

**MINUTES of the Highways & Streetscene Committee of Melksham Without Parish Council held on Monday 18<sup>th</sup> March, 2019 at 1 Swift Way, Bowerhill, Melksham at 7.30p.m.**

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

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.

491/18 **Apologies:** Cllr. Terry Chivers had given apologies, but with no reason for absence. This was not accepted.

492/18 **Declarations of Interest:** The Clerk advised that agenda item 7d related to Westinghouse Way and that the Parish Council's land abutted this road.

493/18 **Dispensation Requests:** None.

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

494/18 **Public Participation:**  
A Resident of Semington Road, wished to speak on agenda item 7a, request for reduction in speed limit on A350 Western Way, dual carriageway, between the Townsend Farm roundabout and the "Carson Tyres" roundabout. He stated that he uses the traffic controlled pedestrian crossing on this stretch of road on a daily basis on his walking commute to work. He reported that as the classification for this road is the national speed limit, that vehicles were permitted to travel at speed on this section and that on a regular basis some were failing to stop for pedestrians and travelling through red traffic lights. He felt that not only were cars failing to stop at these traffic lights, some were actually accelerating to get through them, including articulated lorries. His concern was that there would be an accident, or worse a fatality, and that the Bellway development of 150 dwellings at Semington Road would only increase pedestrian numbers, especially children going to Aloeric Primary and Melksham Oak secondary school. He queried what action could be taken to reduce the speed limit to something more sensible such as 40mph.

Members queried whether this was also an issue with traffic approaching from the direction of the Farmers roundabout. The Resident replied that it was an issue in both directions. Members also noted that there was a problem with northbound traffic accelerating in the right hand lane approaching these traffic lights to overtake other vehicles prior to and on the roundabout before the two lanes merge into one on the A350 exit of the roundabout.

The Facilities Manager of Knorr Bremse wished to speak on agenda item 7d, request for parking restrictions on Westinghouse Way. He stated that parked vehicles on both sides of Westinghouse Way was making it difficult for their delivery drivers and they

had received complaints to this effect. They had concerns that there had already been near misses on this stretch of road and that due to its proximity to the Bowerhill Sports Field and the use of this by children that someone may well be injured. He acknowledged that some of the parked cars were from their own staff, who had been advised to use the Knorr Bremse car park as they had adequate provision. They also had concerns with regard to overnight lorry parking on this road.

*The Council reconvened and agreed to bring forward agenda items 7a and 7d.*

495/18 **Resident's Requests (1):**

**a) Request for reduction in Current Speed Limit on A350 Between Semington and Bowerhill Roundabouts:** Cllr. Baines, as the Parish Council CATG representative, explained that there had been a major review of the speed limit on all roads in Wiltshire some years ago and request for speed limit changes wouldn't be considered without a material change. However, it could be argued that the creation of 150 new homes off Semington Road constituted a material change. Members supported the Resident's concerns and felt that additional signage informing drivers that they were approaching traffic lights was also required. It was felt that the exit from the roundabout southbound onto the section of dual carriageway was a very fast junction. It was felt that drivers were concentrating on traffic in the outside lane rather than the traffic lights. It was considered that residents should report incidents where the red lights have not been observed to both the Police and Wiltshire Council, in order that a bank of evidence can be collected to support the request.

**Recommended:** *The Parish Council raise a CATG issue expressing concerns with regard to the speed of the traffic on this stretch of the A350 and querying the possibility of additional signage. They also query whether the delay between the road lights turning red to the pedestrian lights turning green is adequate.*

**b) Request for Parking Restrictions on Westinghouse Way:** Members agreed that the parking on both sides of Westinghouse Way was an issue as it made the road very narrow. They felt that the management at Knorr Bremse should insist that their staff park in their car park rather than on the roadside. The Officers felt that the majority of the parked cars belonged to workers from the wider Industrial Estate as they see them parking their cars and walking towards the Industrial Estate. Members considered that this just further emphasised the point that they keep re-iterating that there is poor parking provision on the Industrial Estate both for cars and lorries. It was considered that if lines were installed to restrict parking that these should only be down one side of the carriage way. It was also noted that if this was supported by Wiltshire Council that enforcement of any waiting restrictions may be an issue. **Recommended:** *The Parish Council raise a CATG issue requesting parking restrictions on one side of the carriageway in Westinghouse Way and highlight its concerns to the Wiltshire Councillor.*

