

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

Present: Cllrs. Alan Baines (Committee Chair), Paul Carter, Terry Chivers, Mike Sankey and Rolf Brindle (as nominated substitute).
Officers: Teresa Strange (Clerk) and Jo Eccleston (Parish Officer).

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

415/16 **Apologies:** Cllrs. Richard Wood (Council Chair) and John Glover (Council Vice-Chair) as they were both on holiday. **Resolved:** *The Committee accepted these apologies as the meeting date had changed.*

416/16 **Declarations of Interest:** None.

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

417/16 **Public Participation:** There were two members of the public present. One resident wished to support agenda item 7h), proposal for the relocation of the 30mph sign further down Woodrow Road. He stated that he had lived in Woodrow Road for 10 years, but was now contemplating moving due to the speeding traffic and in particular “boy racers” using the road as a “race track”. He reported that on 4th December, 2016 a “boy racer” had demolished a dry stone wall that had only just been repaired. In another incident, a gentleman on the grass verge near to Haywards Farmhouse (207 Woodrow Road) had nearly been knocked over. He further reported that he would not leave his four grandchildren to play in his garden as he felt that it was too dangerous. He considered that at 60mph limit on a 15’ wide road was very dangerous from a highways safety perspective. The daughter of residents of Whitley had attended in support of agenda item 7j), resurfacing of the footway in First Lane. She stated that one of her parents was disabled and that the stretch of footway on Corsham Road by the entrance to First Lane, on the southern side, was the most difficult for a wheelchair user, as it had deteriorated and patches were very uneven.

The Council reconvened.

418/16 **Documentations & Correspondence:**

a) i) **Minutes, Highways & Streetscene Committee meeting, 28th November, 2016:** The Committee noted the minutes of the Highways & Streetscene Committee meeting, 28th November, 2016.

ii) **Matters Arising:**

From Min.260/16 – The Clerk reported that the Parish Council insurance company were chasing the offending driver’s insurance company to claim back the Parish Council’s compulsory excess payment.

From Min.261/16 – The crocuses planted on the verge of Eastern Way by the Town Mayor were now in bloom.

- b) Wiltshire Council Highways Newsletters - December 2016, January, February and March 2017:** The Committee noted these newsletters. The Parish Council had been mentioned in the February Newsletter with regard to the taking on of the devolved service of Wiltshire Council owned play areas. The Clerk reported that she had seen Wiltshire Council Highways Contractors in action litter picking along the A350 past Hampton Park. Gulley clearance in Woodrow Road had also taken place, and the footway on the A365, Bath Road, by the George Ward Gardens development, had been hand cleared to take away the vegetative encroachment, which had widened the footway. **Recommended:** *The Parish Council write a letter of thanks to Wiltshire Council for the hand clearance of the footway on the A365, Bath Road.*
- c) Wiltshire Council Highways Evening Meetings for Parish Councils:** The Committee noted the dates of these meetings and that the Clerk and the Parish Officer would be attending the one on Wednesday 17th May.
- d) Results of A365, Shaw to Box, Freight Survey:** The Committee noted that Wiltshire Council were happy to share the results of this survey with the Parish Council once they were available.
- e) Report following the Great British Spring Clean 4th & 5th March, 2017:** The Committee noted that several successful spring cleans had been carried out in the Parish, including two events held by Forest & Sandridge School and Melksham Oak, and one event in Bowerhill held by BRAG (Bowerhill Residents Action Group). BASRAG (Berryfield and Semington Road Action Group) held an event on the weekend of the 11/12th March and CAWS (Community Action Whitley Shaw) are going to hold a clean up day prior to the best kept village competition.
- f) Wiltshire Policy on 20mph Speed Limits and Zones:** It was noted that there are two types of 20mph limits and zones:
- Zone signage and calming measures throughout the zone. This is incredibly expensive to install but the only effective way.
 - Just 20mph signage. There is no enforcement, and thus this is less effective.
- The criteria for implementation is that 20mph signs and limits are only available where the average speed has already been proven to be 24mph or less. Therefore, 20mph signs and limits cannot be used to slow down traffic in known areas where speeding occurs. It was noted that traffic still speeds down Kenilworth Gardens and Forest Road, despite the addition of speed bumps on the latter. It was considered that 20mph speed limits and zones were of limited use.
- g) Department of Transport “Setting Local Speed Limits”:** This document was noted and it was acknowledged that the setting of speed limits was very tightly regulated.

