

AGENDA

Meeting: Melksham Area Board
Place: Melksham Assembly Hall
Date: Wednesday 8 December 2021
Time: 7.00 pm

Including the Parishes of Broughton Gifford, Melksham, Melksham Without, Steeple Ashton, Keevil, Great Hinton and Semington

The Area Board welcomes and invites contributions from members of the public. The chairman will try to ensure that everyone who wishes to speak will have the opportunity to do so

If you have any requirements that would make your attendance at the meeting easier, please contact your Democratic Services Officer

Please direct any enquiries on this Agenda to Kevin Fielding (Democratic Services Officer), direct line 01249 706612 or email kevin.fielding@wiltshire.gov.uk

All the papers connected with this meeting are available on the Council's website at www.wiltshire.gov.uk

Press enquiries to Communications on direct lines (01225) 713114 / 713115

Wiltshire Councillors

Cllr Phil Alford - Melksham Without North and Shurnhold (Chairman)
Cllr Nick Holder - Bowerhill
Cllr Jon Hubbard - Melksham South
Cllr Jack Oatley - Melksham Forest
Cllr Mike Sankey - Melksham East
Cllr Jonathon Seed - Melksham Without West & Rural

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Details of the Council's Guidance on the Recording and Webcasting of Meetings is available on request. Our privacy policy can be found [here](#).

	Time
<p>1 Chairman's Welcome, Introduction and Announcements (<i>Pages 1 - 14</i>)</p> <p>Announcements:</p> <ul style="list-style-type: none"> • Changes to Wiltshire's taxi tariffs • Update on leisure centre transfer to WC • Wiltshire Youth Council update • Official opening of Melksham Skate Park • Campus build update • Melksham House update 	7:00pm
<p>2 Apologies for Absence</p>	
<p>3 Minutes (<i>Pages 15 - 26</i>)</p> <p>To confirm the minutes of the meeting held on Wednesday 22 September 2021</p>	
<p>4 Declarations of Interest</p> <p>To receive any declarations of disclosable interests or dispensations granted by the Standards Committee</p>	
<p>5 Police Update (<i>Pages 27 - 30</i>)</p> <p>Sergeant James Twyford</p>	7:10pm
<p>6 Fire & Rescue Update</p> <p>Station Manager Dave Geddes</p>	7:20pm
<p>7 Christie Miller Demolition</p> <p>Nick Darbyshire - Head of Strategic Asset Maintenance & Facilities Management, Wiltshire Council</p>	7:30pm
<p>8 A350 Bypass Update (<i>Pages 31 - 160</i>)</p> <p>Steve Wilson - Major Highways Project Engineer, Wiltshire Council</p>	7:40pm

9	Wilts and Berks Canal - restoration update Paul Lenaerts - Project Manager	7:55pm
10	Proposal for a special "Younger Persons" themed meeting of the Area Board to be held in February 2022 Peter Dunford - Community Engagement Manager	8:20pm
11	Sub Group reports Community Area Transport Group <ul style="list-style-type: none"> • recommendations from meeting on 25 November Health and Wellbeing Group <ul style="list-style-type: none"> • recommendations from special meeting on 29 November • recruitment of Older Persons and Carers Champion for Melksham 	8:30pm
12	Applications for Grant Funding Community Grant <ul style="list-style-type: none"> • Christ Church, Shaw, requesting £5,000 towards reordering and redecoration to form a community hub • Riverside Club requesting £2,895 towards improvements to the existing kitchen • Melksham Station Hub requesting £2,500 towards fitting weatherproof blinds to the canopy and improved signage • Independent Living Centre requesting £2,300 towards replacement of oil tank and removal of bees nest in chimney • Melksham Town Council requesting £2,075 towards cycling support in Melksham • Melksham Cricket Club requesting £5,000 towards new cricket playing astro 	8:35pm

Health and Wellbeing Grants

- Alzheimers Support requesting £782 for the “Movement for the Mind” project for local people with dementia

13	Recognition & Plaques for Area Board related funding projects Cllr Nick Holder	8:50pm
14	Public questions Members of the public are invited to ask questions relating to Area Board business	8:55pm
15	Close	9:00pm

Taxi Tariff Changes Briefing Note

Service : Enforcement, Highways Operations
Further Enquiries to: Tom Ince
Date Prepared: 16/09/2021
Direct Line: (01380 826334)

Proposed Changes - Taxi Tariff Schedule for Hackney Carriages

1.0 Purpose

- 1.1 The purpose of this briefing note is to brief Members on the latest position in relation to implementing a new schedule of tariffs and fees for hackney carriages in Wiltshire. This information was shared with the Licensing Committee at its meeting on 13 September 2021. Approval has already been provided for the business area to implement the proposal.

2.0 Background

- 2.1 It was agreed at an extraordinary meeting of Wiltshire Council's Licensing Committee on 27 January 2020 to undertake a public consultation into proposals on a new fees and tariffs schedule for Hackney Carriages in Wiltshire.

The consultation commenced on 6 February 2020 and finished on 20 February 2020. The details of the proposal were published on the council's consultation portal for individuals and drivers to feed back on. As part of the consultation, all licensed hackney carriage drivers were provided with a copy of the proposals and a driver feedback form, and were asked to share their views.

- 2.2 After evaluating the feedback and level of response, the approved action was to implement Option 2, with a number of amendments. The below details the approved outcome:

- 2.3 For vehicles up to four seats:

- An additional 30p to be added to all flag rates (standing charge)
- Tariff 3 to be amended to only apply on public holidays.
- Tariff 2 to be implemented from 22:00 instead of the current 22:30 and apply every day apart from public holidays.
- Tariff 1 to end at 21:59 instead of 22:29.

For vehicles with more than four seats carrying more than four passengers:

- Tariff 5 to be amended to only apply on public holidays.
- Tariff 4 to be implemented from 22:00 instead of the current 22:30 and apply all day every day apart from public holidays.
- Tariff 2 to end at 21:59 instead of 22:29.

The impact of the changes are that it will make for cheaper late-night fares after 02.30am, addressing the issues raised in relation to the late-night economy. The change to charge tariff 2 and 4 from 22:00 will mean that travel between 22:00 and 22:29 is now slightly more expensive.

- 2.4 In January 2020 the Licensing Committee delegated implementation of the new tariffs to the Taxi Licensing Team. The advertising spend required to advertise the proposed change was unbudgeted for in 2020/21 so implementation was delayed until 2021/2022.
- 2.5 COVID-19 has impacted all industries/sectors and the taxi industry has not been immune to this, experiencing a significant reduction in business. Changes to the tariff would incur a small cost of approximately £20 to adjust every vehicle meter.
- 2.6 It was felt that given the hardship experienced by drivers and vehicle owners since March 2020, to implement this change during the peak of the pandemic would not be supportive of the industry. As the economy begins to recover and return to more normal conditions, the impact of the tariff changes on vehicle owners and drivers would be more sustainable.
- 2.7 The new tariff of fees will be implemented on 4 January 2022, subject to the normal statutory consultation processes. It is a legal requirement to advertise the proposed changes for 28 days.
- 2.8 The existing tariff of fees (which came into force on 8 May 2015) are attached as **Appendix 1** and the proposed tariff of fees which are planned to come into force on 4 January 2022 are attached as **Appendix 2**.

3.0 Conclusion

- 3.1 Implementation of the proposed changes to the schedule of fees and tariffs for Hackney Carriages (as set out in Appendix 2) will take place on 4 January 2022, subject to the proposals being advertised and standard consultation processes.

Briefing note produced by Tom Ince (Principal Compliance Officer)

Email: tom.ince@wiltshire.gov.uk

Wiltshire Council hackney carriage, maximum table of fares (North, South, East & West Zones)

For journeys starting	Vehicles up to four seats	Vehicles with more than four seats carrying more than four passengers
6 am – 10:29 pm	Tariff 1	Tariff 2
10:30pm – 02:29 am and Sundays, Bank Holidays, Public Holidays and Easter Sunday and after 8pm Christmas Eve & New Years Eve	Tariff 2	Tariff 4
2:30 am – 5:59 am and all day on 25 December, 26 December and 1 January	Tariff 3	Tariff 5

	Tariff 1	Tariff 2	Tariff 3	Tariff 4	Tariff 5
Journeys up to 176 yards, 1/10 Mile	£3.20	£4.50	£5	£4.50	£6
Subsequent 176 yards, 1/10 Mile	20p	30p	40p	45p	60p
Waiting time per minute	20p	30p	40p	45p	60p
Minimum fouling charge	£100	£100	£100	£100	£100

Hackney Carriages are regulated by Wiltshire Council.