496/18 **Documents & Correspondence:**

**a) Minutes of Last Highways and Streetscene Committee, 14<sup>th</sup> January 2018:**  
The members noted the minutes and the following actions which had been taken from the previous recommendations:

**(i) Arising from Min.383/18b) – Request for Kissing gate at MELW89, Shaw Hill:** It was noted that the Rights of Way (ROW) Officer had spoken to the farmer about the possibility of installing a kissing gate to replace the stile on

this public footpath on Shaw Hill. The farmer did not wish this to be done, but alterations have been made to the existing stile to remove some of the barbed wire and for one of the top rails to be removed to make it easier to use.

**(ii) Arising from Min.383/18c) – Provision of Kissing Gates in Bowerhill:** The Officers had queried with the ROW Officer the S106 funding from the development of 450 dwellings to extend the East of Melksham development for the provision of new kissing gates in the parish. The provision of kissing gates on one of the ROWs (MELW36) had been duplicated under the grant application made by the West Wilts Ramblers, which the Parish Council and Area Board had pledged funding to support. The ROW Officer had responded to say that he had received permission to carry out improvements on MELW23 and MELW24, but not MELW36, with some additional ditch works as two newer stiles had been installed since the S106 money had been requested. He informed that these works would commence in May/June and that he would be keeping a list of the costs so that he could report back and justify the spending. He stated that any unspent money could be either returned to the Parish Council and Area Board or spent on other locations which require improvements.

**(iii) Arising from Min.387/18 – Gritting Routes in the Parish:** Following a request from Wiltshire Council for parishes to check their grit bins and the provision of a map highlighting the gritting route, the Parish Council had queried the inclusion of Westlands Lane, Beanacre on their route and the exclusion of Top Lane, Whitley (the D3 bus route into Bath) and Portal Road, Bowerhill. Wiltshire Council had responded as follows:

- Portal Road is gritted on the council's primary routes at present and it forms part of Route 10. The information on the map was not correct.
- Top Lane does not form part of the gritting network and will only be covered in extreme weather situations. The secondary gritting routes do include villages and bus networks. Gritting routes are unable to be amended during the operational season, but Wiltshire Council would look into the possibility of including Top Lane on the secondary route when next reviewed.
- Westlands Lane does not form part of the Group 1 network and should not be gritted. This is a mistake on the gritting route map, as Westlands Lane is used as the free running part of the route between the B3353 and the A350.

**(iv) Gully Clearance in Westinghouse Way:** Following the illegal encampment on the verge at the junction of Westinghouse Way and Swift Way, Wiltshire Council had been requested to empty the drain gullies. It was noted that foul sewer tanker had been requested to attend and flush them through, but there was currently no date as to when this would happen.

**b) Wiltshire Council Highway Newsletter – January 2019:** The members noted this newsletter and the following actions resulting from this:

**(i) Grit Bins:** The grit bin at Sandridge has now been filled.

**(ii) Static ANPR:** The members noted that Wiltshire Council were able to use static ANPR (Automatic Number Plate Recognition) on safety grounds outside of establishments such as schools to issue fixed penalties for illegal and unsafe parking on yellow zig-zags. This would be used as a last resort where schools had failed to encourage correct parking behaviour and the cost of the erection and removal of the cameras need to be met by the

school or community. Members queried the difference between yellow zig-zag lines and white ones. **Recommended:** *The Parish Council seek an explanation of the difference between yellow and white zig-zag lines.*

(iii) **Weed Spraying:** The January newsletter had stated that there would be some additional weed spraying provided in 2019/20 for town centres and some identified residential areas. The Clerk had queried whether Bowerhill fell into the “identified residential areas” category, but to date had not received a response. She stated that she would chase this up.

(iv) **Future Highways Meeting:** The dates and venues of the forthcoming Highways meetings was noted.