419/16 **CATG (Community Area Transport Group) Meeting, 19th January, 2017:**

- a) Minutes of the CATG Meeting, 19th January, 2017:** The Minutes were noted.
- b) Matters Arising:**
- i) From Issue 3843 – Dropped Kerbs in Corsham Road:** The cost of this Issue had increased to £3,968.93 and this was due to the requirement of traffic management to enable the dropped kerbs to be installed and the change of contractor used by Wiltshire Council. The Parish Council had agreed to contribute £1k to this project and the Area Board had agreed to a contribution of £500, the balance would come from the CATG budget. It had been identified that the kerb

stones and footway on Corsham Road from the entrance to First Lane up to Middle Lane, were in a poor state of repair, and it seemed sensible to have this work carried out at the same time. If the replacement kerbing and footway repair was carried out separately, then due to the requirement for traffic management it would be cost prohibitive. The Clerk had queried with Mark Stansby if the footway repair works could be carried out at the same time as the dropped kerb works. Mark Stansby had replied to say that he was unable to use CATG funds to undertake the repair work, but that he was in discussions with Andy Cadwallader to see if he was able to assist with this matter. It was noted that the Parish Council might be asked to contribute to this repair work, and that there was money allocated in the budget for footways. **Recommended:** *The Parish Council formally ask Wiltshire Council to carry out the works required for both jobs at the same time.*

ii) From Issue 4182 – Dropped kerb Opposite De Havilland Place, Bowerhill:

It was noted that this work was now complete, including the additional work that needed to be done to accommodate a non-standard chamber that could not be lowered. This would be paid for in the next cheque run. The Clerk reported that she had spoken to the owner of A B Gerrish about the possibility of lowering the kerbs at the entrance to his yard, following a request from a resident for further dropped kerbs to aide her journey to the Bowerhill Jubilee Sports Field. He had reported that the kerb height was as specified by Wiltshire Council Highways. However, he kindly offered to supply the materials for dropped kerbs to be installed if the Parish Council were willing to pay for the work to be done. A local contractor had stated that he would be able to carry out this work.

iii) From Issue 4532 – Berryfield Nameplate: The new Berryfield nameplate had now been installed at a cost of £276.62. The Parish Council had received an invoice from Wiltshire Council for £76.72 for its contribution toward this.

iv) From Issue 4715 – 4 x Dropped kerbs in Lancaster Road and Merlin Way, Bowerhill: It was noted that this Issue had now been closed. The disabled gentleman who had made the request in order that he could access his place of work safely using his mobility scooter, was now driving a modified car and no longer required the dropped kerbs.

v) From Issue 5035 – SLOW Road markings on the A350 at Beanacre: CATG had agreed to the provision of 2 x SLOW markings, 1 for the southbound approach and 1 for the northbound approach by the bus stop lay-by on the approach to Westlands Lane. This is to be funded from the Wiltshire Council Central budget.

vi) From Issue 4533 – Funding of New Batteries for SID (Speed Indicator Device): Wiltshire Council had settled the invoice from the Parish Council for the cost of the new batteries. It was noted that there was currently a problem with the SID as it was being triggered by traffic movements in both directions. It had been reset, but this had not resolved the issue and the company that manufactured it have now moved to Germany.

