Western Way (PL/2025/07391)

Considered in public participation (Min 168/26a and Min 168/26b)

- Old Loves Farm (PL/2025/06105)

Members considered the Clerk's report on the Old Loves Farm planning application (PL/2025/06105) and the cumulative effect of development along the A365 between the Spa Road roundabout and Turnpike Garage. The Parish Council had previously raised concerns about vehicle speeds, overtaking, multiple new accesses and highway safety around Melksham Oak Community School, Bowerhill Lane, Hornchurch Road, Old Love's Farm, Gompels and the land north of Bath Road.

The Council had requested a holistic highway review and raised the matter with senior Wiltshire Council officers and Cabinet Members. Wiltshire Council nevertheless maintained that applications should largely be assessed individually and that strategic improvements were best secured through the Local Plan or pre-application process.

Members were concerned that the Old Loves Farm application remained undetermined, yet its highway arrangements appeared to be treated as settled. They questioned why ghost-island arrangements had been proposed or required at other nearby developments, including Gompels and Hornchurch Road, but not at Old Loves Farm. Reference was also made to the serious rear-end collision near Bowerhill Lane. Members considered that Wiltshire Council had not demonstrated a consistent approach or adequately assessed the developments' cumulative effects.

The Clerk's report presented four options:

- Seek a formal written technical explanation.
- Request the evidence supporting Wiltshire Council's position.
- Raise public awareness through local media.

- Accept Wiltshire Council's position and monitor future applications.

Members agreed to pursue the first three options and rejected the fourth.

Resolved 1: To ask Wiltshire Council to explain in writing why a ghost island or right-turn facility was not required at Old Loves Farm, demonstrate how consistency and cumulative highway impacts had been assessed across the A365 developments, and supply the relevant traffic assessments, road-safety audits and highway-design evidence.

Resolved 2: If a satisfactory response was not received, the wider strategic concerns would be raised through local media, including the Melksham News.

c) Westlands Lane resurfacing

The Committee considered Wiltshire Council's response that Westlands Lane had not reached the end of its serviceable life, that safety inspections would continue quarterly and condition surveys every two years, and that surface dressing was provisionally planned for 2028/29 using Department for Transport funding.

Members considered that the condition of the road, its increasing traffic and the impact of utility work justified a further request.

Resolved: To write again to Wiltshire Council, supported by current photographs and the resident's evidence, and to ask that reinstatement following planned cable works delivered an appropriate whole-width surface wherever possible.

172/26 Requests for support and referrals to LHFIG:

a) Bowerhill

i. A365/Falcon Way roundabout - parking restrictions

A resident reported dangerous parking on Falcon Way in proximity to the roundabout junction with the A365 Bath Road. Members noted that school-time parking extended very close to the roundabout, reduced visibility and narrowed the carriageway. Although restrictions could displace parking further along Falcon Way, the immediate safety concern at the junction outweighed that risk.

Recommendation: To submit an LHFIG request for waiting restrictions on the approaches to the A365/Falcon Way roundabout. It was suggested that the lines extend to the end of the markings associated with the splitter island.

ii. Halifax Road - parking restrictions

Members considered a resident's request for parking restrictions on the southern loop of Halifax Road and near its junctions due to concerns about visibility, access and traffic speed. Members noted that removal of parked vehicles could increase speeds and that restrictions might displace vehicles into adjoining roads.

Further along Halifax Road towards Kestrel Court, members raised concerns about a continuous line of parked vehicles, particularly large vans, on the inside of the bend. This obstructed forward visibility and forced drivers onto the opposite side of the road without being able to see approaching traffic. One member reported narrowly avoiding a collision and said that the problem had worsened over the previous six to nine months. Members considered that parking on the opposite, outside edge of the curve would provide better visibility, although restrictions could displace residents' vehicles.

