

**MINUTES of the Highways & Streetscene Committee of Melksham Without Parish Council held on Monday 21 March 2022 at 1 Swift Way, Westinghouse Way, Bowerhill, Melksham, SN12 6QX at 7.45pm**

**Present:** Councillors Alan Baines (Committee Chair), David Pafford (Vice Chair of Council), Terry Chivers, Mark Harris & Robert Shea-Simonds

**Present via Zoom:** Councillor Stefano Patacchiola

**Present in the Meeting Room:** 2 Members of Public

**Officers:** Teresa Strange, Clerk & Lorraine McRandle, Parish Officer

**495/21 Welcome, Announcements & Housekeeping**

Councillor Baines welcomed everyone to the meeting.

**496/21 To receive Apologies and approval of reasons given**

Apologies for absence were received from Councillor Glover who was attending a presentation to thank the volunteers who had helped with the Covid vaccination programme in Melksham.

Councillor Patacchiola was attending via Zoom due to work commitments and understood whilst he could take part in the meeting, he was unable to vote.

**497/21 a) To receive Declarations of Interest**

There were no declarations of interest.

**b) To consider for approval any Dispensation Requests received by the Clerk and not previously considered**

None were received.

**498/21 Public Participation**

**Speeding on Semington Road**

A resident of Semington Road, Berryfield attended the meeting to voice their concerns at the level of speeding on Semington Road, with drivers consistently ignoring the 30mph speed limit and suggested additional traffic calming or a reduction in the speed limit to help ease the situation. A concern was also raised the road was being used as a rat run by those accessing Commercial Way.

It was noted Semington Road already qualified for Community Speedwatch and a Speed Indicator Device (SID) and had traffic

calming measures at various locations, but not necessarily in the middle section.

Another resident of Berryfield voiced their concerns at the current traffic calming measures, as well as additional ones, as they felt the current measures in place were an accident waiting to happen let alone having additional ones.

It was noted there were several ways traffic calming could be introduced along Semington Road other than chicanes.

### **Public Right of Way – MELW7 Berryfield**

A resident of Berryfield was in attendance regarding their previous proposal for a new Public Right of Way in Berryfield to access the River Avon and explained MELW7 in places was inaccessible and noted a bridge over the brook in need of repair.

The resident explained at the previous meeting it was suggested part of MELW7 could be diverted around one field and understood a response had been received from Wiltshire Council.

Councillor Baines noted whilst the bridge may be in disrepair, it was not part of a Right of Way and was therefore privately owned. However, if the public Right of Way was to be diverted across the brook, something may be able to be done about it.

Councillor Baines asked Members if item 11a regarding the public Right of Way could be moved further up the agenda, after item 6, which Members agreed.

### **499/21 Community Area Transport Group (CATG)**

#### **a) To note Minutes and action log of CATG (Community Area Transport Group) meetings held on 25 November & 24 February 2022**

Members noted the minutes and action log of the CATG meetings held on 25th November and 24th February.

The Clerk explained with regard to the minutes of the 25th November meeting, the item relating to dropped kerbs and tactile paving along Halifax Road (West) and improvements to the connection from Halifax Road to Bowerhill Industrial Estate had been closed at the CATG meeting. However, it was still a 'live' action for the Council and therefore, a meeting had taken place with the resident who was partially sighted who had raised the issues with BRAG, in order to get a better understanding of the issue. A meeting had also been arranged for later in the week with the Highways Officer to discuss the issues.

The Clerk explained there had been some confusion regarding requests for dropped kerbs in Halifax Road, as a resident of Halifax Road had also contacted the Council regarding dropped kerbs on Halifax Road (East) as they were having difficulties getting to the village hall and to Tesco on Falcon Way. The Clerk explained she understood this request was part of the original one submitted to CATG.

Councillor Baines clarified the original request for dropped kerbs etc. was for Halifax Road (West). Unfortunately, at the CATG meeting he had agreed to the requests being closed, as at that time there had been no contact with BRAG, who had originally made the request, as they were going through a period of change at that time.

It was noted an ongoing highway maintenance programme was in place which included areas in the parish over the next few years:

- A350 between Western Way and Littleton Roundabout.
- A365 between George Ward Gardens and Shaw Traffic Lights.
- C220 Top Lane (whole length).
- A3102: Sandridge Common.
- Kennedy Avenue, Whitley
- Eden Grove, Whitley
- A365, Falcon Way roundabout.

