

**MINUTES of the Highways & Streetscene Committee of Melksham Without Parish Council held on Monday 3<sup>rd</sup> September, 2018 at St. Barnabas Church, Beanacre at 8.00p.m.**

**Present:** Cllrs. Richard Wood (Council Chair), John Glover (Council Vice-Chair), Alan Baines, Paul Carter, Terry Chivers, David Pafford and Robert Shea-Simonds.

Officers: Teresa Strange (Clerk) and Jo Eccleston (Parish Officer).

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

- 218/18 **Election of Chair of the Highways & Streetscene Committee:** Cllr. Wood invited nominations for the Chair of the Highways & Streetscene Committee for 2018/19. Cllr. Wood proposed, seconded by Cllr. Chivers that Cllr. Alan Baines was elected as Chair of the Highways & Streetscene Committee. **Resolved:** *The Committee unanimously resolved that Cllr. Baines be Chair of the Highways & Streetscene Committee for 2018/19.*

*Cllr. Wood handed the Chair to Cllr. Baines.*

- 219/18 **Election of Vice-Chair of Highways & Streetscene Committee:** Cllr. Baines invited nominations for the Vice-Chair of the Highways & Streetscene Committee for 2017/18. Cllr. Chivers proposed, seconded by Cllr. Carter that Cllr. John Glover be Vice-Chair of the Highways & Streetscene Committee. **Resolved:** *The Committee unanimously resolved that Cllr. Glover be Vice-Chair of the Highways & Streetscene Committee for 2018/19.*

- 220/18 **Terms of Reference for the Highways and Streetscene Committee:** The members noted the Terms of Reference which were adopted at the Annual Council, 15<sup>th</sup> May 2018.

- 221/18 **Apologies:** None.

- 222/18 **Not Present:** Cllr. Daniel Barber.

- 223/18 **Declarations of Interest:** None.

- 224/18 **Dispensation Requests:** None.

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

- 225/18 **Public Participation:** Wiltshire Cllr. Phil Alford stated that he wished to speak about agenda items 8e and 8f. With regard to 8e, parking outside of the Toast Office in Top Lane, he reported that concerns had been raised to him by TransWilts about the difficulty the buses were facing trying to get past parked vehicles in Top Lane. It was noted that there was no pavement outside of the Toast Office and patrons did not have a visible cue

about where to park, they therefore either parked too close to the Toast Office impeding safe passage for pedestrians, or they parked too far out into the road making it difficult for large vehicles to pass. He felt that the solution which had been put forward by Wiltshire Council Highways Officers of painting white lines outside of the Toast Office to demark the footway for pedestrians was sensible.

With regard to agenda item 8f, he reported that he had been approached by a resident concerned about large HGVs parking along the entrance to Kennedy Avenue and towards the junction with Corsham Road and blocking visibility for vehicles trying to exit this housing estate. The resident assumed that these HGVs were delivering to the business opposite, but this could not be clarified. It was noted that Wiltshire Council will not be looking at waiting restriction requests in the Melksham area for at least 2 years, and even if installed, enforcement remained an issue.

Several members of the Beanacre CSW (Community Speed Watch) Team were present with regard to agenda item 8d and the Team Leader gave a report of the vehicle movements and data that they had collected since they had formed as follows:

- *Since 28<sup>th</sup> May 2016 they have reported over 11000 vehicles for speeding at 36mph or over*
- *Over 1100 of those vehicles were lorries*
- *Over 700 of those vehicles were doing 46mph or over*
- *The fastest speed that has been reported is 70mph*
- *Faster vehicles have been noted, but the details needed to report them i.e. speed, registration no, colour & type of vehicle could not be collected due to the speed.*

The CSW Team Leader stated that the only time vehicles slowed down was when they were carrying out speed checks. She expressed disappointment that the group now had to share the speed gun with the CSW group in Neston, which meant they could not carry out speed checks every week. The Beanacre CSW Team had tried to get speed restriction measures installed and had previously requested 30mph repeaters, which could not be installed as the street lighting denotes that it is a 30mph limit and thus repeaters are not permitted. They had also requested white gates at either end of the village to denote that vehicles were entering a village, 30mph painted on the road and rumble strips, which had not been supported by Wiltshire Council Highways.

