



Public Document Pack

Melksham Town Council

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Town Clerk Tracy Predeth BA(Hons) MPA, FLSCC

To: Councillor S Rabey (Chair)
Councillor A Griffin (Vice-Chair)
Councillor P Alford
Councillor P Aves
Councillor G Cooke
Councillor G Ellis
Councillor J Oatley
Councillor C Stokes

19 August 2024

Dear Councillors

In accordance with the Local Government Act (LGA) 1972, Sch 12, paras 10 (2)(b) you are invited to attend the **Economic Development and Planning Committee** meeting of the Melksham Town Council. The meeting will be held at the Town Hall on **Tuesday 27th August 2024** commencing at **7.00 pm**.

A period of public participation will take place during the meeting. The Press and Public are welcome to attend this meeting.

Yours sincerely

Mrs T Predeth BA(Hons), MPA, FSLCC
Town Clerk and RFO

**Melksham Town Council
Economic Development and Planning Committee**

**Tuesday 27 August 2024
At 7.00 pm at the Town Hall**

Public Participation – To receive questions from members of the public.

In the exercise of Council functions. Members are reminded that the Council has a general duty to consider Crime & Disorder, Health & Safety, Human Rights and the need to conserve biodiversity. The Council also has a duty to tackle discrimination, provide equality of opportunity for all and foster good relations in the course of developing policies and delivery services under the public sector Equality Duty and Equality 2010.

Virtual Meeting Access:

Please follow the joining instructions below for the virtual Zoom meeting

[Join Zoom Meeting](#)

Meeting ID: 836 6987 6198 Passcode: 481965

Participants will be directly let in the meeting by clicking on the above link. There is no waiting room

AGENDA

1. Apologies

To receive apologies for absence.

2. Declarations of Interest

To receive any Declarations of Interest in respect of items on this agenda as required by the Code of Conduct adopted by the Council.

Members are reminded that, in accordance with the Council's Code of Conduct, they are required to declare any disclosable pecuniary interest or other registrable interests which have not already been declared in the Council's Register of Interests. Members may however, also decide, in the interests of clarity and transparency, to declare at this point in the meeting, any such disclosable pecuniary interests which they have already declared on the Register, as well as any other registrable or other interests.

3. Public Participation

Members of the public are invited to attend the meeting and address the council.

Members of the public are requested to send their question to locum@melksham-tc.gov.uk by noon on the working day before the meeting. This will make it more likely that we will be able to answer your question on the night.

4. Minutes (Pages 1 - 4)

To approve the Minutes of the Economic Development and Planning Committee meeting held on 6th August 2024.

5. Presentation on Land at Upside, Melksham

Presentation from Alexander Hambly, David Hambly and Jonathan Hambly on planning application [PL/2022/06221](#)

6. Planning Considerations

Members to note that when responding to planning applications consideration should be given to the Melksham Joint Neighbourhood Plan, the Wiltshire Core Strategy and the National Planning Policy Framework (NPPF).

7. Planning Applications

To comment on the following planning applications

7.1 PL/2024/07087

[PL/2024/07087](#) - Householder Application

Address: 1 Addison Road, Melksham, SN12 8DP

Proposal: Proposed single storey wrap around side and rear extension, with internal ground floor alterations for disabled adaption and associated works.

Respond By 28-08-2024

7.2 PL/2024/06981

[PL/2024/06981](#) - Householder Application

Address: 18 The Close, Melksham, SN12 6AG

Proposal: Two storey side extension to dwelling.

Respond By 26-08-2024

For information.

The response date for this application has passed. Notice was received too late to include in the previous meeting.

7.3 PL/2024/07310

[PL/2024/07310](#) - Removal or Variation of a Condition

Address: Land to the rear of King Street, Melksham, SN12 6HE

Proposal: Variation of condition 2 (approved plans) on PL/2023/08688 to allow for materials change from red face brickwork to render and stone work to match surrounding materials, reduce the ridge height and height by 700mm

Respond By 09-09-2024

7.4 PL/2024/07097

[PL/2024/07097](#) - Outline planning permission: Some matters reserved

Address: Land South of Snarlton Farm, Snarlton Lane, Melksham, SN12 7QP

Proposal: Erection of up to 300 dwellings (Class C3); land for local community use or building (incorporating Classes E(b), E(g) and F2(b) and (c)); open space and dedicated play space and service infrastructure and associated works on land South of Snarlton Farm (Outline planning application with all matters reserved except for two pedestrian and vehicle accesses (excluding internal estates roads) from Eastern Way) - Resubmission of PL/2023/07107)

Respond By: 23-09-2024

This application is predominantly in Melksham Without Parish Council. It will be considered by their planning committee on Monday 2nd September 2024.

8. Planning Decisions

To note the following planning decisions

8.1 PL/2024/01673

PL/2024/01673 - Full Planning Permission

Address: 14 Bank Street, Melksham, SN12 6LG

Proposal: Refit and new equipment inside; Install AC units throughout and AC condenser units to the side of the building at high level.

Decision Date: 31-07-2024 Decision: Approve with Conditions

MTC Decision: Support.

8.2 PL/2024/05912

[PL/2024/05912](#) - Householder Application

Address: 89 Sandridge Road, Melksham, SN12 7BW

Proposal: Removal of side canopy and single storey rear extension. New single/storey extensions to the rear and side. Internal alterations and new side canopy.

Decision Date: 08-08-2024 Decision: Approve with Conditions

MTC Decision: Support

8.3 PL/2024/06801

[PL/2024/06801](#) - Proposed Works to Trees in a Conservation Area

Address: 3 CHURCH WALK, MELKSHAM, SN12 6LY

Proposal: English Cherry - Reduce side branches by 30% , remove 2 dead & dangerous branches. Yew Tree - Reduce by 60%
Decision Date: 15-08-2024 Decision: No Objection
MTC Decision: Support.

9. LCWIP consultation (Pages 5 - 84)

To consider further submission.

Councillor Ellis' briefing note and MWPC submission attached.

10. Local Highways and Footpath Improvement Group (LHFIG) Issues

10.1 Eastern Way Cycle Path (Pages 85 - 86)

For decision

10.2 Barnwell Road (Pages 87 - 88)

For decision.

11. Melksham Train Services

To consider a request from Councillor Ellis for an official letter from Melksham Town Council regarding train services through Melksham.

For decision.

12. Traffic Survey

An email has been received from PC 1382 Charlotte Sartin, Road Safety Officer:-

"We have had a complaint from a local resident living in Kenilworth Gardens that vehicles are exceeding the 20mph limit.

Please could you request a traffic survey so we can look at speed enforcement should the TS show excessive speeding ?"

For decision.

13. Temporary Closure of: B3109 (Part), Bradford on Avon, South Wraxall and Box (Ref: TTRO 9771) (Pages 89 - 92)

To note.

14. Parish Steward

To consider jobs to be undertaken by the Parish Steward.

Next scheduled visit to Melksham Town 10th to 12th September 2024.

Melksham Town Council

Minutes of the Economic Development and Planning Committee meeting held on Tuesday 6th August 2024

PRESENT: Councillor S Rabey (Chair)
Councillor A Griffin (Vice-Chair)
Councillor P Aves
Councillor G Ellis
Councillor J Oatley

OFFICERS: Andrew Meacham Committee Clerk

PUBLIC PARTICIPATION: One member of the public was present virtually.

55/24 Apologies

Apologies were received from Councillor Stokes.

56/24 Declarations of Interest

There were no declarations of interest.

57/24 Public Participation

There was no public participation.

58/24 Minutes

The minutes of 16th July 2024, having previously been circulated, were approved as a correct record and signed by Councillor Rabey.

59/24 Planning Applications

60/24 PL/2024/06444

It was proposed by Councillor Aves, seconded by Councillor Griffin and

UNANIMOUSLY RESOLVED to support the application.

61/24 PL/2024/06801

It was proposed by Councillor Aves, seconded by the Deputy Town Mayor Councillor Rabey and

UNANIMOUSLY RESOLVED to support the application.

62/24 PL/2024/06462

It was proposed by Councillor Oatley, seconded by Councillor Griffin and

UNANIMOUSLY RESOLVED to support the application but echo the comments of the Highways Department.

63/24 PL/2024/06907

It was proposed by Councillor Griffin, seconded by Councillor Ellis and

UNANIMOUSLY RESOLVED to support the application.

64/24 PL/2024/06974

It was proposed by Councillor Griffin, seconded by the Deputy Town Mayor Councillor Rabey and

UNANIMOUSLY RESOLVED to support the application.

65/24 PL/2024/06919

It was proposed by Councillor Oatley, seconded by Councillor Aves and

UNANIMOUSLY RESOLVED to support the application.

66/24 PL/2024/06981

It was proposed by Councillor Ellis, seconded by Councillor Griffin and

UNANIMOUSLY RESOLVED to support the application but echo the comments of the Highways Department.

67/24 Planning Decisions

68/24 PL/2024/04046

The decision was noted.

69/24 PL/2024/04270

The decision was noted.

70/24 PL/2024/04530

The decision was noted.

71/24 PL/2024/04416

The decision was noted.

72/24 PL/2024/05662

The decision was noted.

73/24 Lime Down Solar Park Submission of EIA Scoping Report to the Planning Inspectorate

The item was discussed.

It was agreed to acknowledge and note that the site was not in the Town but that Town residents would be affected and therefore MTC did take an interest and would be working with MWPC.

74/24 Neighbourhood Plan

The item was noted.

75/24 Temporary Road Closure Notifications

The Temporary Road Closure Notification was noted.

76/24 Parish Steward

The Deputy Town Mayor Councillor Rabey mentioned stinging nettles growing onto the path running between the cricket pavilion and the tennis courts.

Councillor Ellis asked about nettles and brambles growing through from the KGV onto Lowbourne.

Hedges growing out from private gardens onto the pavement was discussed. The nesting season has finished and it would be appropriate for hedges to be trimmed. It was agreed to ask the Melksham Independent News to run a short item on this.

Committee Clerk advised that a complaint had been received, via MWPC, about weeds in the guttering by George Ward Gardens.

Meeting Closed at: 7.28 pm

Signed:

Dated:

Local Cycling and Walking Infrastructure Plan

Wiltshire Council's Melksham LCWIP consultation opened in mid July 2024. It closes on 6th September. The supporting document on which we are invited to comment is a long one and requires a significant resource investment to do it justice.

Further background, from Melksham Without Parish Council minutes, 17th June 2024: Following a recent announcement in the press Melksham had been awarded funding from central Government for Active Travel, clarification had been sought from Wiltshire Council. Councillor Tamara Reay, Cabinet Member for Transport and Assets clarified the £35,000 funding for Melksham was allocated to the development of the town's Local Cycling and Walking Infrastructure Plan (LCWIP) and came from Active Travel England's Capability Fund.

It is unclear to me if and how schemes proposed in this consultation will be implemented

In late July, I blogged on this and asked for it to be on the next available Town Council. Now, though, we only have 8 working days after councillors have given it consideration this evening (27th August 2024)

Options open to us:

1. Submit overview comments such as the ones I have made below or something else based on a decision this evening
2. Have professional staff take a look and under delegated powers (since we don't have time) to bring in back to another meeting)
3. Support and reference the response of Melksham Without Parish Council from their 29th July meeting which are thorough and in my view well considered.
4. A combination of the above three options
5. Not respond at all

We have the following data already available to help inform us:

- A. Neighbourhood Plan and Neighbourhood Plan II
- B. Priority for People
- C. The response of Melksham Without Parish Council
- D. Our response to the earlier consultation (Feb 2024)

Next page – my comments (from July 2024)

My input (from July):

In order to encourage walking and the use of cycling, Wiltshire council has produced a "Local Cycling and Walking Infrastructure Plan for Melksham - a 74 page document you can read (I have mirrored) [{{here}}](https://www.wiltshire.gov.uk/news/have-your-say-on-cycling-and-walking-plans-for-calne-and-melksham) and is consulting on it - seeking your view - via <https://www.wiltshire.gov.uk/news/have-your-say-on-cycling-and-walking-plans-for-calne-and-melksham> - until 6th September 2024

Walking and Cycling is an important way for people to get around locally - healthy, good, door to door, can be fast, sustainable. But with traffic on the roads in can also be dangerous, not well signposted, indirect and without secure facilities at journey's end. These latter constraints discourage people from cycling and walking - you can see the difference if you compare Melksham with - say - an equivalent sized town in the Netherlands or Denmark.

From my home on Spa Road (in South Ward), I can walk to the Town Centre in 5 minutes, the cafe in the park in 12 minutes, and the railway station in 20 minutes. And I can cycle to the park in 4 minutes and the station in 6. But how safe am I to do so? What can I do with my cycle when I get to my destination? Could it be improved?

The LCWIP analyses the historic and current flows of people, and the "hot spots" that need attention, and make some suggestions. I'm not sure at this stage that the solutions are fully defined, nor how they will be tuned, and whether they will be funded or implemented, but never the less the exercise in working out what we need to do is a useful one - not only to inform Wiltshire Council, but also to educate and plan for ourselves.

Some things have changed since the data used in the report was gathered. At the time of the 2011 census, the secondary school was on the Bath Road and the pupils walked to school from a different catchment. And at that time our train service was so poor that just five passengers a day left by train (now hundreds use it, and it should be more). Other things will be changing and will change into the future too. The plan needs to consider wheelchairs and mobility scooters too, and surely electric scooters of the sort we see in cities like Bath will be legalised here too in some form in the future? The Cooper Tires / Avon site may have substantial residential, business and leisure built there, and for local access extra walking and cycling will be significant.

I invite readers to take a look at the LCWIP consultation and make inputs. I am aware that Melksham Without Parish Council considered it earlier this week, but I have not seen it (yet?) on any Town Council agenda - I will ask. There was an earlier round of consultation on this, and I am delighted to see a number of changes proposed as a result. Your input CAN make a difference.

Next page – some concluding thoughts to feed discussions

And to follow up from that

- * We answered the earlier LCWIP consultation (February 2024) with comments on a number of issues and I am glad to see a number addressed here, and much good work.
 - * A starting point for discussion; we are purely advisory. and was considered by Melksham Without Parish Council at their meeting on 29th July.
 - * Informed by MWPC - sad to see prominence of evidence that predates school move. Also informed by Priority for People and Neighbourhood Plan.
 - * Good to see the changes from early draft to straighten out routes.
 - * Interventions on Spa Road which is an accident black spot in particular welcome; not sure how they work.
 - * Direct is best especially for human-powered transport
- Discussion starter prepared by Graham Ellis, 20th August 2024

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MELKSHAM LOCAL CYCLING & WALKING INFRASTRUCTURE PLAN

Comments approved by Melksham Without Parish Council at
Full Council meeting on Monday 29th July 2024.

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Notice

This document and its contents have been prepared and are intended solely as information for Wiltshire Council and use in relation to establish an LCWIP for Melksham.

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This document has 75 pages including the cover.

Document history

Document title: Melksham LCWIP

Document reference: Melksham LCWIP

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
1.0	Draft Report	JP	GR	PS	SG	22/05/2024
2.0	Final Report	JP	GR	PS	SG	10/06/2024

Client signoff

Client	Wiltshire Council	Client signature/date
Project	Melksham Local Cycling & Walking Infrastructure Plan	
Job number		



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1. Introduction

This document presents Wiltshire Council's (WC) Local Cycling and Walking Infrastructure Plan (LCWIP) ¹ for the Melksham area.

A Local Cycling and Walking Infrastructure Plan (LCWIP) aims to identify cycling and walking improvements required at a local level, enabling a long-term approach to developing local cycling and walking networks, ideally over ten years.

By taking a strategic approach to improving conditions for cycling and walking, LCWIPs will assist local authorities to:

- Identify cycling and walking infrastructure improvements for future investment in the short, medium and long term.
- Ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies.
- Make the case for future funding for walking and cycling infrastructure.

The key outputs of LCWIPs are:

- A network plan for walking and cycling which identifies preferred routes and core zones for further development.
- A prioritised programme of infrastructure improvements for future investment.
- A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

Melksham's LCWIP will identify preferred walking and cycling routes that have the potential to achieve a transformational change in levels of cycling and the attractiveness of walking in the town. These routes do not necessarily offer the most attractive walking and cycling facilities currently - the purpose of this plan is to identify the necessary infrastructure improvements to make these routes the best available.

Following Department for Transport's technical guidance, this background report includes:

- The scope of the Melksham LCWIP
- Policy background
- Baseline information
- Challenges and opportunities
- Network planning for cycling
- Network planning for walking
- Cycle infrastructure improvements
- Walking infrastructure improvements
- Next steps

¹ Technical guidance outlining the process for Local Authorities to produce a LCWIP is available from the Department for Transport:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/607016/cycling-walking-infrastructure-technical-guidance.pdf

2. LCWIP scope

The LCWIP will focus on Melksham's urban area, which covers approximately 12km (7.5 miles) north to south and 7.5km (4.6 miles) east to west as shown in Figure 2-1. Inter-urban routes to nearby towns and villages such as Whitley, Trowbridge, Semington and Steeple Ashton will not be examined in detail, although a high-level analysis will be considered. The key focus area for the LCWIP is shown in Figure 2-2. It covers Melksham's built-up area and is approximately 4km (2.5 miles) north to south and 2.8km (1.75 miles) east to west. Consideration will be given key destinations and origins from both the wider scope and key focus area.

Figure 2-1 - LCWIP geographical scope

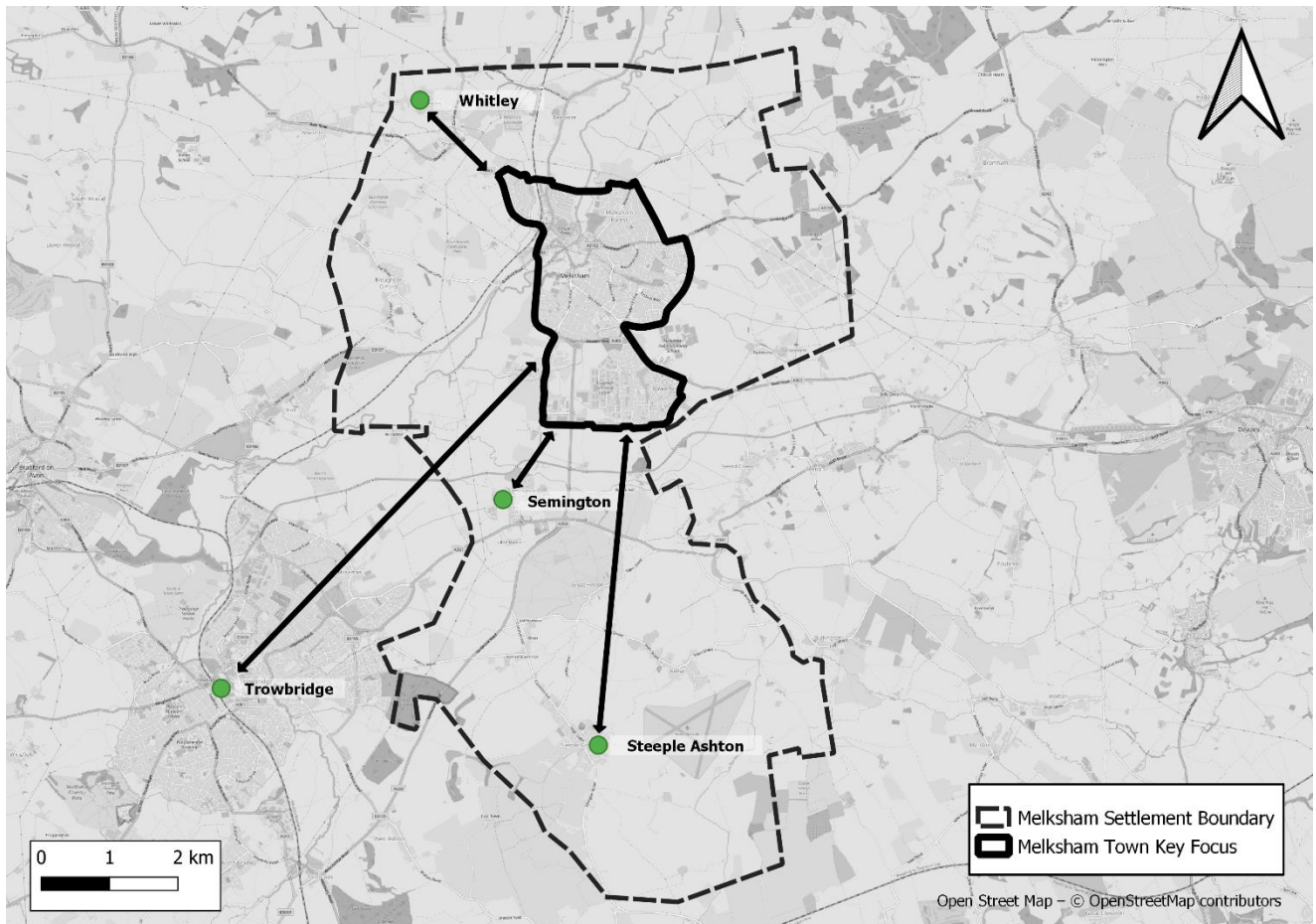
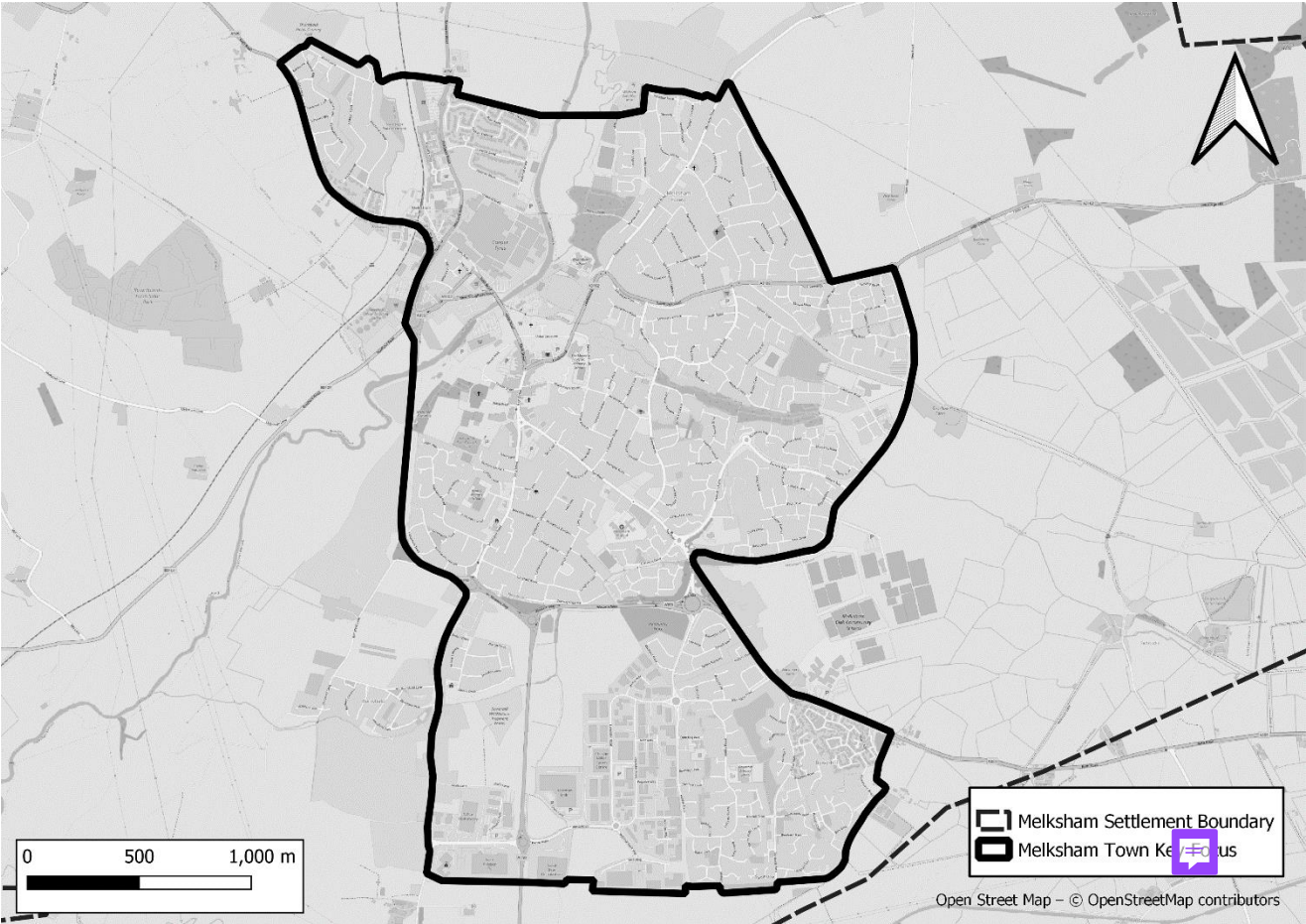


Figure 2-2 - LCWIP key focus area



3. Policy background

This section considers the national, Wiltshire-specific and local policies that are relevant to the Melksham LCWIP.

3.1 National, Wiltshire Council and local policies


Key policy document	Overview
National policies	
National Planning Policy Framework (NPPF) <i>Ministry of Housing, Communities & Local Government (2021)</i>	NPPF states that local planning authorities should develop strategies for the provision of viable infrastructure necessary to support sustainable development. They should identify and protect, where there is robust evidence, sites and routes that could be critical in developing infrastructure to widen transport choice.
Cycling and Walking Investment Strategy (CWIS1) (2017) and Cycling and Walking Investment Strategy (CWIS2) <i>Department for Transport (2023)</i>	<p>The Strategy sets out the Government’s ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey. Specifically, it sets out the following aims and targets for 2025:</p> <ul style="list-style-type: none">▪ To double cycling stages, from 0.8 billion in 2013 to 1.6 billion stages in 2025;▪ Increase walking activity, to 300 stages per person per year in 2025; and▪ Increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025. <p>The second cycling and walking investment strategy (CWIS2) outlines the government’s ambition to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey by 2040. The aims and targets in CWIS1 informed a revised set of objectives for CWIS2, including:</p> <ul style="list-style-type: none">▪ Increase the percentage of short journeys in towns and cities that are walked or cycled▪ Increase walking▪ Double cycling▪ Increase the percentage of children aged 5 to 10 who usually walk to school.

<p>Gear Change: A bold vision for cycling and walking'</p> <p><i>Department for Transport, (2020)</i></p>	<p>The document sets out the Government's vision and main principles aimed at transforming the role of walking and cycling in England's transport system: "Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030."</p> <p>The Department for Transport published 'Gear Change: one year on' in July 2021 with active travel funding achievements and benefits of current investments.</p>
<p>Decarbonising Transport: A Better Greener Britain</p> <p><i>Department for Transport, (2021)</i></p>	<p>The plan sets out the commitments to deliver a world-class cycling and walking network in England by 2040, incorporating policies from the above documents.</p> <p>In July 2022, Department for Transport published 'Decarbonising transport: one-year-on review', giving a summary of progress over the first 12 months. This included the launch of Active Travel England to oversee delivery of 134 cycling and walking schemes, backed by £161m government investment.</p>

Wiltshire Council policies

<p>Wiltshire Climate Strategy (Adopted 2022)</p>	<p>The Wiltshire Climate Strategy sets out actions Wiltshire Council will undertake by 2030 to reduce carbon emissions and improve the resilience of Wiltshire to climate change. Transport accounts for 45% of Wiltshire's carbon emissions and is identified as a key target for action. Specific policies that relate to this Melksham LCWIP include;</p> <ul style="list-style-type: none"> ▪ Development of a new Local Transport Plan (LTP4) that is aligned with climate objectives; ▪ Development of LCWIPs for all of Wiltshire's major settlements; ▪ Support to local stakeholders and Town Councils to develop local ideas and incorporate them into the emerging LCWIPs ▪ Development of inclusive, safe active travel networks that meet the latest design guidance.
<p>Wiltshire Core Strategy (Adopted January 2015)</p>	<p>Core Policy 60: Sustainable transport</p> <ul style="list-style-type: none"> ▪ Wiltshire Council will use its planning and transport powers to help reduce the need to travel, particularly by private car, and support and encourage the sustainable, safe, and efficient movement of people and goods within and through Wiltshire. <p>Core Policy 61: Transport and new development</p> <ul style="list-style-type: none"> ▪ New development should be located and designed to reduce the need to travel, particularly by private car, and to encourage the use of sustainable transport alternatives.