vii) Freight Management (Speed and width restrictions on HGVs): CATG were only putting forward two proposals; C19/C219, Steeple Ashton and C222/C220 Top Lane/Purpitt Bridge, Whitley. The other two roads that had been considered A365, Bowerhill/Seend Fork and Bollands Hill, Seend were not put forward. Cllr. Baines, as the Parish Council representative on CATG, had argued that HGVs using these routes went past Melksham Oak School, which only had the front entrance on the A365 for pupils, however, CATG did not wish to impose weight restrictions on these roads as they were A class roads.

c) Briefing Note – Dunch Lane: The Committee noted that this briefing note informed that highways contributions had been received from the Shurnhold development (George Ward Gardens), and gave some options over how this money could be spent to improve access to Shaw school, pedestrian and cycle routes and traffic management measures relating to the access to Dunch Lane from the A350 at Beanacre. It was disappointing that this briefing note was only sent to the Town Council when the boundary between the parishes was Dunch Lane and any measures put in place would affect the residents of Melksham Without. One option being proposed by Wiltshire Council is to close the eastern end of Dunch Lane, from Southbrook Road. The Committee had reservations about this proposal as they considered that it would have a knock-on effect to the volume of traffic using Westlands Lane. It was noted that some of this financial contribution might be available to provide a car park for the old George Ward School sports fields, as they are to be developed for community use.

Recommended: *1. The Parish Council respond to the briefing note stating that they, in partnership with the Town Council, intend to develop the old George Ward Sports Fields for community use, and as such this will increase the amount of traffic using Dunch Lane. They therefore request a financial contribution towards a car park in order to provide off street parking, rather than parking in the residential road, for the users of the field. 2. The Parish Council express their concern with regard to the proposed option of permanently closing off the eastern end of Dunch lane as they consider that this will have an adverse effect on the volume of traffic using Westlands Lane as an alternative route.*

d) Broughton Gifford Parish Council's Concerns over the level of Parish Council Financial Support to CATG: The Committee noted correspondence from Broughton Gifford Parish Council to the Chairman of CATG with regard to what they consider to be an unfair funding system for highway's issues and projects. The current funding system for Melksham CATG is for a three-way split of any financial cost between the parish involved, Melksham Area Board and Wiltshire Council. Broughton Gifford Parish Council consider this to be unfair, as for the smaller parishes with lower precepts this often makes certain highways projects far too expensive, and something that they would not be able to fund. Thus, smaller parishes are at a disadvantage. The Committee discussed this at length and noted that all parishes, regardless of size, should make provision within their budgets for highways issues. However, they also considered that the funding split should be dependent upon the size of the highways scheme being proposed, and they queried the three-way split of the Melksham CATG. They questioned how the other 17 Area Board CATGs allocated their funding.

Recommended: *1. The Parish Council query with CATG the origin of the current three-way funding split as it is unfair on smaller parishes and puts a disproportionate burden on them. 2. The Council requests that Melksham CATG investigate how other Area Board CATGs allocate their funding, and consider whether funding should be based upon the merit and size of each individual scheme. 3. The Council copy in all parish councils in the Melksham Area in this correspondence.*

420/16 Resident's Requests:

It was agreed to bring agenda item 7h) forward for discussion.

a) Request to Relocate 30mph sign on Woodrow Road to Junction with New Road: It was noted that currently the 30mph sign on Woodrow Road is located approximately 100m prior to the junction with New Road. There was an