Although "slow" signs have been painted on the highway, the CSW Team feel that these are in the wrong place. They have noted that northbound traffic seems to go faster than the southbound traffic. Additionally, although Wiltshire Council have cut back overhanging hedges from the pavements, the CSW Team feel that they have not been trimmed back far enough. The CSW Team feel that Beanacre is "an accident waiting to happen". They have further concerns that housing development south of Melksham will generate more traffic through the village trying to access the M4 and that the proposed highways works to the "Farmers Roundabout" will frustrate motorists who will, in their opinion, then speed up through Beanacre.

A Resident of Norrington Lane wished to speak about agenda item 8c, issues of the speed limit on Norrington Lane and lack of footway on the eastern side of Shaw Hill

on the junction with Norrington Lane. The resident stated that in September her daughter would be starting at Shaw Primary School and she wished to be able to walk to school with her. She felt that at the moment that it was too dangerous to do this, as there was no footway on Norrington Lane. She stated that crossing the A365 on Shaw Hill from Norrington Lane was dangerous as this was on a bend and visibility was poor. Also, there was no pavement on the eastern side of Shaw Hill for her to walk further down Shaw Hill to cross where visibility was better. She said that trying to cross back from Shaw Hill to Norrington Lane was worse as there was no visibility at all, and she had to rely on listening out for traffic, adding that as a pedestrian you could not hear any oncoming cyclists or hybrid electric cars. She requested that the Parish Council considered installing a new pavement on the eastern side of Shaw Hill from the junction of Norrington Lane towards the traffic lights and that a pedestrian crossing was installed on Shaw Hill just before the junction to The Beeches. Additionally, she felt that the speed limit on Norrington Lane was too high at 60mph (national speed limit) and that it should be reduced to preferably 30mph as with Shaw Hill, or 40mph. She stated that in her opinion Norrington Lane was used as a "rat run" by commuters travelling from Trowbridge, and that vehicles drove too fast on this rural lane.

A Resident of The Spa wished to speak about agenda item 8i, parking issues on the old road at The Spa. He reported that motorists were parking inconsiderately on the section of no-through road, which had no parking restrictions. He stated that vehicles were being parked across the entrances to property driveways making it difficult for residents to get out. Also, as this was the main pedestrian and cycling route to the Melksham Oak Community School, in the mornings and at school finishing time the parked vehicles made it difficult for residents to have clear visibility when trying to get out of their driveways. He stated that this was a safety concern as at these times of day there were lots of children on the road and on the pavement. He reported that the issue was worse during working hours on weekdays, so assumed that those parking there were walking into Melksham to their places of work. He stated that the kerb edging was of an old fashioned design and was degrading, so acknowledged that some motorists may not realise that they were parking across dropped kerbs and access points. He considered that a simple resolution would be to paint white lines across the entrance to property driveways to indicate to drivers that they should not park there.

*The Council reconvened.*

226/18 **Documents & Correspondence:**

- a) **Minutes of Last Highways and Streetscene Committee, 30<sup>th</sup> January 2018:**  
The minutes were noted.
- b) **Wiltshire Council Highway Newsletter – May 2018:** The members noted this newsletter.
- c) **Councillors Briefing Note No.361 – The “Substantive Highways Scheme Fund” bid application process for 2018/19:** It was noted that the same amount of money was available as last year and that there was a scoring system to bid for funding for projects which were above the budget of CATG (Community Area Transport Group).
- d) **Wiltshire Council PEAS scheme for 2018/19 Winter Season:** It was noted that Wiltshire Council were now planning for the 2018/19 winter season. They had

sent a form for parish councils to complete with regard to any requirements and asked that parishes carried out an audit of their salt grit bins and informed them if they needed refilling. There was a plan available showing where all the grit bins in parishes were located. **Recommended:** *The Parish Council request a copy of the location plan of grit bins in the parish so that they can ask the relevant community groups in each village to check them.*

- e) **Wiltshire Council Parking & Waiting Restrictions Review 2018/19:** It was noted that Melksham was not one of the areas where parking and waiting restrictions will be reviewed during 2018/19. It was therefore assumed that any waiting or parking restrictions requested in the parish will not be considered by Wiltshire Council until at least 2019/20.