Wiltshire Local Plan Transport Review (January 2021)	Wiltshire Council is currently undertaking a review of the Local Plan. As part of this work a Transport Review has been undertaken (January 2021), which identified potential transport improvements to mitigate the impacts of local growth and development. Further detail is presented in this report.
Wiltshire Local Transport Plan 3 (2011-2026)	<p>The Local Transport Plan (LTP) provides the overarching long-term strategy for transport across Wiltshire. It guides the implementation of national transport policies at the local level. Wiltshire's fourth Local Transport Plan is currently in the early stages of preparation and will align the emerging Local Plan 2036. The LTP3 sets several strategic transport objectives that aim to help deliver the five national transport goals:</p> <ol style="list-style-type: none"> 1. Support economic growth; 2. Reduce carbon emissions; 3. Contribute to better safety, security, and health; 4. Promote equality of opportunity; and 5. Improve quality of life and a healthy natural environment. <p>The Cycling Strategy alongside the LTP3 sets out that Wiltshire Council will aim to provide a sympathetically designed, high quality and well-maintained network of cycling routes in the principal settlements and market towns and where appropriate, provide links to national routes</p>
Wiltshire Community Plan, 2011-2026	<p>The following objectives relate to the development of the LCWIP and support Wiltshire's objectives of tackling the causes and effects of climate change:</p> <ul style="list-style-type: none"> ▪ Significantly reduce domestic, business and transport CO2 emissions across the county in line with national targets; and ▪ Provide a safer and more integrated transport system that achieves a major shift to sustainable transport, including walking, cycling, and the use of bus and rail networks, especially in the larger settlements, while providing accessibility for all people to key services and facilities.
Wiltshire Local Cycling and Walking Infrastructure Plan (LCWIP): Framework Plan and Inter-urban Routes	<p>This Wiltshire-wide LCWIP, currently in draft form, sets out the local policy background and aspirations for local LCWIPs to be developed through a rolling programme in the coming years. Inter-urban routes are identified to link the local LCWIP networks. In Melksham, the key long-distance route is the NCN403 route running from north Melksham to south</p>
Joint Strategic Needs Assessment (JSNA) (2022)	<p>The 2022 Wiltshire JSNA presents data on the current and future health and wellbeing needs of people in Wiltshire. A JSNA is a statutory document that supports the production of a joint Health and Wellbeing Strategy. These documents provide a critical resource to enable evidence-based planning for local services, with the aim of improving health and wellbeing outcomes and reducing inequalities.</p>

Wiltshire Joint Local Health and Wellbeing Strategy, 2019-2022	<p>The Health and Wellbeing Strategy is a shared strategy, which aims to improve the health and wellbeing of the local population, reduce inequalities and promote the integration of services. It uses the analysis and data from the JSNA, to help identify and agree the key ambitions. The key themes of the strategy are: prevention, localisation, tackling inequalities and integration.</p> <p>A draft strategy for 2023-2032 is under review.</p>
Air Quality Strategy for Wiltshire, 2019-2024 and Air Quality Action Plan for Wiltshire, 2015	<p>The Air Quality Strategy sets out the Council's approach to improving Air Quality across the whole county, seeking to prevent any further deterioration and encourage interventions that will reduce concentrations of nitrogen dioxide and fine particulates across the county.</p> <p>The Air Quality Action Plan sets out strategic and locally generated actions that will be implemented to improve air quality and work towards meeting air quality objectives in the eight Air Quality Management Areas (AQMA's) in Wiltshire.</p>
Wiltshire Business Plan, 2022-2032	<p>The Business Plan presents the council's ten-year ambition and mission, which is to ensure:</p> <ul style="list-style-type: none"> ▪ The people of Wiltshire are empowered to live full, healthy and enriched lives. ▪ Communities continue to be beautiful and exciting places to live. ▪ The local economy thrives and is supported by a skilled workforce. ▪ Wiltshire leads the way in how councils and counties mitigate the climate challenges ahead.
Local policies	
Melksham Neighbourhood Plan (2020-2026)	<p>The Melksham Neighbourhood Plan covers both the area of Melksham Town and the surrounding Parish of Melksham Without and aims to provide the foundations for Melksham to grow sustainably for the benefit of those living and working in Melksham. It addresses a range of issues, including climate change, rural housing needs, the town centre, business, transport and movement, green space and community facilities as well as landscape and biodiversity. The Plan will be used when decisions are made by Wiltshire Council on proposed new developments. </p>
Melksham Bypass (2021 – ongoing)	<p>The A350 Melksham Bypass scheme comprises a full eastern bypass, approximately nine kilometres in length; modifications and enhancements to Public Rights of Way along the bypass route; supplementary highway improvement works to the adjacent network; and complementary walking and cycling measures within Melksham Town and around the existing A350 route.</p>

4. Baseline information

Wiltshire is a mostly rural county where approximately half² of the population live in urban settlements or large market towns. Melksham is a market town in Wiltshire with a residential population of 18,100 in 2021³. Its urban area measures approximately 4.4km (2.7 miles) north to south and 2.5km (1.5 miles) east-west.

Melksham's location on the A350 has facilitated its expansion as a main north - south gateway through Wiltshire. It is located in close proximity to several independent schools and to the Wiltshire countryside and National Trust locations. Melksham is served by several bus routes, including the National Express route between Bristol and London. The train station is served by trains to Westbury and Swindon approximately every 2 hours, with connections onward to London, Bristol and Portsmouth. In 2018, the platform was lengthened to allow for longer trains and a masterplan was approved in 2020 to further enhance the station, which includes pedestrian access to the north of the station.

4.1 Key destinations

Key destinations (trip generators) in the LCWIP area and wider study area are shown in Figure 4-1.

The key origins and destinations identified include:

- Residential areas - shown as the population weighted centroid of each LSOA⁴ (an area comprising approximately 800-100 households)
- Railway station, to the north-west of Melksham along Bath Road, off of the A350
- Educational facilities
 - Melksham Oak Community School
- Town centre retail area
- Hospitals and healthcare centres
 - Melksham Community Hospital
 - Giffords Surgery
 - St Damian's Surgery
 - Spa Medical Centre
- Potential development sites
 - Land North of A3102
 - Land South of Western Way
 - Land East of Melksham

There are major strategic employment sites within Melksham, which were also identified as key destinations:

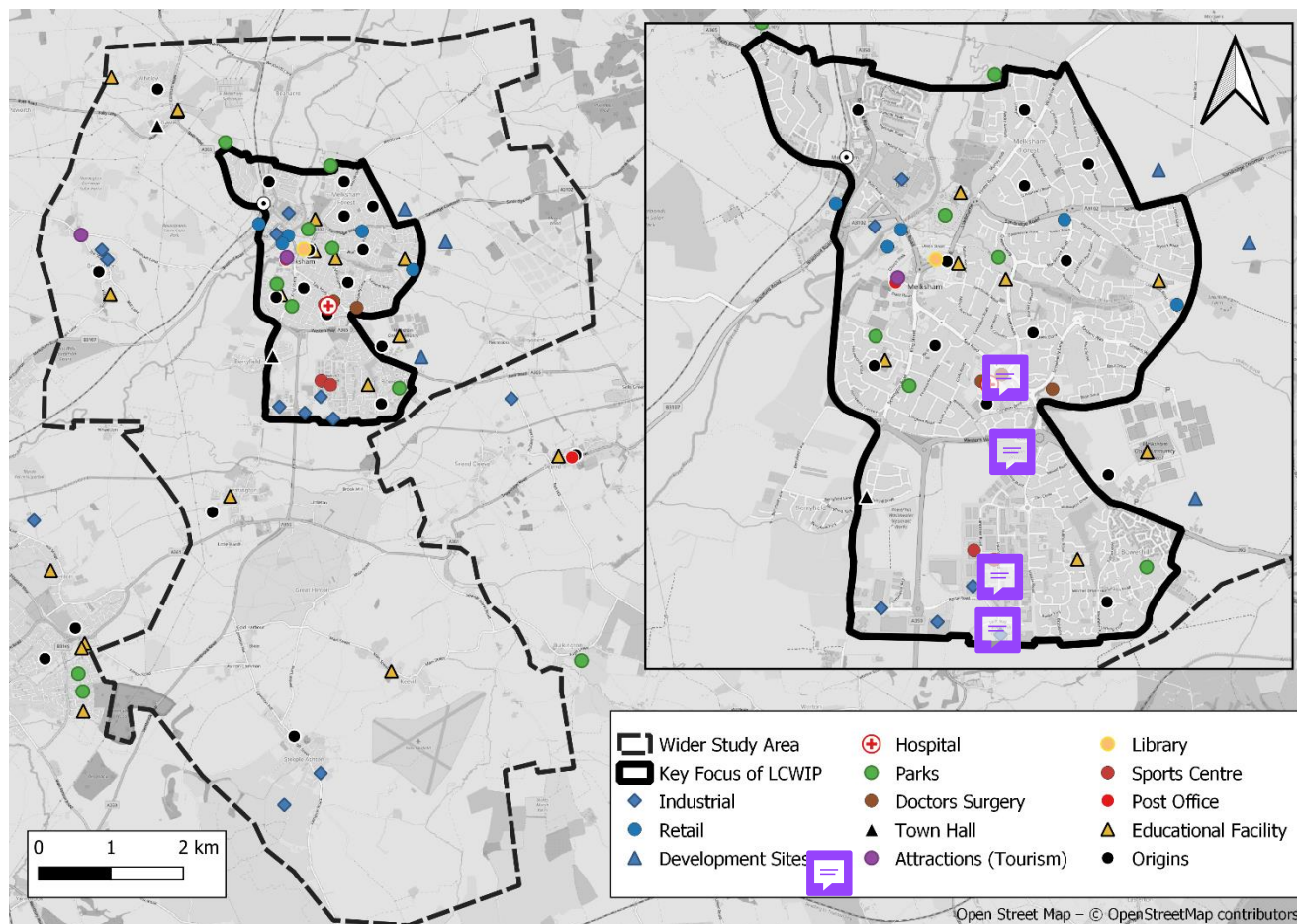
- Bowerhill Trading Estate and Commerce Way
- Intercity Trading Estate

² Wiltshire Local Transport Plan. Strategy 2011 – 2026

³ [Census 2021, ONS](#)

⁴ LSOA - Lower Layer Super Output Area

Figure 4-1 - Trip generators and destinations



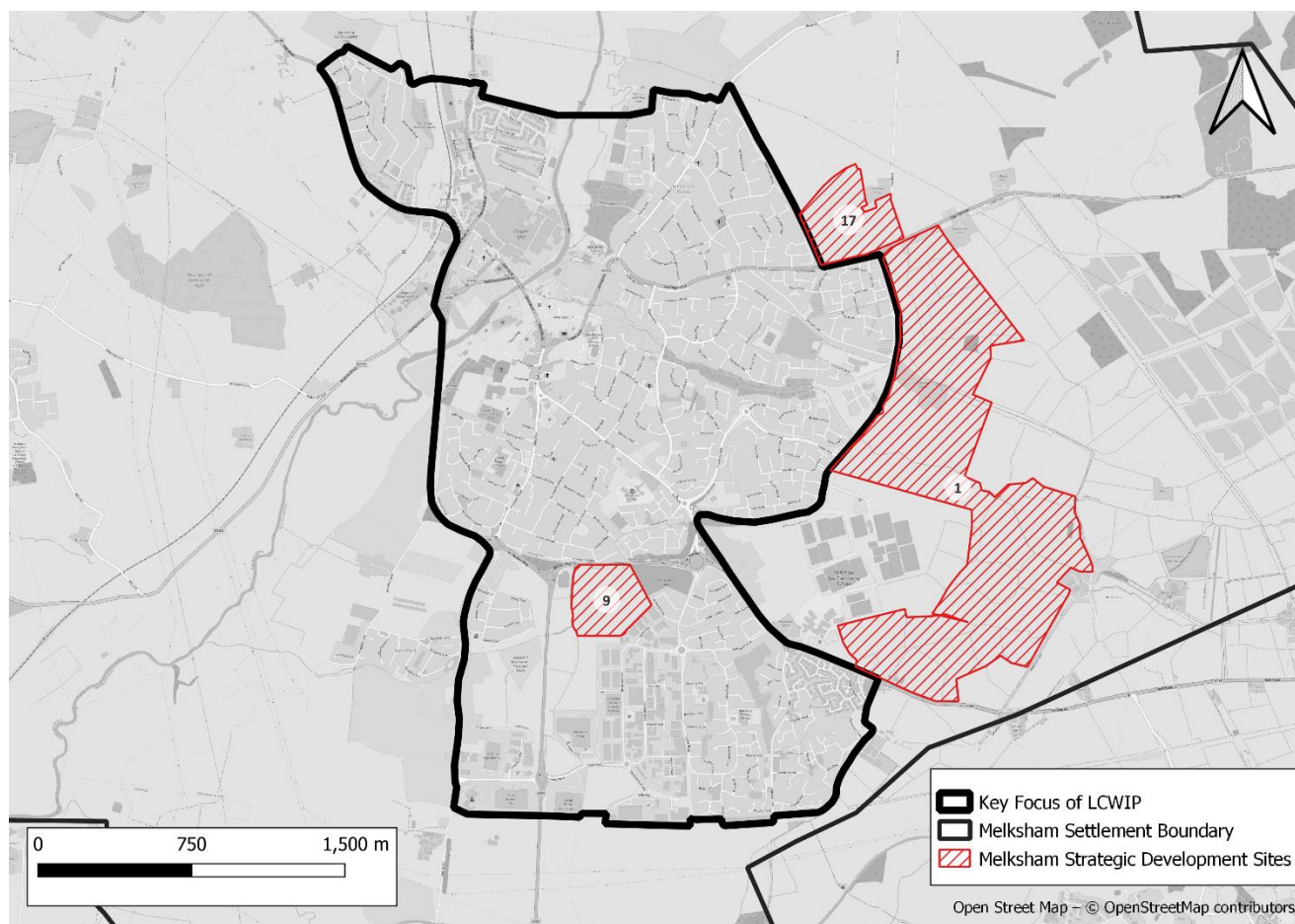
4.2 Strategic and development areas

The emerging Local Plan has identified a need of 2,160 new homes in the period 2020-2038. As Melksham has grown at a faster than expected rate in recent years, it is expected that new developments are focused on filling existing gaps in the town and making use of existing brownfield sites⁵.

There are a number of strategic future sites in consideration for Melksham. These sites have been subject to multiple stages of sifting by Wiltshire Council and have emerged as the most suitable areas for future development. Figure 4-2 shows these sites, two of which are located on the east side of the town centre, whilst one further site is located east of the Bowerhill area.

⁵ [Planning for Melksham July2023.pdf \(wiltshire.gov.uk\)](#)

Figure 4-2 - Strategic development sites in Melksham



4.2.1 Local Plan Review - Transport Review⁶

Wiltshire Council is currently undertaking a review of the Local Plan. As part of this work a Transport Review has been undertaken (January 2021), which identified potential transport improvements to mitigate the impacts of local growth and development.

Melksham Bypass and A350 Improvements

Melksham has been at the centre of ongoing proposals to create a bypass around the town centre, whilst also more generally encouraging growth on the A350 corridor. The Local Plan Transport Review states that the proposed Melksham Bypass has been identified as approaching capacity with the proposed scale of growth along the A350. Further refinement of the design of this scheme will be required to ensure that it can adequately accommodate the proposed growth; this will be developed in coordination with higher impact active travel and sustainable travel measures.

Walking and cycling mitigation measures

The potential bypass development could take pressure off the currently congested town centre of Melksham. A potential package of walking and cycling improvements on and around the A350 and the town centre is being considered to complement the bypass scheme. The three main components are:

⁶ [Wiltshire Local Plan Transport Review.pdf](#)

- Pedestrian-Friendly Town Centre: Improve access for people to the town centre, through walking and cycling improvements on King Street / Bank Street.
- Better access to Melksham rail station: More direct links across the A350 between the rail station / employment areas and the rest of the town.
- Northern / southern connections: Potential improved routes heading north towards Lacock and south towards Semington, Trowbridge and Bradford-on-Avon, via the National Cycle Network route 403.

4.3 Travel patterns

Car ownership in Melksham is above the national average, with 86% of households owning at least one car versus 76.5% in England⁷.

Census 2021 data shows that 56.8% of commuters in Melksham travel to work by car⁸, 25.9% of residents work mainly from home and 21.4% of commuting trips are less than 5km in distance⁹. In 2021, only 3.0% of the town's residents cycled to work and 7.2% walked to their workplace as shown in Figure 4-3.

Figure 4-3 - Method of Travel to Work, Census 2021

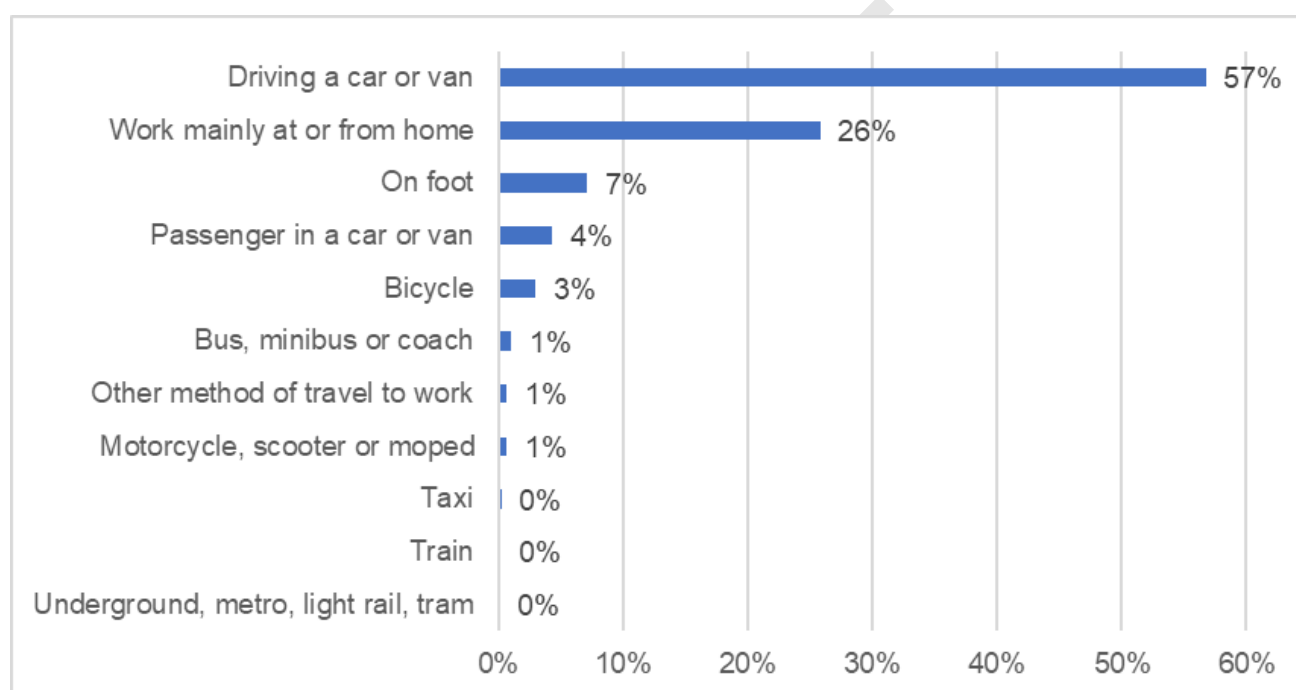


Figure 4-4 and Figure 4-5 present the proportion of commuters cycling and walking to work for each Lower Super Output Area¹⁰ (LSOA). Based on the 2021 Census, cycling levels in Melksham at 3.0% are above the national average of 1.9%. As pictured in Figure 4-4, the majority of LSOAs experience circa 2.5-3.4% of cycle traffic, with areas reaching 5.4% of journeys to work using bicycles. There is a higher concentration of journeys to work by cycle in the central and northern areas.

Walking to work in Melksham accounts for 7.2% of journeys, slightly less than the national average rate of 7.6%. The highest levels of pedestrian traffic are found in the town centre and to the south-east of the key

⁷ TS045 - Car or van availability. Census 2021. ONS Crown Copyright Reserved

⁸ TS061 - Method used to travel to work. Census 2021. ONS Crown Copyright Reserved.

⁹ TS058 - Distance travelled to work. Census 2021. ONS Crown Copyright Reserved

¹⁰ Lower Layer Super Output Areas (LSOA) are a geographic hierarchy designed to improve the reporting of small area statistics. LSOAs have an average population of 1500 people or 650 households.

focus area, as shown in Figure 4-5. This area, with percentages of those walking to work reaching maximum of 13.7%, encompasses Melksham train station and various commercial, industrial and residential areas.

Figure 4-4 - Proportion of commuters cycling to work (Census 2021)

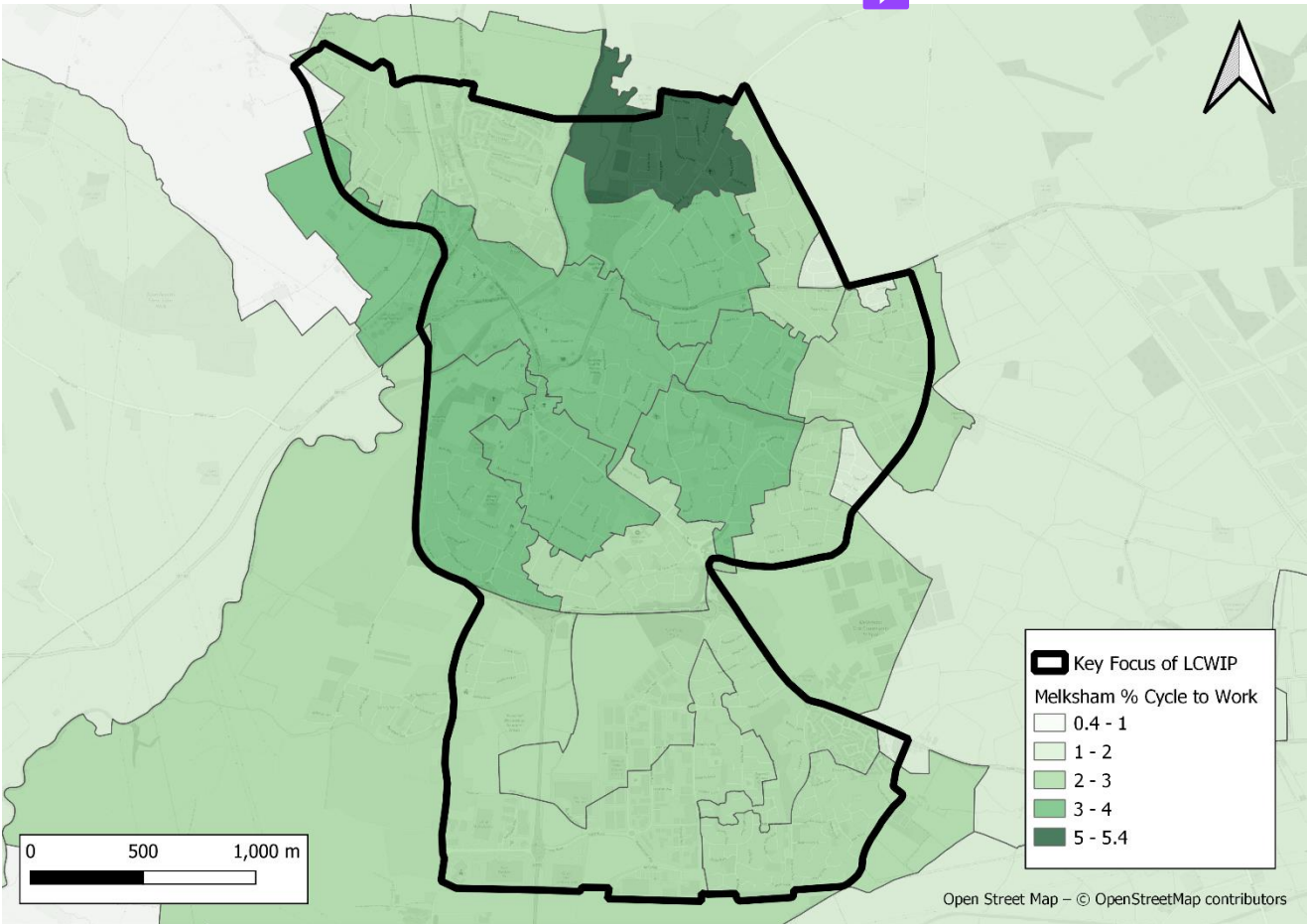
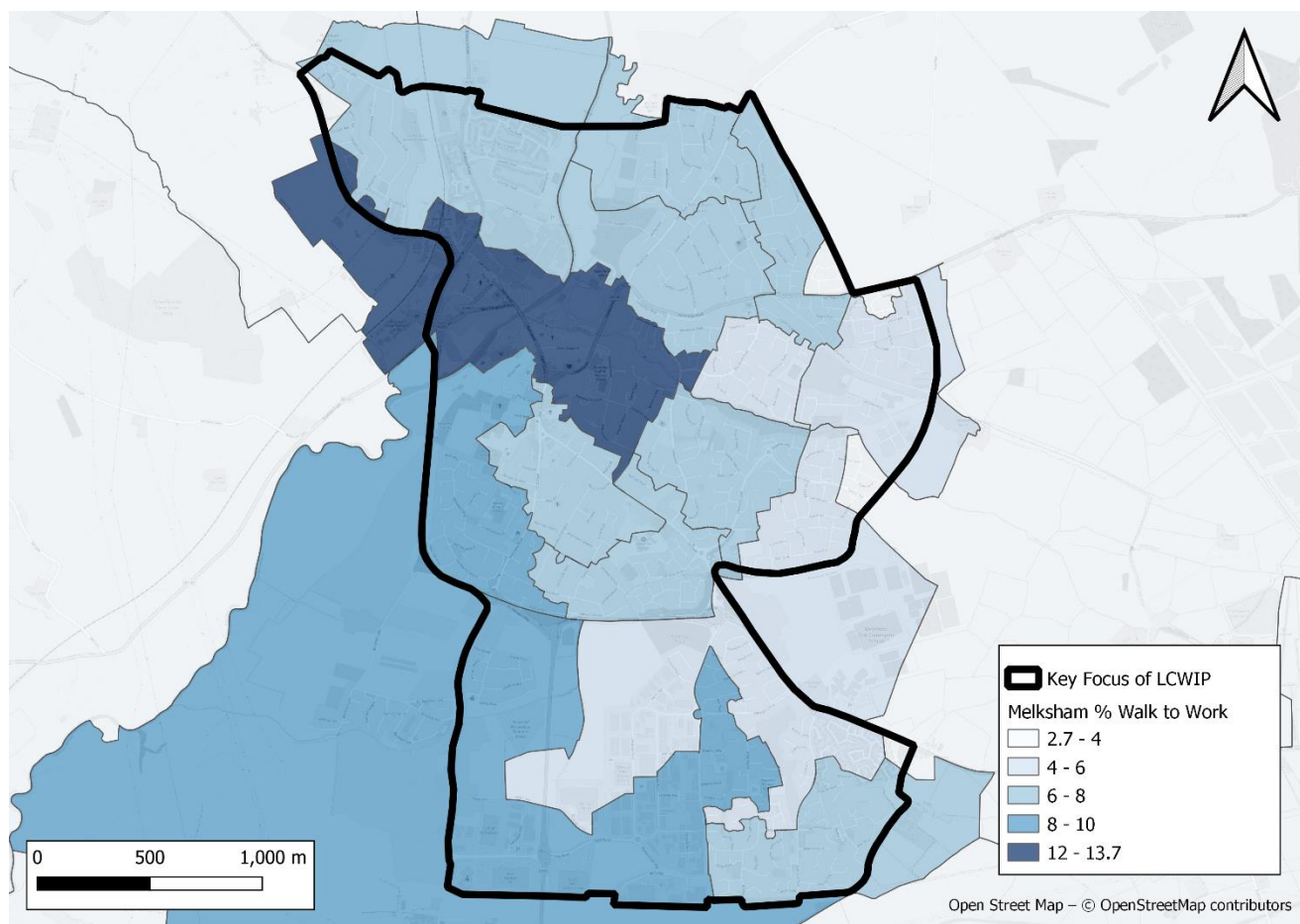


Figure 4-5 - Proportion of commuters walking to work (Census 2021)



Almost half of Melksham's school children walk to school (Table 4-1 and Figure 4-6), accounting for 44.8% of journeys in 2011¹¹ - a figure below both the regional and national averages (54.3% and 59.5% respectively) for that same period. This may be due to the southern section of the Melksham settlement area, where walking levels are considerably lower.

In comparison to regional and national levels, the percentage of school children cycling to school in Melksham is higher. (Figure 4-7). The highest number of pupils cycling to school is found towards the outskirts of the town, with central Melksham having negligible levels of school cycling. Nonetheless, the market town positions itself above the regional and national averages as shown in Table 4-1.