assessment of the C165, Forest Road/Woodrow Road/Lacock Lane about 3 years ago and there were no recommendations made for a change in the speed limit. There have been no material changes during this period which would make it eligible for a review or change of speed limit. It was noted that although there had been a fatality on this stretch of the road, the coroner had ruled that this was down to driver error, rather than the road condition or speed limit. It was noted however, that there had been an increase of traffic on New Road and Lower Woodrow/Forest Lane, which could be associated with the 800 dwellings on the East of Melksham Development, and this road being used as a short cut to Chippenham and the M4 avoiding the A350 by Asda, which is always congested at commuter times. Additionally, the A3102, Sandridge Common, runs parallel to the C165, and yet this is a 40mph limit on an A class road. If the Parish Council supported this request it would require a Traffic Regulation Order to move the 30mph sign, and this would take 9-12 months, but there was also a two year backlog/waiting list; effectively it could take up to 3 years. **Recommended: 1.** *The Council request that the 30mph limit and sign is moved to the junction with New Road, and that the speed limit from this junction for a distance towards the s-bend on Lower Woodrow Road is reduced from the National Speed Limit to 40mph. Additionally, New Road is reduced to a 40mph limit as it is a single track road with passing places. The material changes to support these requests since the previous assessment of these roads are that traffic from both the 800 new dwellings on the East of Melksham development and vehicles from existing development to the south of Melksham are using this route to get to Chippenham and the M4 avoiding the congestion on the A350 via the Farmers Roundabout. In addition to the junction of New Road with Woodrow Road being very busy, the C165 runs parallel to the A3102, which has a 40mph limit, and the Council considers that the same speed limit should apply to both roads. 2.* *The Council make provision within future budgets for any requests for financial contribution towards any studies and assessments undertaken on these roads.*

The two members of the public left the meeting.

- b) Review of Speed Limit for Sandridge Common and Sandridge Hill:** A request had been received to reinstate the 30mph limit on the A3102 at Sandridge Common, past Lopes Close, and for Sandridge Hill to be reduced to 50mph. It was noted that the speed limit at Sandridge Common had only recently been changed to 40mph, following the move of Forest & Sandridge School, and that another assessment of this road was highly unlikely. This road met the speed limit criteria set out by the Department of Transport. **Recommended:** *The Parish Council do not support this request.*
- c) Parking Issues in Falcon Way & Fulmar Close During School Drop Off & Pick Up Times:** A request had been received for double yellow lines on Falcon Way and in Fulmar Close, as residents of Fulmar Close reported that they found it difficult to pull out of Fulmar Close onto Falcon Way due to the parked cars at school drop off and pick up times. It was acknowledged that this was a universal problem and there were issues similar to this in several locations in the Parish. It was felt that it was the responsibility of the schools to highlight to parents the issue of inconsiderate parking. The Clerk reported that there was to be a joint letter from the Parish Council, the police and all the schools in the parish requesting that parents park responsibly, considerately and legally. A meeting had yet to be set up with all parties concerned to agree on the wording and

format of any letter. It was noted that double yellow lines would not resolve the issue as it would just push parking into other residential roads. Additionally, experience had shown that double yellow lines were not necessarily effective if they were not supported by adequate enforcement. **Recommended:** *An article is placed in the Bowerhill Villager explaining the problem and asking for positive suggestions about how this issue could be addressed.*