The Clerk stated the flood wardens in Whitley had asked if the special white lines outside Spindles Cafe (formerly The Toast Office) would be reinstated once the new surface dressing works had been complete, in order to stop vehicles compromising the drainage ditches.

Councillor Baines, felt this would not be the case and suggested he could raise this with CATG to make sure they were reinstated.

It was noted there were other roads in the parish listed, but works were due to take place later in the programme.

Councillor Baines stated with regard to the February CATG meeting, the A365, Bath Road, Shaw footway improvements funded via Section 106 monies from George Ward Gardens had been completed, which included dropped kerbs and the widening of the footway at Dunch Lane. Any remaining monies following these works to be used to resurface the length of footway from the new dropped kerb to the first field access towards Shaw.

Councillor Baines explained with regard to the proposed Falcon Way bus shelter it had been accepted at the CATG meeting, there needed to be a budget prepared showing all financial liabilities, including the fees in transferring the land from Heron Homes to Wiltshire Council. It was noted the parish council may be asked to contribute towards some of the legal costs involved in transferring the land at some point in the future.

It was noted discussions would need to take place with Dick Lovett regarding the Bowerhill name plate and white village gates (Issue 9-19-11) located outside their new Portal Road premises.

Regarding the crossing on the A350 this was included in the Road Space Project and Active Travel Plan between Melksham and Hilperton and works on this were due to start soon. Councillor Baines noted the Council had previously raised concerns at pedestrian safety on this crossing and signage had been installed reminding people to check traffic had stopped before crossing the road.

**b) To consider any actions following CATG meetings**

The Clerk explained she would continue discussions with Dick Lovett regarding the Bowerhill name plate, VE Day Planter and village wooden gates.

Regarding the bus shelter on Falcon Way, Councillor Baines suggested discussions take place with the Highway Engineer, as well as Wiltshire Council's Legal Department regarding the transfer of land.

The Clerk explained she understood the Highways Officer had already requested the original S106 Agreement for Falcon Way and the Parish Council had already submitted a request in September 2021 for the original planning application in the 1980s for Falcon Way.

**500/21 To consider residents' requests for support by the Parish Council including requests for CATG (Community Area Transport Group next meeting 5 May 2022):**

**a) Semington Road, Berryfield. Request for additional traffic calming measures and reduction in the 30mph speed limit**

Councillor Baines noted there were already traffic calming build outs either end of the village on Semington Road and additional ones introduced as part of Bowood View, it also

qualified for both Community Speedwatch and a Speed Indicator Device (SID). With regard to the 30mph speed limit, Councillor Baines noted 30mph speed limits across the parish were unfortunately routinely ignored and unless an average speed of 24mph is recorded, unfortunately 20mph speed limits will not be introduced and are also not enforceable, whereas a 30mph speed limit is enforceable.

Councillor Baines explained there was not a lot else the Parish Council could do, however, as outline planning permission had already been granted for 144 houses on Semington Road, it could be possible at Reserved Matters stage for the Council to ask for additional traffic calming measures, particularly as vehicles from this site would increase traffic flow along Semington Road.

Councillor Chivers explained in the past people had requested traffic calming in their area and once installed objected to it and asked it be taken away, as it can be quite noisy and cause vibrations.

Councillor Patacchiola explained he was involved with the Community Speedwatch Group in Shaw and noted usually only 35% of people were driving over the 30mph speed limit, with only a small fraction travelling over 35mph.

Councillor Baines clarified speeds recorded over 35.1mph in a 30mph speed limit, was the speed which qualified a particular road for a SID or Community Speedwatch, which Semington Road already had.

It was noted the only way to control speeding was for Police enforcement, but this was not taking place on a regular basis. It was also noted most drivers do attempt to adhere to the speed limit, but unfortunately, a small majority do not regardless. Drivers also often speed up between traffic calming measures which are in place.

It was noted the Police & Crime Commissioner was trying to deal with the issue of speeding and had already employed an Enforcement Officer and was looking to employ more.

It was felt given all the measures already in place, the only option available to the Council was to seek additional traffic calming measures at Reserved Matters stage for planning application 20/01938/OUT for 144 dwellings on Semington Road.

The resident from Semington Road asked to speak to this item, which Councillor Baines agreed.

The resident explained the 30mph speed limit sign coming from Commerce Way was before the roundabout and therefore people did not see it and noted unfortunately 30mph repeater signs were not permitted.