Table 4-1 - Travel to School, 2011

	Cycle	Walk	Total Active Travel
Melksham	3.7%	44.8%	48.5%
Wiltshire	1.0%	54.3%	55.3%
England	1.0%	59.5%	60.5%

¹¹ [Schools, pupils and their characteristics: January 2011](https://www.gov.uk/government/statistics/schools-pupils-and-their-characteristics-january-2011) - GOV.UK (www.gov.uk)

Figure 4-6 - Proportion of pupils walking to school. (National School Census 2011)

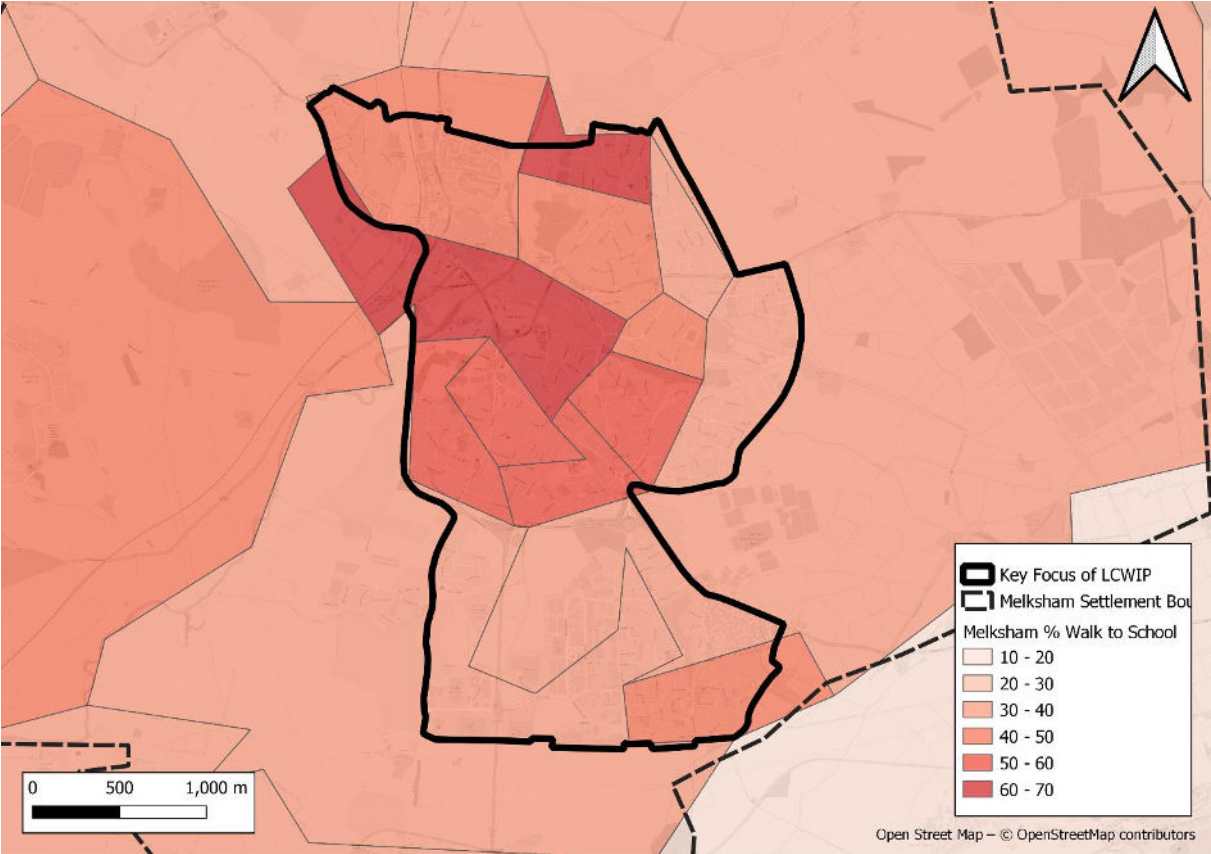


Figure 4-7 - Proportion of pupils cycling to school. (National School Census 2011)

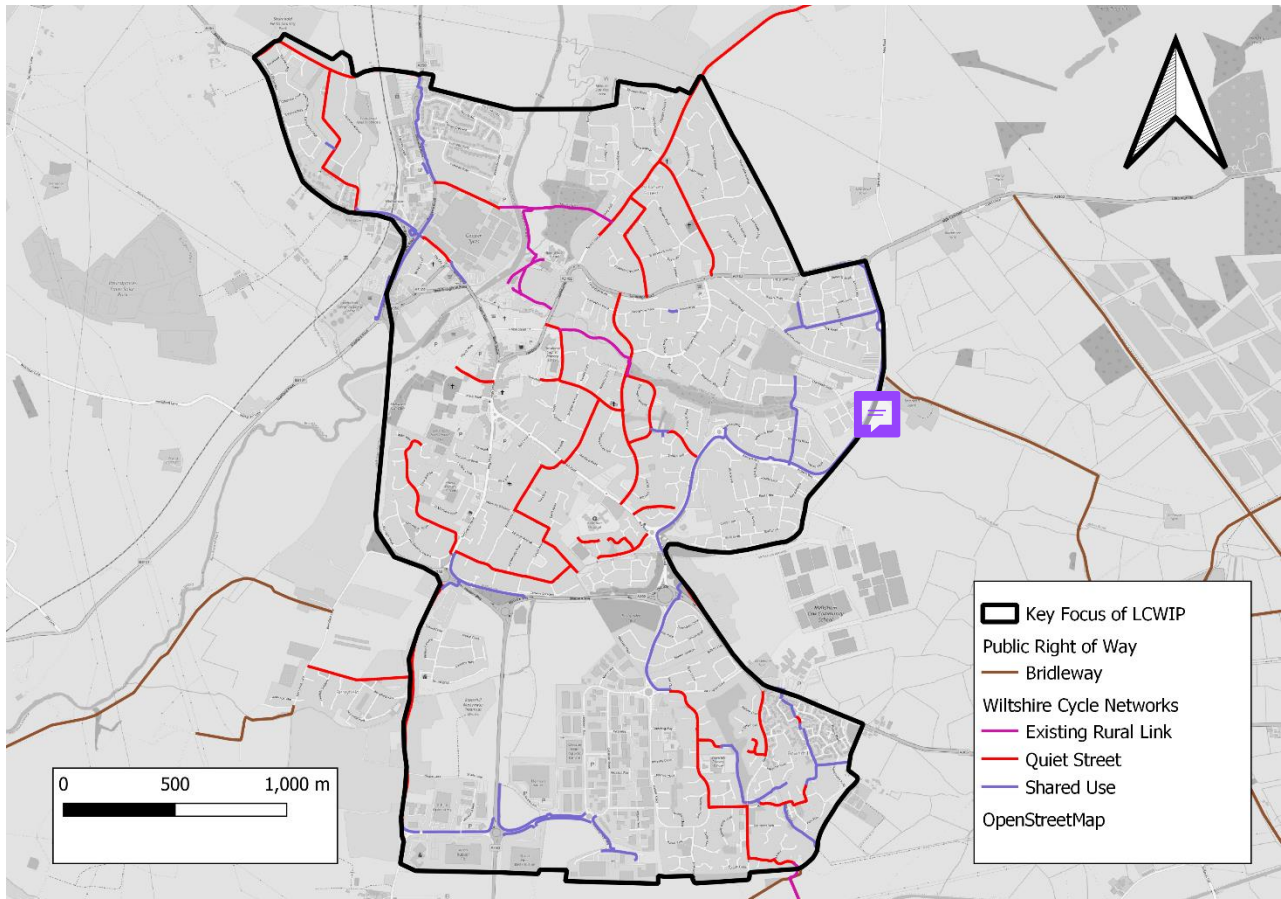


4.4 Existing local cycle and walking routes

This section compiles existing walking and cycling routes from various sources to identify the existing active travel network in Melksham and its relation to current and future demand. .

Figure 4-8 brings together information provided by Wiltshire Council regarding rights of way, cycle routes etc. with desktop assessment data.

Figure 4-8 - Cycle routes and public rights of way



4.4.1 Local cycling routes


Figure 4-9 shows the existing and recommended cycleways within Melksham. The map was produced by Wiltshire Council and can be accessed from its sustainable travel planner. There are limited connections to the Bowerhill area where there is an aim for significant employment and residential growth 

Figure 4-9 - Existing and recommended cycle routes, Connecting Wiltshire (2015)



There is limited provision of cycle and pedestrian routes from Melksham train station, with all routes involving some degree of travel on busy roads. Figure 4-10 shows that the most direct route from the station to town is an on-road link, with no additional pedestrian links available. There are a number of leisure routes accessible from the nearby Murray walk. Some of these routes may also be useful for commuting across the town

centre, specifically the NCN403 route running from north Melksham to south. This route also connects Melksham to Semington, where it is possible to connect the NCN4, allowing access to Devizes to the east, and Bradford-upon-Avon to the west.

Figure 4-10 - Cycle routes from Melksham train station

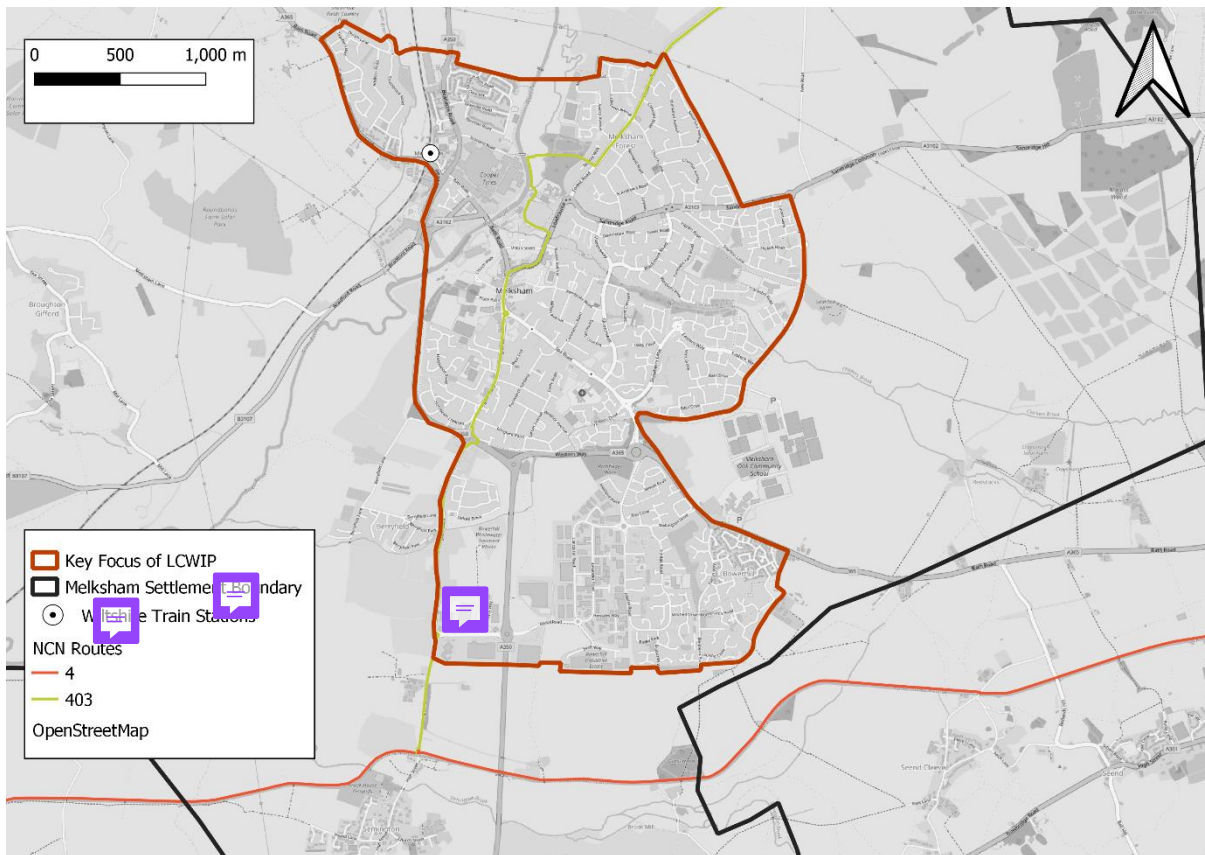
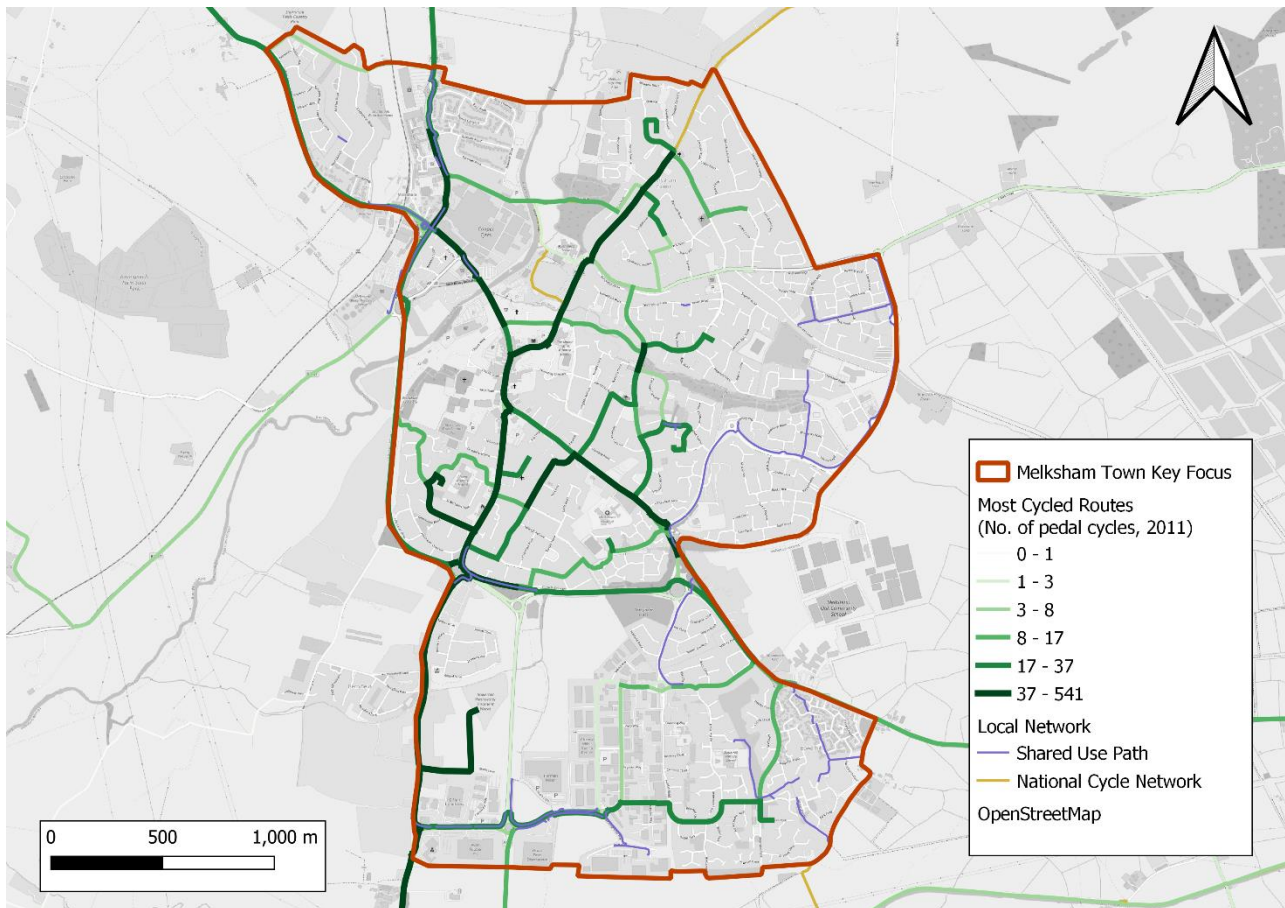


Figure 4-11 uses the Propensity to Cycle (PCT) tool alongside 2011 Census data to display the routes where cycling is already most popular. The PCT answers the question 'where is cycling currently common and where does cycling have the greatest potential to grow?'¹². This information can assist in informing where targeted improvements could be made by the proposed LCWIP. The figure shows most trips are focused on the town centre, with a significant amount of trip travelling north towards the train station. The Bowerhill area also has a significant amount of demand for cycling.

¹² [The Propensity to Cycle Tool About Page \(pct.bike\)](https://pct.bike/about)

Figure 4-11 – Travel to work cycle demand (Census 2011)

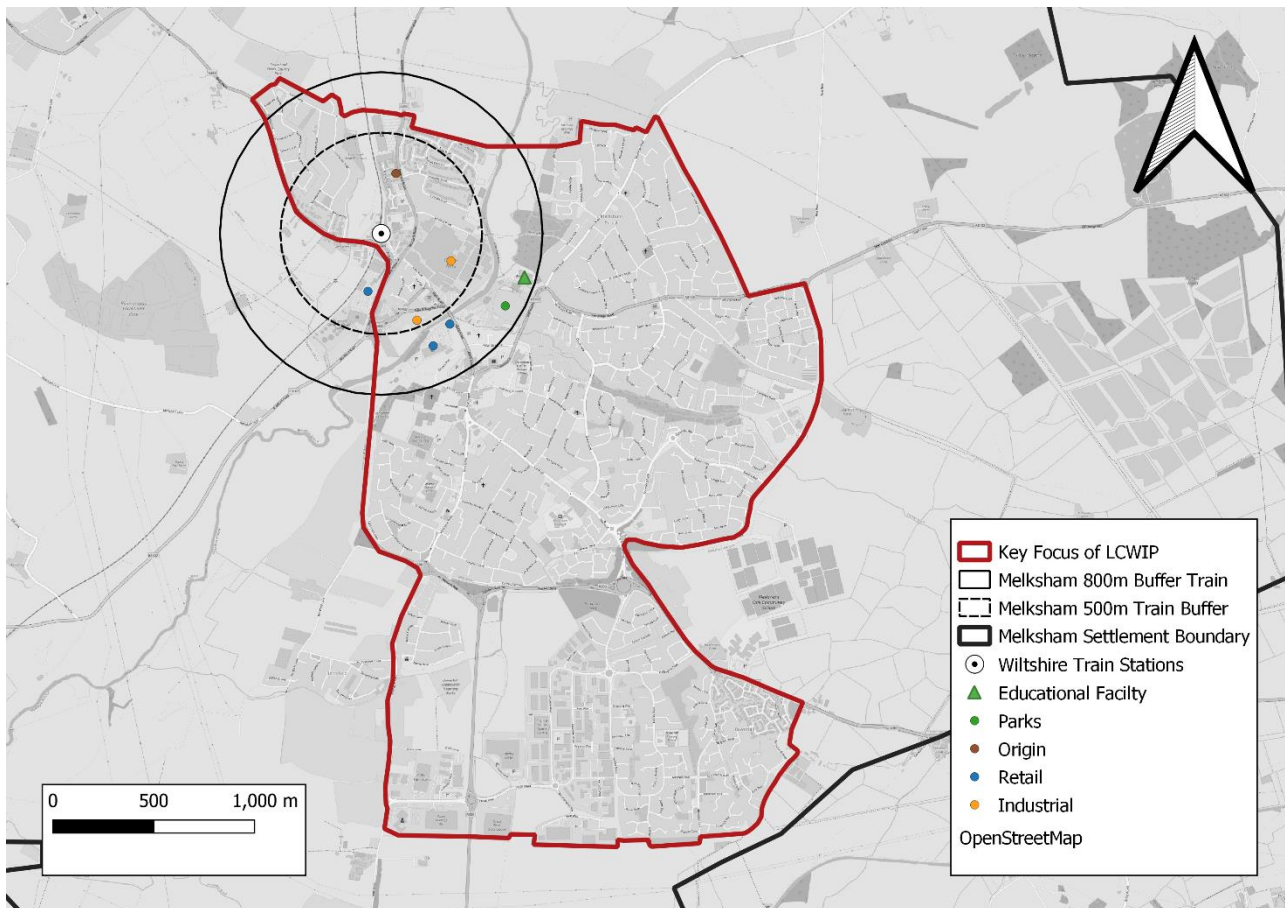


4.4.2 Local walking routes

Figure 4-12 shows Melksham's scale by contrasting the town's extent against the main catchment areas from the railway station (800m). An 800m radius has been chosen as a suitable catchment area for walking, as based on the average walking speed, this would take the average person 10 minutes to walk.

The train station catchment area covers the only the north-western part of the town, broadly the area west of the river. However, large parts of Melksham (to the east and south) are located a considerable distance away from the rail station and town centre, beyond the 800m radius.

Figure 4-12 - Catchment area – Rail



Currently, Melksham station can only be accessed by pedestrians from Bath Road to the south. A desktop assessment shows that some footways are narrow, and traffic is often given priority at junctions. To access the town centre from the railway station, pedestrians are required to use an underpass. It should also be noted the Industrial point due east from the train station, represents the Cooper Tyres site. Although this large industrial area closed in early 2024, it is likely to remain a key site in future as new uses are found.

4.5 Inter-urban cycle routes

Wiltshire benefits from a cohesive network of inter-urban routes connecting its large urban areas as shown in Figure 4-13. These routes are analysed in more detail in the emerging Wiltshire-wide LCWIP, which provides more information on long-distance cycling in Wiltshire.

Additional cross-county cycling routes exist around the county although these are primarily for leisure and tourism, rather than for utility cycling. It should be noted that, although Wiltshire Council supports the promotion of many of those routes, they are not priorities for improvements through this LCWIP.

Figure 4-13 - Inter-urban routes, Wiltshire LCWIP (2021)

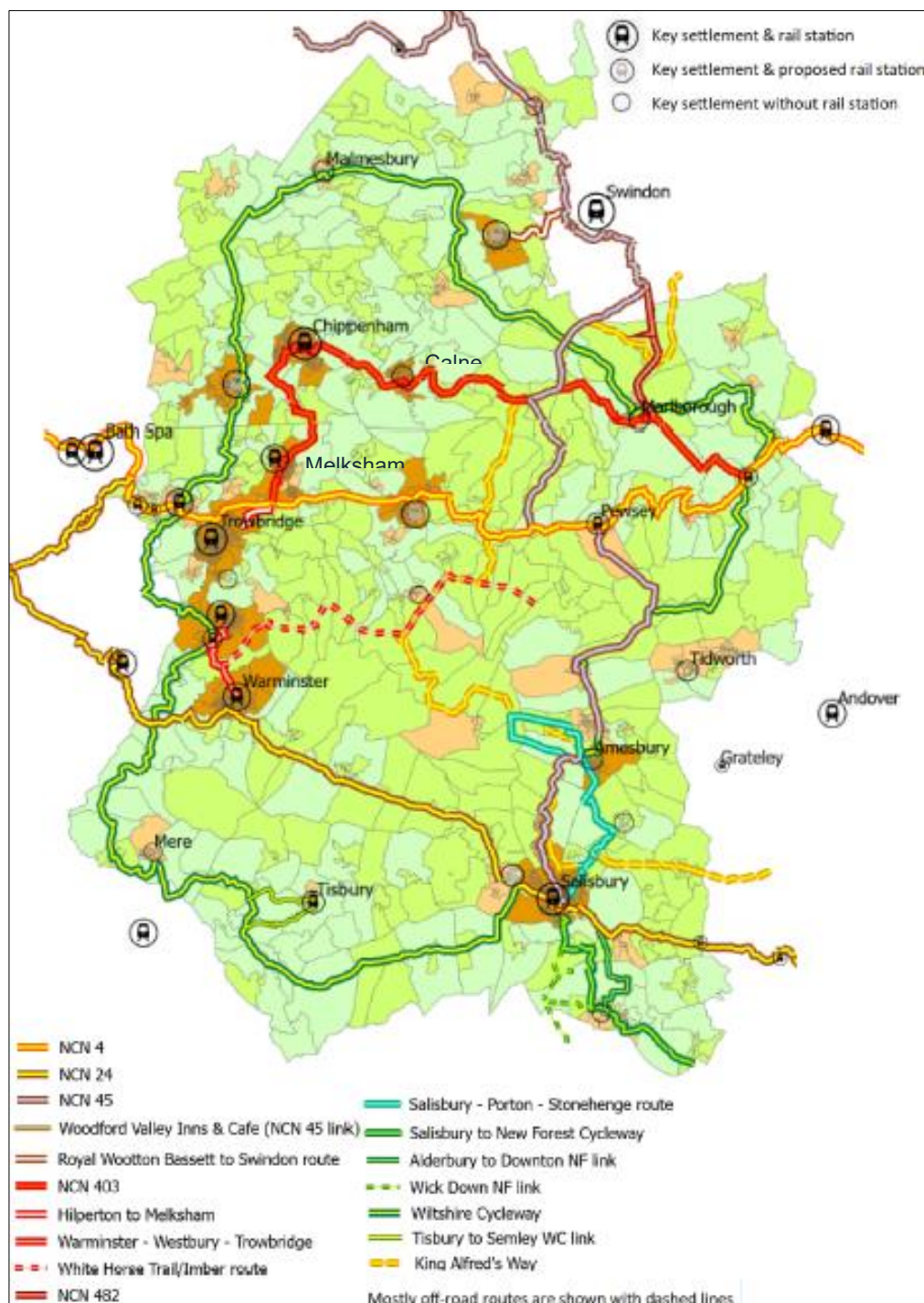
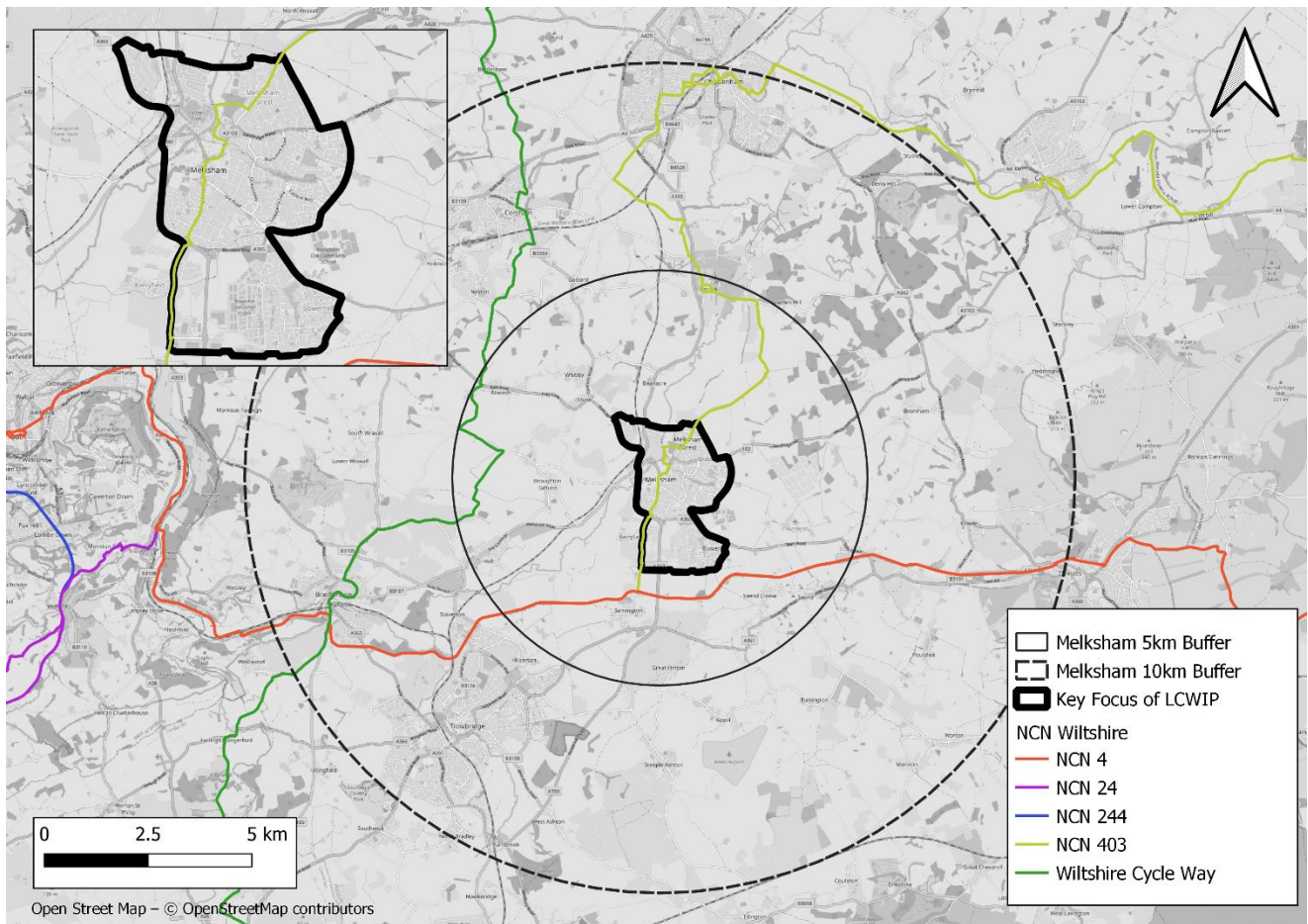


Figure 4-14 illustrates inter-urban routes and NCN routes in relation to Melksham. The NCN 403 route provides a direct route onwards to Chippenham, Calne and Marlborough. Directly to the south of Melksham, the 403 route connects to NCN route 4, providing east-west links to other nearby settlements including Devizes and Trowbridge. These two routes provide connections to other NCN routes including route 244 and 24.

Additionally, the Wiltshire Cycleway can be accessed to the east of Melksham in Bradford-on-Avon via the NCN route 4.

Figure 4-14 - Inter-urban routes in relation to Melksham



4.6 Collisions

Collision data for a five-year period (2017-2021 inclusive), covering the area shown in Figure 4-16, was sourced from the Department for Transport 'Road Safety Data'¹³.