Recommendation: To submit an LHFIG request to extend the existing double yellow lines on Halifax Road by closing the gap near the bend and the Bader Park

junction and to extend the existing double yellow line on Halifax Road north from the Cheshire Close junction.

iii. Bowerhill site visit - 24 February 2026

The site-visit report and follow-up actions were reviewed. The following items were discussed:

Parking around Bowerhill Primary School

Members recalled witnessing poor parking during the site visit, including vehicles parked on junctions, obstructing footways and partially blocking the school entrance. They noted that this appeared to be normal school-pick-up behaviour rather than an exceptional occurrence.

Possible measures included school keep-clear markings, double yellow lines around the Halifax Road/Gibson Close junction and restrictions on Halifax Road opposite the school. The LHFIG record referred to these measures as having been “discussed” and raised concerns that restrictions could displace vehicles further into Gibson Close and surrounding roads. However, it was unclear whether the discussion had taken place at LHFIG or merely referred to the earlier site visit. Members were dissatisfied that no definitive decision or next step had been recorded.

Resolved 1: To seek clarification from LHFIG on whether the school keep-clear and Halifax Road parking-restriction proposals would be progressed, and to confirm the Committee’s support for double yellow lines around the Halifax Road/Gibson Close junction under LHFIG item 9-26-06.

It was reported that the headteacher had not responded to two requests by a member to progress the school travel plan, having previously indicated that it was not a priority. Members noted that an up-to-date travel plan was required to support progress on parking, access and highway-safety improvements around the school and agreed to write to the headteacher.

Resolved 2: To write to the Headteacher of Bowerhill Primary School requesting an update on the School Travel Plan and reiterating its importance in supporting highway-safety improvements.

Kestrel Court play-area access

Vehicles were parking across the gate used by Parish Council maintenance vehicles to enter the Kestrel Court play area.

Recommendation: To submit an LHFIG request for a new white H-bar access marking across the maintenance gate at Kestrel Court play area.

Worn double yellow lines

Existing double yellow lines at several locations on Halifax Road and Falcon Way were worn, and resurfacing had removed part of the restriction and its terminal marking.

Resolved 3: To request that the yellow lines on Halifax Road and Falcon Way are refreshed by Wiltshire Council.

Signage and posts

The Wiltshire Council Highways Engineer had suggested rationalising the number of separate signs and posts around Bowerhill. Members supported the principle

but were uncertain whether it should be treated as maintenance or an LHFIF scheme.

Resolved 4: To seek clarification from the Highway officer on how to initiate a programme to rationalise the signs and posts around Bowerhill and submit an LHFIF request if that is the required route.

Halifax Road verge parking

The site visit had identified damage caused by vehicles parking on the verge on the northern section of Halifax Road. Bollards or fencing had originally been suggested, although concern had previously been raised that the area might be used by disabled residents with nowhere else to park.

During the meeting, members said that the obstruction appeared more commonly to involve a large van, which was also damaging or lifting a BT manhole cover. They considered that additional white verge-edge markers would probably be sufficient and supported progressing these rather than installing more substantial fencing.

Recommendation 2: To submit an LHFIF request for white verge-edge markers on the northern section of Halifax Road where the verge had been damaged by vehicle parking.

b) A365 horse-warning signs - Redstocks and Bollands Hill

The Committee considered correspondence from horse riders following the conclusion of the coroner's process. Members noted that the livery at Redstocks was within this parish but that much of Bollands Hill and the relevant crossing points were in Seend. Improved advance warning signs and a review of equestrian signage were supported in principle.

Recommendation 1: To submit an LHFIF request for suitable horse-warning signage on the A365 within Melksham Without Parish.

Recommendation 2: To ask Seend Parish Council, Wiltshire Councillor Tamara Reay and the Devizes area LHFIF to progress the measures requested for Bollands Hill and the adjoining crossing points.

173/26 Local Highways & Footpath Improvement Group (LHFIF):

a) Status of current requests

Members reviewed the annotated notes from the May 2026 LHFIF meeting. Most completed items were noted, with discussion focused on requests requiring further action.