- d) **Metrocount Outside Shaw School:** A request had been received for a metrocount to be undertaken outside of Shaw School to inform their revised travel plan. A metrocount had already been carried out in Corsham Road which showed that Corsham Road qualified for Community Speed Watch (CSW) and the SID. There were concerns that as the SID had already been erected in Corsham Road and that there was an active CSW Team, that any new metrocount carried out may show that traffic has slowed, and therefore would make Corsham Road ineligible for CSW and the SID. **Recommended:** *The Parish Council do not support this request, but advise that the fact that Corsham Road qualifies for CSW and the deployment of the SID should be enough evidence to support the school travel plan.*
- e) **Request for Redstocks Nameplate with Additional “Please Drive carefully” sign:** A request had been made to Wiltshire Council by a resident for a speed limit to be imposed on Redstocks lane, which was currently the National Speed Limit. Wiltshire Council had advised that this was unlikely to be agreed to, and had suggested that a village sign with a “please drive carefully” message might be more effective. It was considered that Redstocks was not a village, rather a hamlet, and that any vehicles using this road would only be visiting or delivering to the dwellings there, as it was a no through road, and therefore should be familiar with its width and condition. **Recommended:** *The Parish Council do not support this request.*
- f) **Request for 20mph Limit in Top Lane, West Hill, Corsham Road and Surrounding roads:** It was noted that Corsham Road was a 30mph speed limit, as were Top Lane and West Hill. Recent metrocounts had shown that traffic was not travelling at 24mph or less, and as such they did not qualify. **Recommended:** *The Parish Council do not support this request.*
- g) **Request for a New Footway on Top Lane, from Whitley Post Office and Store to West Hill:** It was considered that there was not enough highways land available for a footway, as there is only a small grass verge. There were also concerns that there are often parked cars on this stretch of road and therefore any footway may be parked across. It was noted that due to the high costs involved in installing a pavement that this would not be an issue that CATG could support, rather the costs would need to be incurred from the substantive fund. The Parish Council had just received a request for a pre-application meeting with a developer interested in land in Whitley. It was suggested that should any planning application be submitted and approved, that a request could be made for the provision of a footway from any s106 contribution. **Recommended:** *This request is deferred pending any possible s106 contribution from any future potential development in the village.*
- h) **Request for Bus Stop Hardstanding & Bus Shelter at Top Lane/Eden Grove:** A disabled resident who frequently catches the bus from the bus stop in Eden Grove has reported that he is unable to use the hard standing (paving slabs) due to the height of it. He is unable to step up onto it and it was recognised that it needed a slope up to it to allow for wheel chair and push chair access. It was felt that there was not a requirement for a shelter and that there was probably not

enough room to install one. It was additionally felt that a rail around the hardstanding was also required similar to the one around the hardstanding at West Hill. **Recommended:** *The Parish Council supports the resident's request for a bus stop hardstanding and assists him in raising this as a CATG issue.*

- i) **Request from Beanacre CSW for Speed Indicator Strips to be painted on the A350 at the 30mph Section, Northbound by St. Barnabas Church:** The Beanacre CSW Group had requested that speed indicator strips were painted on the A350 at the point where vehicles enter the 30mph section northbound by St. Barnabas Church. It was suggested that the Council speak to Mark Stansby to see if there is any statutory way that this could be done at the same time as the "SLOW" road markings. **Recommended:** *The Parish Council supports this request and asks Beanacre CSW Group to raise it as a CATG issue. Additionally, the council speak to Mark Stansby to find out if this could be done at the same time as the "SLOW" road markings.*
- j) **Request for Footway Resurfacing in First Lane and Residential Roads Leading Off:** A report had been received about the poor surfacing of the footways in First Lane, Ashley Close and Kennedy Avenue, and the linking footpaths. The surface is breaking up on sections of these footways. **Recommended:** *The Parish Officer to report these issues on the Wiltshire Council online reporting system.*
- k) **Resident Request for Traffic Calming Measures in Halifax Road:** The Committee noted that the officers had informed the resident that this issue had already been considered at the November Highways & Streetscene meeting and that the Council had not supported the previous request.
- l) **Resident Request for Waiting Restrictions and Speed Restriction Measures on Snarlton Lane:** It was noted that the Clerk had responded to the resident informing him that under the Community Boundary Review, Snarlton Lane would be in the parish of the Town as of the 1st April, and as such moving forward any such requests would need to be considered and supported by the Town Council. She had copied in the Town Clerk on all the relevant correspondence with the resident. The latest results of the 20mph survey and responses from Stuart Renfrew to be passed to the Town Council.

421/16 **Parish Steward:**

- a) **List of Completed Tasks:** The Committee noted this list.
- b) **New Requests:** **Recommended:** *The following item to be added to the Parish Steward list:*
- *Bus Stop at Top Lane (Eden Grove) as per Min. 420/16h above – Weed spray and trim the vegetation around the hardstanding.*
- c) It was reported that there was a blocked gully on Semington Road, near to the Mobile Home Park. **Recommended:** *The Parish Officer to put on the Wiltshire Council Online reporting system.*