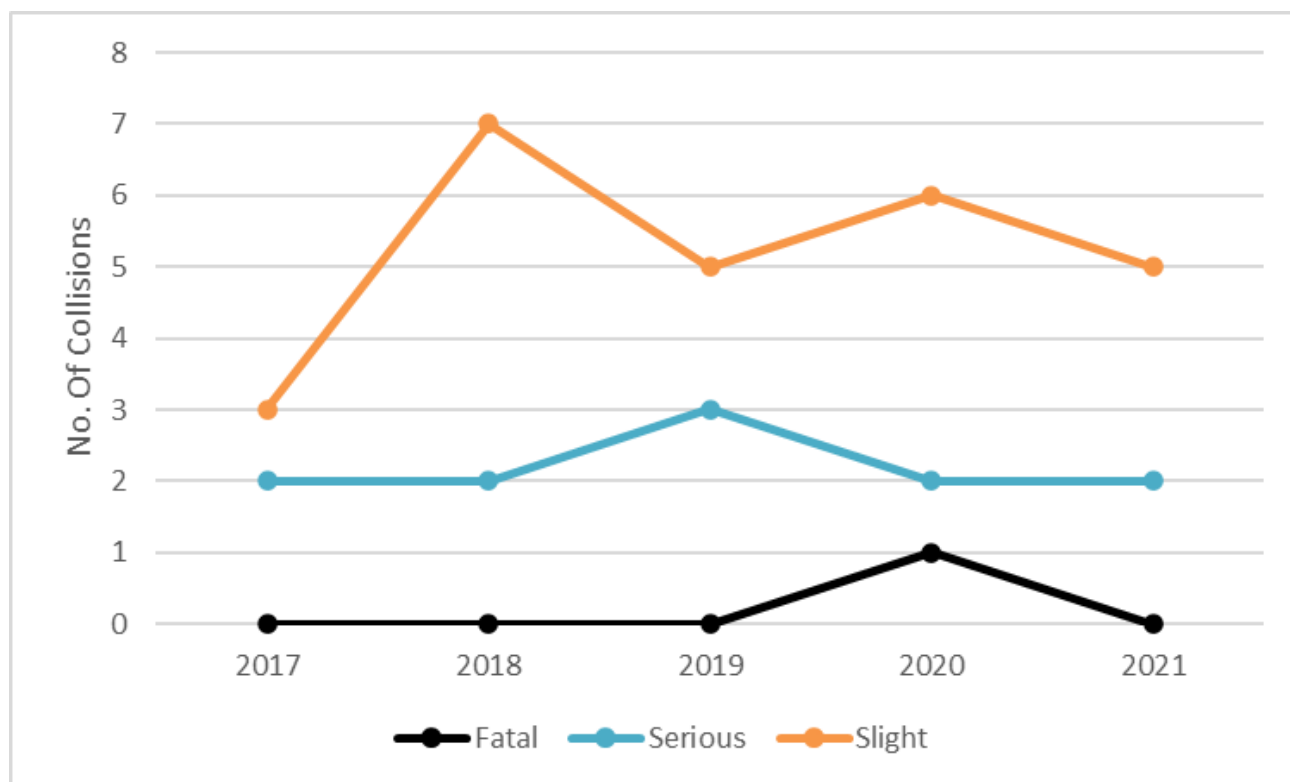
The data indicates that, from 2017 to 2021, a total of 4 'fatal', 25 'serious' and 137 'slight' incidents were recorded within the project area. These figures show the total number of collisions, applying to all modes within the study area, where there were casualties. Of these fatal casualties, two were pedestrians who were hit by cars whilst crossing the road. A breakdown of pedestrian and cyclist casualties by severity is shown in Table 4-2.

Table 4-2 - Pedestrian and cyclist collisions

	Slight	Severe	Fatal	Total
Pedestrian	14	3	2	19
Cyclist	19	8	0	27

¹³ [Road Safety Data - data.gov.uk](https://data.gov.uk)

Figure 4-15 – Pedestrian and Cyclist Collision numbers and severity type (2017-2022)

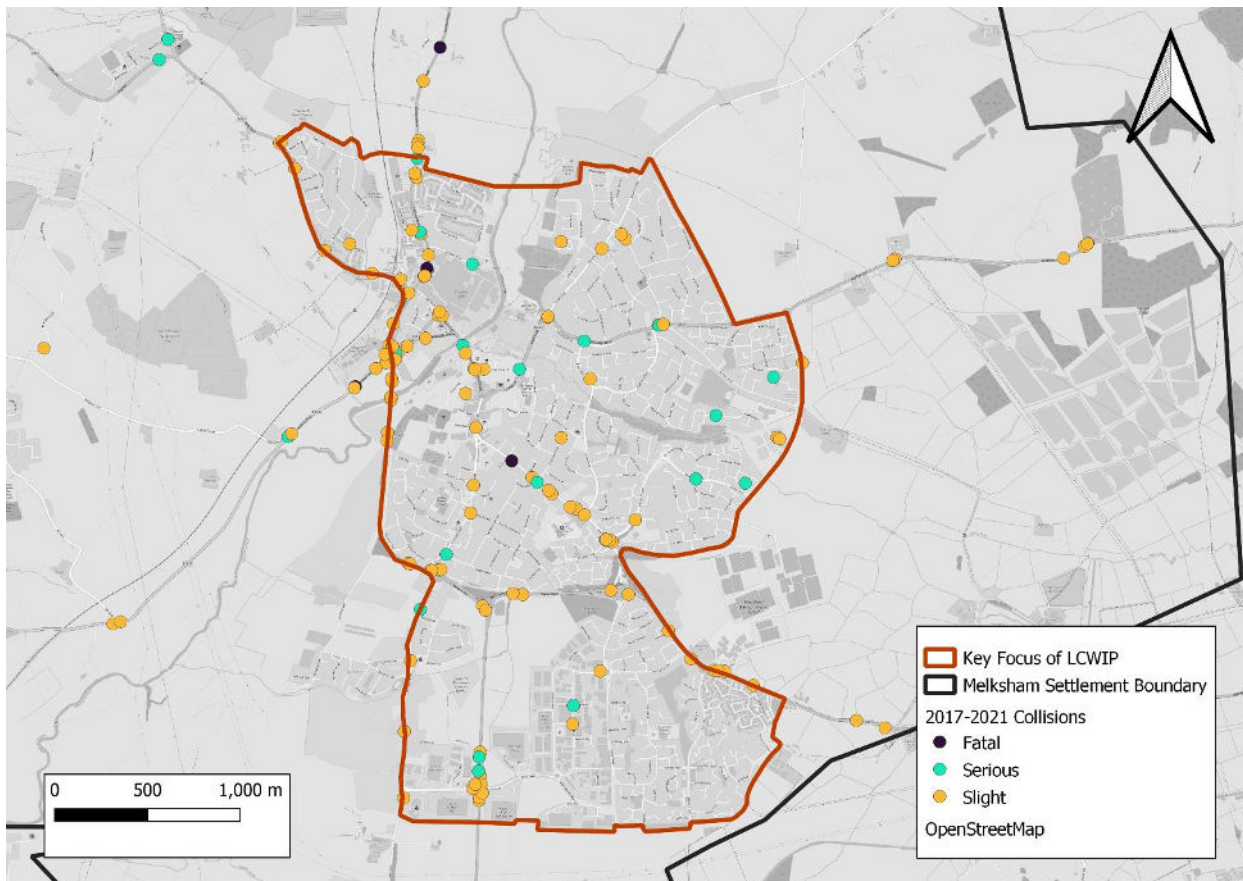


Source: Department for Transport

As shown in Figure 4-16, there are clusters of incidents on all main routes into Melksham town centre. The A350, running to the east of Melksham town centre and connecting it to the north and south, shows a series of collisions including two fatal. Farmers Roundabout, connecting from the A350 to the A4102 into Melksham town centre and Bradford Road, has a cluster of collisions for this period. This road serves as a service road for many vehicles commuting through Wiltshire and therefore may contribute to the higher number of collisions and severity.

The other noticeable route with clusters of collisions is shown to be on Spa Road, connecting the south west of Melksham to the town centre. This road is the main route in from the south east area of Melksham and it is assumed that this higher frequency of traffic and limited other routing has contributed to the high number of collisions. It is worth noting that there has been one fatal collision on Spa Road.

Figure 4-16 - Melksham collisions (2017 - 2021, all modal types)



Source: Department for Transport

4.7 Traffic flows

Table 4-3 below shows the figures for several traffic counters on main roads in Melksham. The data has been sourced from the DfT Road Traffic Statistics and shows a percentage daily average for each mode type. Traffic count points only provide counts for on-road traffic and therefore exclude pedestrians.

Table 4-3 - Traffic flow counts

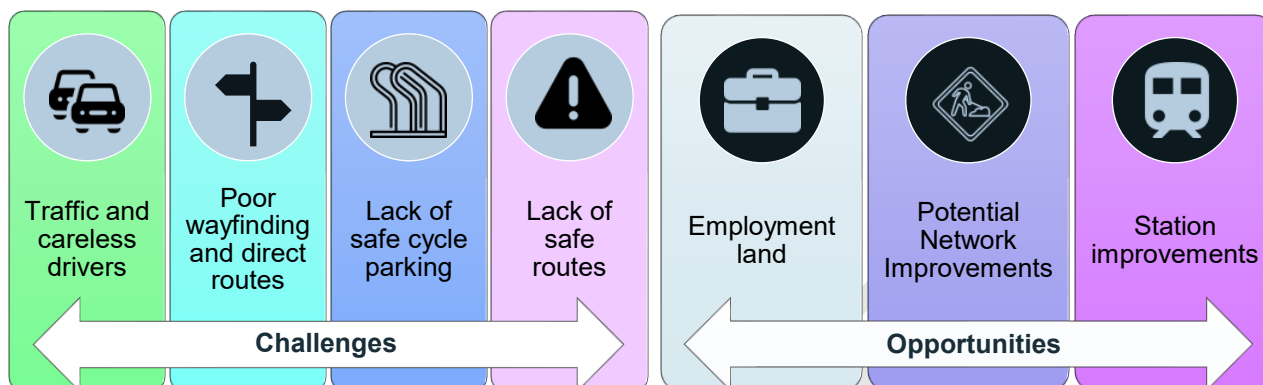
Road	Site	Year	Pedal cycles	Two wheeled motor vehicles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles
A3102	16955	2022	1.7%	0.8%	84.4%	0.7%	12.9%	0.9%
		2021	2%	0.8%	84.6%	0.7%	12.7%	1%
	78008	2022	1.3%	0.8%	85.8%	0.1%	11.9%	1.3%
		2021	0.9%	0.8%	83.9%	0.1%	13.8%	1.2%
Bath Road	78007	2022	0.4%	1.1%	75.6%	0.6%	18.5%	4%
		2021	0.5%	1%	76%	0.6%	17.9%	4.2%
A350	80888	2022	0%	0.9%	69.4%	0%	18.7%	8%
		2021	0%	0.9%	72.3%	0%	18.1%	8.4%

Source: Department for Transport

5. Challenges and opportunities

This section summarises challenges and opportunities for walking and cycling in Melksham that have been identified in the suite of planning policy documents as well as previously undertaken stakeholder engagement. The challenges and opportunities relevant to Melksham's LCWIP are summarised in Figure 5-1 and detailed further in Sections 5.1 and 5.2.

Figure 5-1 - Summary of challenges & opportunities



5.1 Challenges

5.1.1 Key factors discouraging walking and cycling in Melksham

Whilst there is a lack of specific existing analysis based entirely on Melksham in the various reports and policy documents set out in Sections 2 to 4, the Wiltshire LTP3 highlights many of the challenges facing market towns across the county, of which Melksham is included¹⁴. These challenges include:

- Increasing bike ownership, especially in population that are open to cycling but not entirely convinced for day-to-day commuting.
- Lack of suitable bike parking in town centres and key leisure destinations.
- High traffic volumes on arterial routes connecting towns across the county, notably the A350 through Melksham.
- Improving knowledge of existing routes which are currently underused.
- Improving infrastructure such as on road cycle routes, as well as segregated cycle paths and shared use paths.

These challenges have been identified as common themes throughout Wiltshire and are applicable to the current cycling environment in Melksham.

¹⁴ [Wiltshire Council Local Transport Plan 2011-2026 - Cycling Strategy](#)

5.2 Opportunities

5.2.1 Pedestrian and cycle network improvements

The delivery of planned growth in Melksham will provide opportunities to enhance the walking and cycling networks. These sites should be connected to the town centre by methods other than private transport through the provision and promotion of sustainable transport and active travel, including new and improved bus routes and walking/cycling infrastructure.¹⁵

Furthermore, cycling in Melksham is above both regional and national averages. This shows there is demand for cycling despite the lack of infrastructure. Active travel improvements are given further support by the Melksham Joint Neighbourhood Plan, which outlines that sustainable travel and active travel should be a key priority across the town (policy 11)¹⁶.

The large-scale nature of the preferred development sites provides an opportunity to design and implement good infrastructure from an early stage. Connecting these new sites to the existing town will allow for a cohesive and developed network across the town, suitable for a number of different use cases.

Melksham High Street has benefited in recent years from footway improvements, and there is significant potential for this to be extended and taken further across the town.

5.2.2 Melksham Bypass

The Melksham Bypass scheme presents opportunities for active travel as the proposals contain complementary walking and cycling measures within Melksham town centre and around the existing A350 route. Some potential local benefits from the scheme are likely to include¹⁷:

- Improving access to the railway station from the town and residential areas.
- Improving walking and cycling routes from the town to the south and Semington.
- Improving air quality and reduced traffic noise on existing A350 through Beanacre and Melksham.
- Improving access to local services, shops, amenities and schools with the removal of through traffic.
- Reducing severance impacts on communities in Beanacre and northern Melksham caused by high traffic volumes.
- Creating opportunities for town centre regeneration.

The scheme aims to provide opportunities for enhanced walking and cycling between Melksham town centre and the railway station and other parts of the town. By shifting traffic flows away from the existing A350 corridor and the town centre, this may reduce traffic flows in the town centre and its surrounding residential areas, which could create a more conducive environment for walking and cycling.

5.2.3 Melksham Station Masterplan

As noted in section 4, GWR, Wiltshire Council and TransWilts has received planning permission for the station's masterplan. Including new platform signage, destination indicators, increased parking, electric vehicle charging, cycle storage and a community cafe, the station would see further improvements in the layout at the station including northern pedestrian access.

¹⁵ [WLP Market Town Planning for Melksham FINAL.pdf \(wiltshire.gov.uk\)](#)

¹⁶ [da341b_a77fec5a6e68413d80560425e1368f24.pdf \(melkshamneighbourhoodplan.org\)](#)




¹⁷ [A350 Melksham bypass - Wiltshire Council](#)

This provides greater opportunity for multi-modal sustainable journeys and encourage train passengers to walk or cycle to and from the station.


5.2.4 Development sites

In the process of identifying suitable new sites for development in Melksham, Wiltshire Council conducted several feasibility tests on proposed sites. Several of these feasibility tests are also relevant to this LCWIP study, and as such the results of these are listed in Table 5-1. Development sites provide an opportunity for Wiltshire Council to receive Community Infrastructure Levy or Section 106 funding from the developer to deliver infrastructure.

Table 5-1 - Summary of assessment for site selection in Melksham

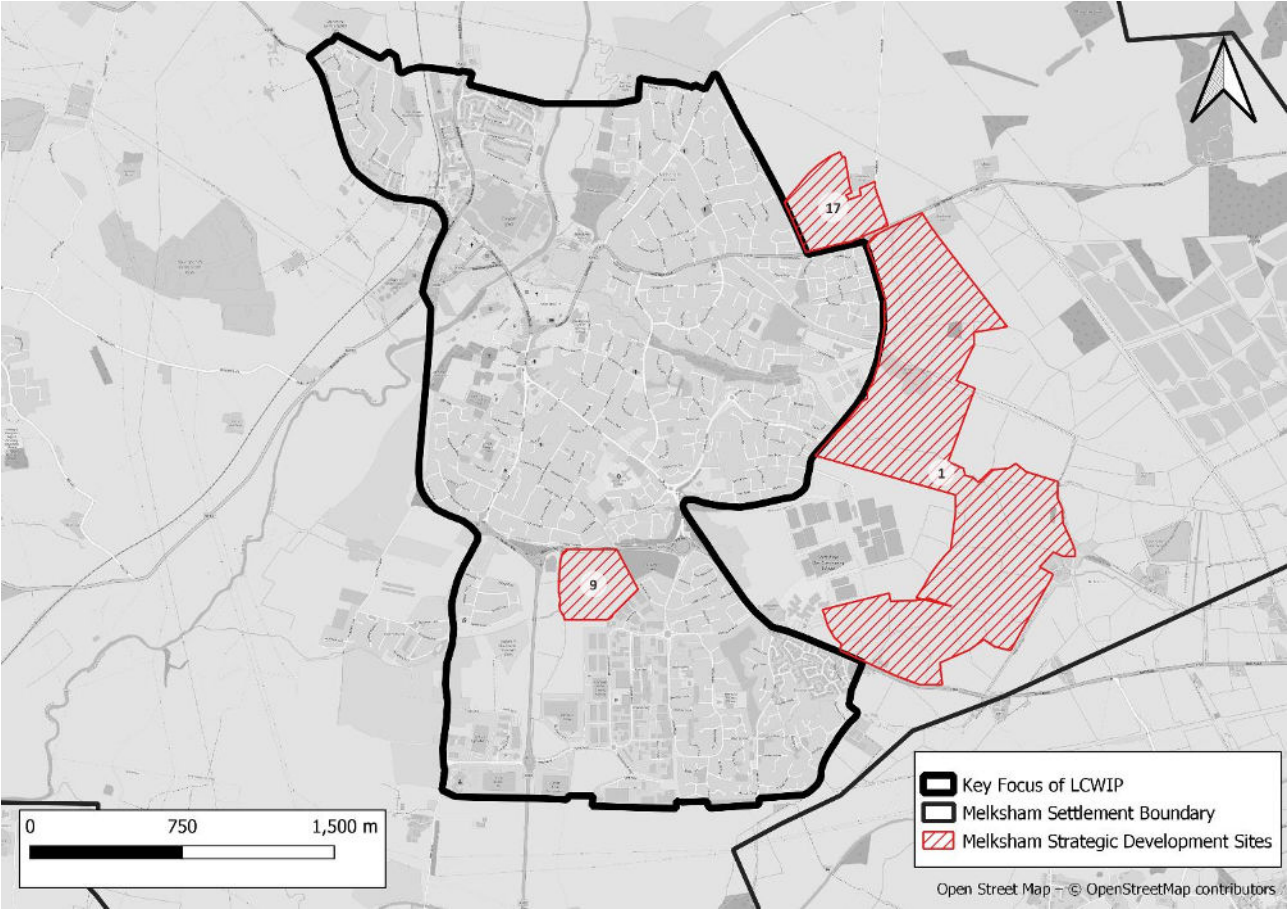
	Reducing Out Commuting	Railway Station Improvements	A350 Bypass
Site 1 – East of Melksham 	Positive – Site is capable of delivering significant employment as part of a mixed-use development. Employment in this area could be made easily accessible by active modes, as well as linking to town centre via cycle routes.	Neutral – No direct benefits for sustainable transport facilities	Positive – Eastern bypass route goes through this site. Could accommodate a safeguarded route without endangering the site or bypass delivery.
Site 9 – Land south of Western Way 	Positive – Site could include some employment land as extension to Bowerhill industrial estate.	Neutral – Not likely to have direct benefits for sustainable transport facilities.	Neutral – The site is not on the proposed bypass route, and would not prejudice the delivery of the route
Site 17 – Land north of A3102 	Positive – Large site which is capable of delivering an employment element as part of a mixed use scheme. Employment in this area could easily be made accessible by sustainable transport including active modes.	Neutral – Not likely to have direct benefits for sustainable transport facilities.	Neutral - The site is not on the proposed bypass route, and would not prejudice the delivery of the route

Source: Wiltshire Council

As evidenced by Table 5-1, all of the sites will contribute to reducing out-commuting from Melksham by providing additional employment opportunities within the town boundary  these new areas can be developed with good walking and cycling infrastructure which would further promote usership. Ensuring these areas have good connections with existing infrastructure is a key aim of the proposed LCWIP.

Each of these proposed sites are at least 1.5km from the train station in Melksham, with some parts of the sites over 3km away. Ensuring strong, safe and direct connections from these sites to the station will be key to ensuring a connected and cohesive sustainable transport network. Figure 5-2 shows the location of these sites in relation to the key focus area of this LCWIP.

Figure 5-2 - Development sites



6. Network planning for cycling

This section describes how the routes presented in this LCWIP were identified and chosen. The LCWIP guidance states that routes should be high-quality and well-connected to provide a network of direct, convenient, safe, and attractive routes to all existing and potential users. These routes may not necessarily provide good conditions for cycling at present - the purpose of this plan is to identify the necessary infrastructure improvements to make these routes the best available.

6.1 Trip generators

The key origin/destination points were identified and are shown in Figure 4-1. These points have helped to identify demand for a planned network and areas to be covered by the LCWIP.

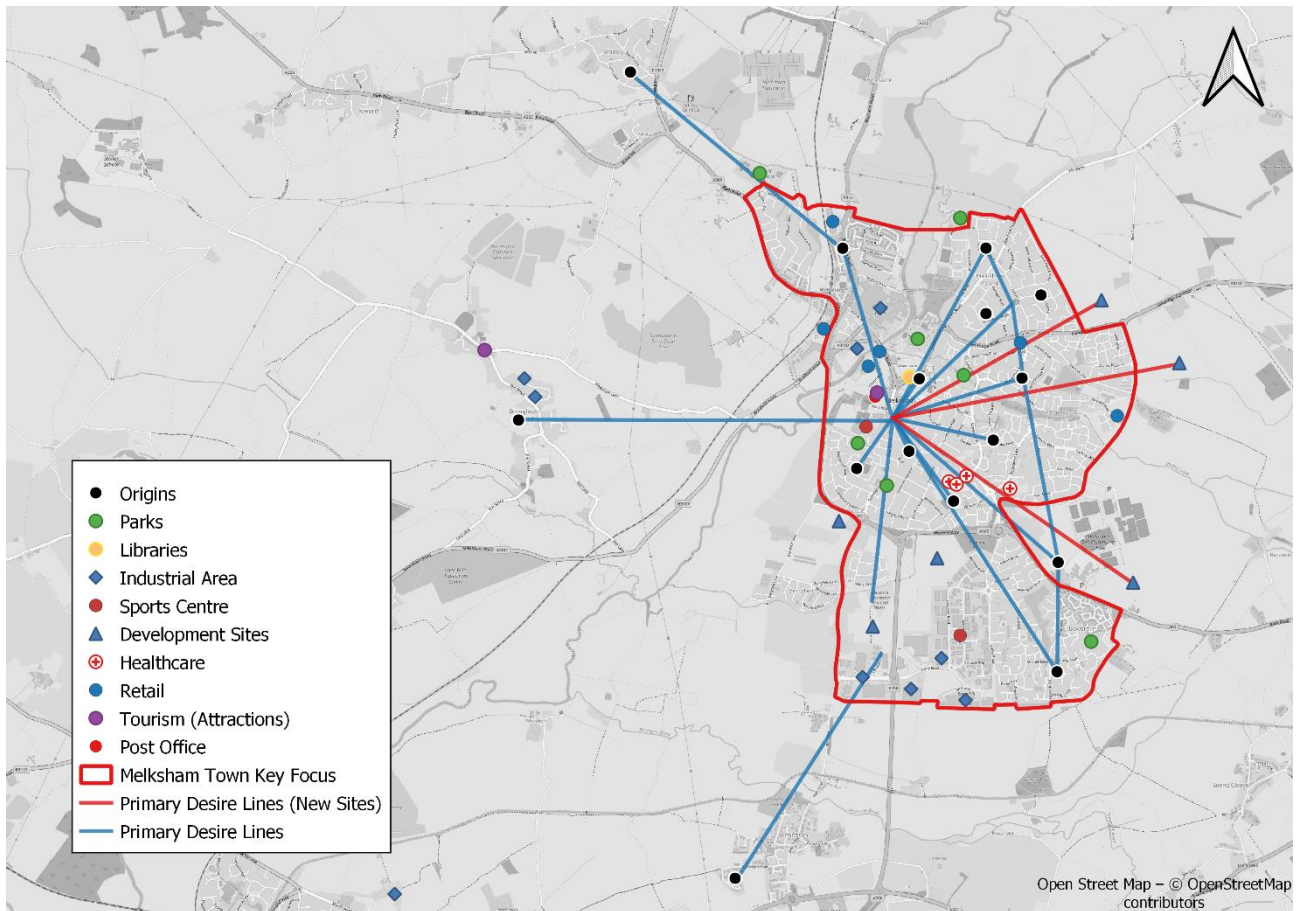
6.2 Route selection

6.2.1 Desire lines and draft network

Key origins and destinations were grouped into clusters, and a network of desire lines drawn linking those to other main attractors as well as between each other.

Figure 6-1 presents the desire lines linking origin/destination clusters. Committed and expected housing development sites have also been included as origin clusters to futureproof the network and provide safe and sustainable connectivity to new residents.

Figure 6-1 - Desire lines



The desire lines were then mapped onto existing links (roads and off-road routes) to identify potential end-to-end cycle routes that would best facilitate demand and serve the identified trip patterns. The resulting first draft cycle network for Melksham can be seen in Figure 6-2 and Figure 6-3.

Figure 6-2 - Draft cycling network (key focus area)

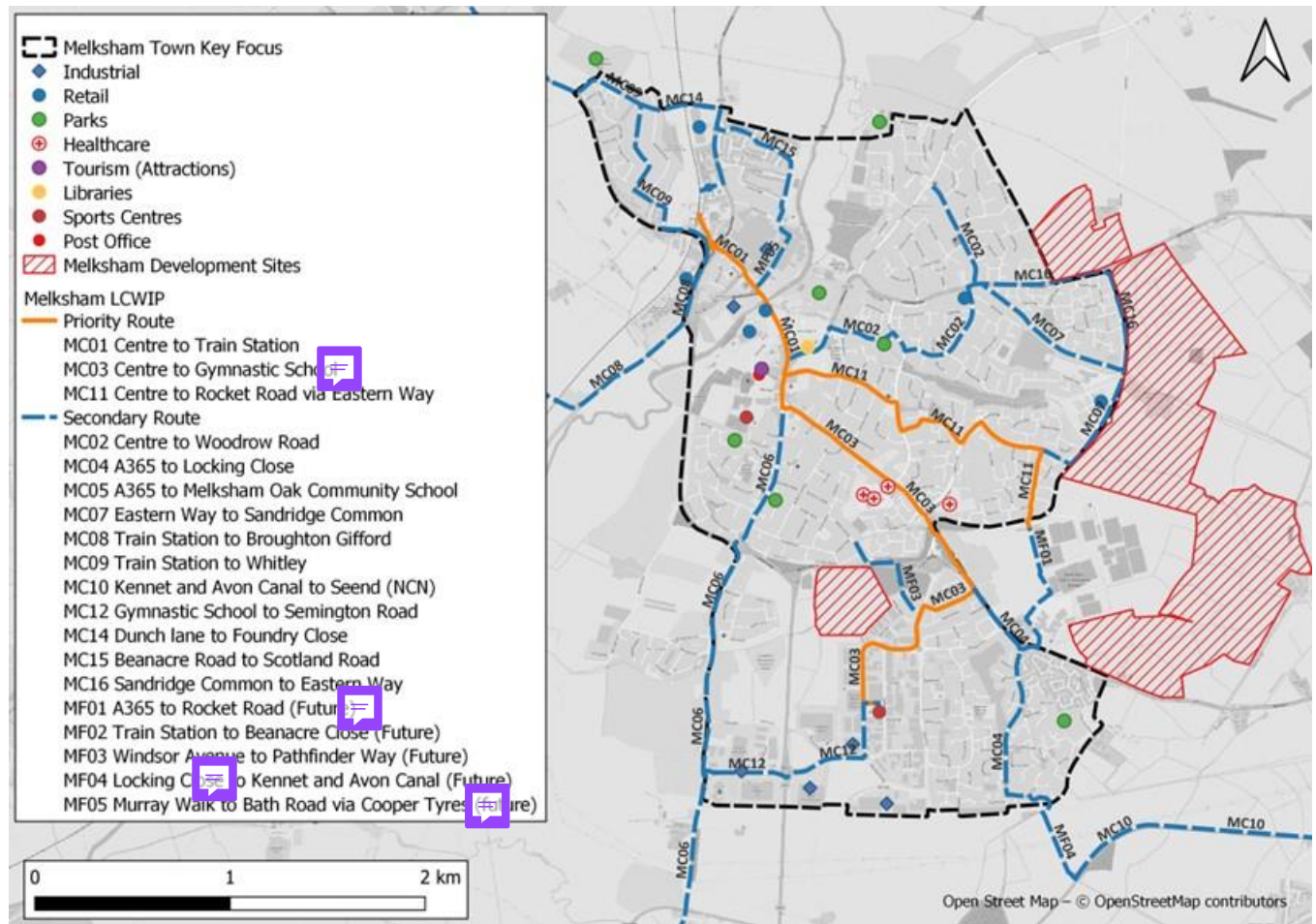
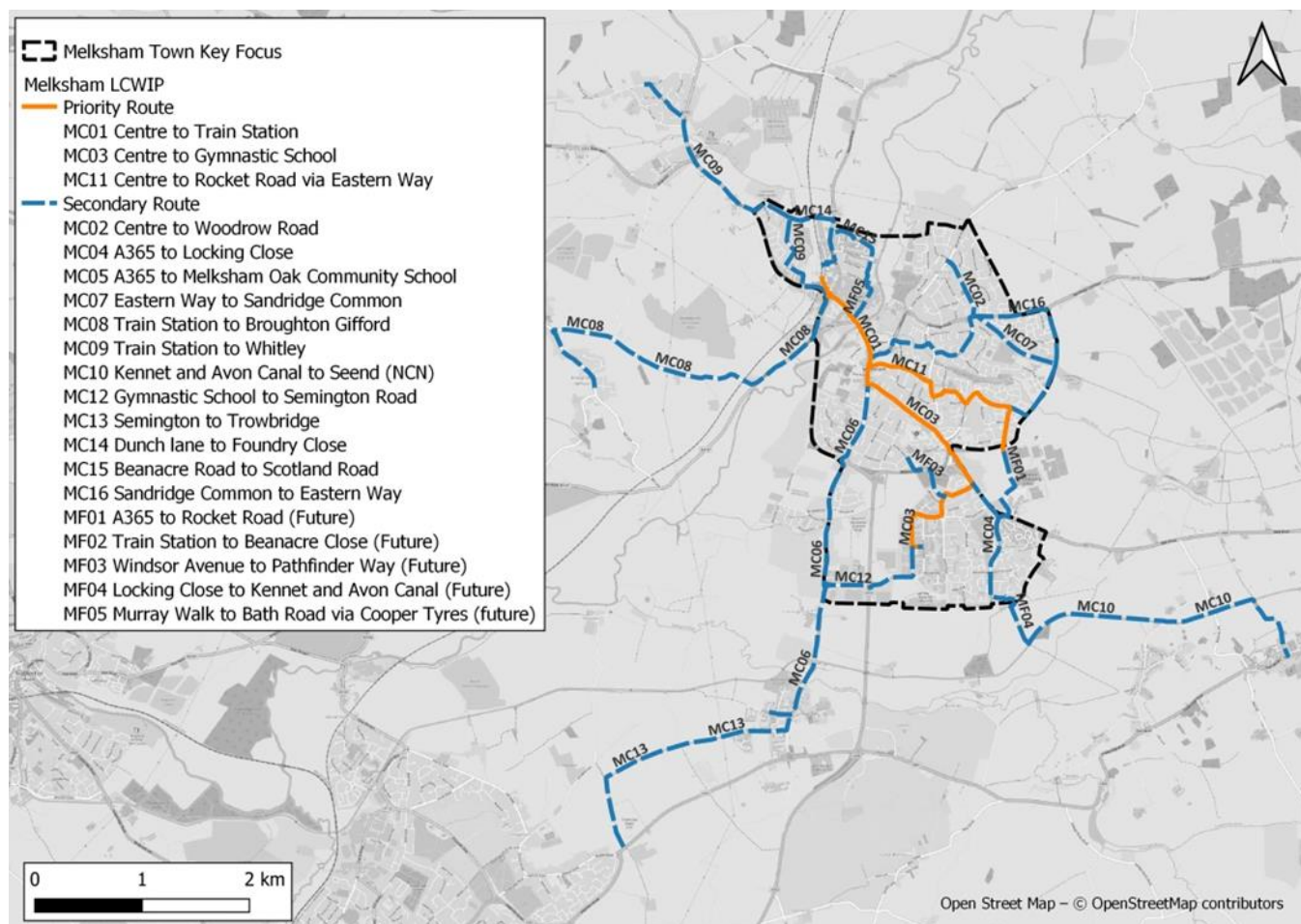


Figure 6-3 - Draft cycling network (wider area)



Initial prioritisation of cycling routes

Due to the high volume of cycling routes identified in the first draft network, an initial prioritisation exercise was undertaken prior to consultation on the network. This aimed to identify to the public the routes that were identified as highest priority for improvements and gather feedback on which routes had been selected.