Lower Woodrow speed-limit scheme (9-24-26): LHFIF had suggested waiting for possible Section 106 funding from the nearby Woodrow Road development (PL/2024/10674) before implementing the speed limit change. Members considered that this could delay implementation for several years because the site would first need to be sold to a housebuilder, proceed through reserved matters and reach the relevant development stage.

Resolved 1: To ask LHFIF to progress the scheme to change the speed-limit on Lower Woodrow using its existing funding rather than wait for uncertain future contributions.

Semington Road bus stop opposite Townsend Farm (9-24-11): Officers had raised the proposed bus stop again with the developer. It was noted that the

earlier objection had come from the developer's highway consultant and that the proposal was being reconsidered. The matter would continue to be pursued with the developer.

Raised kerbing outside the New Inn (9-24-25): Members were concerned that LHFIG had not allocated funding and was instead seeking a Section 106 contribution. They noted that Melksham Without Parish Council had approved its contribution and considered that the raised kerb should have been properly provided through the original development agreement.

Resolved 2: To ask LHFIG to progress the work to raise the kerb outside the New Inn, Berryfield.

Kittyhawk Close no-entry proposal (9-24-40): The estimated scheme cost was £5,000–£6,000, including the legal process, with illuminated signs costing approximately £1,300 each. The Parish Council's contribution was estimated at just under £3,000. Members considered that the benefit did not justify this expenditure and that the funding could achieve more through other highway schemes.

Recommendation 1: To not proceed with the proposed No Entry signs on Kittyhawk Close, and to write to explain the position to residents.

Falcon Way bus shelter (9-26-07): Members noted the updates on the bus shelter.

Resolved 3: To confirm that the shelter on Falcon Way should be a three-bay design, as wide as the site permitted, rather than a small two-person shelter, and should include side and front protection because of the prevailing wind.

The hard standing and delivery arrangements remained part of the LHFIG process.

A365 Bowerhill traffic islands (9-24-12): The recent installation of the traffic islands was noted, and it was reported that they already appeared to be influencing driver behaviour.

Members asked LHFIG to refer to Bowerhill as a village, except when specifically referring to the industrial estate.

b) Village gates in Shaw and Whitley

Members noted that the alternative supply-only quotation for four village gates was approximately £2,000 lower than the supply element in Wiltshire Council's estimate, although installation, traffic management, groundworks and legal work were excluded.

Resolved: To ask Wiltshire Council whether the Parish Council could purchase the gateways directly from the alternative approved supplier, with Wiltshire Council arranging installation and the Parish Council meeting the agreed costs, and to clarify that the quotations were on a like-for-like basis.

c) Substantive Highways Scheme fund

The 2026/27 substantive-fund process and assessment framework were noted. Members agreed that the Bowerhill dropped-kerb scheme was the parish scheme most suitable for development as a substantive bid. An indicative total scheme value of around £40,000 and local contribution of approximately £10,000–£11,000 were discussed, subject to design and costing.

Recommendation: To support development of the Bowerhill dropped-kerb scheme as the Parish Council's priority substantive-highways bid and agree an indicative local contribution of up to £11,000 from CIL, subject to the final scheme and funding application.

d) LHFIF activity statistics

The statistics for the three financial years to 31 March 2026 were noted. Members did not identify evidence that Melksham Without Parish had received an inequitable share of LHFIF activity or expenditure.

e) Semington Road ANPR bus-gate camera

The bus-gate data were noted, including the increase to 260 penalty charge notices in March 2026. Members recalled that the Council's contribution to second-year maintenance had been conditional on costs exceeding penalty income and did not expect a maintenance contribution to be required.

The Clerk had sought postcode information to understand whether contraventions were associated mainly with traffic travelling from Semington or from Melksham.

174/26 Road Safety Working Group:

Recommendation: The following work to be considered by the Road Safety Working Group:

- review of available speed and collision data;
- consideration of a practical method of recording near misses;
- and identification of possible locations for 20mph limits, particularly near schools, taking account of the July 2026 policy.