In case of a complaint regarding this vehicle or its driver, please

Contact : Fleet, Wiltshire Council, County Hall, Bythesea Road,
Trowbridge BA14 8JN

e-mail : fleet.licensing@wiltshire.gov.uk. Telephone No 01225 770271

8 May 2015

04 January 2022

Wiltshire Council hackney carriage, maximum table of fares (North, South, East & West Zones)

For journeys starting	Vehicles up to four seats	Vehicles with more than four seats carrying more than four passengers
7 am – 9:59 pm	Tariff 1	Tariff 2
10:00pm – 06:59 am and all day Sundays, and after 8pm Christmas Eve & New Years Eve	Tariff 2	Tariff 4
All day on 25 December, 26 December and 1 January & Public Holidays	Tariff 3	Tariff 5

	Tariff 1	Tariff 2	Tariff 3	Tariff 4	Tariff 5
Journeys up to 176 yards, 1/10 mile	£3.50	£4.80	£5.30	£4.80	£6.30
Subsequent 176 yards, 1/10 Mile	20p	30p	40p	45p	60p
Waiting time per minute	20p	30p	40p	45p	60p
Minimum fouling charge	£100	£100	£100	£100	£100

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Email: Fleet.Licensing@wiltshire.gov.uk, Telephone 01225 770271



Chairman's Announcements

Subject:	Update on leisure centres transferring to Wiltshire Council
Web/ Email contact:	Email queries: louise.cary@wiltshire.gov.uk

This is an update regarding the leisure insourcing project, which will see the 10 leisure centres currently managed by Places Leisure move over to Wiltshire Council.

The main part of the project is reaching its conclusion, with the transfer formally due to take place on Friday 1 October. This will mean that from this date the council will manage 20 leisure centres in total.

The majority of Places Leisure staff working at the 10 centres, around 420, will become Wiltshire Council employees from this date.

Given the last 18 months or so, and the challenges this will have placed on people's physical and mental health, leisure services are needed now more than ever.

We want to provide a consistent service across the county, which will help to support and improve the physical and mental health and wellbeing of our communities. When the transfer has been completed there will be many benefits to customers in the future, including being able to offer a broader range of memberships and more concessionary rates.

We are aiming to keep the offer to Places Leisure customers as consistent as possible to what they received before, although they will notice some changes. We are in the process of writing to all current Places Leisure members to update them on their membership arrangements and ensure they are transferred over to the equivalent council scheme wherever possible. This is a complex process but good progress has been made.

We have a dedicated webpage full of useful information and detailed FAQs, so should you receive any queries from residents directly, we would appreciate you sharing the link with them as any questions they may have should be answered on there. The webpage can be found at <https://www.wiltshire.gov.uk/leisure/leisure-centre-insourcing>.

A reminder that the leisure centres be transferring from Places Leisure to Wiltshire Council management are:

- Bradford on Avon Swimming Pool
- Castle Place Leisure Centre, Trowbridge
- Lime Kiln Leisure Centre, Royal Wootton Bassett
- Leighton Recreation Centre, Westbury
- Melksham Blue Pool
- The Activity Zone, Malmesbury
- The Olympiad, Chippenham
- Trowbridge Sports Centre
- Warminster Sports Centre
- Westbury Swimming Pool

Although the formal transfer takes place on 1 October, there will still be work ahead of us beyond that date, so we'll ensure to keep you updated on any key developments as and when required.

In the meantime, If you have any questions, please do not hesitate to get in touch by emailing the Programme Lead at louise.cary@wiltshire.gov.uk.

Briefing Note – Wiltshire Youth Council



Service : *Quality Outcomes, Children and Families*
Further Enquiries to: *Joe Sutton, Youth Voice Lead*
Date Prepared: 13/10/2021
Direct contact: childandyouthvoice@wiltshire.gov.uk

Young people can get involved in local decision making and have a say on funding for youth projects as part of a new democratic body being set up for Wiltshire.

The Wiltshire Youth Council will start next year, with representatives from secondary schools across the county elected to speak out on issues that are important to them.

Wiltshire Youth Councillors will have the power to:

- Meet up with Wiltshire Council leaders and have their say on local decisions.
- Work with area boards to ensure funding for youth projects has the right impact for them and their peers.
- Inspect services to ensure they represent young people's best interests.
- Easily communicate with their peers so young people's views are properly represented.
- Opportunity to shadow council leaders as a shadow youth cabinet member for a particular area of interest.

Schools are being invited to encourage 11-17 year olds to put themselves up for election, with elections due to take place between 31 January 2022 and 4 February 2022.

Youth councillors will be asked to commit one evening per month to attend a full youth council meeting, which will focus on issues important to the young people. They will also be expected to talk to their peers about the issues and represent their views. There will also be training to support them in their roles, covering topics including debating, running a youth inspection and delivering presentations.

You can watch videos of Cllr Laura Mayes and Cllr Richard Clewer, Leader of Wiltshire Council talking about why it's a good idea to be part of the Wiltshire Youth Council here

<https://youtu.be/27ikHINbLxM>.

Young people who are interested and want further information can go to childandyouthvoice@wiltshire.gov.uk. You can also follow the child and youth voice team on Facebook [\(6\) Wiltshire Youth Union | Facebook](#) and Instagram [Wiltshire Youth Union \(@wiltshireyouthunion\)](#) • [Instagram photos and videos](#).

Melksham Area Board: Update – 8 December 2021

Melksham Community Campus

Construction

We are now nine months into the community campus build programme. The build is progressing really well and is expected to be watertight by the new year. There has been lots of progress since the last report:

- Foul drainage connection
- Installation of the electrical substation and power cables
- Creation of a swale and installation of an attenuation tank
- External brickwork
- Internal blockwork
- Installation of external doors and screens
- Commencement of the north and south car park construction including ducting and preparation for new water supplies.
- All concrete pours complete

Works currently in progress:

- North and south car park construction
- First fix mechanical and electrical installation (containment)
- Internal blockwork and rendering

Behind the scenes the design team and campus team continue to work on developing and finalising design which includes approving samples, reviewing design information, agreeing finishes and colour schemes.

Programme

There is still a general issue with the supply of some building materials across the construction industry. This affected progress with the roof earlier in the year. Furthermore, inclement weather and the effects of COVID-19 on the workforce has hindered progress to a degree. However despite these challenges the campus is still on track to open by Autumn 2022.

North car park works and site access

The north car park construction work is ongoing until April 2022. During this time access through the north car park will be for maintenance vehicles only and by prior arrangement. The works were scheduled out of club playing season and the Campus Team have been working closely with the onsite sports clubs around their access requirements. The footpath through the site from Place Road will remain closed for the duration of these works and Melk 20 remains open for pedestrian access to the clubs and for public access through the site.

Melk 21 footpath, south of the old rugby pitch is now open following the recent excavation works for the storm water drainage and power cable. Pedestrian access from the Market Place remains closed for the duration of construction.

Club utilities

There has been a slight delay with installing the new water supplies for the tennis and bowls clubs. Due to tree root protection areas to the north of the site, the method of installing the

pipework for the supplies and other groundworks in this area required some re-design of the construction method and drainage. The works are now fully underway and back on track.

An external water supply will be installed close to the tennis courts and a new, independent supply is being provided to the bowls club. The bowls club water supply was previously connected to the Melksham House supply.

Parking

One of the planning conditions for the campus is having an approved parking strategy in place prior to the opening of the campus. The campus team have been considering options available to ensure that the parking is prioritised for users of the facility. We will be carrying out some soft consultation in the coming weeks prior to applying for a Traffic Regulation Order in the new year.

Section 73 planning application

A Section 73 planning application was submitted at the end of October. The planning reference is PL/2021/10087 and the consultation period ended on 3 December. This application sought approval for the addition of photovoltaics (solar panels), updated surface water drainage and external lighting plans as well as a number of changes to the hard and soft landscaping as designs have developed over the past few months. This includes a number of improvements to the car parks including more family bays, more elective vehicle charging points and the inclusion of assessable bays in the north car park.

Furniture, fittings and equipment

Procurement of equipment and fixtures continues. The current priorities are the library furniture, café and signage. An external signage planning application will be submitted in the new year.

Archaeology

Cotswold Archaeology have been carrying out testing of the findings on-site and will provide an update in due course. We will communicate this information once it is received and digested.

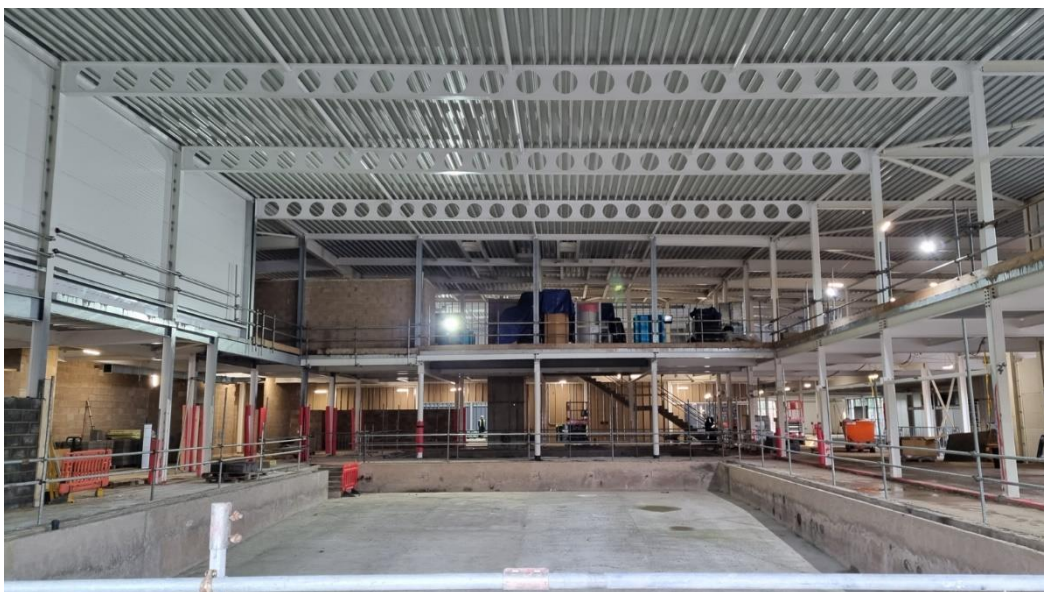
Melksham House

Planning approved the application for the development of Melksham House in October. The demolition and soft strip out works are due to begin early in 2022. We are keen that these enabling works are carried out prior to the main entrance road being resurfaced. As the levelling up bid was not successful, a report regarding the main refurbishment of the House is being taken to Cabinet in December. The main refurbishment works are not intended to commence until the campus build is complete.