To identify the highest priority routes, each route was assessed using a Route Prioritisation Table – an analysis tool recommended within the DfT's LCWIP guidance. Each route was scored against eight criteria:

- Forecast increase in Cycling trips based on Propensity to Cycle Tool Go Dutch scenario/baseline ratio.
- Population who directly benefit from the intervention: High level analysis of number of population centroids serviced by the route.
- Improvement in road safety: Map STATS 19 data for 5-year period for pedestrian and cycle casualties.
- Delivery against policy objectives of Local Transport Plan: Qualitatively grade on delivery against the active travel transport policy objectives.
- Importance of the intervention for access and equality: Grade on importance of the intervention for access and equality based on Datashine 2-dimension household deprivation levels.
- Potential to attract funding, including private sector funding: Grade on whether the route supports a strategic development site and therefore may qualify for funding.
- Scheme feasibility: Grade based on complexity of scheme.
- Dependency on other scheme: Grade on which routes are standalone routes and which would only be viable if certain other developments were completed in unison.

Based on this prioritisation for the consultation, three routes were identified as ‘Priority Routes’ with the rest of the cycling routes classified as ‘Secondary Routes’. The priority routes are highlighted in Figure 6-2 and Figure 6-3- the maps put forward for consultation. The full results of the initial prioritisation assessment can be found in Appendix A.

6.2.2 Consultation

The draft network was presented for public consultation via an online platform between Monday 20th November 2023 and Monday 5th February 2024. The consultation was extended to cover 11 weeks due to the festive period.

Local stakeholders and members of the public were invited to take part in developing the LCWIP network by:

- Making recommendations for routes and commenting on the draft network identified.
- Highlighting key issues experienced on the existing networks.
- Identifying improvements needed to serve local needs.

The consultation was held on an interactive web platform, Commonplace, which presented background information, draft network proposals in a static format and an interactive map where comments could be left by ‘dropping a pin’. Comments were allowed to be made on the draft routes, as well as general comments for other recommendations.

The feedback obtained from this consultation on cycle routes is shown in Table 6-1.

Table 6-1 - Summary of public consultation feedback (cycle network)


Route	Summary of public consultation feedback	Response
General Comment	Cycle parking in Melksham town centre is limited and very insecure. Bicycles are often expensive these days and people are reluctant to use and leave them if there is no secure storage.	Noted. Could be considered by local highway and footway improvement groups (LHFIG).
General Comment	Cyclists at present are using pavements. Misleading signage might contribute to this.	Noted. Could be considered by local highway and footway improvement groups (LHFIG). Provision of safe cycle infrastructure will reduce chance of cyclists choosing to use the footway.
MC02 Centre to Woodrow Road	<p>Along Blackmore Road wheelchairs/mobility scooters have to go in the road because of lack of dropped paths and poor surfacing. If they can access paths then they use peoples dropped kerbs so run the risk of cars coming off their drives.</p> <p>Route uses major roads. Alternative route avoiding Sandridge Road: starting from the path by Forest and Sandridge School, parallel with Snarlton Lane, entering Ingram Road, crossing Blackmore Road, Entering Tower Road, exit at end on to Devonshire Place, cross Queensway to Hampshire Place. At</p>	The route suggested is a fairly isolated / circuitous route. Final alignment to be confirmed after feasibility stage – draft alignment retained as it provides the most direct link and serves wider connections.

	end go left and enter footpath crossing Clackers Brook and going up towards Ruskin Avenue.	
MC03 Centre to Bowerhill	Spa Road is dangerous and tight inwards from Coronation – potential to divert via Snowberry Lane from MC11 instead.	The route suggested does not provide a direct route into the town centre. Final alignment to be confirmed after feasibility stage – draft alignment retained as it provides the most direct link and serves wider connections.
MC06 Centre to Semington	<p>This route is part of the cycleway to Hilperton and is utterly useless at present. The cycle path is often blocked by parked cars. The speed limit along the road is routinely ignored and cyclists often cycle on the pavement therefore endangering pedestrians because the road has become unsafe for cyclists.</p> <p>From the improved crossing on the A350 and heading towards the town centre, there is no cycle lane once you get past the Longford Road turning.</p> <p>Hazelwood Road to Melksham Campus and Market Place could replace MC06.</p>	<p>Issues on route noted – to be considered at later scheme development stage.</p> <p>Final alignment to be confirmed after feasibility stage – draft alignment retained as it provides the most direct link and serves wider connections..</p>
MC08 Train Station to Broughton Gifford	<p>Narrow and dangerous junction with high-speed traffic, a right turn from Melksham direction places the cyclist/walker at a high risk due to driver behaviour.</p> <p>Cycling on roads in Melksham to Broughton Gifford is very dangerous. A direct cycle route would be beneficial – is there a way to go over fields away from the main roads?</p>	Final alignment to be confirmed after feasibility stage – draft alignment retained at this stage. Rural routes can be uncomfortable for some users at times.
MC10 Kennet and Avon Canal to Seend (NCN)	The K & A canal is a major asset for Melksham and is widely used by residents and visitors to the town. Access to and from should be a priority. Those residents or cyclists travelling from Seend will be directed through the estate along busy roads and across the busy A350. The routeing should be to the canal towpath to Semington where cyclists will instead travel on a much shorter direct route and will be able to safely cycle over the A350.	There is a link to the canal at Semington as part of the proposed network. A direct link serving the south-east of the town and Seend has merits, particularly for non-leisure trips.
MC12 Wiltshire School of Gymnastics to Semington Road	The heavy lorry and car traffic through the industrial area presents multiple risks to cyclist as vehicles park regularly on the wrong side of the road way and vehicles regularly over take cyclist when they are passing parked vehicles. Driver behaviour is poor, and this area concentrates this	Noted - final alignment to be confirmed after feasibility stage once potential improvements have been

	issue. Rerouting this via Halifax Road and linking with Hercules way would reduce or completely eliminate this risk.	considered – draft alignment retained at this stage.
MC13 Semington to Trowbridge	This route follows a single-track byway that is also used by cars. It is not possible for a car and cyclist to pass given the width of the road, ditches and hedges. Would it be possible to close the byway to local traffic and permit only farm vehicles and service vehicles access?	Notes – no impact on route alignment.
MC14 Dunch Lane to Foundry Close	<p>Dunch Lane needs more street lighting for cyclists and walkers. Can be very dark. Route is not an issue during the day, safe to use.</p> <p>Dunch Lane from the A350 Leekes to the mini roundabout at Southbrook Road should be closed to motorised traffic. This is a key route to allow the avoidance of main roads but is a narrow rat run and dangerous for cyclists and pedestrians with cars passing each other.</p>	Issues on route noted – to be considered at later scheme development stage.
MF02 Train Station to Beanacre Close	Opening of Melksham Railway Station via Foundry Close to the A350 road towards Beanacre / Chippenham needs to be a priority.	Noted. As discussed in section 5.2.3, the improvements are part of the Station Masterplan.
MF03	Extension suggested along Windsor Avenue via Longford Road to Semington Road	MF03 extended in line with comment. The final alignment will be confirmed in feasibility stage.
Additional Route	There is no safe flat route for Cyclists from Melksham to Lacock. Supporting the Wilts & Berks Canal Trust with regards to land acquisition would result in the tow path being reopened. The development of the tow path should provide a link between Melksham and Chippenham. More work is required on the re-opened stretch between Lacock and Pewsham as its currently too muddy for cyclists and the connection crosses through fields with styles.	The suggestion for improvements along this route is noted and Wiltshire Council are supportive of the Melksham Link Project. Route added to network (MC20).
Additional Route	Footpath between Hazelwood Road and along the back of the campus into town, to be dual purpose for walking and cycling. Currently it is only for walking.	The route involves going through St Michael & All Angels' Church, which Wiltshire Council are unable to widen. The route is not suitable for the cycle network.

Additional Route	Millenium Riverside Walk footpath was resurfaced less than 3 years ago because of its poor condition and a constant problem in becoming flooded with deep puddles making it difficult for walking as this path is used by a lot of people including parents taking children to school and nursery.	Route provides a connection to other routes in the network – added to network (MC18)
Additional Route	Route between Scotland Road and Murray Walk.	Route provides a connection cross the river – added to network (MC19)
Additional Route	Upgrades to National Cycle Route NCN403.	Route provides a good connection to the north-east of the town - added to network (MC17). Final alignment to be confirmed after feasibility stage – potential for a more direct alignment across King George's Playground.
Additional Route	Route from Hazelwood Road via Challymead Bridge to Farmers Roundabout	The route provides no direct connection to other routes and serves few destinations. Therefore, this route has not been added to the network.

6.3 Final cycle network map

A site assessment was undertaken in Melksham on Wednesday 25th October in order to assist with the development of the cycle network and review the routes taken forward in this LCWIP 

The updates to the network identified through consultation and information gathered from site assessments were incorporated into the final network. The final cycle network is shown in Figure 6-4 and Figure 6-5.

Figure 6-4 - Final cycle network map (key focus area)

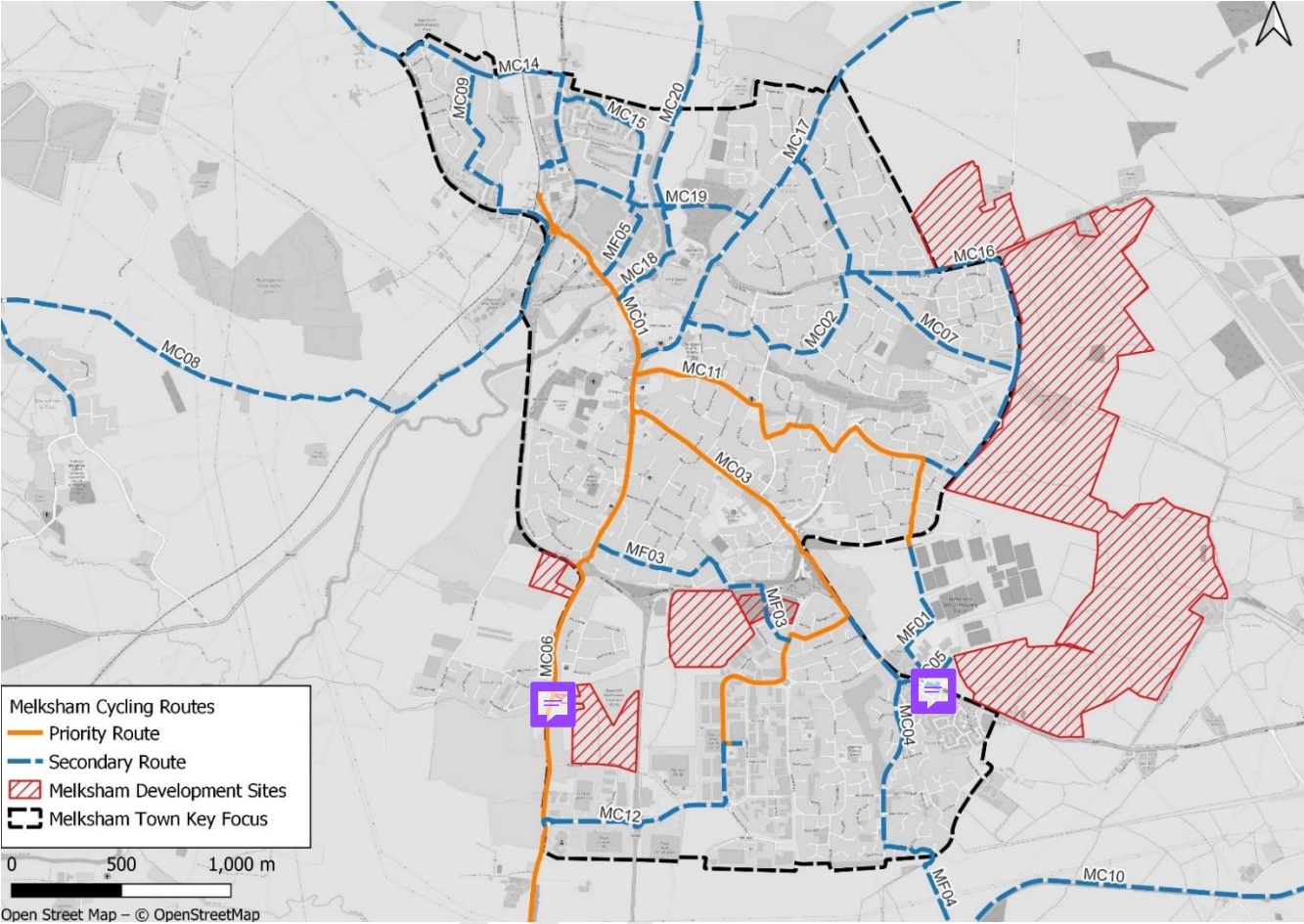
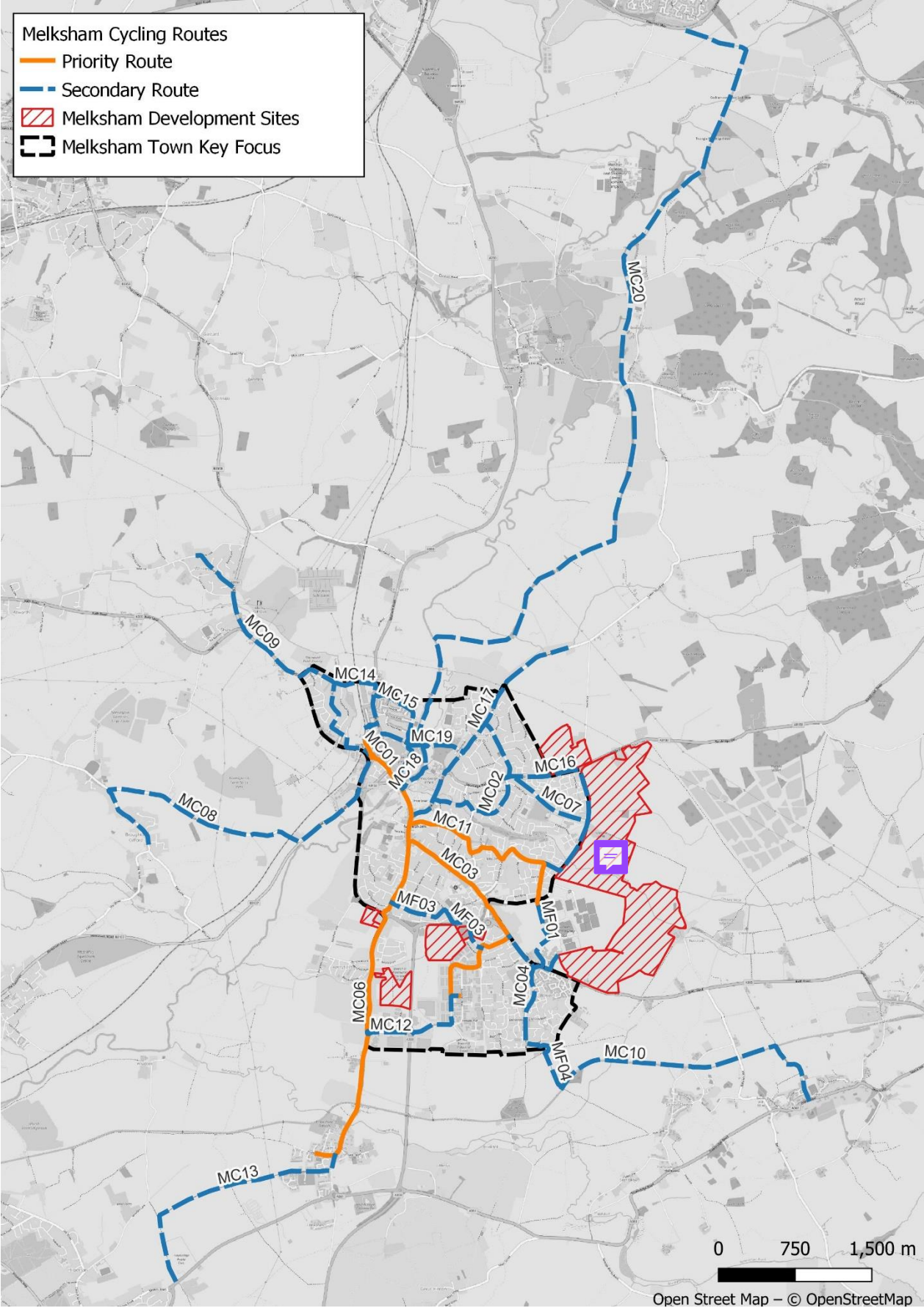


Figure 6-5 - Final cycle network map (wider area)



7. Network planning for walking

This section describes how the walking routes included in this LCWIP were identified and chosen, to provide a network that best serves the identified trip patterns, and therefore should be high-quality, well-connected walking routes.

7.1 Trip generators

As per the cycling routes in Section 6, the key origin/destination points were identified and are shown in Figure 4-1. These points have helped to identify demand for a planned network and areas to be covered by the LCWIP.

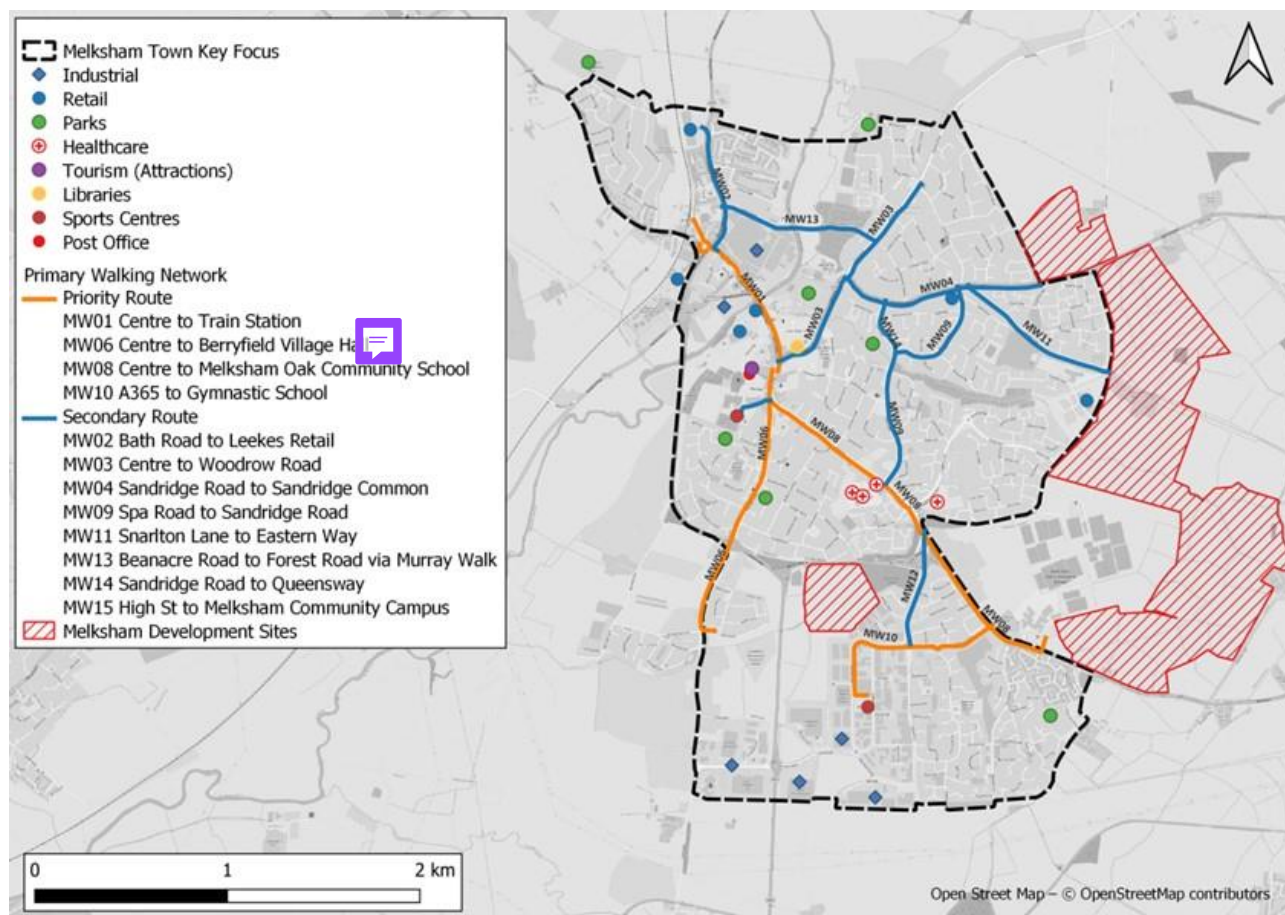
7.2 Route selection

7.2.1 Desire lines and draft network

The same process of utilising desire lines for cycling routes, as identified in section 6.2.1, has been used for walking routes in Melksham. Figure 6-1 presents the desire lines for primary routes, linking origin clusters with Melksham town centre. Committed and expected housing development sites have also been included as origin clusters to futureproof the network and provide safe and sustainable connectivity to new residents. The desire lines were then mapped onto existing links to identify potential end-to-end walking routes that would best facilitate demand and serve the identified trip patterns.

Melksham's draft network can be seen in Figure 7-1 which includes the links that were identified by the above process.

Figure 7-1 - Draft walking network



Initial prioritisation of walking routes

Following the same process as set out for the cycling routes, an initial prioritisation exercise was undertaken prior to consultation on the network. This aimed to identify to the public the routes that were identified as priority for improvements and gather feedback on whether this prioritisation was right or required changes. Four routes were identified as 'Priority Routes' with the rest of the walking routes classified as 'Secondary Routes'. Figure 7-1 shows the routes prioritised by the assessment results and the map taken forward to consultation. The full results of the initial prioritisation can be found in Appendix A.

7.2.2 Consultation

The draft network was presented for public consultation via an online platform between Monday 20th November 2023 and Monday 5th February 2024. The consultation was extended to cover 11 weeks due to the festive period.

Local stakeholders/members of the public were invited to take part in developing the LCWIP network by:

- Making recommendations for routes and commenting on the draft network identified.
- Highlighting key issues experienced on the existing networks.
- Identifying improvements needed to serve local needs.

The consultation was held on an interactive web platform, Commonplace, which presented background information, draft network proposals in a static format and an interactive map where comments could be left by 'dropping a pin'. Comments were allowed to be made on the draft routes, as well as general comments for other recommendations.

The feedback obtained from this consultation on walking routes is shown in Table 7-1.

Table 7-1 - Summary of public consultation feedback (walking network)

Route	Summary of public consultation feedback	Response
General Comment	All the routes are on developed roads that have footpaths alongside. It is not clear how these will be developed further.	The LCWIP identifies key routes that should be a focus for improvements to pedestrian facilities. The detail on any improvements will follow.
General Comment	Missing developments: <ul style="list-style-type: none"> Buckley Gardens (144 dwellings PL/2022/02749). Land West of Semington Road (PL/2022/00808, PL/2022/08155). Planned school at Pathfinder (PL/2023/08046). Blackmore Farm (PL/2023/11188, PL/2023/01949). PL/2023/07107: Snarlton Farm (up to 300 dwellings) 	Noted – developments considered in network planning.
General Comments	Outside of Melksham, footpaths are very hard to follow. Better wayfinding would be beneficial. Accessibility issues – stiles are difficult for many to use, could these be replaced with kissing gates, or wheelchair (all terrain) accessible gates?	Noted. Improvements to be considered at later scheme development stage.
General Comments	Traffic speed is a key factor, not just routes. Area speed management should be considered to encourage safer local walking and cycling.	Noted. Improvements to be considered at later scheme development stage.
General Comments	The proposals seem constrained by pre-existing highway use and capacity e.g., re-route cycles where further analysis shows there to be insufficient room. The proposed A350 Eastern by-pass scheme should be integrated to optimise future opportunities within the local urban network.	Noted. As discussed in section 5.2.2, active travel improvements have been identified as part of the bypass scheme and will be integrated with the local network.
General Comments	Cyclists at present are using pavements. Misleading signage might contribute to this.	Noted. Could be considered by local highway and footway improvement groups (LHFIG). Provision of safe cycle infrastructure will reduce chance of cyclists choosing to use the footway.
MW06 Centre to Berryfield Village Hill	The Melksham Link project will connect the Kennet & Avon Canal at Semington to the River Avon through the town. The associated towpath will provide a safe off-road walking and cycling	Alternative walking routes are available that better serve local destinations; hence this route

	route from the K&A towpath via Berryfield to the river path and town centre.	has not been added to the LCWIP network.
	New access routes should be developed to the new Pathfinder Primary and Melksham Oak Secondary schools. Routes from Patherfinder Place development along Western Way and Semington Road, from Spa roundabout and linking into MW06 at Semington Road Roundabout.	A route to the north of Western Way has been included to provide a link between Spa Roundabout and Semington Road (MW16).
MW10 A365 to Wiltshire School of Gymnastics	Melksham Without Parish Council suggests that no one walks from the A365 to the gymnastics centre but might walk from the town to the gymnastics centre. The shortest route is along the secondary route MW12 and is the safest route and set back from the road and avoids the HGVs on the A365 diverted from Seend.	The route captures any demand from Bowerhill / Melksham Oak Community School. A small diversion has been made for the route to use Lysander Road instead of Lancaster Road. Final alignment to be confirmed after feasibility stage.
MW15 High Street to Melksham Community Campus	The lane between the newly surfaced carpark and newly surfaced path is uneven as it had not been resurfaced. It is dark at night. In the daytime anyone walking from the campus car park to the tennis courts may get hit by a mobility scooter, scooter or bicycle due to the blind view behind the wall. There used to be a mirror so pedestrians could see cars coming up the lane and entering the cricket field but also for pedestrians to see things both ways.	Issues on route noted – to be considered at later scheme development stage.
Additional Route	There is no safe flat route for walkers from Melksham to Lacock. Walkers are currently using Woodrow and Forest Lane to get between Melksham & Lacock. Forest Lane towards the end of the road route is extremely bendy and dangerous. Supporting the Wilts & Berks Canal Trust with regards to land acquisition would result in the tow path being reopened.	The suggestion for improvements along this route is noted and Wiltshire Council are supportive of the Melksham Link Project. Route added to network (MW19).
Additional Route	Ridgeway - between Church Lane and Sandridge Road: It is a small but extremely beneficial path to get from Savernake Avenue/Church Lane onto Sandridge Road so that can be used to get into town. Poor lighting and narrow sections.	This route has not been included due to personal safety issues and constraints on the network inhibiting upgrades to improve the safety.
Additional Route	Dunch Lane has no pavement and is perilous due to rat running traffic. There are two allotment sites approached by the route as access to open space but the lane in its current form is dangerous to pedestrians.	Provides a link into the wider network over railway – addressing a key severance issue – added to final network (MW18).