227/18 **CATG (Community Area Transport Group) Meeting, 21<sup>st</sup> June, 2018:**

- a) **Actions/Log of CATG meeting:** The progress of the following issues was noted:

- (i) **From Issue 5381 – Whitley Top Lane – Request to Improve Bus Stop Hard Standing:** The hard standing had now been installed.
- (ii) **From Issue 5040 –Melksham Woodrow Road – Request to Extend 30mph Limit:** The signs had now been relocated to cover all properties in Woodrow Road and were now more prominent.
- (iii) **From Issue 5718 – A365 Nr. Mallory Place – Request for Bowerhill Name Plate:** The new nameplate had now been installed.
- (iv) **From Issue 6167 – Wellington Drive, Bowerhill – No Through Road Sign:** This had now been installed at no cost to the Parish Council.
- (v) **From Issue 6166 – Sandridge Lane – request for Road Safety Signs:** Wiltshire Council had agreed to install a sign advising “single track road with no passing places”. There would be no cost to the Parish Council for this.
- (vi) **From Issue 6173 –Atworth C220 Purlpit – Speeding Traffic:** Although this stretch of road is not in the parish, the results showed that speeding was not an issue here and the result meant that Melksham Without would not be able to request another metro count for Top Lane for 12 months.
- (vii) **From Issue 6284 – Speeding Concerns on Norrington Lane:** The results of the metro count had been received. This showed that the average speed of vehicles was 33.4mph, with the 85<sup>th</sup> percentile travelling at 40.5mph in a 60mph speed limit.
- (viii) **From Issue 6323 – Berryfield Semington Road – Request for Upright priority signs at build outs:** The Highways Engineer had advised that the present signage was adequate. Additionally, the white “keep clear” lines on the Semington Road roundabout are not degraded enough to qualify for refreshing.
- (ix) **Pavement and Footway Scheme:** It was noted that the works to replace the footway in Corsham Road between First Lane and Middle Lane were now complete and had been paid for from the Area Board revenue funding for such projects.
- (x) **Request for Additional signage on Westlands Lane by National Grid:** It was noted that this issue had been passed back to the National Grid as it was believed the land at the bottom of the railway bridge was believed by Wiltshire Council to be their responsibility, and they therefore did not need to seek permission to cut back any vegetation.

**b) Actions Following CATG meeting: None.**

228/18 **Resident's Requests:**

- a) Semington Bus Gate:** The members noted that the Air Ambulance had raised an Area Board Issue (Issue 6527) requesting additional signage as visitors to the new Air Ambulance HQ were having difficulty finding their premises. Visitors' Sat Navs were sending them through the bus gate in contravention of the bus gate no entry TRO (Traffic Regulation Order). It was additionally noted that residents of Semington Road had reported to the Parish Council that lots of landrovers and jaguars were also driving through the bus gate and it was believed that these vehicles were being driven by the staff of Dick Lovetts, the new Jaguar/Landrover dealer at Hampton Park. A member advised that the bus gate, although damaged could be closed and locked, but that that it appeared that this was never done anymore. It was felt that if this were closed it would present a physical deterrent to aid the existing signage. It was additionally noted that on the Issue Log the bus gate was reported as being in the electoral division of Summerham and Seend, which was incorrect as it is in Melksham Without.

The Clerk advised that the village of Semington had a "Bus Gate Watch" group, who were volunteers checking vehicle movements similar to a community speed watch group. She had been in contact with the Team Leader of this group and had forwarded photos of vehicles going through the bus gate, which had been sent to her by residents. It was noted that the Bus Gate Watch group then report these vehicles onto the police, and the registered owner of the vehicle receives a letter informing them of the consequences if they do it again. It was noted that the staff of the Landrover/Jaguar dealership had been advised and had now stopped going through the bus gate.

With regard to additional signage, members acknowledged that the Wiltshire Air Ambulance Trust was a charity organisation, however, they commented that the Trust were fully aware when they initially submitted a planning application for their new HQ that the Bus Gate was an issue. It was felt that the cost of any additional signage should be met by the Trust as the Council did not want to set a precedent or expectation that it would fund future requests from charity groups. It was noted that the Air Ambulance were planning to carry out a traffic survey on vehicles visiting their site, and members felt that they should await the findings of this survey before further action over the bus gate could be considered. **Recommended 1:** *The Council await the results of the Wiltshire Air Ambulance traffic survey, and then review the issue of the bus gate. 2. The Council investigate who has keys and the responsibility for the bus gate and request that they keep the gate closed and locked, so that it acts as a physical deterrent. 3. The Council advise that additional directional signage to the Wiltshire Air Ambulance is not an issue for either Melksham Without Parish Council or Semington Parish Council, but one for the Charity to address.*