Councillor Pafford felt it would be clear to people they were in a built-up area, with street lighting etc. indicating they were in a 30mph zone and suggested the Council seek further traffic calming measures when the new development on Semington Road was submitted at Reserved Matters.

Councillor Shea-Simonds asked if the Council could enlist the support of the Police & Crime Commissioner in getting Police enforcement in the area.

Councillor Baines noted the new Police & Crime Commissioner was putting in place various new measures to tackle speeding in Wiltshire, including 3 additional speed cameras, which issued tickets.

Councillor Harris noted that in other areas footways had been widened as a way of slowing traffic down and wondered whether this was an option to consider.

**Recommendation:** To seek additional traffic management measures at Reserved Matters for planning application 20/01938/OUT on Semington Road, if it goes ahead.

To ask if one of the new cameras purchased by the Police & Crime Commissioner could be deployed in those areas in the parish which are prone to speeding.

**b) Duxford Close. To consider a request for clearer street numbering signage**

The Clerk explained this request had come via Wiltshire Councillor Nick Holder who had received complaints that some residences in Duxford Close were difficult to find, particularly for delivery drivers and on occasion, deliveries of prescription medicines had not taken place as drivers could not find the correct address.

**Recommendation:** To clarify with Councillor Holder where he felt the most suitable location for signage on Duxford Close is and to submit a request to CATG.

- c) **To note a request for waiting restrictions on Avro Way, Bowerhill by C & P Medical, has been submitted to Wiltshire Council to support a request submitted in 2021**

Members noted the request for waiting restrictions on Avro Way, Bowerhill from C & P Medical had been forwarded to Wiltshire Council to support a similar request submitted in 2021.

## **501/21 Footpaths & Rights of Way**

- a) **To note response from Rights of Way, Wiltshire Council regarding the possibility of diverting part of MELW7 in Berryfield (Min 288/21) and consider a way forward**

Councillor Baines stated public Right of Way MELW7 went diagonally across one field at the bottom of Berryfield Lane and was impassable in places. At a previous meeting it had been suggested the Right of Way could be a diverted around the boundary of the field, which the landowner may welcome, and across Berryfield Brook. Whilst there is currently a bridge over Berryfield Brook, which is in poor condition, there are no other bridges in order to access the river.

Councillor Baines suggested the condition of MELW7 and the lack of a suitable bridge be highlighted to the Rights of Way Officer. It was also suggested their views be sought on a diversion order and that they liaise with the landowner who might welcome the diversion around their field.

Councillor Baines felt such a diversion would allow walkers to follow the edge of Berryfield Brook to join up to MELW5, which then joined up with the River Avon.

Councillor Baines noted a Diversion Order would cost £2,275, with additional costs for notices and travel, as well as other expenses. Therefore, costs for a diversion would be in the region of £2,500-£3,000, as well as the cost of providing a suitable bridge. Councillor Baines noted the Council had not budgeted for such costs and whilst there was a good case for considering a diversion, raised a concern at the costs involved and sought views of Members.

Councillor Pafford noted in correspondence from the Rights of Way team, there was already a backlog of case work and therefore, such a request could take up to two years before it was looked at, even without the time to process it.

The Clerk noted the development at Bowood View paid £2,700 towards upgrading of stiles to kissing gates in Berryfield and

suggested the location was in the vicinity of the new development for 144 dwellings on Semington Road. Therefore, suggested the Council could request the costs associated with a diversion order be included in the Section 106 Agreement and noted a precedent had already been set with regard to the adjacent development at Bowood View.

Councillor Pafford sought clarification from the Clerk when work on the 144 dwellings on Semington Road needed to start.

The Clerk clarified as part of the planning permission, work needed to start on site by 10<sup>th</sup> September 2022, however a Reserved Matters application had not been submitted to date.

**Recommendation:** To raise with the Right of Way Officer that parts of MELW7 are impassable.

The Parish Council think it a good idea to divert part of MELK7 and effectively replace the existing bridge, additionally, making another Right of Way to connect to MELK5 adjacent to the River Avon.

To request the Rights of Way Officer liaise with the landowner on the diversion and additional right of way and discuss a possible contribution towards the costs associated with the diversion order.

- b) **To note Wiltshire Council are in receipt of S106 funding of £2,170 from Bowood View, Berryfield – Land east of Semington Road, Melksham – 16/00497/OUT & 17/12514/REM to upgrade 7 stiles to kissing gates on MELW1 and MELW2**

Members noted the above information.