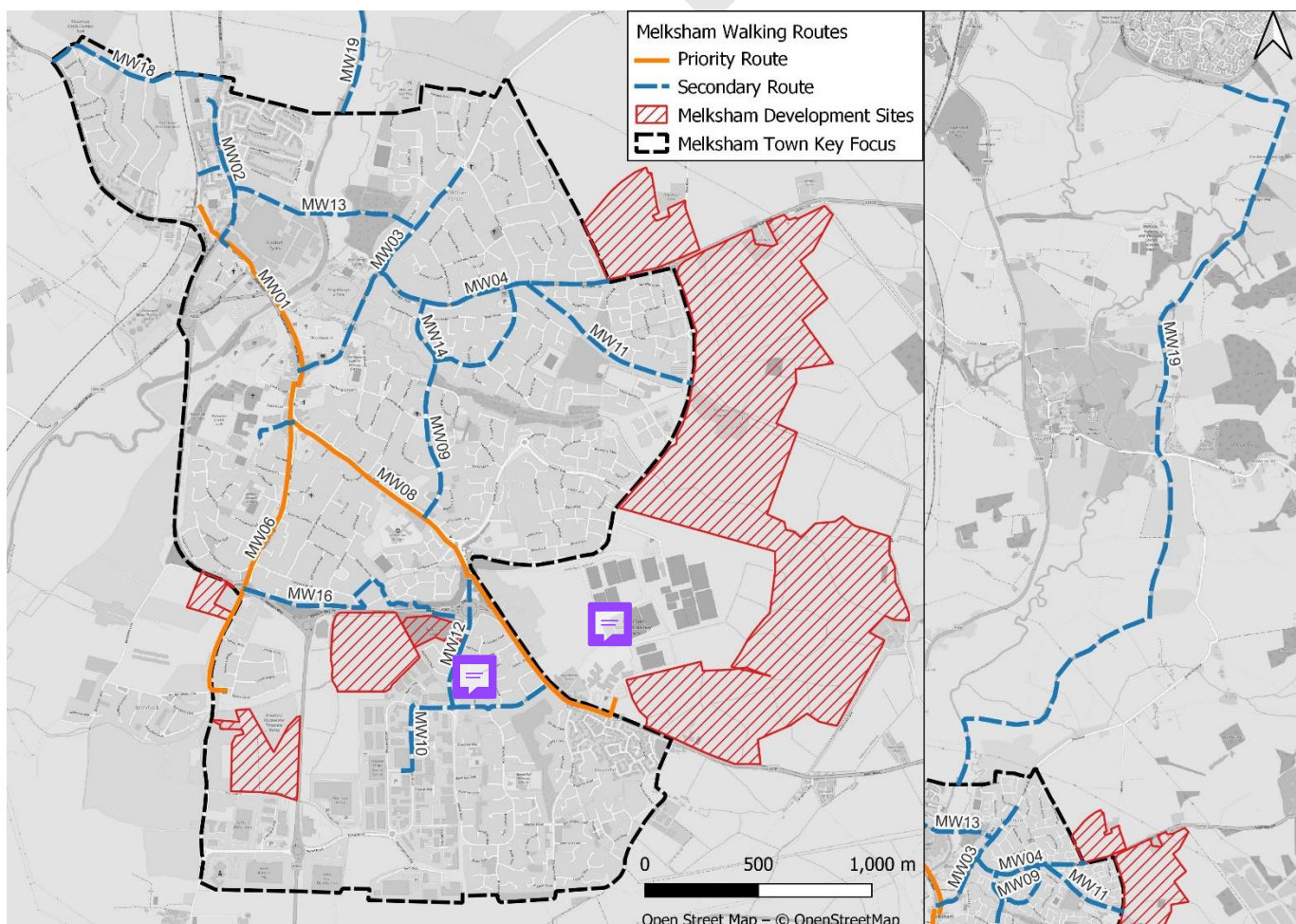
Additional Route	The tarmac footpath goes all the way up the A3102 from the town centre to Lopes Close, there is then a 400 mm wide strip of grass between the kerb and MELW40. This narrow strip is alongside the 40-mph road with a blind bend. From MELW40, there is a good network of public ROW to Bromham and Redstocks.	The suggested improvements are noted but provide a very short, localised link and therefore has not been added to the network.
Additional Route	Opening of Melksham Railway Station via Foundry Close to the A350 road towards Beanacre / Chippenham needs to be a priority.	As discussed in section 5.2.3, the improvements are part of the Station Masterplan. Added to network as extension of MW02.

7.3 Final walking network map

A site assessment was undertaken in Melksham on Wednesday 25 October in order to assist with the development of the cycle network and review the routes taken forward in this LCWIP.

The updates to the network identified through consultation and information gathered from site assessments were incorporated into the final network. The final walking network is shown in Figure 7-2.

Figure 7-2 - Final walking network map



7.4 Cycling and walking infrastructure improvements

Nearly all the routes identified in the Melksham Walking and Cycling Networks require infrastructure improvements to enhance the quality and attractiveness of the routes, with such improvements providing a network that reflects the standards and expectations set out in LTN 1/20 Cycle Infrastructure Design, and Inclusive Mobility. This section sets out indicative improvements for the identified network. Some routes have been considered in more detail and more specific proposed improvements are set out below. Typical improvements will include protected cycle facilities, measures to ensure comfortable on-road cycling, side road treatments to improve crossing opportunities on pedestrian desire lines, accessibility improvements to ensure crossing points and footways are accessible to all users, and footway widening to provide more comfortable routes for pedestrians. Many of the cycle improvements identified will also improve those routes for pedestrians.

Whilst an early indication of improvements needed is provided, further assessment is needed to determine the feasibility of upgrading walking and cycling facilities on these alignments. As schemes are reviewed in more detail, alternative measures, or parallel alignments serving the same desire lines may be shown to offer greater opportunity to provide high-quality infrastructure.

7.5 Indicative infrastructure types

7.5.1 Cycling infrastructure

The Cycle Network Map identifies the routes and links that should best accommodate cycle trips within the area, in order to provide direct, convenient, and safe access by cycle. In nearly all cases, improvements are required on these routes to make them suitable to enable mass-cycling.

Infrastructure improvements should be developed in line with appropriate design guidance, particularly:

- Local Transport Note 1/20 – Cycle Infrastructure Design; and
- Wiltshire Active Travel Infrastructure Design Standards (as adopted).

Indicative types of facilities are shown below – further detail on their application is given in the design guidance.

Protected cycle lane / cycle track

Fully separated from motor vehicles and pedestrians (typically with kerbs), providing a comfortable, attractive, and safe facility for cycling of all ages and abilities. There is limited space within the existing network to provide protected cycle tracks, but they may be appropriate in some locations and in new developments.

(image: LTN 1/20)



Shared use facility

Fully segregated from motor vehicles but shared with pedestrians – generally only appropriate in rural areas where pedestrian movements are very low. While segregated from motor vehicles conflicts between people walking and cycling may arise, depending on the relative flows of each. Shared facilities can be designed around the needs of cycles (side road priority etc.)

(image: LTN 1/20)



Quiet mixed-traffic streets

On road cycle route with few cycle-specific features. Measures to reduce motor traffic speed and flow to create a comfortable cycling environment. Much of the network identified will likely be achieved by managing traffic movements, side road interactions, and parking to achieve safe, comfortable streets for pedestrians and cyclists. (image: LTN 1/20)



Quiet Lanes

Quiet lanes are a network of rural roads where minimal traffic calming measures are used to enable all road users to 'share with care'. This can include changes to roads and verges, use of soft landscaping, removing existing road signs, introducing local waymarking, use of different surface treatments and provision of passing bays.

(image: TSRGD/AtkinsRéalis)



Improved crossings

Safe crossing points for people cycling and walking, improving user comfort and safety, reducing delay at busy streets where there are limited gaps in traffic, and connecting off-carriageway cycle facilities.

(image: LTN 1/20).



Cycle wayfinding

Improves the coherence of the cycle network and provides indicative journey lengths or times, making it easier for people to navigate through the network and encouraging more trips to be taken by cycle.

(image: AtkinsRéalis)



Cycle parking

A key enabler for people to engage in cycling and/or to increase general levels of ridership. The provision of cycle parking at busy destinations and main trip attractors such as transport hubs facilitates multimodal travel.

(Image: Cyclehoop)



7.5.2 Walking infrastructure

The proposed network identifies the routes and links that should best accommodate walking trips within the area, in order to provide direct, convenient, and safe access on foot. In nearly all cases, improvements are required on these routes to ensure the walking provision is of an appropriate standard and suitable for all users.

The indicative facilities shown on the network comprise:

Widened footways and improved surfacing

Wider footways to accommodate pedestrian flows and provide safe, comfortable facilities. Improved surfacing and tactile paving surfaces to provide an inclusive street environment. (image: AtkinsRéalis)



Improved crossings and continuous footways

Improvements at side road junctions to give pedestrians greater priority and more direct, comfortable and safe opportunities to cross. (image: AtkinsRéalis)



Public realm improvements

Measures to improve the character, attractiveness and interest within streets, including planting, social spaces and public art. (image: AtkinsRéalis)



Seating and rest stops

Frequent opportunities to sit and rest, alongside other features to ensure streets are inclusive and meet the needs of all users. (image: AtkinsRéalis)



7.6 Route prioritisation

Following on from consultation feedback, a further route prioritisation was undertaken. This methodology followed the same process as the prioritisation prior to consultation. To identify the highest priority routes, each route was assessed using a Route Prioritisation Table – an analysis tool recommended within the DfT's LCWIP guidance. Each route was scored against eight criteria:

- Forecast increase in Cycling trips based on Propensity to Cycle Tool Go Dutch scenario/baseline ratio.
- Population who directly benefit from the intervention: High level analysis of number of population centroids serviced by the route.
- Improvement in road safety: Map STATS 19 data for 5-year period for pedestrian and cycle casualties.
- Delivery against policy objectives of Local Transport Plan: Qualitatively grade on delivery against the active travel transport policy objectives.
- Importance of the intervention for access and equality: Grade on importance of the intervention for access and equality based on Datashine 2-dimension household deprivation levels.
- Potential to attract funding, including private sector funding: Grade on whether the route supports a strategic development site and therefore may qualify for funding.
- Scheme feasibility: Grade based on complexity of scheme.
- Dependency on other scheme: Grade on which routes are standalone routes and which would only be viable if certain other developments were completed in unison.

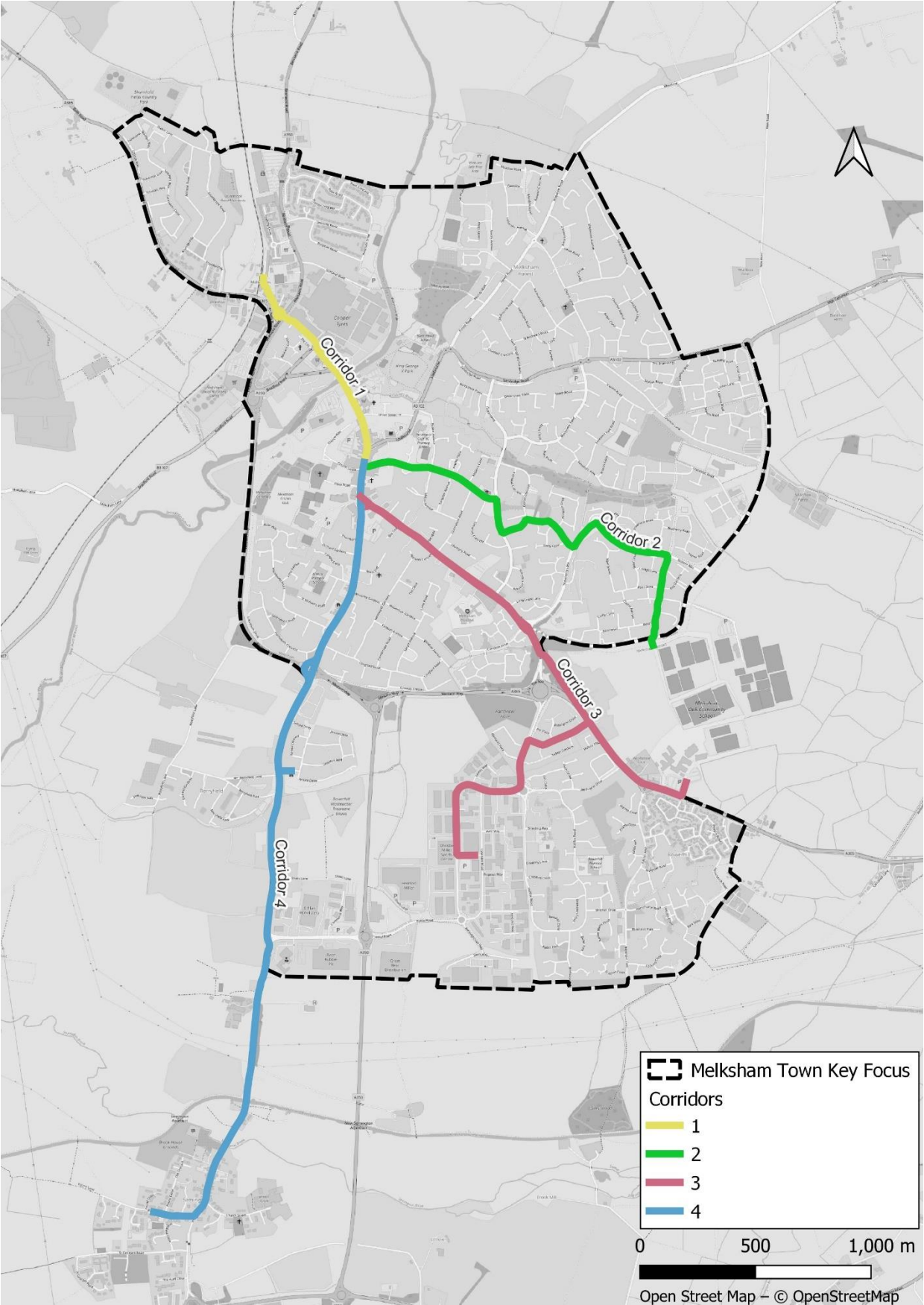
Based on the prioritisation, the top three routes for walking and top 4 for cycling were selected as the priority routes to be taken forward for recommended improvements. In the case of Melksham, the selected routes for both walking and cycling followed along similar alignments, except for one cycling route, and therefore the improvements have been combined as a package in four separate corridors, and are identified in Figure 7-3 and Table 7-2. The full prioritisation matrix can be found in Appendix B.

Table 7-2 - Priority corridors

Corridor	Routing
Corridor 1 Town Centre to station	Starting from High Street in the centre of Melksham, the corridor connects to Melksham train station. The corridor aims to upgrade existing infrastructure and provide an essential link to the station.
Corridor 2 Town Centre to Eastern Way	Starting from High Street in the centre of Melksham, the corridor connects to the west of Melksham aiming to provide connections to residential areas as well as future development sites.
Corridor 3 Town Centre to Bowerhill	Starting from Spa Road / High Street roundabout in the centre of Melksham, the corridor connects to the south east of Melksham aiming to provide connections to Melksham Oak Community School, and Bowerhill.
Corridor 4 Town Centre to Semington	Providing a longer link, corridor 4 starts along High Street in the centre of Melksham, connecting to the south of Melksham aiming and onwards towards Semington.

Note: Final alignments will be confirmed through subsequent feasibility studies.

Figure 7-3 - Priority corridors



7.7 Priority routes – recommended improvements

The three top-rated routes for walking and top four for cycling have combined to create four prioritised corridors. These corridors have been considered in more detail and potential improvements at specific locations on the routes have been identified. It should be noted that those have not been subject to a full feasibility assessment. However, they do provide a recommended programme of improvements to be developed further. As these corridors are developed, designs should ensure good connectivity to the surrounding network, with adequate crossings and links included. Table 7-3 identifies some deliverability risks for the LCWIP network – these are challenges for which solutions will need to be identified in subsequent design stages; not reasons for improvements to routes to be dismissed.

Further details on each of the indicative measures included in the corridors will be provided in the following subsections.

Table 7-3 - Indicative risks for LCWIP network

Route Section	Route Name	Deliverability risks
Corridor 1-1	High Street / Lowbourn to A3102 New Broughton Road	Achieving comfortable on-road cycle conditions on High Street
Corridor 1-2	A3102 New Broughton Road to Melksham rail station	Improvements to A350 underpass.
Corridor 2-1	High Street to Queensway	Improvement to Strattons Walk to allow safe cycling
Corridor 2-2	Queensway to Eastern Way	Path widening into existing green space
Corridor 3-1	Spa Road / High Street to Spa Road / The Spa	Achieving comfortable on-road cycle conditions on Spa Road
Corridor 3-2	The Spa to Bath Road / Falcon Way	Protected cycle infrastructure on Bath Road.
Corridor 3-3	Newall Road to Bowerhill	Further feasibility study is required to determine the final alignment and appropriate measures through the Bowerhill industrial estate.
Corridor 4-1	Town centre to fire station	Achieving comfortable on-road cycle conditions on High Street
Corridor 4-2	Semington Road	Achieving comfortable on-road cycle conditions on Semington Road
Corridor 4-3	High Street to Semington	Achieving comfortable on-road cycle conditions on High Street

7.7.1 Corridor 1 – Town centre to station

Starting from High Street in the centre of Melksham, the corridor connects to Melksham train station.

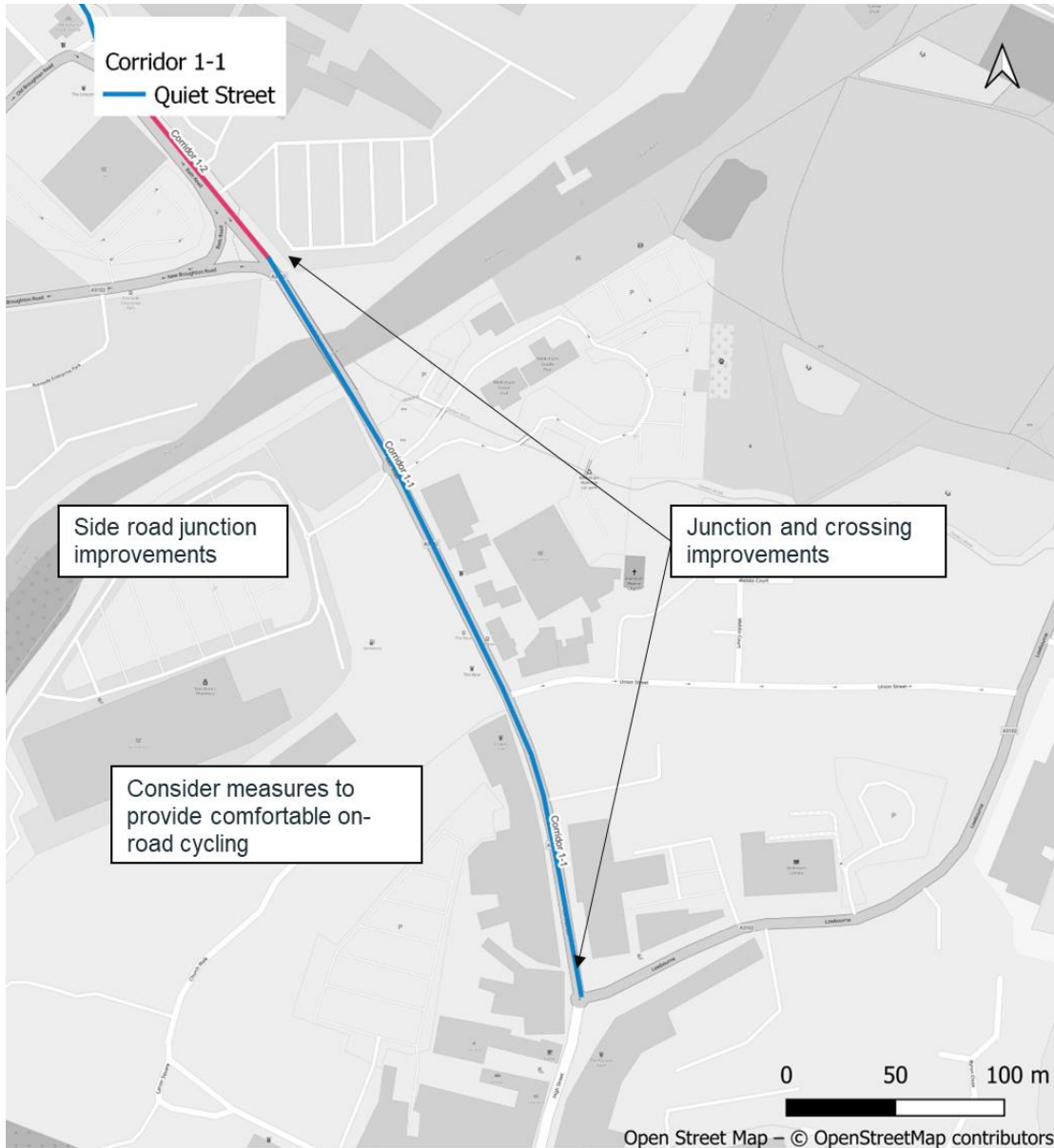
The route has been split into two sections:

- 1-1: Quiet mixed-traffic street along Bank Street and a section of Bath Road over the bridge.
- 1-2: From Cooper Tyres, a mixture of measures have been packaged together including upgrades to the existing shared use facility, mixed-traffic street sections on Station Approach and a section of Bath Road,

and a segregated facility on the connecting section of Bath Road. These measures all aim to provide high-quality infrastructure within the existing constraints of the road.

Plans showing the proposed infrastructure improvements to be considered on these sections are provided below.

Figure 7-4 - Proposed infrastructure improvements - 1-1

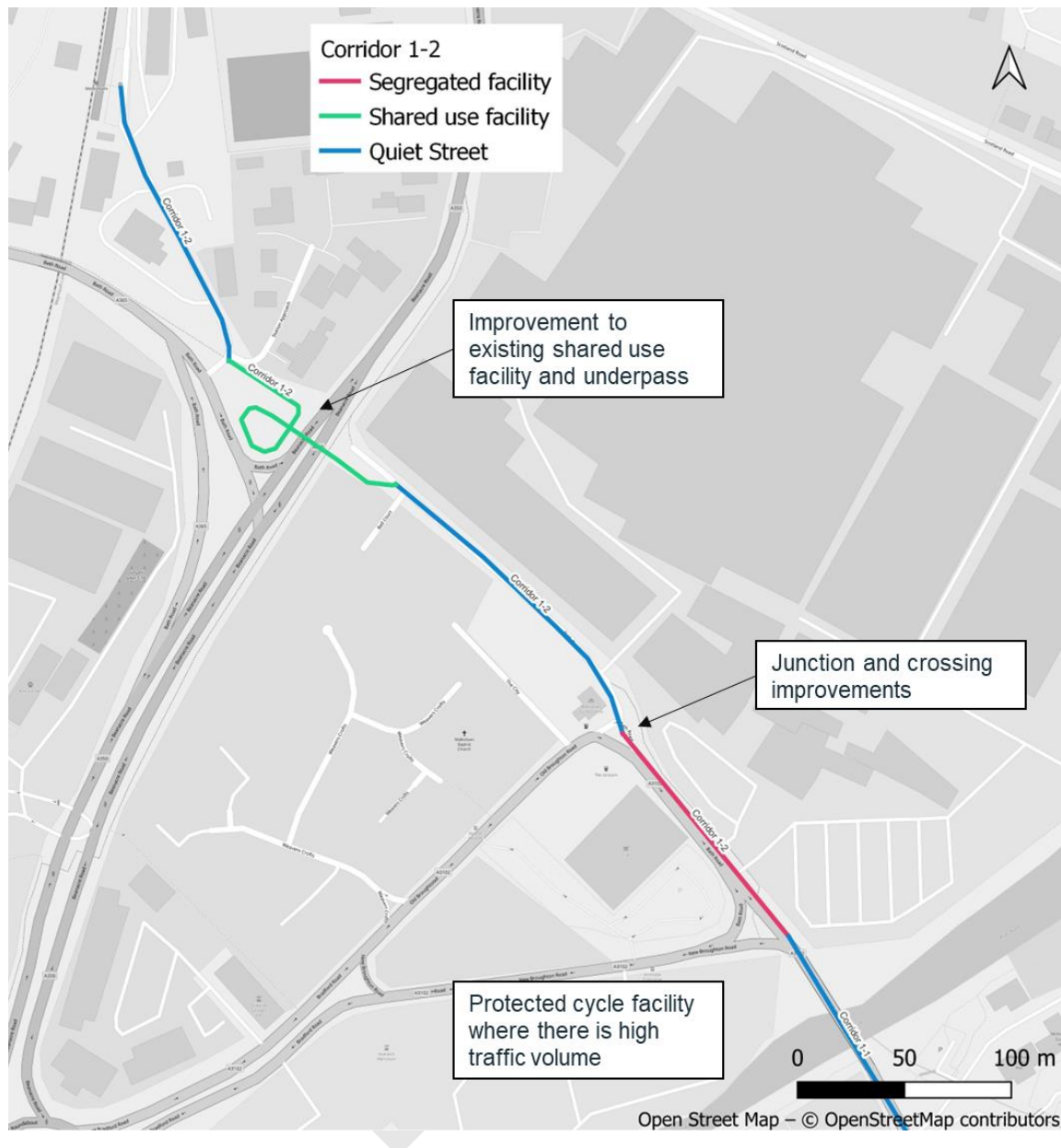


For section 1-1, proposed interventions include:

- Quiet mixed traffic street to be investigated further. A LTN 1/20 compliant option is to be considered for this section, but could include modal filters, changes to the speed limit or other traffic calming measures.
- Addition of cycle parking on Bank Street.
- Junction improvement at Bath Road / New Broughton Road to provide transition onto the segregated facility from the Quiet mixed-traffic street and improved crossings for pedestrians and cyclists.
- Improve junctions and crossing points should be considered at Lowbourne / Bank Street roundabout.

Junction improvements may include changing the geometry of the junction to slow turning movements, giving pedestrians greater priority, and ensuring facilities are inclusive of all users (e.g., tactile paving).

Figure 7-5 - Proposed infrastructure improvements - 1-2



For section 1-2, proposed interventions include:

- The existing shared use facility on Bath Road is proposed to be upgraded to a fully protected cycle facility, segregated from pedestrians with a buffer to the high traffic flows.
- Junction improvement at Bath Road / Old Broughton Road to provide transition from the segregated facility onto the quiet mixed-traffic street and crossings for pedestrians and cyclists.
- Quiet mixed-traffic street to be investigated further on Bath Road and Station Approach. A LTN 1/20 compliant option is to be considered for this section, but could include modal filters, changes to the speed limit or other traffic calming measures.
- Priority crossing to be added on Station Approach, allowing for safe crossing from the shared use facility.
- The existing shared use facility is fairly worn down and requires upgrading. Suggestion that the central barrier is removed to allow for greater movement and safety, lighting and surface is improved, as well the general environment.