- b) Request for Kerb Edging in First Lane, Whitley:** Ward members for Shaw and Whitley had reported that First Lane was very narrow at the junction with Corsham Road and vehicles were driving over the grass verge, which they felt would eventually completely disappear. Additionally there are two telegraph

poles on the road edge, which the ward members consider could get hit by vehicles trying to pass parked cars. The condition of this section of road had been reported to Wiltshire Council Highways who had responded to say that there were no safety defects present at the time of inspection. When the ditch has previously been dug out by Wiltshire Council they have used the spoil from the ditch to reinstate the grass verge. They advised that there could be a possibility of doing this again. Members felt that it would not be possible to move the telegraph poles and that these actually stop cars from going onto the grass verge. To install kerb edging on this section of First Lane would be a major project, which would cost thousands of pounds, and it was felt that there was no financially viable solution.

**c) Request for 30/40mph Limit on Norrington Lane and Installation of**

**Footway on Shaw Hill:** Cllr. Baines read out the results of the recent metro count on Norrington Lane; 6,000 vehicle movements were recorded over a two week period, which is not a high volume of traffic, with the average speed being 33.4mph and the 85<sup>th</sup> percentile at 40.5mph in a 60mph speed limit. There had been no material changes to affect this stretch of road, so there would be no possibility of getting a speed limit change. It was noted that even when there had been material changes, including the construction of a new secondary school, other requests in the parish for a reduction in the speed limit, such as at Turnpike, Forest Road and Westlands Lane, had all failed. Additionally, the speed limit had actually been increased on the A3102, from 30mph to 40mph, following the redevelopment of the old Forest and Sandridge School into a small housing development. Members queried whether there was anything they could do to encourage motorists to drive with more caution on this road, and felt that they could explore the possibility of further signage on Norrington Lane and seek the advice of Wiltshire Council about what signage may be available.

Members considered that crossing the A365 on Shaw Hill at the junction with Norrington Lane was an issue. The resident had requested that a pavement was installed on the eastern side of the A365 from the junction of Norrington Lane down Shaw Hill with a pedestrian crossing installed near to the bus stop and the junction with the Beeches. The Clerk read out the cost of works from Wiltshire Council's Highway Maintenance manual, and it was noted that a zebra crossing typically costs £18,000 to £28,000 and a toucan crossing typically costs between £50,000 to £60,000 to install and a pavement at £150 per metre with kerbings/edgings approx. £70 per metre; this did not include the cost of traffic management. Therefore to install a pavement and pedestrian crossing would cost somewhere in the region of £100,000. Not only was this sum not financially viable for the Parish Council it was also way above the CATG budget for the whole of the Melksham Community Area. It was also noted that the Parish Council would need to provide evidence to request the installation of a pavement. It had not received any requests for a new pavement from other residents of Shaw Hill or bus users. It was noted that a pedestrian survey to establish how many people would use a pavement could cost up to £1,000, and this could show that not enough pedestrians walk on this side of the road, so any request would then not move forward. It was considered that the Parish Council should ask Wiltshire Council to keep the grass verge cut short so that residents are able to walk on the grass verge should they choose to do so. As there was no financially viable solution, it was

felt that the Parish Council should seek the advice of Wiltshire Council on what could be done to improve the situation.