175/26 Rights of Way and Footpaths:

a) Improvements linked to future development

It was agreed to build an evidence-based list of footpath and right-of-way improvements which could be requested through future planned or speculative developments.

Resolved: To thank West Wiltshire Ramblers for surveying every route in the parish and to ask whether their work had identified improvements that could be requested through future developments.

b) MELK40 width (Burnet Close to A365)

It was noted that the Burnet Close connection funded through the Pathfinder Place Section 106 agreement would be three metres wide. Vegetation clearance was required and works were expected to begin in mid-September 2026.

c) MELW42 (parallel to the A350 from the A365 south to Portal Road)

Resolved 1: To add more detailed requests for MELW42 to the Parish Council's comments for the proposed Wiltshire Council Depot on Lancaster Road, specifically:

- improved maintenance and accessibility along the route beside the proposed depot, including vegetation management and visibility where users cross the A365,
- mitigation for the effect of the depot fencing on the route, which would harm the experience of using the right-of-way network.

Resolved 2: To follow up on outstanding maintenance concerns on MELW4 and MELW5 to Packhorse Bridge.

d) Mobility-scooter access to SEEN17, Giles Wood

Members noted that SEEN17 is within Seend Parish and crosses private land, and that a public right of way does not necessarily have to be surfaced or be suitable for mobility scooters. The Committee therefore agreed that the issue should continue to be dealt with by Seend Parish Council and Wiltshire Council's Rights of Way team rather than being progressed as a Melksham Without Parish Council scheme.

e) Wiltshire Council rights-of-way mapping

It was noted that Wiltshire Council's asset survey was approximately one-third complete and that publication could be at least two years away. West Wiltshire Ramblers would be thanked for completing their survey of the routes in Melksham Without parish.

176/26 Real Time Passenger Information (RTI):

The Cabinet Member's response was noted. Wiltshire Council intended to extend the provider R2P's contract, but unresolved contractual risks meant that the requested additional four-year assurance could not yet be given. Officers had been instructed to prioritise a resolution within four weeks, ending on 26 August 2026. The Committee welcomed the progress and awaited the promised update.

177/26 Electric Vehicle Charging:

The difficulties faced by residents without suitable off-street parking were noted, including properties with drives too constrained for charging and residents who could not consistently park outside their homes. It was noted that a Hornchurch Road resident had applied to participate in Wiltshire Council's cross-pavement charging trial. The position would be monitored.

178/26 Holistic Reviews:

a) Semington Road

Members noted that the first draft report had been received late on the day of the meeting. Members agreed that the existing working group - Councillors Haffenden and Wood together with Wiltshire Councillor Griffin and officers - should fact-check the draft without seeking to influence its professional conclusions. The draft report would then be returned to the Walk Wheel Cycle Trust for finalisation and presented to Full Council on 7 September 2026 to consider next steps.

b) A365 Bath Road, Bowerhill

Members noted that Wiltshire Council had not been seen to progress the requested review through relevant visible draft s106 heads of terms. The Committee did not support commissioning a separate review immediately. It agreed that securing mitigation through current and future planning applications remained the priority, with the position to be reviewed after the Semington Road report had been considered.

179/26 Proposed A350 Bypass:

No verified update on the proposed A350 bypass was available. A press report suggesting an imminent announcement and increased costs could not be corroborated from official sources.

Members considered Wiltshire Council's advice that the route formerly shown in withdrawn Local Plan Policy 17 no longer carried development-plan weight. The Committee was concerned that applications on land east of Melksham could prejudice the preferred eastern route before the Government had announced its decision on the bypass scheme.

Recommendation: The Council write urgently to the Secretary of State for Transport asking that the preferred eastern route of the Melksham bypass be protected from prejudicial development pending the Government's decision, with copies to Wiltshire Council, the local Member of Parliament, relevant Wiltshire Councillors and the Chair of Wiltshire Council's Strategic Planning Committee. The route and associated infrastructure should also be addressed in the Council's response to the Local Plan scoping consultation.

Meeting closed at 10:03pm.

Chairman, 7th September 2026