422/16 **SIDS (Speed Indicator Device):**

- a) The Committee noted that there was a problem with the SID as it was being triggered by traffic moving in both directions. Despite resetting the SID, it was still not working properly. **Recommended:** *If the problem with the SID could not be rectified then Wiltshire council to be asked if they have any spare SIDs so that it could be exchanged.*

- b) The Committee noted the installation schedule. It agreed that West Hill was a good additional site for installation and had had a recent metrocount, but that bigger bolts would need to be acquired to fix it to the metal post next to the children's nursery. **Recommended:** *West Hill is approved as a suitable SID installation site, and is the next site on the schedule for erection.*
- c) Additional Requests from Melksham Town and Atworth Parish Council: Neither had made any additional requests, therefore only West Hill would be added to the schedule, and the programme would be repeated.

423/16 **Footpaths & Rights of Way:**

- a) **Updated definitive Map & Rights of Way Statement:** The Committee noted the new map and rights of way statement.
- b) **New Footpath Funding available through Area Board:** Funding for footpaths via the Area Board in the financial year commencing 1st April 2017 was noted.
- c) **Requests for Funding:**
 - i) **Kissing gate to replace stile on MELW89 (Shaw & Whitley):** The Committee noted an email trail with regard to barbed wire on this stile. Wiltshire Council had advised that there could be some Area Board funding available to replace this stile with a kissing gate. **Recommended:** *The Council contact the land owner to find out if they would like to replace the stile with a kissing gate.*
 - ii) **Overgrown Footpath MELW85:** A report had been received from CAWS that this public footpath was completely overgrown and impassable. **Recommended:** *The landowner to be contacted and asked to clear the footpath.*
 - iii) **Footpath from Eastern Way through Oakfields Rugby & Football Club to Rear of Melksham Oak School:** Enquiries had been made into the potential use of the footpath from Oakfields Rugby & Football Club to the rear of Melksham Oak School. A response had been received from Wiltshire Council's solicitor, stating that no footpath had been provided as part of the planning application for the Oakfields Rugby & Football Club, merely two accesses for the benefit of the Facility and its users. As such this "footpath" cannot be used for public use or to gain access from Oakfields to the school. **Recommended:** *The Council wait until the further development of the 450 houses at the East of Melksham is underway, and this provides an upgrade of the public right of way (MELW18) from the East of Melksham to the School.*
- d) **Public Path Order (PPO)for MELW100:** It was noted that MELW100 currently goes through the middle of someone's house. A resident had sought the support of the Parish Council to assist in getting a PPO raised to divert this right of way around the property in question. **Recommended:** *The Parish Council support the resident and write to the Rights of Way Officer to request that a PPO is raised to divert MELW100.*

424/16 **Dog Fouling:**

- a) **Offer of "Dog Poo" bin by Garston's Veterinary Surgery for East of Melksham Development:** The Committee noted this generous offer, but did not wish to accept it due the issues with getting it emptied.
- b) **Request for Dog Waste Bag Dispensers in Top Lane Whitley:** The Committee considered that having such a dispenser would cause more problems than it would solve. A volunteer would need to refill any such dispenser and the bags could be prone to being blown around causing littering. Additionally, some dog owners did not put their bags and contents in the bin, but rather hung them from trees or bushes or left them in the hedgerows or ditches. It would therefore be

better to let the waste eventually biodegrade than be left lying around in bags.

Recommended: *The Parish Council do not support this request.*

c) Resident Complaint about Dog Fouling on Public Open Space at Kestrel

Court: The Clerk and the Parish Officer had inspected this public open space on Friday 24th March and reported that they had found no evidence of dog fouling.