- d) Request for Speed reduction Measures on A350 Through Beanacre:** It was noted that the A350 through Beanacre was an “A” class road, a primary route and designated lorry route. Although it is a 30mph limit, traffic entering from the Lacock side do so from a 60mph limit and from the Melksham side a 40mph limit. Wiltshire Council Highways department have stated that the road signage is adequate, and the road qualifies as a SID (Speed Indicator Device) location. Additionally, it has a very active CSW group. The Parish Council had tried to get speed reduction measures in the village such as SID and to support the CSW group, however it could not address the issue of the shared speed gun, which was a Wiltshire Police issue. It was noted that speeding was an issue across the whole parish and that there was a lack of any enforcement. **Recommended:** *The letter from the CSW Group highlighting the speeding vehicle data that they have collected for two years to be sent to Michelle Donelan MP to put pressure on the Wiltshire Police and Crime Commissioner, Angus McPherson, to increase speeding enforcement.*
- e) Complaints about Increased Parking Outside the Toast Office, Top Lane, Whitley:** It was noted that the advice of the Wiltshire Council Senior Traffic Engineer had been sought over possible solutions to the issue of increased parking outside of the Toast Office. This had been causing issues for buses and larger vehicles to pass and concerns had been raised that large vehicles were being pushed towards the ditch opposite and that if this was driven over it could compromise the ditch and cause flooding issues. He had sent a plan of a proposal to install white lines to delineate the pavement, so that motorists had a visible indication of how far towards the Toast Office they could park, so that they were not parking too far out into the highway. Additionally, the proposal included white lines across the entrances to property driveways to prevent them from being blocked by parked vehicles. He had requested that the Parish Council consult with the Toast Office owner to ensure that he was happy with this proposal. It was noted that there was an on-going planning enforcement issue with the Toast Office as no planning permission had been sought for a Change of Use for it to operate as a café. **Recommended 1:** *The Parish Council thank the Senior Traffic Engineer for his time and effort in producing this plan, but explain that as there is an on-going planning enforcement issue with the Toast Office, the Council wish to await the outcome of this before progressing the issue. 2. The Parish Council write to the Toast Office explaining that when the planning enforcement issues are resolved, that there is a proposal to address the parking issues.*

*The Council agreed to bring agenda item 8i forward in order that the resident could hear the discussion.*

- i) Request for Parking Restrictions at The Spa:** The members concurred with the resident that inconsiderate parking across the entrance to property driveways in The Spa was a safety concern, especially during school commute times when lots of secondary school children were making their way to and from school. **Recommended:** *The Council to ask the Senior Highways Engineer if he could come up with a similar scheme to his plan for outside the Toast Office, to install white lines across property entrances in The Spa to*

*identify the dropped kerbs and prevent access and visibility issues from inconsiderate parking.*

*The Council returned to the agenda order.*

- f) Request for Parking Restrictions in Middle Lane, between junctions of Kennedy Avenue and Corsham Road:** The resident who had requested this issue, via Wiltshire Cllr. Alford, had assumed that large HGV's parking on Middle Lane causing visibility issues when trying to exit Kennedy Avenue were delivering to the business opposite. The members queried with Wiltshire Cllr. Alford if there was any evidence that these HGV were linked to the business opposite, and there was none. It was also noted that Wiltshire Council would not be looking at waiting restrictions for the Melksham Area until 2019/20 at the earliest. Experience from other areas of the parish where double yellow lines had been installed showed that it did not remove the problem it just pushed it on to adjacent roads. It was therefore felt that waiting restrictions were not the answer. As there was no evidence that these HGVs were connected with the local business, it was felt that one of the Shaw and Whitley ward members or one of the flood wardens could have an informal chat with the business owner. If these vehicles were delivering to his business, then a request to be made to him to ask if he could ask the HGV drivers to park away from road junctions so that visibility was not compromised.
- g) Request for Speed Reduction Measures on West Hill, Whitley:** It was noted that Atworth Parish Council had recently had a metro count in Purpitt which showed there was not an issue with speeding, but which also meant than another metro count on the same road could not be requested for 12 months. It was also noted that Top Lane only just qualified for CSW and therefore the erection of the SID. Although some residents had stated that the SID was in the wrong location on Top Lane, as it has to be erected onto a metal pole there was only one suitable location where it could be sited. This request could therefore not be supported at this time.
- h) Request for Traffic Calming Measures in Woodrow Road:** An Area Board issue had been raised by a resident concerned about speeding on Woodrow Road and requesting traffic calming measures. It was noted that the 30mph limit had recently been extended to include all properties on Woodrow Road with the re-siting of the signs, which are now more prominent (Area Board Issue 5040). Due to the number of property entrances on this road the installation of traffic calming measures was not feasible. It was felt that appropriate measures had recently been taking to attempt to slow the traffic in Woodrow Road.
- j) Request for Parking Restrictions on Halifax Road:** The members did not support this request. It was noted again that requests for waiting restrictions for the Melksham Area would not be considered by Wiltshire Council before 2019/20 and that experience had shown that double yellow lines only served to move parking issues onto other roads in the vicinity.
- k) Request for 20mph Speed Limit on All Roads in Bowerhill:** It was noted that in order to get a reduction of speed limit that there needed to be a proven record of driver conflicts and significant journeys made by pedestrians and cyclists. Additionally, traffic needs to already be travelling at 24mph or less to

qualify for a 20mph speed limit; a change of speed limit to 20mph cannot be used to slow traffic down. It was noted that an assessment of the roads would need to be carried out and that this cost in the region of £2,500 and installation of 20mph signage would cost in excess of £15,000. This request was not supported.