(v) **“One Off” Wiltshire Council Investment in Litter Bins for 2019/20:** Wiltshire Council had advised that although until now they have not been replacing broken or missing litter bins, they are currently looking to allocate 100 new litter bins across the county to replace litter bins nearing the end of their lives. This will be on a first come first served basis with priority being given to those parishes who are prepared to match fund or part fund the replacement of litter bins. It was noted that due to the time limitations on this offer the Officers had already requested that 3 bins, in the following locations, were replaced under this scheme:

- Hornchurch Road public open space where it backs onto Kittyhawk Close.
- At the bus shelter on Sandridge Hill.
- In Woodrow Road (opposite pedestrian walkway)

**Recommended:** *The Parish Council offer to contribute £50 per bin towards the cost of replacement under this Wiltshire Council initiative.*

c) **Wiltshire Council Additional Funding for 2019/20:** The Wiltshire Council report (HTW-02-19) and decision on what they intend to spend additional highways funding on was noted as follows:

• Road Surfacing and Patching	£3,028,000
• Footway Resurfacing	£1,000,000
• Pothole Repairs	£500,000
• Pothole Patching	£400,000
• Velocity Patcher	£500,000
• Masonry repairs	£200,000
• Verge Overrun	£500,000
• Road Markings in Towns	£500,000
• Road Markings at Rural Roads & Junctions	£300,000
• Road Signs	£300,000
• High Friction Surfacing	£50,000
• Pedestrian Guardrails	£50,000
• Other Street Furniture	£30,000
• Weed Removal in Town Centres	£30,000
• Weed Spraying	£120,000
• Chewing Gum Removal	£30,000
• Graffiti Removal	£50,000
• Enhanced Gully Emptying	£170,000
• Ditch Clearing	£70,000
• Sweeping	£50,000

497/18 **CATG (Community Area Transport Group) Meeting, 7<sup>th</sup> October, 2019:**

- a) **Actions/Log of CATG meeting:** The following developments from issues in the parish were noted as follows:
- (i) **Issue 6527 - Bus Gate at Outmarsh:** It had been agreed that additional directional signage to the Wiltshire Air Ambulance could be installed but at their cost. Vehicle movements before and after the opening of the Air Ambulance site were note as:
    - St. Georges Road Junction, Semington - Before 2,465 After 2,080
    - Outmarsh - Before 330 After 390Semington Parish Council have alleged abuse of the Bus Gate, and this is an ongoing issue for CATG. One member reported that it appeared as though the bus gate had been refurbished with new signs.
  - (ii) **Issue 6720 – Inconsiderate Parking at The Spa:** This issue had been closed down as white line marking had now been installed.
  - (iii) **Issue 6914 – Request for Ground Socket to Assist SID (Speed Indicator Device) Deployment on A350 Beanacre:** This issue had been moved to the priority scheme. The Highway’s Engineer was unsure whether there was a suitable location on the footway as the SID needs to be located a specified distance from the 30mph speed limit signs. CATG are awaiting his assessment.
  - (iv) **Issue 6986 – Request for new Footway on Shaw Hill from Junction with Norrington Lane:** This issue had been closed. CATG did not feel that this was a priority due to the low pedestrian numbers involved, and the cost of any scheme was beyond the CATG budget. It was also felt that this scheme would not stand up against other schemes for any bid for funding from the Substantive Fund as this was County wide.
- b) **Actions Following CATG meeting:** As it had been agreed under Min.495/18a) to raise a CATG issue with regard to the speed of traffic approaching the traffic lights on the A350 by the “Townsend Farm” roundabout, it was felt that there was plenty of time before the next CATG meeting on 9<sup>th</sup> May to build up a body of evidence to support this issue.
- c) **Pavement and Footway Improvement Scheme:** It was noted that in 2019/20 there will be a £1million county wide budget for the resurfacing and maintenance of footpaths. It was felt that the most important footpath in the parish to address was in Halifax Road by the school and village hall. This was in a very poor condition due to damage by tree roots, and this was a well-used path by both parents and children going to school and older people either attending functions at the village hall or people going to and from the sheltered housing in Ludlow Hewitt Court. **Recommended:** *The Parish Council put forward Halifax Road, by the school, for footway repairs under this scheme.*
- d) **SID (Speed Indicator Device) Eligibility and Deployment Criteria:** Members noted the new SID eligibility and deployment criteria from Wiltshire Council, and reviewed the installation schedule for the SID that they shared with the Town Council and Atworth Parish Council. It was felt that as the Town Council Caretakers installed the SID in locations in the Parish that the Parish Council had a duty of care to check that they were adhering to the criteria. Following the Town Caretakers informing that the SID wasn’t working it was established that this was due to failure of one of the batteries. The Parish Council had ordered a new battery and the device was working again and ready to be deployed at the next