## **502/21 Speed Enforcement**

- a) **To note update on road safety in Wiltshire following employment of dedicated Community Enforcement Officer**

It was noted in the first 9 weeks of deployment of the new Community Enforcement Officer, jointly funded by the Police and the Police & Crime Commissioner (PCC), 132 motorists and been caught speeding on Wiltshire roads with fines and prosecution notices being issued totaling £6,840.

Since coming into office the new PCC had committed to fund two more Community Enforcement Officers to bolster the current efforts.

**b) To note update from PCC (Police & Crime Commissioner) on additional cameras**

Members noted the Police & Crime Commissioner, as mentioned earlier in the meeting, had purchased 3 new speeding cameras which can produce up to 20 tickets an hour. A night vision drone had also been purchased for the rural crime team in order to better co-ordinate responses to major incidents. 62 new officers had also been recruited across the force.

**c) To note NALC Legal Topic Note regarding the powers and duties of local councils in relation to crime in their area, together with guidance on approaches and systems that can be used and further research**

The Clerk explained on researching something else via the National Association of Local Councils (NALC's) website had come across a recently updated topic paper LTN13/Policing Your Area which stated:

'Local councils sometimes consider providing vehicular activated speed signs (VAS) under the power of Section 17 of the Crime & Disorder Act 1998 ('The 1998 Act') to prevent crime. It is our view that this power does not cover the provision of such signs, as speeding is normally dealt with by a fixed penalty notice, which is not a criminal sanction and the display of a speed is not a deterrent.

Councils could contribute towards the costs of another local authority's functions. Therefore, a contribution could be made to a highway authority's costs in respect of such speed signs.

Another possibility would be for a highway authority to delegate its function to a local council under Section 101 of the 1972 Act.'

The Clerk stated it was not clear if town/parish councils had the legal power to erect speed indicator devices (SIDs) or not. It was also not clear if delegation had been implied by Wiltshire Council under Section 101 of the 1972 Act when they originally handed over their SIDs to town/parish councils some years ago. This information had been forwarded to Rhys Shell, Community Engagement Specialist Manager, Wiltshire Council to investigate.

**d) To note correspondence from Adrian Turnball working on behalf of the Police & Crime Commissioner in collating information on (Speed Indicator Devices) SIDs used by town and parish councils.**

The Clerk explained Adrian Turnball was working as Parish Council Liaison on this project.

Adrian Turnball's report stated of the town/parish councils who had responded regarding their SID devices it appeared 86 devices had been installed by 59 councils across Wiltshire. 13 of these were different type devices. Of the 86, 76 were radar enabled and detected vehicle speeds and displayed them and only 10 had cameras which provided number plate recognition (NPR). Of the 86 devices 78 were able to report data.

All the reports received were to be reviewed in order to agree minimum reporting requirements, with a proposal being formally submitted to Wiltshire Police with regards to the sharing of data for their consideration and approval.

The report also acknowledged the concerns raised by the Clerk regarding the contents of the NALC publication, which suggested councils may be acting outside the law in erecting SIDs in their parishes.

The Clerk expressed frustration that the new speeding devices purchased by the new Police & Crime Commissioner could issue tickets, particularly as when the Council were purchasing a new SID, a couple of years previously, were told the Police had no staff resources to process data stored on SIDs with the Council, therefore making a decision to purchase a cheaper version, which did provide data.

Councillor Patacchiola explained there appeared to be conflicting reports on this issue. Each independent area of police, have their own views and guidance on their priorities. However, the Crime Prosecution Service (CPS) told most police authorities to encourage civilians to record motoring offences and upload to their website. The evidence can be looked at and reviewed and action taken, without further police assistance and prosecutions made on the evidence produced at that stage.

Councillor Patacchiola whilst appreciating from Wiltshire's point of view they were saying there is a lack of police resources to review the evidence and submit forward, there is a push by the CPS to report and review data submitted. Ultimately, it is the CPS that result in people getting convictions rather than being

offered speed awareness courses and fixed penalty notices.

Councillor Baines explained the Council had purchased the current SID prior to the new Police & Crime Commissioner (PCC) being elected and if the Parish Council were looking to purchase a new device now, would look at a different device and welcomed the PCC taking the matter of speeding on Wiltshire roads seriously.