425/16 **Verbal Report on Flood Alleviation Works in Shaw & Whitley:** A report from the CAWS CEG (Community Emergency Group) and an email from Andy Cadwallader with regard to ditch clearance and surface water was noted. The Clerk reported that she had met with the Wiltshire Council Drainage Engineer with Cllr Baines and had inspected the works carried out. The Parish Council had written to a landowner opposite First Lane and asked that they clear their watercourse. They had now cleared this, undertaken further works had done an excellent job. A householder in First Lane had undertaken major works around his garden and the watercourse was now running freely. Another householder had cleared his ditch and the large tree stump that was causing a blockage. There was only one area that was not running freely, this was the watercourse that ran between the back of Ashley Close and Kennedy Avenue. **Recommended: 1.** *The Council write to the Riparian Landowners who back onto the ditch between Ashley Close and Kennedy Avenue, informing them of their responsibility to keep the watercourse clear. 2.* *The Council write to the landowner adjacent to First Lane and homeowners of First Lane, thanking them for their excellent work in keeping the watercourses clear.*

426/16 **Request to MP to Lobby for Enforcement of Maximum Penalties for Flytipping as a Deterrent:** An article by the Rural Services Network seeking support from local councils to write to their MPs asking them to put pressure on the courts to enforce the highest penalties for those that break the law by fly-tipping. **Recommended:** *The Council write to Michelle Donelan MP requesting that she supports this issue.*

427/16 **Traffic Restriction Orders:** The following Traffic Restriction Orders were noted:
a) **TTRO 4688:** Temporary amendment to prohibition of driving restriction on the former A350 Outmarsh to allow goods vehicles requiring access for the purpose of constructing the permitted development of Wiltshire Air Ambulance HQ (16/09699) for 18 months from 10th April 2017.
b) **TTRO 4683:** Temporary close to all traffic A3102 New Broughton Road for O2 to carry out telecoms maintenance via cherry picker 10th April to 12th April (9.30 to 15.00).

428/16 **Correspondence on Queries Raised:**

a) The Possibility of the Parish Council employing its own Enforcement

Officers: It was noted that Enforcement Officers could only be employed by the Local Authority, not Parish Councils.

b) The Possibility of the Parish Council posting photos of offending vehicles

on social media: It was noted that advice from the Police was that it was not illegal to post photos on social media that had been taken in the public domain.

c) Any Statutory requirements for Local Authorities to provide dropped kerbs for disabled pedestrians:

It was noted that there was no statutory duty to provide dropped kerbs.

d) Funding Available for providing dropped kerbs for disabled pedestrians to get to work:

It was noted that there was no funding for such requests.

- e) **Resident Complaint about the design layout of pedestrian crossing outside of Oakfields Rugby & Football Club on Eastern Way:** It was noted that this was a Wiltshire Council approved design.
- f) **Resident Complaints about the unfinished footway works on Eastern Way:** It was noted that there are engineering issues with regard to this footway which the Consortium of Developers are seeking to address.
- g) **Roundabout Sponsorship Enquiry:** An enquiry from a local firm was noted. The Clerk advised that at the forthcoming Wiltshire Council Highways meeting that the Parish Council would find out whether Wiltshire Council were doing less and therefore whether the Parish Council wished to more actively seek adoption and sponsorships of roundabouts. It was noted that the Council were still only interested in roundabout sponsorship if there was a significant improvement to the planting, upkeep and maintenance of that provided by Wiltshire Council.
- h) **Verbal report on dropped kerbs at entrance to A B Gerrish:** This had previously been discussed under Min.419/16a)ii).
- i) **Verbal report on progress of joint letter to parents from schools/police/councils:** This had previously been discussed under Min.420/16c).
- j) **CAWS supplying residents with “Slow Down in our Community” stickers for wheelie bins (arising from Min258/16):** It was noted that CAWS had redesigned the stickers to include their logo, and that the sticker just gave a “slow down in our community” message, it did not have any speed limits on it. The Committee were pleased to see that the community were being proactive.

429/16 **Solar Powered Highways and Transportation Signs:** The sales literature from Solagen was noted.

430/16 **Dates of Future CATG and Highways and Streetscene Committee Meetings:** The dates of the forthcoming meetings were noted.

Meeting closed at 10.24pm

Chairman, 10th April, 2017