Communications and events

We were delighted to offer a site visit to local councillors at the beginning of November to show them first-hand the progress that has been made on site. At the end of November, we buried a time capsule on the campus site. Pupils from Aloeric Primary School and Bowerhill Primary School contributed drawings, writing and other items. A handful of pupils were able to witness the burial of the capsule and they also received a presentation on construction. This was a very exciting morning for the children and adults alike and will be something to look forward to in the future when the time capsule is unearthed in 2051. Local media including Wiltshire Times, Melksham Independent News and BBC Radio Wiltshire were also in attendance to cover the event which resulted in some positive coverage.

Progress photos



Melksham community campus newsletter

November 2021

Welcome

Welcome to the November edition of the Melksham Community Campus newsletter.

The exterior of the building is really taking shape. The glazing and external doors are being installed and the building should be watertight by the end of December.

If you are reading an electronic version of this newsletter you can view a [timelapse video](#) of progress up to the end of October. You can also view this on our Facebook and Twitter pages (see details on next page).



Time Capsule

Pupils from Aloeric Primary School and Bowerhill Primary School contributed items for a time capsule that was buried on site on 23 November. A few of the children were lucky enough to witness the burial of the capsule, to hear about what the campus will offer and receive a talk from Pellikaan Construction Ltd. Representatives from the local media also attended to cover this exciting event.

The contents of the time capsule will serve as a snapshot of life in 2021 with pictures, writing and artifacts depicting what life is like in these challenging times. A plaque has been placed to mark the location of the capsule ready for it to be excavated in 30 years.



Melksham community campus newsletter

Build progress

The electrical substation is now in place, the power connection has been made and the internal ductwork and cable runs are being installed. The external brickwork continues along with the installation of external screens and doors. The internal blockwork is progressing well creating the internal spaces.

The foul drainage connection has been made. A swale has been created and an attenuation tank was installed as part of the surface water drainage system. The north and south car park construction is progressing. In the coming weeks Pellikaan may be working on some Saturday mornings.

Behind the scenes the design team and campus team continue to work on developing and finalising design: approving samples, reviewing design information, agreeing finishes and colour schemes.

Pedestrian access

There is currently no public vehicular access to the site.

The north car park construction work is ongoing until April 2022. Public access through the site from Place Road will remain closed during this time. Melk 20 footpath remains open for pedestrian access to the clubs and for public access through the site between Cedar Close and Canon Square.

Melk 21 footpath, linking the A350 Western Way by the cemetery to the Campus site is now open following the recent excavation works for the storm water drainage and power cable.

Pedestrian access from the Market Place remains closed for the duration of construction.

Planning Application

An application has been submitted to update the Melksham Community Campus planning permission approved under planning application reference 20/09353/VAR.

This application includes the addition of photovoltaics (solar panels) to improve the building's sustainability and updated hard and soft landscaping plans to reflect an improved car park layout. This includes an increased number of family bays, electric vehicle charging points and accessible parking bays in the north car park. An updated storm water drainage strategy and external lighting layout was submitted to reflect the updated landscaping plans. The full application can be viewed on the Planning portal at www.wiltshire.gov.uk reference [PL/2021/10087](https://www.wiltshire.gov.uk/planning/2021/10087). The consultation ends on 3 December 2021.

Get in touch:

You can contact the campus team by email: melkshamcampus@wiltshire.gov.uk



[Melksham Community Campus](#)



[@CampusMelksham](#)



NEWS RELEASE

8 December 2021

For immediate release

Future plans for Melksham to be discussed at council meeting

A report will be presented to Wiltshire Council's cabinet next week that outlines options to support Melksham to continue to grow and prosper into the future.

The council's Cabinet will be asked to release £2.8m funding, to go towards the £2m already in place, to refurbish and redevelop the Melksham House site, and create flexible co-working accommodation and a multi-purpose space for the community, while retaining its heritage. The council was unsuccessful in securing funding from the Government's Levelling Up Fund for this purpose, so Cabinet is being requested to allocate the additional funding that was set aside for Melksham House to unlock the site's potential.

If the additional money is allocated, refurbishment work will provide flexible office and meeting room spaces, and the community hall at the rear of the building will be restored to create activity spaces. The improvements would include modern sustainable technologies such as LED lighting, air source heat pumps and photovoltaics.

A scheme for the redevelopment of the Melksham House was given planning consent in October this year.

To look at the town in a more strategic way, and ensure its assets fully realise their potential, the council is also looking to establish a Place Board, in partnership with Melksham Town Council. With sites such as the Blue Pool and the library no longer being required when the campus opens, the board would look to ensure the best use

is made of publicly-owned assets for the benefit the town. If approved, a portion of funding will also go towards demolishing the Blue Pool building when Melksham Community Campus opens next year. The future of the site itself is not known at this stage, but more opportunities and options will be available to the council if the building is demolished.

Cllr Phil Alford, Wiltshire Council Cabinet Member for Cabinet Member for Housing, Strategic Assets and Asset Transfer, said: “With the construction of Melksham Community Campus continuing to make great progress, it’s essential that we strategically plan for the future of the town, alongside our partners. The campus will be a fantastic facility right in the heart of the community, but its existence will leave other valued sites unoccupied. Therefore, we want to work together to develop a vision that benefits the people and businesses of the town and the local area.

“The campus and our plans for Melksham House will hopefully just be the start, and we’re looking forward to working collaboratively and setting out our ambitions.”

The Cabinet meeting takes place on 14 December, and the full agenda and associated reports can be found at

<https://cms.wiltshire.gov.uk/ieListDocuments.aspx?CId=141&MId=13774>

Ends.

Notes to editors:

For more information contact the communications team at communications@wiltshire.gov.uk.

For political comment:

Conservatives: Phil Alford phil.alford@wiltshire.gov.uk

Liberal Democrats: Ian Thorn ian.thorn@wiltshire.gov.uk

Labour: Ricky Rogers ricky.rogers@wiltshire.gov.uk

Independent: Ernie Clark ernie.clark@wiltshire.gov.uk

MINUTES

Meeting: Melksham Area Board
Place: On-Line Meeting
Date: 22 September 2021
Start Time: 7.00 pm
Finish Time: 9.00 pm

Please direct any enquiries on these minutes to:

Kevin Fielding(Democratic Services Officer),(Tel): 01249 706612 or (e-mail)
kevin.fielding@wiltshire.gov.uk

Papers available on the Council's website at www.wiltshire.gov.uk

In Attendance:

Wiltshire Councillors

Cllr Phil Alford (Chairman), Cllr Nick Holder, Cllr Jon Hubbard, Cllr Jack Oatley,
Cllr Mike Sankey and Cllr Jonathon Seed

Also Present:

Dave Thomas - Head of Highways Asset Management and Commissioning
Peter Dunford – Community Engagement Manager
Kevin Fielding – Democratic Services Officer
Sergeant James Twyford - Wiltshire Police

Total in attendance: 26

<u>Minute No..</u>	<u>Summary of Issues Discussed and Decision</u>
19	<p><u>Chairman's Welcome, Introduction and Announcements</u></p> <p>The Chairman welcomed everybody to the Melksham Area Board meeting.</p> <p>The Melksham Area Board members were introduced.</p> <p>The following Chairman's Announcements contained in the agenda pack were noted:</p> <ul style="list-style-type: none"> • Campus Update – seven months into the build programme work is progressing well, still on schedule to open by Autumn 2022. The planning consultation period for the development of Melksham House ended on 10 September. If the application is successful, the demolition works will begin early in 2022. • Riverside Walk - resurfaced with Mendip Grit Sand with a grant from the Area Board of £5,000 towards total costs of £5,429. Contractor: PB Services (Wiltshire Ltd), Calne • Whitley Stores Grand Opening Event on Saturday 9 October at 1-5pm
20	<p><u>Apologies for Absence</u></p> <p>There were no apologies for absence.</p>
21	<p><u>Minutes</u></p> <p>Decision</p> <ul style="list-style-type: none"> • That the minutes of the meeting held on Wednesday 22 September 2021 were confirmed as the correct record
22	<p><u>Declarations of Interest</u></p> <p>Youth Grant Funding Application: 4Youth “TeenTalk” Young Peoples Counselling <i>Cllr Jon Hubbard & Cllr Jack Oatley would both abstain from the vote</i></p> <p>Community Grant Application: West Wilts Model Car Club for the purchase</p>