Councillor Robert Shea-Simonds noted within the report Wiltshire is the fourth worst County for speeding and felt the PCC was key in trying to get the message out to people that speeding would not be tolerated in the County.

**e) To consider a request to purchase an additional SID for speeding on Shaw Hill.**

A request for an additional SID had been received from several residents of Shaw Hill.

Councillor Baines noted, if the Parish Council were to purchase an additional device, this would not just be for Shaw Hill, but for other areas in the parish which qualified for a device.

Given the information received earlier in the meeting, regarding legal powers to enable town/parishes to erect SIDs it was suggested this request be deferred until clarification had been received.

Councillor Chivers noted reference had been made within the correspondence to a recent accident on Shaw Hill involving an HGV and asked if there was any information on the cause of the accident. The Clerk stated the Parish Council were not aware of the cause and explained the Parish Council were not routinely informed of the outcome of investigations into road traffic collisions, but could make enquiries and report back. but noted the weather conditions on the evening were appalling.

Councillor Patacchiola supported the suggestion to await further clarification on the legalities of town/parish councils erecting SIDs and noted separate 'bolt on' number plate recognition devices were available as an option to upgrade the Council's current device.

**Recommendation:** To defer this request until clarification had been sought on the legal parameter's town/parish councils had in erecting SIDs in their parishes.

**f) To note further concerns regarding speeding in Beanacre and to consider a way forward.**

Correspondence had been received from a resident of Beanacre concerned at the number of vehicles speeding through the village on the A350 who had taken lots of photographic evidence of the SID flashing 40mph speed whilst in place.

Councillor Baines noted Beanacre was a 'hotspot' for speeding as it was an 'A' road and those speeding were probably drivers not familiar with the area. Southbound from Lacock, drivers were coming from a national speed limit around a slight bend and directly into a 30mph speed limit with no tapering in the speed limit, such as 40mph.

It was noted in other areas they had 40mph speed limits preceding a 30mph speed limit, such as outside Melksham Oak School on the A365.

Councillor Baines noted the Council had previously tried to get the speed limit reduced and suggested again trying to get a 40mph speed limit approaching Beanacre from Lacock, in order to control traffic speed, particularly lorries.

Councillor Chivers noted the stretch of road in question might only qualify for a 50mph speed limit and whether asking for a tapering of the speed limit to 50mph would be more successful.

Councillor Patacchiola stated he had noted in other parts of the country signs which stated 'Approaching a 30mph speed limit', if Wiltshire Council were not willing to look at tapering the speed limit.

Councillor Baines supported Councillor Patacchiola's suggestion, as it did not require a Traffic Regulation Order to implement.

**Recommendation:** To recommend to CATG the installation of signage warning drivers of an approaching 30mph speed limit Southbound on the A350, at an appropriate distance prior to entering the 30mph speed limit in Beanacre.

**g) To note outcome of Traffic Surveys at the following locations**

**i) Halifax Road, Bowerhill (Did not meet criteria for Speed Indicator Device or Speedwatch)**

Following concerns by residents at the speed of traffic on Halifax

Road, a traffic survey (installed between Stirling Close and Cheshire Close) had been carried out over a 7-day period. Average traffic speeds were recorded of 34.8mph in a 30mph speed limit, therefore, not meeting the criteria of 35.1mph to qualify for Community Speedwatch or a Speed Indicator Device.

**ii) Bader Park, Bowerhill (Did not meet criteria for Speed Indicator Device or Speedwatch)**

Following concerns by residents at the speed of traffic on Bader Park, a traffic survey was carried out over a 7-day period. Average traffic speeds were recorded of 26mph in a 30mph speed limit, therefore, not meeting the criteria of 35.1mph to qualify for Community Speedwatch or a Speed Indicator Device.

**h) To note information regarding SID readings from Solagen.**

Members noted correspondence had been received from Solagen who supplied the parish council's SID, clarifying how speeds were recorded if the speed threshold was set to 30mph, as follows:

- Vehicles travelling under 20mph will have no displays
- Vehicles travelling from 20mph to 30mph, the unit will display the actual speed.
- Vehicles travelling 31mph to 40mph, the unit will display the actual speed and 'Slow Down'.
- Vehicles travelling above 40mph, the unit will display 40 and 'Slow Down' (this is to discourage drivers from trying to record really high speeds on purpose!)