location. It was considered that the other two councils should be asked to pay their share of the cost of the replacement battery as it was a joint project/piece of equipment. As CATG Issue 6914 (Min.497/18a)iii) had been moved to the priority scheme it was felt that an outbound site on the A350 in Beanacre should be provisionally added to the SID schedule, in anticipation that a ground socket will be agreed and installed. **Recommended 1:** *The Parish Council write to Melksham Town Council with regard to the updated SID guidance from Wiltshire Council, asking that they confirm that their Caretakers follow and conform to the criteria. 2. An equal proportion of the cost of the new battery to be invoiced to the Town Council and Atworth Parish Council. 3. An outward-bound site on the A350, Beanacre to be provisionally added to the SID location in anticipation of a ground socket being approved and installed.*

498/18 **Resident's Requests (2):**

- a) **Request for Widening of Turning from A365 to Redstocks:** It was noted that cars travelling in an easterly direction on the A365, from Melksham to Devizes, are unable to turn left into the Redstocks turning if there is a car waiting to pull out onto the main road. This means that the car is a "sitting duck" stationary on the A365, especially when impatient vehicles overtake it, and this obscures vehicles from the view of the car emerging from the Redstocks junction, and vice-versa. Residents have reported this as a highways safety issue and have requested that the splay on the junction is made wider. There is a manhole cover on the curb edge of this junction, so some engineering work would be required to address this issue. Members also felt that there was a problem when coming from Devizes to Melksham and waiting to turn right to Redstocks, as vehicles have to sit in the hatched right-hand waiting lane for the Bolland's Hill/Seend junction. **Recommended:** *The Parish Council raise this as a CATG issue.*
- b) **Request for "Welcome to Redstocks, please drive slowly" type sign:** It was noted that a small amount of CIL funding, approximately £300, had been received from a new build in Redstocks and that it had been felt appropriate that this was spent in Redstocks. The residents had been asked if they would like a notice board, but they would prefer to have a sign to illustrate that you were entering Redstocks. A discussion took place over the most appropriate wording, as it was also felt that signage should indicate that this was a single track no through road. **Recommended 1:** *The Parish Council install a "Welcome to Redstocks, Please Drive Carefully" type sign using the £300 CIL funding and that they seek advice from the Highway's Engineer over the most appropriate wording. 2. The Parish Council also ask the Highway's Engineer about the possibility of installing a "single track/no through road" type sign.*
- c) **Request for White Line Marking outside of the "Toast Office", Top Lane, Whitley:** The Highway's Engineer had prepared a proposal for white line markings outside of the Toast Office to assist with parking issues; both with vehicles blocking private driveways and vehicles overrunning the highways and compromising the effectiveness of the ditch opposite. This had been put on hold pending the outcome of the Toast Office change of use planning permission. Now that the planning permission had been approved, the Parish Council wished to reconsider the proposal. A member of the CAWS CEG (Community Action Whitley Shaw – Community Emergency Group), who was also an engineer, felt that the white line markings should be extended eastwards by approximately 50m to include the area over the Top Lane culvert to the east side of the entrance to

115d/115 Top Lane. He had written a report to explain the engineering reasons for this, including the fact that the carriageway was not wide enough to accommodate parked vehicles and also allow wide vehicles such as buses and fire appliances to pass them without having to drive over the verge, compromising the drain and culvert. **Recommended:** *The Parish Council support the CEG member's proposal and put this forward to the Highway's Engineer, requesting that the white lines are extended.*

- d) **Request for Reduction in Current Speed Limit on Bowerhill Lane:** A member had noticed that new signage had appeared on the entrance to Bowerhill Lane; on leaving Bowerhill Lane joining the A365 it was 40mph, but on joining Bowerhill Lane it was the national speed limit. The member reported that this lane was always very busy with dog walkers and the width and numerous bends in the road meant, in his opinion, that it was not suitable for such a high speed limit. He queried whether this could be reduced to 30mph. It was noted that as there is no street lighting on Bowerhill Lane that it would not qualify for a 30mph speed limit. **Recommended:** *The Parish Council query this signage with Wiltshire Council Highways, stating that it is confusing to indicate to drivers that they could travel at the national speed limit when this is a narrow, single track, no through road with numerous bends.*