	<p>of a replacement computer to run club racing events Cllr Phil Alford <i>would abstain from the vote</i></p>
23	<p><u>Fire & Rescue Update</u></p> <p>Station Manager Dave Geddes was unable to attend.</p> <p>Points made from his written update included:</p> <ul style="list-style-type: none"> • Protection - On-going interaction by Protection Team members with Local Authorities, Private landlords and tenants regarding fire safety-related matters: external cladding systems; fire detection and warning systems; fire resisting doors (& self-closers); combustibility/fire resistance of construction materials; commercial and residential sprinklers systems and water-mist suppression systems. • On-call Firefighter Recruitment - As a paid position, on-call firefighters commit anywhere between 40 to 120 hours per week, during which time they must be able to respond to the station immediately. <p>Anyone over 18 years old can apply (although you can also apply once you are 17½) you must be able to respond and attend the fire station within 5-8 minutes, you have a good standard of physical fitness (i.e. you are generally active), and you must have the right to work in the UK.</p> <p>Further information on becoming an On Call Firefighter can be found at www.dwfire.org.uk/working-for-us/on-call-firefighters/ or should you have any questions, you can call 01722 691444.</p> <ul style="list-style-type: none"> • Dorset & Wiltshire Fire and Rescue Service (DWFRS) is again supporting the national Chimney Fire Safety Week, which runs this year from 30 August until 5 September. <p>Organised by HETAS – the Heating Equipment Testing and Approvals Scheme – as part of the Government’s Fire Kills campaign, the awareness week calls for homeowners to act responsibly and get their chimneys swept by an approved sweep. This prevents chimney damage, and, in worst cases, household fires.</p> <p>For more top tips for staying fire safe at home, please visit www.dwfire.org.uk/safety-at-home.</p>
24	<p><u>Police Update</u></p> <p>Sergeant James Twyford gave an update on behalf of the Trowbridge Community Policing Team.</p>

	<p>Points made included:</p> <ul style="list-style-type: none"> • ASB, Graffiti and Theft – King George V Playing Field, Melksham - Reporting of issues remained low and the evidence suggested that Social Media perception was making the issue appear more pronounced. Two Suspects had been identified as being responsible for the recent Graffiti and Theft incidents; enquiries to bring the matter to Court were underway. • Primrose Drive and Nature Reserve, Melksham - ASB Surveys and a Resident’s Meeting were utilised to get a more detailed picture of the issues. Specific detail remained sparse; no further reports of issues had been received. This was being monitored, but would not be a specific priority, moving forwards. • Community Messaging - Keep up to date with the latest news and alerts in your area by signing up to our Community Messaging service – www.wiltsmessaging.co.uk <p>The Chairman thanked Sergeant Twyford for his update.</p>
25	<p><u>Tackling anti-social behaviour</u></p> <p>Cllr Mike Sankey outlined the proposed installation of a CCTV camera which would be a cost-effective way to monitor the continuing anti-social behaviour in the Melksham Skate Park area.</p> <p>Colin Goodhind - Deputy Mayor, Melksham Town Council described how this project would be part of wider efforts to establish a CCTV system across the town centre.</p> <p>Cllr Jack Oatley reported on his role leading the street-based youth work team and said he was fully supportive of the proposal.</p> <p>Sergeant James Twyford – Wiltshire Police advised that the camera system would help the Police hugely.</p> <p>Decision</p> <ul style="list-style-type: none"> • Cllr sponsored initiative from Cllr Mike Sankey awarded £990 towards a CCTV camera in the Melksham Skate Park area <p>The Chairman thanked everyone for their input and look forward to seeing the system in operation.</p>

26	<p><u>Climate Strategy and Natural Environment Plan consultations and Ash Dieback announcement</u></p> <p>Cllr Phil Alford advised that Ash Dieback or Chalara Dieback of Ash was a disease which was expected to lead to the decline and death of most of the ash trees in Britain. 90% of woodland Ash trees nationwide were likely to be affected over the next five to 15 years.</p> <p>Ash Dieback was already affecting trees in all parts of Wiltshire, and the council, along with other large landowners was working to address the impacts of the disease.</p> <p>In trees alongside the highway, rights of way and in public spaces, this could pose a risk of injury to people and damage to property. There was an urgent need for all landowners to identify Ash trees growing alongside the highway, public rights of way and in public spaces that were showing signs of this disease and remove or significantly reduce these trees in order to avoid risks to the public or to property.</p> <p>A short film was shown explaining the phenomenon of Ash Dieback.</p> <p>Climate Strategy and Natural Environment Plan consultations</p> <p>Cllr Phil Alford advised that:</p> <p><u>Climate Strategy</u></p> <p>This strategy had been developed after Wiltshire Council acknowledged a climate emergency and pledged to become carbon neutral as an organisation by 2030. The document had deliberately been kept simple to encourage a wide readership. The UK Climate Change Committee estimates that local authorities could influence one third of emissions in their area. This made public engagement and buy-in from organisations and businesses critical to tackling the other two thirds – as well as advocating for strong government action. This high level strategy set out the Wiltshire Council objectives and areas of focus while remaining flexible.</p> <p><u>Our Natural Environment Plan - Green and Blue Infrastructure (GBI) Strategy</u></p> <p>This strategy looked at the future for Wiltshire’s natural environmental assets focussing on the need to address climate change adaptation and mitigation, halt and reverse biodiversity loss and contribute to the health and wellbeing of Wiltshire’s residents.</p>

'Blue infrastructure' means water courses such as rivers, lakes, canals, ponds and wetlands, while 'green infrastructure' covers plant life such as fields, woodlands, hedgerows and parks, and the GBI Strategy would set a clear vision, goals and principle to guide delivery through partnership working. Having a strong GBI would help mitigate against the effects of climate change through nature-based solutions such as, increased water retention in the land to reduce the risk of flooding, maintain and improve biodiversity, and help to provide improved access to the countryside.

Infrastructure in the Melksham Community Area includes:

- Streetscene and countryside services including waste collection, recycling, flood alleviation, rights of way improvement, air and river quality monitoring.
- A programme of service delegation and asset transfer from Wiltshire Council to the Town Council for local control for parks, play areas, allotments and toilets.
- Urban tree planting; action against dog fouling and littering; a new country park at Shurnhold Fields; investment in new facilities at King George V Park; support to wildlife and biodiversity at Conigre Mead Nature Reserve; support to the Wilts and Berks Canal restoration.
- Preparation of Melksham Neighbourhood Plan to balance new development with protection for the environment.
- Supporting sustainable transport including investment through CATG in pavements, dropped kerbs, safe crossings, traffic calming.

Decisions

- **That the Melksham Area Board notes the draft Climate Change and Green and Blue Infrastructure strategies and urges residents, organisations and businesses across the Community Area to contribute to the Consultations ahead of the closing date of 17 October 2021.**
- **That the Melksham Area Board commits to work with organisations, residents and businesses across the Community Area to create a more sustainable Melksham.**

The Melksham Area Board also noted the new "Wilts can do" campaign on climate change.

	<p>The campaign would be focusing on the seven main delivery themes that the council had identified as priorities in its draft Climate Strategy, in order to lower carbon emissions in Wiltshire:</p> <ul style="list-style-type: none"> • Transport • Built environment • Waste • Green economy • Energy generation, storage and distribution • Natural environment, food and farming • Carbon neutral council <p>People could show their support on social media by using the campaign #WiltsCanDoThis when sharing any posts or ideas, and following the council's channels where regular posts will be made: @WiltshireCouncil on Facebook, @WiltsCouncil on Twitter.</p>
27	<p><u>5 Year Highways Plan</u></p> <p>Dave Thomas - Head of Highways Asset Management and Commissioning at Wiltshire Council outlined the 5 year highways plan for the Melksham community area.</p> <p>The full report was contained in the agenda pack.</p> <p>Points made from the Area Board members included:</p> <ul style="list-style-type: none"> • That it was surprising how little of Melksham town roads were included on the list. • That roads were resurfaced, but pavements were then left in a poor state <p>It was noted that areas not included in the report could still be submitted to the Wiltshire Highways Department for consideration.</p> <p>Decision</p> <ul style="list-style-type: none"> • That the Melksham Area Board noted the list contained in the report and passed to the Community Area Transport Group (CATG) to progress further. <p>The Chairman thanked Dave Thomas for attending and outlining the report.</p>