**i) Speeding on A365 near Melksham Oak School. To note further concerns regarding speeding and consider a way forward.**

As a Governor of Melksham Oak School, Councillor Pafford explained he had been made aware of concerns of the safety of pupils and parents at dropping off/picking up times, given the speed of vehicles in both directions on the A365 outside the school.

Councillor Pafford explained traffic travelling from Melksham barely slowed down travelling along Spa Road, despite a 30mph speed limit, to be confronted by traffic slowing down to turn into the school. Traffic travelling from Devizes also ignored the speed limit of 40mph into a 30mph, prior to entering Bowerhill. Therefore, there needed to be a means of slowing traffic down particularly travelling towards Devizes prior to Falcon Way.

Councillor Baines noted that an approved SID location was located on Spa Road (inbound), and whilst the Council would have liked one outbound, could not due to lack of appropriate post. However, the SID could be faced the other way on the existing post on the right-hand side to try and slow traffic down.

There was already a SID site adjacent to the school entrance (outbound) to slow traffic down and noted speeds above 30mph were recorded on occasion.

Councillor Pafford suggested the installation of flashing signs during term time at the beginning and end of the school day to warn drivers they were approaching a school.

It was unclear if these signs were available for outside secondary schools or just outside primary schools, they would also need to be turned off when not in use.

Councillor Baines noted the SID could be located inbound near Hornchurch Road as well, however, having an additional site would mean the SID being available for less elsewhere.

It was noted this section of road as well as qualifying for a SID, also qualified for Community Speed Watch. Unfortunately, at present there was no Community Speed Watch team in Bowerhill, however, the Clerk explained the Council could try again to recruit volunteers.

Councillor Chivers suggested contacting the Governors to see if Governors or parents could take on this role.

Councillor Pafford explained it was difficult getting direct parental involvement, but would raise it with the Governing Body to see if volunteers could be sought to assist with Community Speed Watch.

It was hoped the proposed new footpath to the rear of the school may help with the number of pedestrians along the A365.

Councillor Harris suggested the installation of rumble strips to try and slow traffic down. Councillor Baines noted, unfortunately, these often caused people living close by to complain about the noise they caused, similar to traffic calming measures.

The Clerk mentioned previously information had been received regarding Wiltshire Council having a ANPR (Automated Number Plate Recognition) camera which could be used outside schools in order to try and slow traffic down.

**Recommendation:** Next time the SID is deployed on Spa Road to locate it nearer Falcon Way roundabout, facing the opposite direction in order to slow traffic down travelling towards Devizes.

**503/21 Trailer Parking on Bowerhill Industrial Estate:**

**a) To consider correspondence from Sgt James Twyford and consider further action**

The Clerk explained she had contacted Sergeant James Twyford with regard to trailer parking on Bowerhill. Sergeant Twyford had responded to say he was aware of the issue and sympathetic to the concerns and when possible, would patrol the area to keep an eye on the situation. Unfortunately, no enforcement could take place as current there are no double yellow lines.

It was noted, the Council had requested intermittent double yellow lines to try and help businesses along Lancaster Road who were having difficulties accessing their sites due to parked vehicles. Unfortunately, the Council were still awaiting a response from Wiltshire Council to this request. Members raised concern at the number of trailers parking on the side of the roads on Bowerhill Industrial Estate and the potential for an accident.

**b) To note correspondence with DVSA (Driver & Vehicle Standards Agency)**

In response to the Clerk's letter regarding an application for a Goods Vehicle Operator Licence for a business on Lancaster Road, which mentioned the abundance of trailers from other businesses parking on the industrial estate, the Traffic Commissioner Office had agreed to forward this information on to the Driver and Vehicle Standards Agency (DVSA) for investigation.

**504/21 Active Travel**

**a) To note changes to the Highway Code**

Members noted the new changes to the Highway Code with regard to hierarchy of road users.

**b) To note update on Active Travel Scheme between Hilperton and Melksham**

An update had been provided by the Principal Engineer, Traffic Engineer Team on the active travel scheme between Hilperton and

Melksham, funded by the Department of Transport. Work required the resurfacing of various byways along the route from 15th April.

**c) To consider submitting comments on consultation for proposed crossings related to the scheme: Pedestrian Crossing – A350 Western Way, Melksham and Melksham Without Pedestrian Crossing – Semington Road, Melksham Without**

Members welcomed the proposals, particularly as it would improve the crossing on the A350 which the Council had previously raised as a concern with regards to safety.