- 499/18 **Parking Arrangements for Large Events at Bowerhill Sports Field:** It had been noted from an advertisement flyer that a group organising an event at the Sports Field had stated that there was plenty of on-street parking available along Lancaster Road and Lysander Road. The Parish Council did not want groups to encourage such parking and noted that another group had asked local employers Herman Miller and Knorr Bremse if they could use their parking facilities; these two businesses were more than happy to accommodate this. It was felt that in the future when groups and organisations requested to use the Sports Field for large events that the proviso should be that they must request from large employers such as Herman Miller, Knorr Bremse and Gompels, whether they can use their car parks. They must also instruct attendees to use the old Christie Miller car park rather than advise on-street parking. **Recommended:** *It is responsibility of anyone using or hiring the Sports Field and/or the Pavilion, to ensure that they have arranged adequate off-street parking for their event.*

500/18 **Footpaths & Rights of Way (ROW):**

- a) **Order to Modify the Definitive map and Statement by Adding a Footpath Over Land at Melksham Forest:** It was noted that the application (2017/03) to record a public footpath over land at Forest Farm, Melksham was refused.
- b) **Order to Modify the Definitive map and Statement by Adding a Footpath Linking Woodrow Road, Murray Walk and Riverside Drive:** It was noted that the application (2017/04) to record a public footpath over land at Melksham Forest was upheld. The Parish Council expressed concerns that this ROW permitted people to walk a route which included crossing "Black Bridge" which had been condemned as unsafe by the Environment Agency. The farmer has been refused permission to use this bridge due to its danger. Additionally, this is an open bridge with no sides or railings. **Recommended:** *The Parish Council query with the ROW Officer how it is possible for a PROW route to be permitted using a bridge that has been condemned.*

- c) **Proposed Extinguishment and Creation of Footpath MELW19 (part):** This order for the public footpath at The Spa was noted and that it diverted the route around dwellings.

501/18 **Roundabout Sponsorship:**

- a) **Ex Carson Tyres Roundabout:** This roundabout maintenance Contractor had advised that DJ Bewley Funeral Directors wished to take on the sponsorship of this roundabout and would pay the contractor directly. Contact had been established with the sponsor direct to enable the council to send details of signage requirements.
- b) **S96 Licence for “Dick Lovett/Milk Churn Roundabout on A350:** It was noted that Wiltshire Council had entered into an agreement with another party with regard to this roundabout and that highways were querying with Wiltshire Council’s legal department whether the Parish Council could take on the S96 Licence.

502/18 **Traffic Regulation Orders:**

- a) **Temporary Closure of A3102 (part), Bromham and Melksham Without – from junction with A342 to its junction with Brick Hill:** It was noted that this section of road would be closed for one day on 25<sup>th</sup> March for resurfacing and road markings.
- b) **Temporary Closure of Woodrow Road, Lower Woodrow and Forest Lane:** It was noted that this section of road would be closed for two days on 21<sup>st</sup> & 22<sup>nd</sup> March for patching, reconstruction, surface dressing and road markings.
- c) **Planned Works on New Road:** It was noted that patching work on New Road was likely to take place sometime in April and would take approximately 3 to 4 days. The patching would have a surface dressing applied sometime over the summer.
- d) **A350 Farmers Roundabout Improvement Scheme Newsletter:** The March newsletter updating on the progress to date was noted.

- 503/18 **Community Speed Watch (CSW): A350 Beanacre:** It was noted from the Community Policing Team Newsletter that the A350 at Beanacre was set as a priority for Community Speedwatch (CSW) support for two weeks throughout November, and it was also planned for it to be a priority for two weeks in February/March. It was felt that the Police had listened to requests and were setting Beanacre as a target and priority area. There is now a new Speed Watch Co-ordinator at Wiltshire Police, so it was felt that another request should now be made for CSW signage for Beanacre.

- 504/18 **Bath Clean Air Zone:** It was noted that Bath & North East Somerset Council had approved the proposal for a Clean Air Zone. This would introduce charges for Buses, HGVs, vans, private hire vehicles and taxis entering the City. Members expressed concern that this could push more traffic through Melksham Without using the A350.

- 505/18 **Parish Steward:** The Parish Officer advised that the Parish Steward had been tasked with repairing pot holes for the past month; and had filled numerous pot holes in both Whitley and Bowerhill Lane. He would be available to carry out his usual Parish Steward duties now that this was complete.

Meeting closed at 9.23pm

Chairman, 15<sup>th</sup> April, 2019