28	<p><u>Sub Group reports</u></p> <p>Community Area Transport Group – Cllr Jonathon Seed</p> <p>Points made by Cllr Jonathon Seed included:</p> <ul style="list-style-type: none"> • The notes of the meeting held on Thursday on 9 September were agreed. • It was noted that there were no spending decisions needing to be ratified at this meeting. • That funds were still available for local schemes. <p>Health and Wellbeing Group – Cllr Nick Holder</p> <p>Points made by Cllr Nick Holder included:</p> <ul style="list-style-type: none"> • That discussions at the 2 September meeting had included: <ul style="list-style-type: none"> Care Home Volunteers Support to Stroke Survivors Primary Care Network inc. future estate plan Age Friendly Melksham inc. survey and event Young Carers event • Support was recommended for a grant application from Melksham Talking Newspaper requesting £500 towards costs • That two people had now expressed an interest in becoming the Area Board Older Persons and Carers Champion. <p>Cllr Holder reported on the roll-out of the COVID booster programme.</p> <p>The Chairman thanked Cllr Seed and Cllr Holder for their respective updates.</p>
29	<p><u>Proposal for a special "Older Persons theme" meeting of the Area Board to be held on 22 October 2021. To include the recruitment of an Older Persons Champion for the board</u></p> <p>Peter Dunford – Community Engagement Manager sought the Melksham Area Board members approval for a special meeting of the Area Board provisionally entitled “Age Friendly Melksham: survey results and action planning”.</p> <p>The event was outlined as follows:</p> <ul style="list-style-type: none"> • To be held on Friday 22 October 2021, 9.30am for 10am start with 1pm

	<p>finish, at Melksham Assembly Hall.</p> <ul style="list-style-type: none"> • Event to be hosted by the Melksham Area Board with the support of Age Friendly Melksham. • Invitations to be made to representatives of seniors groups across the Melksham community area together with stakeholders from relevant local agencies. • Presentations to include the results of an age friendly baseline survey and a keynote presentation from The Centre for Ageing Better. • Roundtable discussion for action planning. • The appointment of Older Person and Carers Champion would be progressed via an advert in the Melksham News requesting written expressions of interest. <p>Decision</p> <ul style="list-style-type: none"> • That the Melksham Area Board approves the outline of this special older persons meeting of the Area Board to be held on Friday 22 October 2021 at the Melksham Assembly Hall <p>The Chairman thanked Peter Dunford for his proposal and asked him to proceed with the event planning.</p>
30	<p><u>Proposal for a consultation on "Area Board Priorities" to be held on 8 December 2021</u></p> <p>Peter Dunford – Community Engagement Manager outlined a proposal for a consultation on "Area Board Priorities" to be held at the Area Board meeting on Wednesday 8 December 2021. This would help the board to direct its limited resources towards key issues of local concern over the coming 4 year political cycle.</p> <p>Some suggested priorities for action include:</p> <ul style="list-style-type: none"> • Supporting the environment (inc. climate change, biodiversity, built environment, public open space) • Health and wellbeing (tackling isolation and loneliness; care and support) • Youth engagement and positive activity opportunities • Supporting low income individuals and families

	<ul style="list-style-type: none"> • Reducing anti-social behaviour <p>Decisions on priorities to be reached based on data and discussions with stakeholders.</p> <p>The Chairman advised that the Area Board were keen to hear people's views on themes that should be covered at the meeting.</p> <p>Decision</p> <ul style="list-style-type: none"> • That the Melksham Area Board approves this consultation on "Area Board Priorities" to be held at the area board meeting on 8 December 2021 <p>The Chairman thanked Peter Dunford for his update.</p>
31	<p><u>Applications for Grant Funding</u></p> <p>Community Grants</p> <p>Decision 2385 Melksham Squadron awarded £5,014 towards additional training and development and capital expenditure support</p> <p>Decision West Wilts Model Car Club awarded £955 for the purchase of a replacement computer to run club racing events <i>Note: Cllr Phil Alford abstained from the vote</i></p> <p>Decision Keovil Parish Council awarded £379 towards a paved area at Banfield recreation ground</p> <p>Decision Melksham Town Council awarded £345 towards a new cabinet for the defibrillator at the Pavilion in King George V park</p> <p>Youth Grants</p> <p>Decision 4Youth awarded £5,000 towards "TeenTalk" Young Peoples Counselling <i>Note: Cllr Jon Hubbard and Cllr Jack Oatley both abstained from the vote</i></p>

	<p>Health and Wellbeing Grants</p> <p>Decision Celebrating Age Wiltshire awarded £1,500 as match funding for Yr 2 of the project</p> <p>Decision Melksham Talking Newspaper awarded £500 towards costs</p>
32	<p><u>Public Questions</u></p> <p>There were no public questions.</p>
33	<p><u>Future Meetings</u></p> <p>The next Melksham Area Board business meeting would be held on Wednesday 8 December 2021, 7pm – venue to be confirmed.</p>
34	<p><u>Close</u></p>

Agenda Item 5

Update for Melksham Area Board

Name of Parish/Town Council	Melksham Town
Date of Area Board Meeting	8 December 2021

Update for Melksham Area Board

Headlines/Key successes

- A Warrant was executed on 17th November in Forest; a quantity of Cannabis and £2000 cash from the proceeds of Drug Dealing was seized.

- A Youth is being Charged with an Arson attack on a Garage in Mills Road in October. We had a fantastic response from the Community in terms of willingness to provide evidence that's secured a Guilty Plea to the offence.

- Gavin and George QUINN have appeared in Court Charged with ABH, following an attack on a member of public in Church Street.

Projects

- Youth-related ASB in the Town Centre. A small group have caused a number of investigations to commence. We're looking to address the general behaviour exhibited by the group.

- Op Elf is now running throughout the Christmas Period. This is a proactive Operation run to tackle Shoplifters.

- Night Time Economy issues are again at the forefront in the leadup to Christmas. Officers from the Neighbourhood Team, supported by colleagues from Response, will be conducting Licensing Checks on venues and addressing issues related to the Night Time Economy at peak times.

Forthcoming events/Diary dates

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Signed: PS James Twyford

Date: 011221

Update for Melksham Area Board



DORSET & WILTSHIRE FIRE & RESCUE SERVICE

WILTSHIRE AREA BOARD REPORT

Community Safety Plan

DWFRS Community Safety Plan can be found on the DWFRS website;
<http://www.dwfire.org.uk/community-safety-plan/>

Prevention

We are committed to making a real difference to the lives of people in Dorset and Wiltshire. Our aim is to reduce the level of risk and harm to our communities from fire, targeting those most at risk. We do this primarily through our Safe and Well visits.

A Safe and Well visit is **FREE** and normally lasts about one hour covering topics such as:

- Using electricity safely
- Cooking safely
- Making an escape plan
- What to do if there is a fire
- Keeping children safe
- Good practice – night time routine and other points relevant to you
- Identifying and discussing any further support the occupier may need

Are you or anyone you know:-

- Over the age of 65?
- Need a smoke detector?
- Have a long-term health condition?
- Suffer from poor hearing or sight loss?
- Would you struggle to escape in the event of a fire?

If you can answer yes to more than one of these questions, then please call us on 0800 038 2323 or visit <https://www.dwfire.org.uk/safety/safe-and-well-visits/>



Protection

On-going interaction by Protection Team members with Local Authorities, Private landlords and tenants regarding fire safety-related matters: external cladding systems; fire detection and warning systems; fire resisting doors (& self-closers); combustibility/fire resistance of construction materials; commercial and residential sprinklers systems and water-mist suppression systems

General Enquiries

If you have a general fire safety enquiry regarding commercial property, please email fire.safety@dwfire.org.uk and the Fire Safety Team will respond in office hours.

Fire Safety Complaint

If you wish to tell us about fire safety risks in commercial premises, such as locked or blocked fire exits, you have three options:

- You can email the fire safety department at enforcement@dwfire.org.uk
- Call 01722 69 1717 during office hours (9am-5pm).
- Call our Service Control Centre on 0306 799 0019 out of office hours (5pm-9am)

On Call Recruitment

Have you always wondered if you could join the fire service, but haven't had the opportunity to find out more? Have you found yourself seeking your next challenge, keen to give back to the local community or wanting to learn new skills including leadership and teamwork? Then becoming an on-call firefighter is for you.

As a paid position, on-call firefighters commit anywhere between 40 to 120 hours per week, during which time they must be able to respond to the station immediately.

Many have 'normal' jobs during the day, then upon their return home make themselves available overnight or during the weekends. Some of our crew respond from their workplaces during the day, and we are very grateful to their employers for releasing them to perform their vital duties.

Anyone over 18 years old can apply (although you can also apply once you are 17½) you must be able to respond and attend the fire station within 5-8 minutes, you have a good standard of physical fitness (i.e. you are generally active), and you must have the right to work in the UK.

Further information on becoming an On Call Firefighter can be found at www.dwfire.org.uk/working-for-us/on-call-firefighters/ or should you have any questions, you can call **01722 691444**.



Recent News & Events

Pumpkins, Bonfires and Fireworks



Win a VIP trip to a fire station and younger children be fire safe this Halloween and Bonfire Night.

The fun of Halloween and Bonfire night will soon be here, but while having fun it is important that the whole family know how to stay safe, and what to do if there is an accident.

Help younger children understand how they can help keep themselves safe from harm by visiting our Halloween and Bonfire Night Staying Safe resource:-

<https://www.dwfire.org.uk/education/pumpkins-bonfires-and-fireworks/>

Road Safety Roadshow Live again with Arval UK's support

'Safe Drive Stay Alive' roadshow has returned to the schools of Wiltshire to ensure its life-saving messages still reach young people.