Councillor Baines noted as part of the S106 Agreement for Bowood View funding had been included to improve the A350 dual carriageway crossing. However, as it appeared improvements were being made via the Active Travel Scheme, suggested the monies set aside could be used elsewhere.

The Clerk explained she had already queried this some time ago and asked for the monies to be spent on something else and was told they could not, but would clarify again and see if the monies from the developer could be spent elsewhere, such as additional traffic calming or improvements to public rights of way.

The Clerk explained with regard to traffic calming on Semington Road discussed earlier in the meeting, the fact improvements were being made to the crossing on Semington Road, added to the argument to slow traffic down as it would be competing with pedestrians/cyclists using Semington Road as part of the Active Travel Route from Hilperton to Melksham.

**Recommendation:** To welcome the improvements, particularly to the A350 crossing, as the Council had previously raised safety concerns.

**505/21 Bus Shelters**

**a) To consider way forward for s106 funding for shelters on Semington Road (Bowood View)**

The Clerk explained Wiltshire Council had £20,662 Section 106 funding from Bowood View for two new bus shelters and dropped kerbs on Semington Road, Berryfield. The initial suggestion from the Passenger Transport team was for Wiltshire Council to forward the funding to the parish council to arrange the purchase and installation. The Clerk raised a concern if the Council were to purchase the shelters that the costs could be over and above the £20,662 available, particularly if the Council needed to purchase additional land. Following conversations with the Highway Officer it was agreed the bus shelters be dealt with via CATG and the monies drawn down from the S106 funding.

Councillor Seed as Wiltshire Councillor for Berryfield was happy to support either approach.

The Clerk explained having travelled down Semington Road, it was difficult to locate a suitable piece of land wide enough for a bus shelter.

Councillor Baines also raised concern at the narrowness of the footpath suitable for bus shelters and the lack of footpath in places and suggested some additional land may need to be purchased in order to erect shelters.

The Clerk explained she was due to meet a Highway Engineer later that week and would discuss potential sites for shelters with them to see if they had any suggestions.

**Recommendation:** To go back to Wiltshire Council to ask they find a way of providing the bus shelters.

**b) To consider adding 2no. new shelters on Pathfinder Way to parish council's cleaning contract**

The Clerk asked if Members wished the two new bus shelters on Pathfinder Way be added to the Council's cleaning contract.

Councillor Baines noted the shelters were perforated metal and not cleanable and only the roof could be cleaned, however, as they were new did not require cleaning at present.

**Recommendation:** To leave the cleaning of the bus shelters for now.

**506/21 Rewilding Schemes. To consider any highways verges to be left for re-wilding/reduced cutting in accordance with Wiltshire Council's new policy**

Councillor Baines stated Wiltshire Council were looking for suitable locations in the parish to be left as re-wilding areas and sought suggestions from Members.

The Clerk explained she had undertaken a site visit of one of the Brabazon Way hammerheads with representatives from Wiltshire Council's Streetscene team to discuss proposals by the Bowerhill Resident Action Group (BRAG) to re-wild it. It was agreed following the site visit that rather than apply for a Gardening Licence as previously suggested, the scheme could come under the Council's new re-wilding scheme following negotiations with BRAG. Areas would be left for re-wilding with Wiltshire Council agreeing to cut a strip through the middle and around the edges for visibility purposes.

The Clerk explained Streetscene would like the application form submitted as soon as possible and confirmed no costs would be incurred by the Parish Council.

It was noted Wiltshire Council were proposing to improve the management of current re-wilding areas at the Wellington Drive Public Open Space; with the parish council already managing itself the Hornchurch Road Public Open Space and Shurnhold Fields with the town council. Wiltshire Council would be erecting signage in re-wilding areas to make people aware they have been left on purpose, following complaints previously at the lack of grass cutting, as people were not aware areas had been left to re-wild on purpose.

**Recommendation:** To forward the necessary application form as soon as possible to Wiltshire Council, nominating Brabazon Way hammerhead verges for re-wilding/reduced cutting.