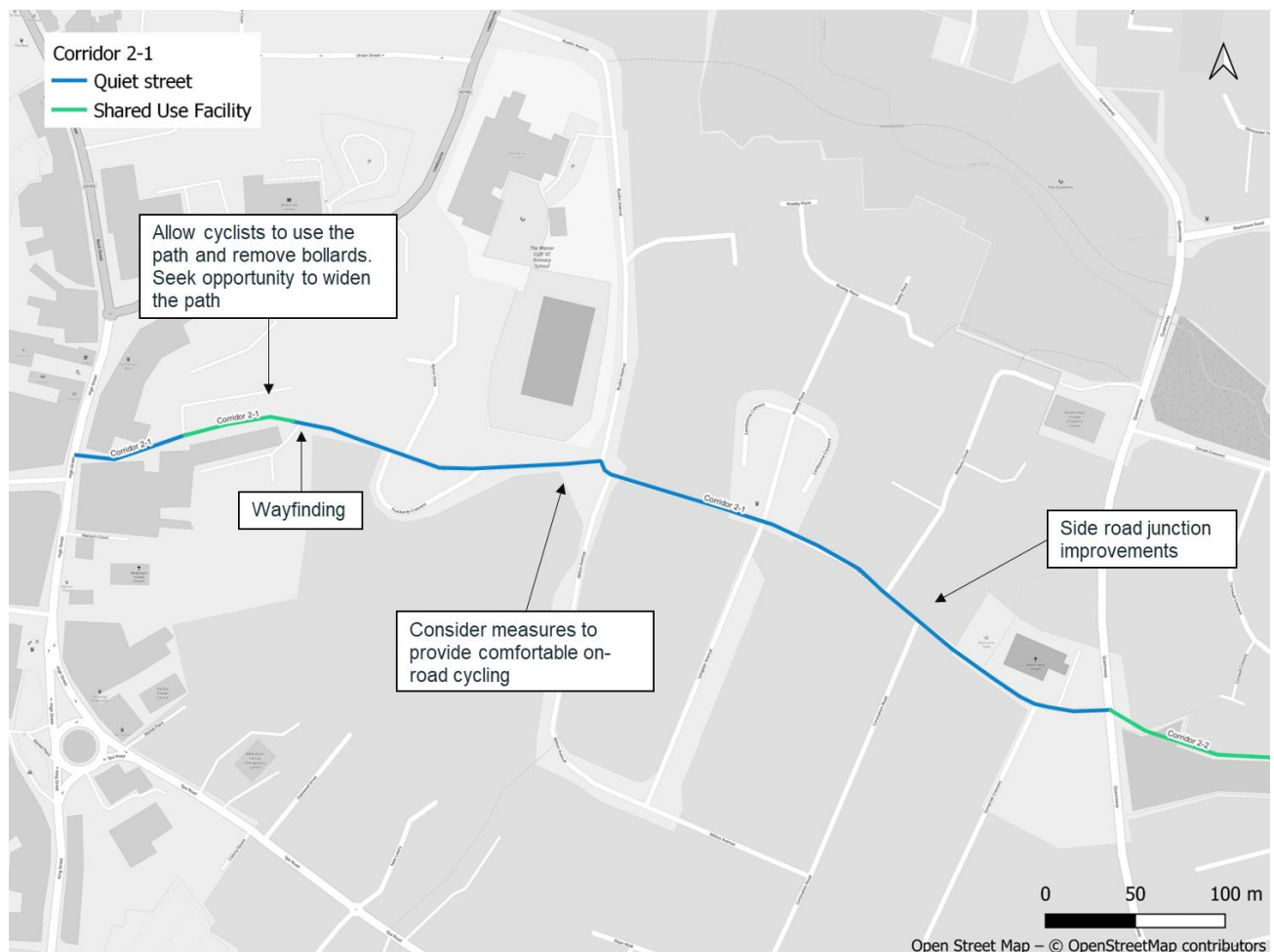
7.7.2 Corridor 2 – Town Centre to Eastern Way

Starting from High Street in the centre of Melksham, the corridor connects to the east of Melksham aiming to provide connections to residential areas as well as future development sites.

The route has been split into two sections:

- 2-1: Quiet mixed-traffic street and a short section of shared use facility between the High Street and Queensway
- 2-2: From Queensway, the route provides a primarily segregated route for pedestrian and cyclists, provided sections of shared use facilities and segregated facilities with a small section requiring Quiet mixed-traffic street measures on Heather Avenue.

Figure 7-6 - Proposed infrastructure improvements - 2-1

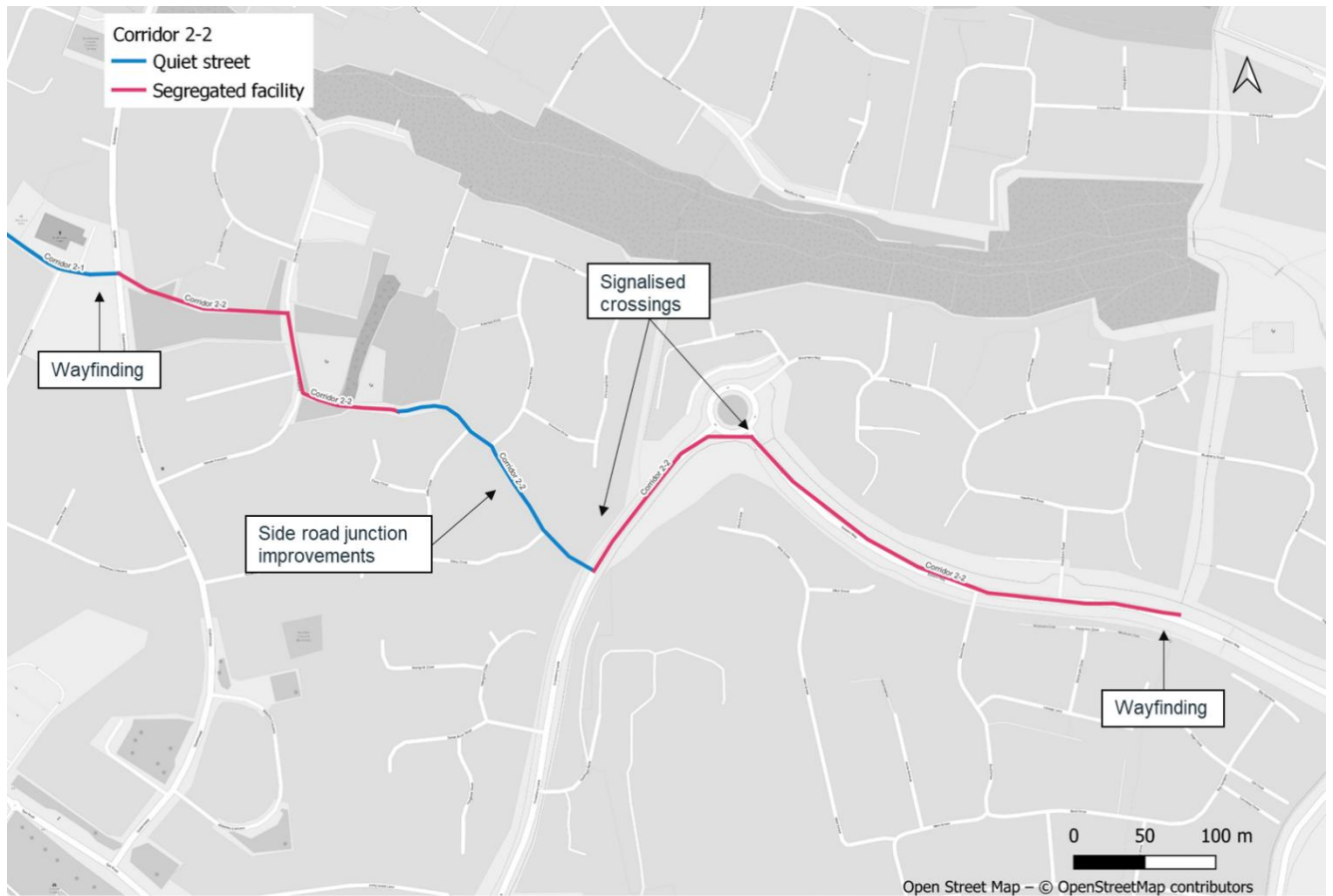


For section 2-1, proposed interventions include:

- Upgrade the existing short PRow Strattons Walk connecting to the town centre from Thackeray Crescent to allow cyclists to use the path safely. Review opportunities to widen the path through land purchase to north or potential future development.
- Quiet mixed-traffic street on Strattons Walk and Pembroke Road. A LTN 1/20 compliant option is to be considered for this section, but could include modal filters, changes to the speed limit or other traffic calming measures.
- Improved crossing points, including dropped kerbs and tactile paving at: Rowley Place, Ruskin Avenue and Byron Close.

- Side road junction improvements throughout the route, for example:
 - Williams Close
 - Somerset Crescent
 - Coronation Road

Figure 7-7 - Proposed infrastructure improvements - 2-2



For section 2-2, proposed interventions include:

- Upgrade the existing footpaths between Pembroke Road and Heather Avenue to provide an off-road segregated pedestrian and cycle route, with new crossings as required.
- Quiet mixed-traffic street on Heather Avenue. A LTN 1/20 compliant option is to be considered for this section, but could include modal filters, changes to the speed limit or other traffic calming measures.
- A segregated two-way cycle track is proposed to extend along Snowberry Lane and Eastern Way, linking up to existing PRoWs and future development areas.
- New signalised crossings particularly two on Eastern Way and one at Snowberry Lane/Heather Avenue to allow for safer movements of pedestrians and cyclists.
- Addition of wayfinding.
- Side road junction improvements throughout the route, for example:
 - Heather Avenue / Snowberry Lane
 - Primrose Drive
 - Daisy Close

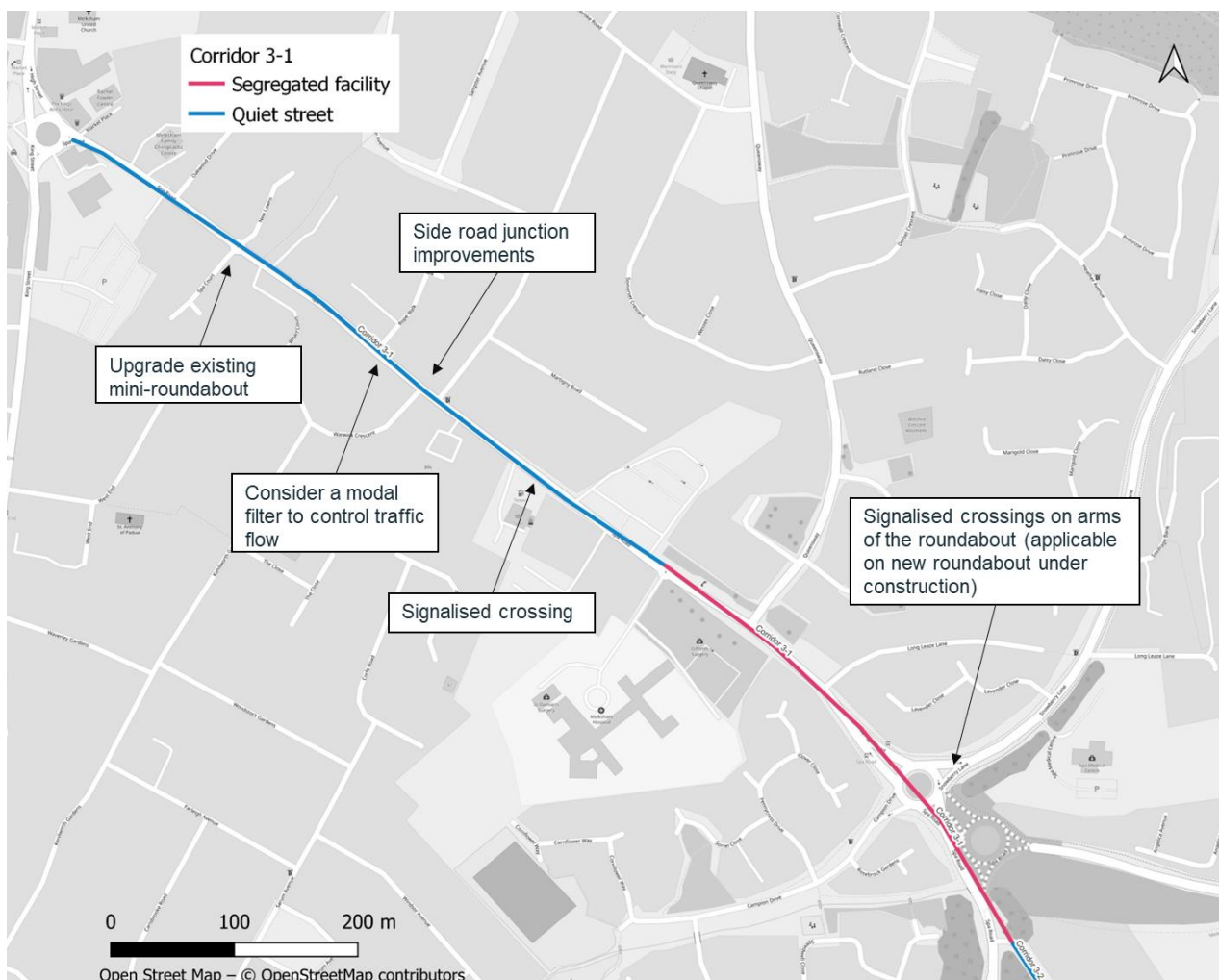
7.7.3 Corridor 3 – Town Centre to Bowerhill

Starting from Spa Road / High Street roundabout in the centre of Melksham, the corridor connects to the south east of Melksham aiming to provide connections to Melksham Oak Community School, and Bowerhill.

The route has been split into three sections:

- 3-1: Due to the limited road space available on Spa Road, a quiet mixed-traffic street should be investigated. As the path widens towards Snowberry Lane / Spa Road roundabout, it is suggested the feasibility of a protected, segregated facility is reviewed.
- 3-2: Short quiet mixed-traffic street link along The Spa and a protected, segregated facility along the A365 towards Melksham Oak Community School due to the volume and speed of traffic along this section of the route.
- 3-3: A short PRoW spur from the A365 leads to a quiet mixed-traffic street on Newall Road connecting to a proposed protected, segregated facility into the Bowerhill industrial estate. Further feasibility study is required to determine the best measures and alignment through the estate.

Figure 7-8 - Proposed infrastructure improvements – 3-1

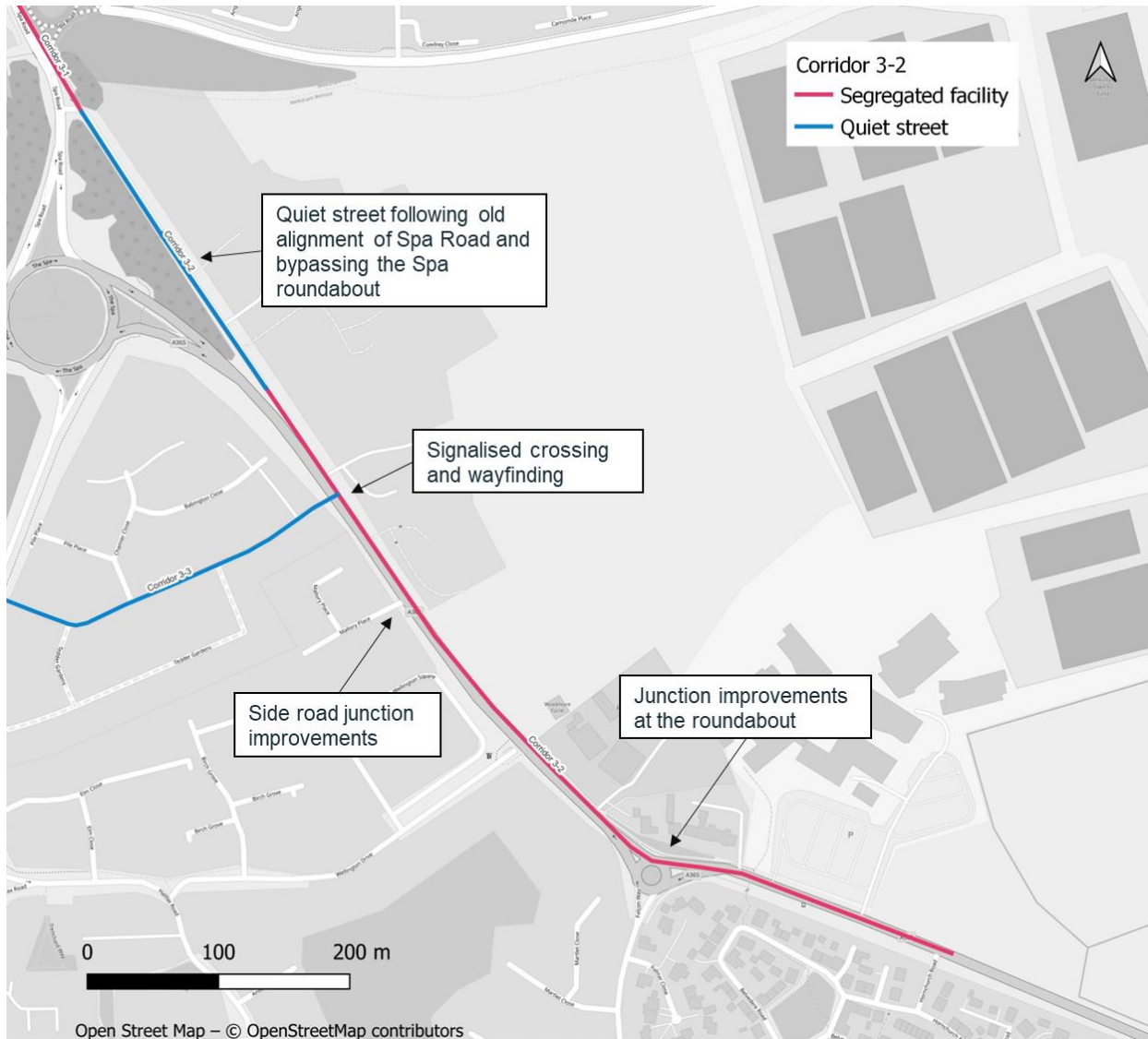


For section 3-1, proposed interventions include:

- A quiet mixed-traffic street should be investigated on Spa Road, due to the limited road space available. There is the potential to consider a modal filter as a way of controlling the flow of traffic along Spa Road.
- As the path widens towards Snowberry Lane / Spa Road roundabout, it is suggested the feasibility of a segregated facility is reviewed.
- Signalised crossings to allow for safer movements of pedestrians and cyclists. There is potential for a crossing to be located on Spa Road near the Texaco garage, and crossings on all arms of the Spa Road / Snowberry Lane roundabout (applicable to new roundabout under construction).

- Upgrade of the mini roundabout on Spa Road to provide safe pedestrian and cycle movements through the junction.
- Side road junction improvements throughout the route, for example:
 - Rope Walk
 - Oakwood Drive
 - Warwick Crescent
 - Coronation Road

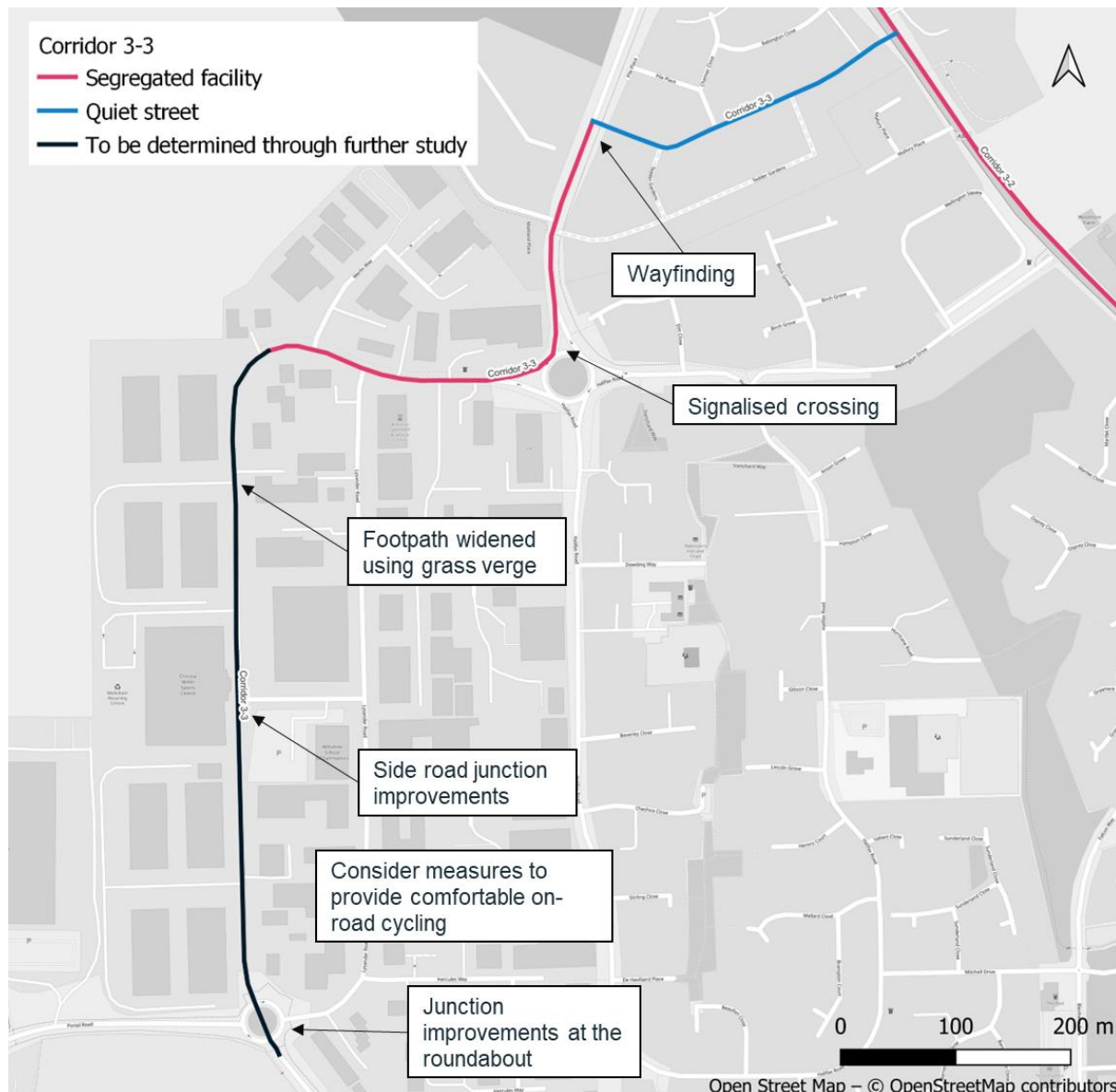
Figure 7-9 - Proposed infrastructure improvements - 3-2



For section 3-2, proposed interventions include:

- Quiet street following the old alignment of Spa Road and bypassing the Spa roundabout – minor improvements required.
- An upgrade to the existing shared use facility on the A365 to a segregated facility.
- Signalised crossings to allow for safer movements of pedestrians and cyclists. There is potential for a crossing to be located on Spa Road towards Newall Road.
- Upgrade to crossings at Spa Road / Falcon Way roundabout and to Mallory Place.

Figure 7-10 - Proposed infrastructure improvements – 3-3



For section 3-3, proposed interventions include:

- Quiet mixed-traffic street on Newall Road, due to the limited road space available.
- Between Newall Road and Lancaster Road, there is sufficient verge space to provide a segregated facility.
- Further feasibility study is required to determine the final alignment and appropriate measures through the Bowerhill industrial estate. Typical measure are likely to comprise protected cycle infrastructure where possible,, measures to make on-road cycling comfortable, footway improvements and improved side- road junctions throughout.
- Signalised crossings to allow for safer movements of pedestrians and cyclists. There is potential for a crossing to be located on the northern arm of Lancaster Road / Halifax Road roundabout.

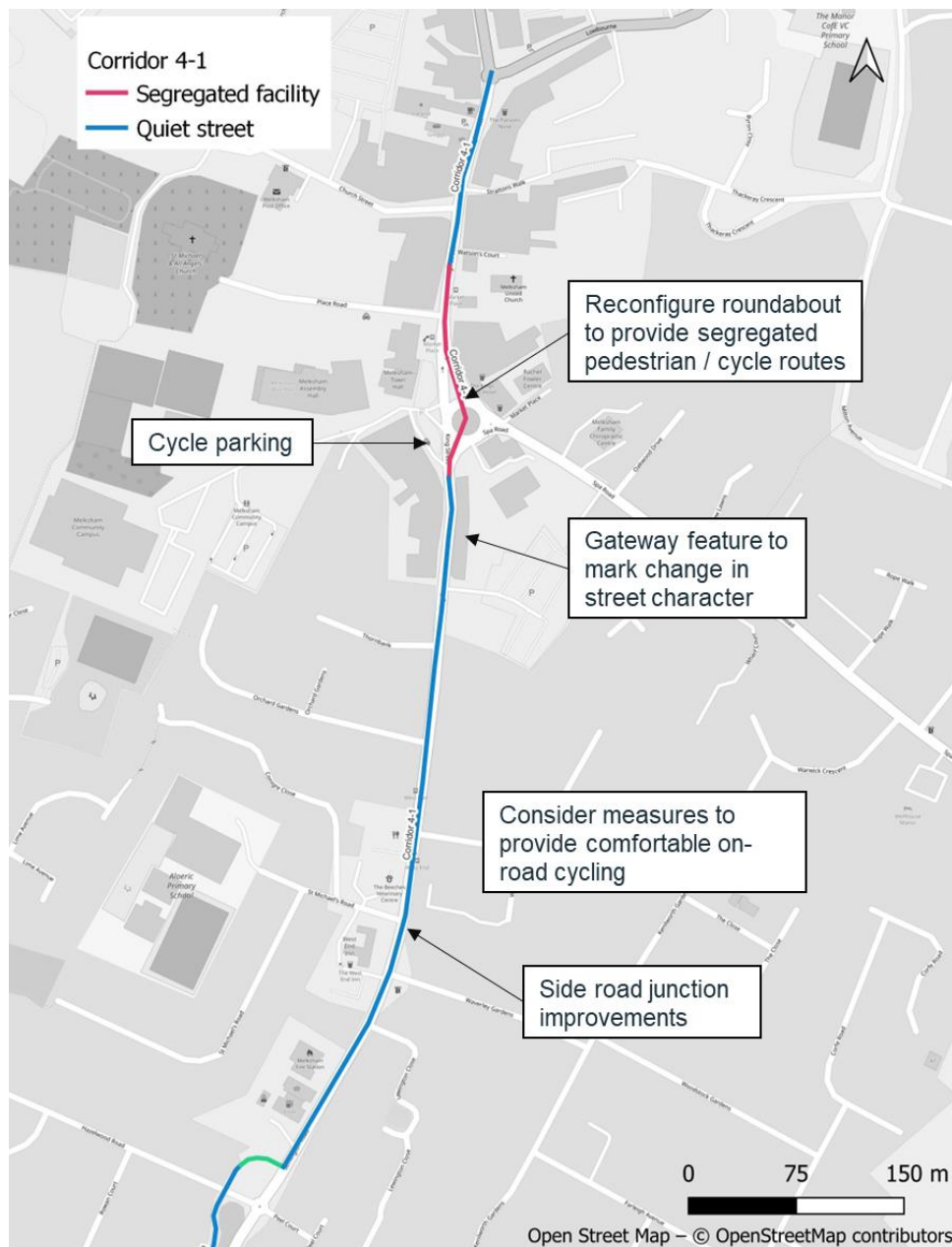
7.7.4 Corridor 4 – Town Centre to Semington

Starting along High Street in the centre of Melksham, the corridor connects to the south of Melksham aiming to provide connections towards Semington.

The route has been split into three sections:

- 4-1: Quiet mixed-traffic street and along the High Street / King Street and improvements to the existing roundabout junction with Spa Road.
- 4-2: Quiet mixed-traffic street on Hornbeam Crescent parallel to Semington Road, joining to an upgraded segregated facility to cross Semington Road Roundabout, and continuing on a quiet mixed-traffic street along Semington Road.
- 4-3: Quiet mixed-traffic street will continue into Semington.