Covid-19 meant the flagship road safety programme, which is aimed at Year 11-13 students had to be delivered digitally. Now that restrictions have lifted, schools once again have the option to view the presentation live.

Safe Drive Stay Alive held its first live Wiltshire roadshow on 30 September at the Royal Wootton Bassett Academy, and more have been held and booked for schools across the county throughout the academic year.

The relaunch of the roadshow wouldn't be possible without the help and kind support from Arval UK.



Our firefighters are holding a number of car washes this weekend (30-31 October) in aid of the [Fire Fighters Charity](#).

Firefighters save house in Melksham amid plea for new recruits

Assistant Chief Fire Officer Andy Cole said: "Firefighters did a great job of saving the house involved in this incident. This fire occurred about 150m from Melksham Fire Station but unfortunately, due to lack of available firefighters, Melksham was not available to attend.

He added: "We have and continue to try to recruit on-call firefighters across Dorset and Wiltshire, this type of incident shows exactly why we need these new recruits. Whilst we will always make sure a fire engine responds to an incident when it is needed, in this case it took firefighters from Trowbridge 11 minutes from the call to arrive, if Melksham had been available, this response time could have been cut dramatically."

On-call firefighters are **paid members of staff** who respond to their local station when they are required to attend incidents and help their local community. They receive the same levels of training and support as their full time colleagues. We are particularly interested in hearing from females or those from underrepresented groups. If you are interested in becoming an on-call firefighter, please find out more on our website <https://www.dwfire.org.uk/working-for-us/on-call-firefighters/>



First SPECTRA course held

Previously known as Salamander in the North and SPARC in the South, our personal development courses are now being delivered under the banner of SPECTRA.

The first course was held in Swindon and culminated with a passout parade on 6 October where Deputy Lieutenants of Wiltshire, Shirley Ludford and Claire Garret, and the High Sheriff of Wiltshire, Sir Charles Hobhouse Bt, helped to celebrate the learners' achievements.

SPECTRA courses can be delivered for young people and adults, and can be tailored to meet a certain cohort or commissioner's needs. For more information, please visit www.dwfire.org.uk/SPECTRA





Demand

Total Fire Calls for Melksham Fire Station for period 1st September – 1 December 2021-

Category	Total Incidents
No. of False Alarms	31
No. of Fires	Kitchen – 1 Open, small – 3 Car – 1 Post box – 1 Garage – 1 Domestic – 1 Electrical - 1
No. of Road Traffic Collisions and other Emergencies	Co-Responder – 2 Gain access – 6 Release of person – 1 Assist other agency – 1 RTC - 2
Total	52

Local Incidents of Note

There have been no local incidents of note

David Geddes

Station Manager

Email: David.geddes@dwfire.org.uk

Mobile: 07826 532607

Wiltshire Council

Cabinet

30 November 2021

Subject: A350 Melksham Bypass – Report on Second Public Consultation

Cabinet Member: Cllr Dr Mark McClelland, Cabinet Member for Transport, Waste, Street Scene and Flooding

Key Decision: Key

Executive Summary

The A350 Melksham Bypass is a Large Local Major scheme which was awarded development funding by the Department of Transport (DfT) to take it to Outline Business Case (OBC) stage. It would be a major improvement to the important A350 Primary route which provides vital transport links between the M4, the towns of western Wiltshire and the south coast. The Melksham Bypass is required to address current growth trends and future planned growth within Wiltshire.

Options for the scheme, including road and non-road options, were the subject of a public consultation earlier this year. The results of that consultation and an option sifting exercise were reported to Cabinet on 1 June 2021, when it was agreed to undertake further consultation on an emerging route.

The second consultation was launched at the Melksham Area Board on 23 June 2021, with webinars held on 6 and 13 July 2021. The public consultation ended on 8 August 2021. However, discussions have continued with landowners and other organisations regarding various aspects of the scheme.

There were 760 responses to the second public consultation questionnaire, the majority of which (78%) were from Melksham and the nearby parishes of Melksham Without, Lacock and Seend. There were 480 written and email responses to the consultation. The town and local parish councils and other organisations were also invited to provide their views on the scheme (see **Appendix 1**). There were 396 (52%) questionnaire responses that did not support the need for an improvement to the A350 at Melksham and Beanacre, and 331 (44%) that did support the need for an improvement.

From the questionnaire responses there was a clear divergence of opinion between those who supported the need for an improvement to the A350 and those who did not. Most of those who supported the need for an improvement considered the emerging route to be suitable for the scheme and preferred Option A at the northern end. Those who did not support the need for a bypass did not consider the route to be suitable and did not prefer any of the options at the northern end. Alternative alignments and variants of the emerging route were suggested by the public during the consultation.

From the assessment work undertaken to date, Option 10c has emerged as a viable route corridor. There may be benefits in considering potential variations to the route alignment (see **Appendix 2**) in more detail at the next stage of the scheme development in order to seek to address some of the concerns identified in the consultation responses. Further surveys and assessment work would be required at that stage to determine the full effects of the scheme in more detail and to enable a planning application to be prepared.

There are many factors that need to be considered in developing a scheme of this type, including the transport objectives, landscape, archaeology, ecology, air quality, flood risk, environment, climate change, cost and benefits. The final scheme could be a variation of the route previously consulted on as the design could be refined in response to the consultations and further assessments.

The scheme includes a complementary package of walking and cycling improvements which would be developed in parallel with the bypass. This could include continuous footways across junctions, visual narrowing of carriageways, gateway features and new pedestrian crossings in the town centre. Access to Melksham Rail Station could be improved with additional signalised pedestrian/cyclist crossings and shared use paths. Improved links to Lacock and the Kennet and Avon Canal could also be provided by two-way cycle tracks and improvements to existing routes.

It is proposed to carry out further non-statutory consultations on the scheme following approval of the OBC by DfT. The scheme would then be designed in more detail and a planning application prepared together with an environmental impact assessment and there would be statutory consultation through the planning process. It is likely that statutory orders including compulsory purchase orders would be required, and the scheme could be the subject of a public inquiry in due course.

The strategic study of M4 to Dorset Connectivity currently being undertaken by National Highways (see **Appendix 3**) may have implications for the A350 route and further consideration should be given to the Melksham bypass scheme when the results of that study are available.

Proposals

It is recommended that:

- (i) The response to the second public consultation and the views of the town and local parish councils and others are noted and taken into account in the scheme development,
- (ii) In view of the comments made in response to the consultations the route variants should be the subject of further investigation and consultation as appropriate after the OBC has been approved,
- (iii) The possibility of improving walking and cycling facilities in the area in

- conjunction with the scheme or separately should continue to be explored,
- (iv) Further consideration should be given to the scheme when the results of National Highways' M4 to Dorset Connectivity study and the DfT's comments on the OBC are available.

Reason for Proposals

The A350 Melksham Bypass is a Large Local Major scheme which was awarded development funding by the DfT to progress it through to OBC stage. It represents a major improvement to the important A350 Primary north-south route which provides vital transport links between the M4, the towns of western Wiltshire and the south coast.

Various options have been considered and a potential route corridor has been identified to the east of the town which meets the transport objectives and appears to meet the criteria for funding to develop to the next stage in the business case process.

Further survey and development work is required to prepare the scheme to the level of detail necessary to submit a planning application and environmental impact assessment. This would include further consultations with the public, town and parish councils, the Area Board, and other relevant organisations.

Terence Herbert
Chief Executive

Wiltshire Council

Cabinet

30 November 2021

Subject: A350 Melksham Bypass – Report on Second Public Consultation

Cabinet Member: Cllr Dr Mark McClelland, Cabinet Member for Transport, Waste, Street Scene and Flooding

Key Decision: Key

Purpose of Report

1. To review the response to the second public consultation on the proposals for the A350 Melksham Bypass scheme.

Relevance to the Council's Business Plan

2. The Council's 'Business Plan Principles 2022 to 2032' has the themes of thriving economy, resilient society, sustainable environment, and empowered people.
3. The plan seeks to make Wiltshire a place with vibrant, well-connected communities. The Council wants people to be able to get around easily and access good services, including through digital channels. This will help to grow the local economy in a sustainable way.
4. Other relevant aspects of the plan are having the right skills to prosper, ensuring decisions are evidence-based, having the right housing, being safe, staying active, taking responsibility for the environment, and being on the path to carbon neutral.
5. The proposed Melksham Bypass would be a major infrastructure improvement to the local and wider transport network, which will support housing and employment growth in the west Wiltshire corridor, and it would improve local connections to the strategic road network.
6. It also has the potential to facilitate improvements for walking and cycling. The environmental and carbon considerations will need careful consideration as the scheme is developed.

Background

7. The importance of the A350 to the local economy has long been recognised in Wiltshire, and improvements have been undertaken previously over many years to address sections with capacity constraints and where improvements were needed. There are several proposals for other improvements to the route currently being developed, as well as those at Melksham.