**507/21 Weed Spraying. To approve quotation for weed spraying in the Parish**

A quotation for weed spraying in the parish had been received from Complete Weed Control as follows:

*All areas as described x 2	£2,046.00
Bowerhill Roads x 2	£ 722.00
Bowerhill Industrial Estate x 2	£ 470.00

\*Roads as described:

- To supply and apply chemical control to paths etc Shaw, Whitley, Beanacre, Berryfield.
- To spray Semington Road (in Berryfield) from the Police station up to canal bridge.
- To spray linking footpaths in the residential areas of Bowerhill
- To spray footway on the A365 from Melksham Oak School until the Redstocks turning.
- To spot weed spray amongst planted shrubs at Bowerhill Sports Pavilion and spray car park area.
- To spray in and around the bus shelters in the Parish.
- To spray allotment car park in Berryfield (spring only).
- To spray roads in Bowerhill, including industrial estate.

The Clerk explained Wiltshire Council weed sprayed Bowerhill residential areas, but it was unclear whether it would be undertaken once or twice this year and was awaiting a response from Highways. It was hoped a response would be available at the Full Council meeting in April when the recommendations from this meeting would be approved.

The Clerk explained the quotation only held for 30 days and was aware costs would be going up and monies were already available within the budget for weed spraying if Members were minded to approve the quotation now.

**Recommendation:** To approve the quotation and to go ahead with weed spraying in rural areas only and to make a decision on Bowerhill residential areas at the Full Council meeting in April.

**508/21 To note response from the Leader of Wiltshire Council on the decision of BANES Council to permanently close Cleveland Bridge to HGVs**

Members noted the response from Councillor Clewer, Leader of Wiltshire Council regarding proposals by Bath & North East Somerset Council (BANES) to extend the Bath Clean Air Zone (CAZ) to include Cleveland Bridge and restrict heavy good vehicles (HGVs) using it, which would see diesel-powered vehicles weighing over 12 tonnes having to pay a charge to enter the CAZ. Councillor Clewer expressed disappointment despite BANES promises for the two councils to work closely together, Wiltshire Council was not consulted on proposals.

The letter also noted the report issued by BANES fell short of exploring many other options available to deal with any air quality hot spots and wrongly singled out weight limit as the only viable option, which could lead to HVGs using Wiltshire roads as an alternative option.

Councillors Baines noted it would appear further corrosion had been found under the bridge, which would extend the repair works for longer.

It was also noted Michelle Donelan MP had raised her concerns at proposals with both BANES and their local MP.

**509/21 Proposed A350 Bypass. To note any updates following the Outline Business Case submission to the Department of Transport being put on hold until the outcome of the National Highways Strategic North-South Connectivity Study (M4 to Dorset Coast) has been completed**

Councillor Harris noted Wiltshire Council were looking to hold a third consultation later in the year with proposals for an alternative route, which was surprising given the results of the M4 North/South study had not yet been published.

Councillor Baines stated the previous publicised route was not fixed and welcomed further amendments to the route and further consultation, given various concerns. With regard to the M4

North/South Study it was understood this would be published in the Summer and presumably Wiltshire Council would undertake their third consultation after the results of the survey were published.

Councillor Baines explained as discussed with Michelle Donelan MP, doing nothing was not an option, given the number of houses proposed for Melksham and without improvements to the road infrastructure, this would cause chaos on the roads in and around Melksham.

**510/21 Weller Hedley's Legal News Winter Edition 2021/22. To note article on local councils controlling congestion.**

Members noted the information contained within the Winter edition of Weller Hedley's Legal News regarding Local Councils Controlling Congestion by providing off street car parking spaces under Section 57(1)(b) of the Road Traffic Regulation Act 1984.

**511/21 Parking on Falcon Way**

The Clerk explained whilst not an agenda item, the Melksham News were running a story on vehicles parking on Falcon Way, following concerns by some residents of Bowerhill at the danger caused at the side of the road at school pick up and drop off times and therefore sought a statement from Members as it was time sensitive.

Melksham News were asking if the Parish Council had been written to by residents previously raising these concerns. The Clerk explained she had gone through several years' worth of minutes and had not found a minute referring to concerns of vehicles parking on Falcon Way.

With regard to a statement, it was suggested to include the following:

- Unfortunately, it is a perennial problem across all schools in the Country.
- If yellow lines are installed this stops others parking, such as visitors/carers and moves the problem elsewhere.
- Can appeal to the school to ask parents to park responsibly.
- Hopefully the new footpath to the rear of the school will reduce the numbers of vehicles from the East of Melksham in particular, dropping off/picking up children, as they will be able to access the school from the rear, as requested by the Parish Council when the school was being built.

Meeting closed at 10.00pm

Signed .....  
Chair, 25 April 2022