Figure 7-11 - Proposed infrastructure improvements – 4-1



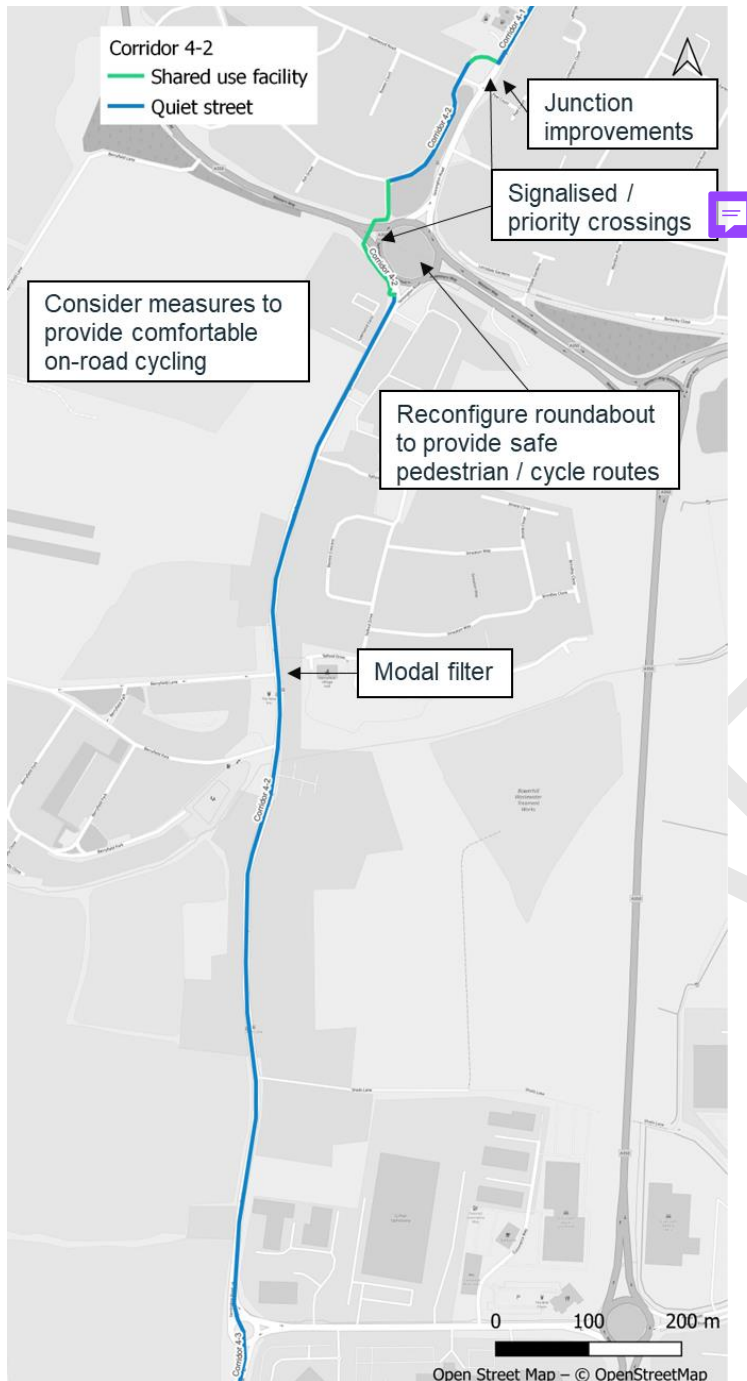
For section 4-1, proposed interventions include:

- Quiet mixed-traffic street on High Street due to the limited road space available. Measures to provide comfortable conditions for on-road cycling to be considered, such as reduction in traffic speed, traffic calming and potentially a modal filter.
- Reconfiguration of the High Street / Spa Road roundabout should be investigated to provide safe links for pedestrians and cyclists.
- Addition of a gateway feature to mark a change in the street character, and cycle parking in the town centre.
- Side road junction improvements throughout the route, for example:
 - Kingsbury Square
 - Thornbank
 - Orchard Gardens
 - West End
 - St Michael's Road
 - Waverley Gardens
 - Lewington Close



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Figure 7-12 - Proposed infrastructure improvements - 4-2



For section 4-2, proposed interventions include:

- A short new section of shared use or segregated facility should be provided between Semington Road, linking to a quieter mixed traffic street on Hornbeam Crescent (including a priority crossing of Hazlewood Road) , before continuing the off-road route over Semington Road Roundabout.
- It is suggested that the roundabout should also be reconfigured to provide safer crossing routes for pedestrians and cyclists.
- Measures to provide a quiet mixed-traffic street should be investigated along Semington Road. There is the potential to consider a modal filter to help restrict the flow of traffic and reduce speeds.
- Addition of signalised crossings at Hazelwood Road and Western Way.

- Junction improvements at Hazelwood Road.

Figure 7-13 - Proposed infrastructure improvements - 4-3



For section 4-3, proposed interventions include:

- Measures to provide a quiet mixed traffic street to be investigated further. A LTN 1/20 compliant option is to be considered for this section, but could include modal filters, changes to the speed limit or other traffic calming measures.
- Junction improvements at the Semington Road / Hampton Park / High Street roundabout to provide pedestrian and cycle connections through the junction – potentially including addition of a signalised priority crossing on High Street arm.
- Between this roundabout and the Kennet and Avon Canal, there is the potential to widen the existing footway into the verge space. Currently the path is very narrow between these two points, and pedestrians would benefit from a wider facility.

7.8 Cost estimates

Indicative cost estimates have been calculated for the proposed interventions set out in section 7.7. These are based on typical unit / per km rates for similar facilities and do not take account of any particular site characteristics. Construction costs include allowances for Prelims and fees.

A risk budget of 40% has been included in the 'Total' costs for each section – appropriate for this stage of scheme development with many unknowns in terms of site condition, potential impact on utilities etc. Scheme costs will be refined as designs and options are developed in more detail, and site-specific costs are further understood. Allowances included in total costs are also made for scheme development, design, site supervision, and land acquisition– i.e., all costs in developing and delivering the scheme.

A summary of the indicative cost estimates per route is shown in Table 7-4. 2020 prices have been used to allow for direct comparison with other LCWIPs within Wiltshire. A breakdown of these can be found in 0.

Table 7-4 - Indicative cost estimates

Route	Section	Indicative construction cost estimate (£'000s, 2020 prices)	Total Cost (rounded to nearest £10k) (£'000s, 2020 prices, including 40% risk budget)
Route 1 – Town centre to rail station	1-1 High Street / Lowbourn to A3102 New Broughton Road	266.2	440
	1-2 A3102 New Broughton Road to Melksham rail station	665.5	1,100
	Route 1 total	931.7	1,540
Route 2 – Town centre to Eastern Way	2-1 High Street to Queensway	159.5	270
	2-2 Queensway to Eastern Way	1,013	1,710
	Route 2 total	1,172.5	1,980
Route 3 – Town centre to Bowerhill	3-1 Spa Road / High Street to Spa Road / The Spa	1,143	1,900
	3-2 The Spa to Bath Road / Falcon Way	1,565	2,600
	3-3 Newall Road to Bowerhill	1,400	2,320
	Route 3 total	4,108	6,820
Route 4 – Town centre to Semington	4-1 Town centre to fire station	1,087.7	1,810
	4-2 Semington Road	767	1,270
	4-3 High Street to Semington	264.5	440
	Route 4 total	2,119.2	3,520

Route	Section	Indicative construction cost estimate (£'000s, 2020 prices)	Total Cost (rounded to nearest £10k) (£'000s, 2020 prices, including 40% risk budget)
Total for all routes		8,331.4	13,860

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8. Next steps

This Local Cycling and Walking Infrastructure Plan has established the priority routes to be developed in a five to ten-year delivery plan, guiding the investment in walking and cycling over this period. Given that the LCWIP is a strategic document, for each route and location, further assessment and feasibility studies will be needed to produce a detailed design of the final infrastructure.

This LCWIP is intended to be a live document, recognising that locations and routes identified in this report are unlikely to form an exhaustive list of where improvements would be beneficial. Where additional opportunities arise for initiatives to complement the overall shape of Melksham's cycle and walking network, these can be adopted into future versions of this plan.

It should be noted that this document will require integration with the Wiltshire LCWIP, a county-wide infrastructure plan. Hence, funding opportunities will require a county-wide prioritisation in order to identify priority schemes, including against other workstreams / maintenance to see how measures can be delivered over time.

Lastly, regular monitoring will be essential to track progress, and a monitoring plan is recommended to be produced before any interventions are further assessed. The monitoring plan should consider any changes in walking and cycling levels as well as collision and traffic data.

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APPENDICES

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Appendix A. Initial prioritisation of cycling and walking routes

Cycling routes											
Route	Effectiveness			Policy		Economic	Deliverability			Prioritisation	
	Forecast increase in walking and cycling trips (Go Dutch scenario/baseline ratio)	Population who directly benefit from the intervention	Improvement in road safety (STATS 19 Data 2016-2021)	Delivery against policy objectives of Local Transport Plan	Importance of the intervention for access and equality	Potential to attract funding, including private sector funding	Scheme feasibility	Dependency on other scheme	Stakeholder acceptability	Total score	Ranking
MC01	2	3	2	2	3	1	2	2	2	19	3
MC02	2	3	2	2	2	1	2	2	2	18	4
MC03	2	3	3	2	3	2	2	2	2	21	1
MC04	2	2	1	1	1	1	3	1	2	14	14
MC05	2	2	1	1	1	2	3	1	2	15	10
MC06	2	3	2	2	2	1	2	2	2	18	4
MC07	2	2	2	2	1	3	3	1	2	18	4
MC08	2	1	2	1	2	1	2	1	1	13	17
MC09	2	1	2	1	2	1	2	1	1	13	17
MC10	1	1	1	1	1	1	2	1	2	11	19
MC11	2	3	2	2	3	2	2	2	2	20	2
MC12	1	2	2	1	1	2	2	1	2	14	14
MC13	2	1	1	1	1	1	2	1	1	11	19
MC14	2	2	2	1	2	1	2	1	1	14	14
MC15	2	2	2	1	2	1	3	1	2	16	8
MC16	2	2	1	2	2	3	2	1	2	17	7
MF01	2	2	1	1	2	2	1	2	2	15	10
MF02	2	2	1	2	2	1	1.5	2	2	15.5	9
MF03	2	2	1	1	2	3	1.5	1	1	14.5	13
MF04	2	1	1	1	1	1	1.5	1	1	10.5	21
MF05	2	2	1	2	2	3	1	1	1	15	10



Walking routes											
Route	Forecast increase in walking and cycling trips (Go Dutch scenario/baseline ratio)	Effectiveness		Policy		Economic	Deliverability			Prioritisation	
		Population who directly benefit from the intervention	Improvement in road safety (STATS 19 Data 2016-2021)	Delivery against policy objectives of Local Transport Plan	Importance of the intervention for access and equality		Scheme feasibility	Dependency on other scheme	Stakeholder acceptability	Total score	Ranking
MW01	3	3	2	2	3	1	2	2	2	20	2
MW02	2	2	3	1	2	1	2	1	2	16	6
MW03	2	2	2	2	2	1	3	2	2	18	3
MW04	2	2	2	1	2	3	2	1	2	17	5
MW06	2	2	2	2	2	2	2	2	2	18	3
MW08	3	3	3	2	3	3	3	2	2	24	1
MW09	1	2	1	1	3	1	2	1	2	14	9
MW10	2	2	1	2	2	2	2	1	2	16	6
MW11	1	2	1	1	1	3	2	1	2	14	9
MW12	1	2	1	1	1	2	2	1	2	13	12
MW13	2	2	2	2	2	1	2	1	2	16	6
MW14	1	2	2	1	2	1	2	1	2	14	9
MW15	1	2	1	1	2	1	3	1	1	13	12

Appendix B. Secondary prioritisation of cycling and walking routes

Following the consultation, the initial prioritisation was checked and new routes as suggested in the consultation were added to the matrix. The top routes from this version of the prioritisation were taken forward as corridor options.

Walking routes											
Route	Effectiveness			Policy		Economic	Deliverability			Prioritisation	
	Forecast increase in walking and cycling trips (Go Dutch scenario/baseline ratio)	Population who directly benefit from the intervention	Improvement in road safety (STATS 19 Data 2016-2021)	Delivery against policy objectives of Local Transport Plan	Importance of the intervention for access and equality	Potential to attract funding, including private sector funding	Scheme feasibility	Dependency on other scheme	Stakeholder acceptability	Total score	Ranking
MW01	3	3	2	2	3	1	2	2	2	20	2
MW02	2	2	3	1	2	1	2	1	2	16	8
MW03	2	2	2	2	2	1	3	2	2	18	3
MW04	2	2	2	1	2	3	2	1	2	17	5
MW06	2	2	2	2	2	2	2	2	2	18	3
MW08	3	3	3	2	3	3	3	2	2	24	1
MW09	1	2	1	1	3	1	2	1	2	14	13
MW10	2	2	1	2	2	2	2	1	2	16	8
MW11	1	2	1	1	1	3	2	1	2	14	13
MW12	1	2	1	1	1	2	2	1	2	13	16
MW13	2	2	2	2	2	1	2	1	2	16	8
MW14	1	2	2	1	2	1	2	1	2	14	13
MW15	1	2	1	1	2	1	3	1	1	13	16
MW16	2	2	1	1	2	3	1,5	2	2	16,5	7
MW17	2	2	1	2	2	1	1,5	2	2	15,5	11
MW18	1	2	2	2	2	2	2	2	2	17	5
MW19	2	3	1	2	1	2	1	1	2	15	12

Cycling routes											
Route	Effectiveness			Policy		Economic	Deliverability			Prioritisation	
	Forecast increase in walking and cycling trips (Go Dutch scenario/baseline ratio)	Population who directly benefit from the intervention	Improvement in road safety (STATS 19 Data 2016-2021)	Delivery against policy objectives of Local Transport Plan	Importance of the intervention for access and equality		Scheme feasibility	Dependency on other scheme	Stakeholder acceptability	Total score	Ranking
MC01	2	3	2	2	3	1	2	2	2	19	3
MC02	2	3	2	2	2	1	2	2	2	18	4
MC03	2	3	3	2	3	2	2	2	2	21	1
MC04	2	2	1	1	1	1	3	1	2	14	17
MC05	2	2	1	1	1	2	3	1	2	15	13
MC06	2	3	2	2	2	1	2	2	2	18	4
MC07	2	2	2	2	1	3	3	1	2	18	4
MC08	2	1	2	1	2	1	2	1	1	13	21
MC09	2	1	2	1	2	1	2	1	1	13	21
MC10	1	1	1	1	1	1	2	1	2	11	23
MC11	2	3	2	2	3	2	2	2	2	20	2
MC12	1	2	2	1	1	2	2	1	2	14	17
MC13	2	1	1	1	1	1	2	1	1	11	23
MC14	2	2	2	1	2	1	2	1	1	14	17
MC15	2	2	2	1	2	1	3	1	2	16	9
MC16	2	2	1	2	2	3	2	1	2	17	7
MC17	2	3	2	1	1	1	2	2	2	16	9
MC18	2	1	1	1	1	2	2	2	2	14	17
MC19	2	1	2	2	1	2	2	2	2	16	9
MC20	2	3	1	2	1	2	1	1	2	15	13
MF01	2	2	1	1	2	2	1	2	2	15	13
MF02	2	2	1	2	2	1	1.5	2	2	15.5	12
MF03	2	2	1	1	2	3	1.5	2	2	16.5	8
MF04	2	1	1	1	1	1	1.5	1	1	10.5	25
MF05	2	2	1	2	2	3	1	1	1	15	13

Appendix C. Indicative cost estimates – full calculations

Melksham LCWIP cycle improvements			Corridor 1-1		Corridor 1-2		Corridor 2-1		Corridor 2-2		Corridor 3-1		Corridor 3-2		Corridor 3-3		Corridor 4-1		Corridor 4-2		Corridor 4-3	
Proposed Cycle route provision	Cost Rate	Unit	Number	Cost	Number	Cost	Number	Cost	Number	Cost	Number	Cost	Number	Cost	Number	Cost	Number	Cost	Number	Cost	Number	Cost
Upgrade existing rural PROW to all weather route	£200,000	per km		£0	0.17	£34,000	0.06	£12,000	0.19	£38,000		£0		£0		£0		£0		£0		£0
Other items																						
Side road entry treatment	£20,000	no.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0
Controlled pedestrian/Toucan	£100,000	no.		£0	3	£300,000		£0	3	£300,000	4	£400,000	1	£100,000	1	£100,000		£0	4	£400,000	1	£100,000
Parallel (zebra) crossing	£30,000	no.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0
Signalised junction - new equipment/revised layout	£150,000	no.	1	£150,000		£0		£0		£0		£0		£0		£0		£0		£0		£0
Reconfigure junction to provide segregated pedestrian/cycle routes	£500,000	no.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0
Reconfigure large roundabout to provide segregated pedestrian/cycle	£1,500,000	no.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0
Reconfigure small roundabout to provide segregated pedestrian/cycle routes	£500,000	no.		£0		£0		£0		£0		£0	1	£500,000	1	£500,000	1	£500,000		£0		£0
Modal filter and adjacent traffic	£50,000	no.		£0		£0		£0		£0	1	£50,000		£0		£0		£0	1	£50,000		£0
New pedestrian / cycle bridge	£500,000	no.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0
Street lighting	£150,000	per km		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0
Low level lighting to path	£8,000	per km		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0
Gateway feature	£15,000	no.		£0	1	£15,000		£0		£0		£0		£0		£0	1	£15,000		£0		£0
Improved access to offline sections of cycleway/footpaths (replace barriers)	£15,000	no.		£0		£0	1	£15,000		£0		£0		£0		£0		£0		£0		£0
Larger T-junction/side road treatment	£200,000	no.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0
Uncovered cycle stands	£200	no.	1	£200		£0		£0		£0		£0		£0		£0	1	£200		£0		£0
WALKING																						
Wayfinding Signage	£1,000	no.		£0		£0	1	£1,000	2	£2,000		£0	1	£1,000	1	£1,000	1	£1,000		£0		£0
Dropped Kerbs and Tactile Paving (per crossing)	£4,000	no.		£0		£0	3	£12,000	2	£8,000	1	£4,000		£0	1	£4,000		£0		£0		£0
Seating (per bench)	£3,000	no.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0
Side road treatments (including junction geom)	£20,000	no.		£0	1	£20,000	3	£60,000	1	£20,000	3	£60,000	1	£20,000	1	£20,000	7	£140,000	1	£20,000		£0
Improved access to offline sections of cycleway	£15,000	no.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0
Conversion of footpath stairs to ramp	£15,000	no.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0
Move Highway Sign	£5,000	no.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0
Controlled pedestrian/Toucan Crossing	£100,000	no.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0
Informal Island Crossing	£7,500	no.	4	£30,000	2	£15,000		£0		£0	1	£7,500		£0	1	£7,500		£0		£0		£0
Improvements to bus stop waiting area to be Ex	£5,000	no.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0
Zebra crossing	£30,000	no.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0
Widen and update existing footway (2m width)	£100,000	per km		£0		£0		£0		£0		£0		£0	0.3	£30,000		£0		£0	0.55	£55,000
Low level lighting to path	£8,000	per km		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0
Sub-total				£190,200		£475,500		£114,000		£736,500		£816,500		£1,117,500		£1,000,000		£777,200		£547,500		£189,000
Prelims (Site facilities, site management, H&S equipment, traffic	30%			£57,000		£142,500		£34,000		£221,000		£245,000		£335,500		£300,000		£233,000		£164,500		£56,500
Fees (Contractors general costs including off-site office, insurance, profit, payroll administration, legal etc.)	10%			£19,000		£47,500		£11,500		£73,500		£81,500		£112,000		£100,000		£77,500		£55,000		£19,000
Total Construction Cost (no risk budget)				£266,200		£665,500		£159,500		£1,031,000		£1,143,000		£1,565,000		£1,400,000		£1,087,700		£767,000		£264,500
Site Supervision (supervision of site health, safety and quality standards)	6%	of construction cost		£16,000		£40,000		£9,500		£62,000		£68,500		£94,000		£84,000		£65,500		£46,000		£16,000
		£50,000 no.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0
Further Feasibility assessments to identify LTN 1/20 compliant solution	10%	of construction cost (additional risk budget due to uncertainty)		£26,500		£66,500		£16,000		£103,000		£114,500		£156,500		£140,000		£109,000		£76,500		£26,500
Design	10%	of construction cost		£26,500		£66,500		£16,000		£103,000		£114,500		£156,500		£140,000		£109,000		£76,500		£26,500
Risk	40%	of construction cost		£106,500		£266,000		£64,000		£412,500		£457,000		£626,000		£560,000		£435,000		£307,000		£106,000
Land		£40,000 Ha.		£0		£0		£0		£0		£0		£0		£0		£0		£0		£0
Package Totals				£441,700		£1,104,500		£265,000		£1,711,500		£1,897,500		£2,598,000		£2,324,000		£1,806,200		£1,273,000		£439,500
Total Implementation Cost (inc. risk budget)				£10,342,200																		
of which: Design/site supervision account				£623,000																		
of which: Risk budget accounts for				£3,115,000																		



DRAFT

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Agenda Item 10.1

Highways Improvement Request Form

Contact Details

Name:	Charlena Stokes	Date:	29/07/2024
Address:			
Telephone No:	07473122320		
Email Address:	charlie.stokes@melksham-tc.gov.uk		

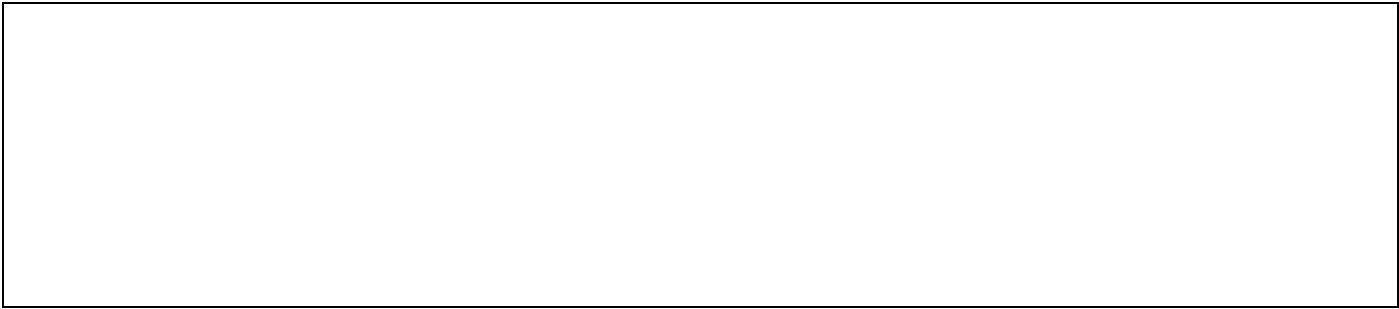
Issue Details

Location of Issue:	Eastern Way cycle path between Hunters Wood and Blueberry Road estate	
Community Area:	Melksham	
Parish or Town Council:	Town Council	
Nature of Issue:		
<p>There is currently a cycle path that will be leading from Melksham Oak, across Rocket Way, through the Hunter's Wood estate, and across the Eastern Way road to the Blueberry Road estate.</p> <p>Whilst there are two refuges along that stretch of road on Eastern Way, these are not placed to connect the cycle paths, often leading to young riders trying to unsafely cross the busy road.</p>		
How long has it been an issue?	The issue has been growing with the expansion of the estate, particularly over the last year. This will be getting worse when the new path opens to Melksham Oak.	
What would you like done to resolve this issue?		
I am requesting for LHFIG to look at whether the current refuges along the Eastern Way road can be moved to create a safer path for cyclists, which also takes into consideration the volume of young cyclists that will be using it during the school runs (i.e. a wider refuge point to allow several to cross at once, traffic lights, or a zebra crossing).		
Have you been in touch with your local Wiltshire Councillor? (Yes/No)		Yes

This form needs to be completed and e-mailed or sent to your local Town or Parish Council. Town and Parish contact details are available via the link below:

<https://cms.wiltshire.gov.uk/mgParishCouncilDetails.aspx>

Town or Parish Council Comments: (To be completed by Town or Parish Council only)
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Agenda Item 10.2

Highways Improvement Request Form

Contact Details

Name:	Mrs Nicola Gaslone	Date:	13/08/2024
Address:	2A Barnwell Road, Melksham, Wiltshire, SN127DG		
Telephone No:	07753188523		
Email Address:	nikkieelizabeth@hotmail.co.uk		

Issue Details

Location of Issue:	2A Barnwell Road
Community Area:	Melksham
Parish or Town Council:	Melksham
Nature of Issue: Parking	
<p>We moved into our newly built home on Barnwell Road last September. Since we have found it is near impossible to gain entry onto our driveway (both myself and my husband) due to cars parking opposite and giving no room to move. This was obviously not issue before our home was there as it didn't effect anyone.</p> <p>It has now came to the point it is a danger for myself and my children having to park opposite our home and not on our drive way. My son has stepped out on a couple of occasions now and had near misses from vehicles coming quickly around the blind corner and straight on the wrong side of the road.</p> <p>I am also registered disabled with a young baby in arms. It is becoming increasingly dangerous for me to walk across holding him, as well as all of his bits and keeping hold of my 5 year old.</p> <p>My husband is a plumber by trade, with a van full of tools and equipment that has to be on the drive for security reasons and it being on camera should we have any problems. Not to mention that is one of the rules by his insurance.</p> <p>I have seen that the Highway Code states that you shouldn't park less than 10 feet from a junction.</p> <p>I have seen there is double yellow lines from St Andrews road to the t-junction preventing parking.</p> <p>I feel I should be able to have access to my drive way, day or night. Not just when people are at work so not parked there. This has limited me to when I can and cannot go out due to the safety of myself and my children.</p> <p>Noone else on the street has this issue as their driveways are opposite one another, there for always leaving space for each to get on and off. Im not entitled to a disabled bay outside, as I have a drive way, but cant actually use it.</p> <p>Any help or advice would be much apricated.</p>	
How long has it been an issue?	One Year
What would you like done to resolve this issue? DOUBLE YELLOW LINES	

Jack Oatley

Have you been in touch with your local Wiltshire Councillor? (Yes/No)

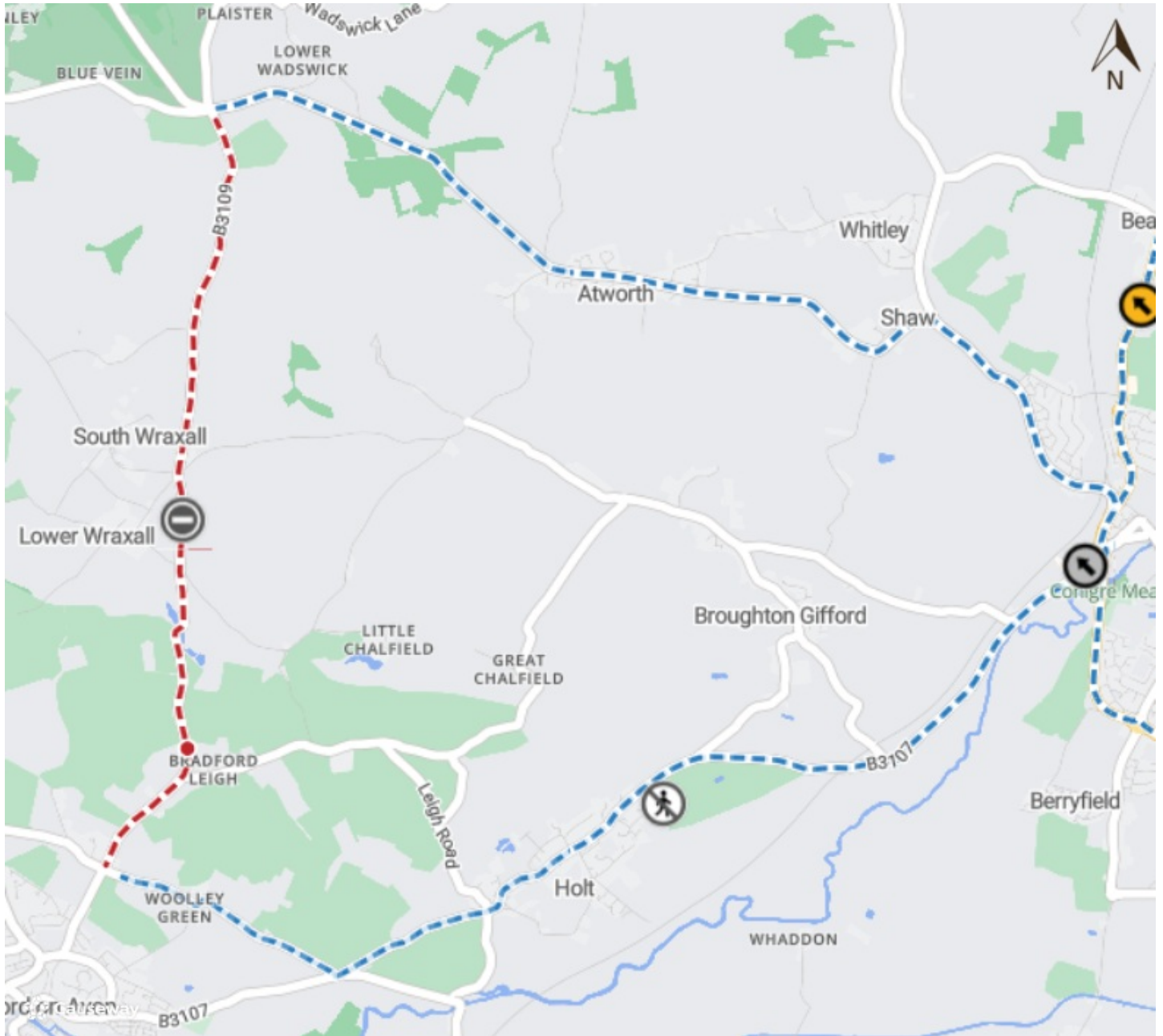
Yes

*This form needs to be completed and e-mailed or sent to your local Town or Parish Council.
Town and Parish contact details are available via the link below:*

<https://cms.wiltshire.gov.uk/mgParishCouncilDetails.aspx>

Town or Parish Council Comments: (To be completed by Town or Parish Council only)

Indicative Plan : B3109 (Part), Bradford on Avon, South Wraxall and Box



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Wiltshire Council

Section 14(1) of the Road Traffic Regulation Act 1984

Temporary Closure of: B3109 (Part), Bradford on Avon, South Wraxall and Box (Ref: TTRO 9771)

Notice is hereby given that the Wiltshire Council has made an Order to close temporarily to all traffic:

B3109 (Part), Bradford on Avon, South Wraxall and Box; from its junction with B3105 to its junction with A365.

To enable: Wessex Water to carry out water tower cleaning/repair works and other associated works.

Alternative route: via A365 – B3107 – B3105 and vice versa.

The closure and diversion route will be clearly indicated by traffic signs.

This Order will come into operation on 07 October 2024 and the closure will be required between the hours of 09:00 and 16:00 for 1 day. It is anticipated that the works will take the stated duration to complete depending upon weather conditions. Access will be maintained for residents and businesses where possible, although delays are likely due to the nature of the works. The Order will have a maximum duration of 18 months.

For further information please contact Milestone on behalf of Wiltshire Council on 02033077880.

Sustainable Transport Group, County Hall, Bythesea Road, Trowbridge BA14 8JN

04 October 2024

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