8. The A350 through Beanacre and Melksham has been a concern for many years. The road has sections with 30 mph speed limits passing through residential areas, with several busy junctions providing access to Melksham town centre, retail and commercial sites, the A365 Bath Road and A3102. The Strategic Outline Business Case was updated in 2019 and identified it as one of the busiest major roads in Wiltshire, with daily traffic volumes often above 35,000 vehicles per day, and heavy goods vehicles accounting for around 8% of all traffic. There have also been high collision rates with severity generally higher on the A350 compared to other roads in the area.
9. In July 2017, the Department for Transport's (DfT) 'Transport Investment Strategy' was published. As part of the strategy, government committed to creating a Major Road Network (MRN) across England, which would be a network of England's most important routes which complement motorways and strategic trunk roads. The A350 at Melksham was included as a route in the MRN; this is in addition to its designation as Primary Route Network as defined in Wiltshire Council's Core Strategy.
10. Government acknowledged the need for a long-term funding stream for road investment, specifically through establishment of the 'National Roads Fund', being £28.8 billion between 2020-2025; £3.5 billion of which is to be spent on improving the MRN. This funding was confirmed in March 2020 in the DfT publication of its second Road Investment Strategy (RIS2) for the period 2020 – 2025. A central principle in the development of this strategy was to:

“create a road network that is safe, reliable and efficient for everyone – whether they are cyclists or drivers, passengers or pedestrians”
11. Government indicated that prioritised investment planning within a consistent national framework should be carried out by Sub-national Transport Bodies (STBs). The Western Gateway Shadow Sub-National Transport Body (WGSSTB) was officially formed in a shadow status in December 2018 with Cllr Bridget Wayman elected as Chair.
12. The WGSSTB considered candidate schemes from all member authorities, and following its meeting in June 2019, the Board agreed to submit nine schemes to DfT in July 2019. Four of the schemes were in Wiltshire:
 - A350 - M4 Junction 17 Improvement
 - A350 Chippenham Bypass Improvements – Phases 4 and 5
 - A338 Southern Salisbury Improvements and
 - A350 Melksham Bypass
13. At its meeting on 19 May 2020 Cabinet considered a report on the success of the Council's bid to the DfT for development funding for the four schemes, including the A350 Melksham Bypass Large Local Major (LLM) road scheme.
14. On 13 October 2020 Cabinet agreed to public consultation being undertaken on options for the A350 Melksham Bypass scheme. Following consideration of the response to the consultation and further options appraisal and sifting, a proposal to undertake a second round of consultations on an emerging route for the scheme was approved by Cabinet on 1 June 2021.

Main Considerations for the Council

Transport Objectives

15. The transport objectives for the scheme were derived from relevant key policy documents and strategies, including the DfT Transport Investment Strategy, Swindon and Wiltshire Strategic Economic Plan, Wiltshire Core Strategy, and the Wiltshire Local Transport Plan. The transport objectives set for the scheme were confirmed by Cabinet at its meeting on 13 October 2020 and are to:
- (i) Reduce journey times and delays and improve journey reliability on the A350 through Melksham and Beanacre, improving local and regional north-south connectivity, and supporting future housing and employment growth in the A350 corridor.
 - (ii) Reduce journey times and delays and improve journey reliability on the following routes through Melksham and Beanacre:
 - A350 South – A3102
 - A365 West – A365 East
 - A350 South – A365 West
 - (iii) Provide enhanced opportunities for walking and cycling between Melksham town centre and the rail station / Bath Road, and along the existing A350 corridor within Melksham and Beanacre, which will help reduce the impact of transport on the environment and support local economic activity.
 - (iv) Reduce collisions resulting in personal injury rates and severity for the A350 and Melksham as a whole, to make the corridor safer and more resilient.
 - (v) Reduce the volume of traffic, including HGVs, passing along the current A350 route in northern Melksham and Beanacre to reduce severance, whilst avoiding negative impacts on other existing or potential residential areas.

First Public Consultation

16. The first consultation on the long list of options was launched at the Melksham Area Board on 4 November 2020. An initial presentation was given to Seend Parish Council on 27 October 2020, and a presentation was also given to Melksham Town Council on 23 November 2020. An extension to the consultation period from the end of November to 17 January 2021 was made in view of the limitations imposed by the pandemic, and to ensure that the local newspaper would be operating so that it could report on the consultation.
17. There were 1,018 responses to the public consultation questionnaire, the majority of which were from individuals (962), with a small number from businesses or organisations (42). Most of the responses were local from Melksham or within five miles. There were also 175 written and email responses

to the consultation, and the town and local parish councils and other organisations also provided their views.

18. Most respondents to the first consultation supported the need for an improvement to the A350 at Beanacre and Melksham (594 Yes/406 No), but there was not overwhelming support for a particular option.
19. A sifting process of the options was subsequently undertaken to identify an emerging option, together with walking and cycling proposals in the area. The outcome of the first consultation and the option sifting were reported to Cabinet on 1 June 2021 when it was agreed to hold the second public consultation.

Second Public Consultation

20. In view of the pandemic, the second consultation was also held primarily on-line, with the opportunity to submit written comments by letter or email. There were press releases about the forthcoming consultation issued on 24 May 2021 and 1 June 2021.
21. The second consultation was launched at the Melksham Area Board on 23 June 2021 when a further press release was issued. The presentation and consultation material can be viewed on the scheme webpage at:

<https://www.wiltshire.gov.uk/highways-a350-melksham-bypass>
22. Webinars were held on 6 and 13 July 2021 which comprised a presentation describing the proposals and the opportunity for the public to ask questions. As there was not time to reply to all of the questions during the webinars, written answers to the 118 questions were provided on the scheme webpage shortly after.
23. A press release was issued on 7 July 2021 to advise that a video of the proposed route had been prepared and was available to view on YouTube. The fly-through video was not a definitive image of the final scheme but was provided to give an indication of the potential scheme and the route to help orientate viewers as to the location of the emerging route within the wider landscape and relative to the town and villages. The link to the fly-through video is still available on the scheme webpage, and the video has been viewed over 10,000 times to date.
24. A meeting was held with Melksham Without Parish Councillors on 8 July 2021 prior to their own meetings regarding the scheme. The Corsham Area Board on 22 July 2021 included a Chairman's announcement regarding the consultation to encourage participation.
25. Two drop-in sessions were held at Melksham library on 30 July and 6 August 2021 where plans of the scheme were displayed, and staff were available to answer questions.
26. Organisations with an interest in the scheme, local councils, and others were advised of the consultation by email and were invited to submit their views.

27. The consultation was primarily held through the scheme webpage, which provided a short introduction to the proposals and a link to the 'Melksham Bypass 2nd Consultation Information Pack'. This document described the background to the scheme, the scheme objectives, and set out the scheme preparation process, advising that it was at a very early stage of its development and would be the subject of further non-statutory and statutory consultations should it proceed.
28. The document described the previous consultation and the outcome. It provided information on the further options assessments undertaken and the results of the sifting process. There was a description of how Option 10c was refined to become the emerging route which was being consulted on.
29. There was a description of the emerging route and its main features, which included three potential variants at the northern end where it would cross the River Avon and join the A350. Typical scheme cross-sections were shown to indicate the road, drainage ditches, possible combined footway/cycleways and provision for potential future dualling.
30. Predicted traffic flows on the existing road network and for a scenario with the delivery of the bypass were shown for 2036, based on current plan development. Corresponding heavy goods vehicle flows were indicated and the anticipated reductions in journey times were described.
31. Potential complementary walking and cycling measures were suggested which had three main components of a pedestrian friendly town centre, better access to the rail station, and connections to the north and south. This could include continuous footways across junctions, visual narrowing of carriageways, gateway features and new pedestrian crossings in the town centre. Access to Melksham Rail Centre could be improved with additional signalised pedestrian/cyclist crossings and shared use paths. Improved links to Lacock and the Kennet and Avon Canal could also be provided by two-way cycle tracks and improvements to existing routes.
32. The main environmental constraints considered in developing the scheme and a summary of the key considerations and mitigation measures were provided.
33. As well as the consultation document described above, the draft Options Appraisal Report (OAR) and its appendices were made available on the webpage, together with the Walking Cycling Horse Riding Assessment Report (WCHAR). These are technical documents, but it was considered that they could be helpful for those wishing to get a deeper understanding of the scheme.
34. The public were invited to give their views via a questionnaire on the scheme webpage, by email or by writing to the Council.
35. The aims of the second non-statutory consultation were to:
 - engage with stakeholders affected by or interested in the scheme;
 - engage with potentially affected landowners;
 - encourage involvement from stakeholders and build strong open relationships;

- raise awareness of the scheme and understanding for the need to improve the A350;
 - inform about the emerging option identified including walking, cycling and horse-riding measures;
 - understand stakeholder concerns, issues and suggestions;
 - receive feedback on the options to allow us to develop the scheme further; and
 - prepare for the statutory consultation phases.
36. Although the second public consultation ended on 8 August 2021, liaison has continued with landowners and other organisations in order to obtain a better understanding of the potential impacts and implications of the scheme, and to inform future development of the proposals.