- l) **Support for Broughton Gifford Parish Council in Any Request for a Speed Reduction on the B3353 from Challymead Junction to Farmers Roundabout:** It was noted that following a fatal road traffic collision at the junction of the Riverside MOT Centre on the B3353, the coroner had cited the speed limit of the road to have been a contributing factor. At a recent meeting of Broughton Gifford Parish Council, councillors wished to seek the views of Wiltshire Council Highways with regard to the possibility of speed reduction on this stretch of road. **Recommended:** *The Parish Council support Broughton Gifford Parish Council should they request a reduction in speed on the B3353 between the Challymead junction and the Farmers roundabout.*
- m) **Request for Cutting Back of vegetation on Corsham Road:** The members noted correspondence from a resident of Corsham Road, Whitley who wrote in response to the quarterly newsletter in the Melksham News. She felt that nothing was being done about hedge trimmings in ditches, blocked drains, hedges overhanging footways and grass verges encroaching over footways in the village of Whitley. She had provided some photos of areas she felt were of concern. Members felt that the overgrown branches and vegetation encroaching the bus stop hard standing on Corsham Road could be added to the Parish Steward list. The photos she had supplied of grass overgrowing the path was considered to not need addressing as the grass in question had been neatly mown. Pedestrians were able to walk on the grass if they met an oncoming pedestrian, they did not have to walk in the road to be able to pass each other. It was noted that officers had already responded to the resident stating that they would investigate the hedge trimmings in the ditch.

#### 229/18 **Footpaths & Rights of Way:**

- a) **Correspondence from Melksham Town Council re Public Footpath from Broughton Gifford to Melksham (including the Parish Section of MELW118):** Correspondence from Melksham Town Council also supporting the upgrading of the footpath route from Broughton Gifford to Melksham was noted.
- b) **Draft Minutes of the Rights of Way Working Party Meeting, Monday 23<sup>rd</sup> July, 2018:** These draft minutes, which will be approved by Full Council on 17<sup>th</sup> September, were noted for context of the RoW discussions and recommendations.
- c) **Update on RoW Issues in the Parish:** The members noted an update from a RoW volunteer on the reinstatement of a bridge over a ditch on MELW61 by the landowner.
- d) **Installation of Anti-slip tape on Stiles in the Parish:** It was noted that a RoW volunteer had installed anti-slip tape on 98% of the stiles in the parish. He stated that he would complete the remaining stiles when farmers had harvested their maize crops and he could gain access to them. Members of the RoW Working party had thanking him for all of his hard work at their last meeting.
- e) **Correspondence from the Open Spaces Society on the Countryside Act:** members noted this correspondence which highlighted the legal duties of the

Local Authorities and responsibilities of landowners with regard to the maintenance of Public Rights of Way.

230/18 **Wiltshire Council Highways Briefing – 3<sup>rd</sup> May, 2018:** The Clerk had attended this briefing and gave a verbal update as follows:

- ID Verde contract runs until 2020
- No reduction in Streetscene provision for 2018
- Wiltshire Council are only reactive to the issues of litter, not proactive
- Amenity grass cutting is the only service Wiltshire Council still carries out which is above their statutory duty. This could be reduced in future years, so the Parish Council need to make provision in their budget to top up this service if necessary.

231/18 **Parish Steward:**

- a) List of Completed Tasks:** It was noted that the Parish Steward had been seconded to weed spraying over the recent months, and thus not all tasks had been undertaken. However, he had visited the office and was now back to carrying out just Parish Steward duties.
- b) List of New Requests: *Recommended:*** *To strim back the grass verge at the top of Shaw Hill on the junction with Norrington Lane, and to strim back vegetation from Whites Corner on Corsham Road up to the entrance with Westlands Lane.*

Meeting closed at 10.21pm

Chairman, 17<sup>th</sup> September, 2018