Response to the consultation

37. There were 760 questionnaire responses, the majority of which were from Melksham and the nearby parishes of Melksham Without, Lacock and Seend (78%), and 480 emails and written responses from the public, with 4 responses from local councils and 4 from other organisations (see **Appendix 1**).
38. Melksham Town Council listed the pros and cons for the scheme and suggested ideas for mitigation measures should the scheme proceed. Melksham Without Parish Council considered that further evidence is required to justify the scheme and suggested some changes to the proposals. Lacock Parish Council objected to the scheme and raised some specific issues. Seend Parish Council indicated that their preferred choice would be no bypass and made comments on the proposals.
39. The National Trust would appreciate further engagement with Wiltshire Council and other stakeholders such as Lacock Parish Council to fully understand the proposed road scheme and its implications for Lacock. Wiltshire Air Ambulance commented about signing and street lighting aspects. Bowerhill Residents Action Group (BRAG) felt that the proposed Melksham Bypass would be detrimental to Bowerhill residents and its surrounding environment. The Executive Committee of the Bowerhill Scout Troop objected to the proposed route because of the effect on areas they use. Community Action Shaw and Whitley (CAWS) Group supported the emerging route.
40. There were fewer questionnaire responses to the second consultation, with 760 questionnaires completed compared to 1,018 previously. The number of responses that did not support the need for improvements to the A350 at Beanacre and Melksham was virtually unchanged at 396 compared to 406 previously, but the number of responses supporting an improvement had reduced from 594 to 331.
41. In the questionnaire response to the second consultation:
- 52% (396 responses) did not support the need for an improvement to the A350 at Melksham and Beanacre,
 - 43% (331 responses) did support the need for an improvement.

42. Overall, 67% (486 responses) considered that the emerging route being consulted on would not be suitable for the scheme, and 33% (235 responses) that considered that the route would be suitable.
43. At the northern end of the scheme Option A, connecting to the southern roundabout at Lacock, had more support than Options B or C, but a majority did not prefer any of them.
44. From the questionnaire responses there was a clear divergence of opinion between those who supported the need for an improvement to the A350 and those who did not.
45. Of those who supported the need for an improvement (331 responses):
- 69 % (228 responses) considered the emerging route to be suitable for the scheme,
 - 63% (209 responses) preferred Option A at the northern end,
 - 63% (208 responses) thought that the scheme would reduce journey times on the A350,
 - 57% (188 responses) considered the proposed rights of way alterations to be suitable,
 - 55% (181 responses) had no concerns about the route.
46. Of those who did not support the need for a bypass (396 responses):
- 95% (377 responses) did not consider the emerging route to be suitable,
 - 90% (360 responses) had concerns about the route,
 - 88% (349 responses) did not prefer any of the options at the northern end.
47. The questionnaire provided the opportunity to comment on the proposals, and the biggest concern expressed was about the potential impact on the countryside, habitats, and the environment (242 comments). There were various comments about details of the scheme, rights of way alterations and other aspects of the scheme.
48. From the emails and letters received the main concerns about the scheme and the emerging route were about:
- the potential impact on the countryside, scenic areas, and other environmental impacts (256 comments),
 - noise (263 comments)
 - air pollution (256 comments).
 - impacts on wildlife, including protected or endangered species (217 comments)
 - the effect on access from Melksham and Bowerhill to the canal, countryside, and Giles Wood (196 comments)
 - the potential effect on physical and mental well-being (136 comments).
49. There were concerns raised by individual landowners, particularly about accommodating agricultural operations and the effects on individual properties. Discussions will be continuing with affected landowners to understand the potential impact of the scheme and identify potential mitigation measures.

50. There were comments and questions about various aspects of the traffic modelling, including in connection with future traffic growth and Covid-19, the closure of Cleveland Bridge in Bath, and the Bath Clean Air Zone. These will need to be factored into future assessments and traffic modelling as appropriate at the next stage of the scheme development when the potential impacts should be clearer.

Key issues identified through the consultation

51. There were several themes identified in the consultation responses regarding aspects of the emerging route and the scheme, many of which would need to be considered in more detail at the planning application stage, and these are described below:
- The effect on the countryside and access to the countryside from residential areas were key concerns for many of those responding to the consultation, together with concerns about the traffic noise, air and light pollution associated with a new road.
 - There were comments in the consultation responses that traffic patterns had changed significantly as a result of the Covid pandemic with increased flexible and home working, which it was suggested would reduce the need for the scheme. It should be noted that there is currently no firm evidence for this. Given current Covid cases and some population reluctance to return to prior pandemic norms, an evidence base for such concerns may not be available for a significant period of time.
 - The strategic case for the scheme was also questioned in the consultation, including the journey time savings and their relevance.
 - The carbon footprint and climate change were factors raised in the consultation, particularly by those not in favour of the scheme, and its compatibility with developing policy and commitments was questioned.
 - There were concerns expressed that the scheme would enable large scale housing developments, which was a particular concern locally because of a perception that Melksham currently suffers from an under provision of local services and facilities.
52. The impact on the countryside and mitigation measures would be considered in more detail in the development of the proposals and the preparation of a planning application, should the scheme proceed to the next stage. This would include detailed consideration of noise and air quality aspects. Future traffic growth will be reviewed when any revised DfT traffic and economic growth predictions are published, which would be expected to include information on post-covid traffic forecasts. The carbon implications of the scheme and the strategic case would also be considered in more detail at the planning application stage.
53. The scheme is an improvement of the Major Road Network and is a strategic transport improvement. It does not include or require the construction of houses or other developments. The Wiltshire Local Plan Review was the subject of a

separate consultation held between January and March 2021, regarding the requirement for new homes at Melksham and Bowerhill for the plan period 2016 – 2036, and this will establish future development proposals and opportunities. Future growth in west Wiltshire is anticipated because of population and employment growth in the towns, especially at Chippenham and Trowbridge, and the proposed improvements to the A350 would help accommodate that growth.

Variations of the route suggested in the consultation

54. The consultation responses suggested variations to some of the route, including realigning various sections of the route (see **Appendix 2**). From an initial assessment it would appear that some of these alignments may have some merit and it is suggested that it would be appropriate to explore these further at the preliminary design stage.
55. Of the options at the northern end of the scheme Option A with a new roundabout at the southern junction at Lacock was generally preferred. However, there were concerns about the proximity of the route to Lacock and its visual intrusion where it would cross the River Avon floodplain. There were also concerns about the effect on National Trust land with that option.
56. An alternative route for the northern connection located further to the south was suggested in response to the consultation. This was referred to as the 'pylon route' and would cross Lower Woodrow Road near its junction with New Road and follow the route of the existing electricity pylons to a new roundabout on the A350 close to Halfway Farm.
57. The emerging route would not provide a junction between the bypass and Lower Woodrow Road, and it was suggested that there would be benefits in providing a junction at that location.
58. Between the A3102 and A365 the emerging route is proposed to curve to the east to avoid identified archaeological remains, which would take the route closer to properties in Redstocks. It was suggested that this section of the route should be straighter, potentially with a single crossing of Clackers Brook. Consideration of this alternative would require a better understanding of the archaeology in the area and potential mitigation measures.
59. At the southern end of the scheme there was considerable concern about the potential effects on Bowerhill, especially about the effect on residential properties, access to the Kennet and Avon canal, rights of way and recreational areas. A route further to the south, away from the built-up area was suggested for this section of the route, together with the road being in cutting, additional screening and 'green bridges' to take the rights of way across the bypass.
60. There were suggestions about landscaping, screening and public rights of way provision on parts of the route, and these and the route variations could be considered in more detail at the next stage of the scheme design.

Local Plan Review

61. The review of the adopted Local Plan will assess the future levels of need for new homes (including market, affordable and specialist housing) and

employment land over the period 2016-2036 and provide an appropriate basis for housing, employment land and infrastructure provision over that period.

62. It involves considering if the existing adopted development strategy remains relevant, identifying new site allocations relating to housing and employment together with supporting services and infrastructure.
63. The emerging Local Plan could have implications for the Melksham Bypass scheme especially in terms of housing allocations and future growth. It would also be desirable to protect the route corridor of the Melksham Bypass in the local plan. The progress of the local plan will be monitored to ensure that the development of the Melksham Bypass scheme takes this into account.
64. Initial work carried out to determine the impacts of the growth agenda that will be reflected in the emerging Local Plan, was carried out and consulted upon in January 2021. This work included the 'Wiltshire Local Plan Transport Review', which presents the evidence base for the transport impacts of forecast growth. This document was clear in its assessment that Melksham Bypass was an essential and key component of the transport strategy for the plan and despite the significant mitigation it provided, additional measures would be required along the A350 corridor. It is therefore clear that the bypass will be necessary to mitigate current Core Strategy policy growth and will be a key element to accommodate further growth in the subsequent plan.

M4 to Dorset Coast Connectivity

65. The Government included a commitment in its second Road Investment Strategy (RIS2)¹ to undertake a strategic study into road connectivity between the M4 corridor and the Dorset Coast, incorporating the major towns of Bournemouth, Christchurch, Poole, Weymouth and Portland (see **Appendix 3**).
66. National Highways (formerly Highways England) is undertaking this study, exploring the role of both the existing A46 / A36 Strategic Road Network (SRN) corridor, as well as other road corridors, including the A34, A350, A338 and parts of the A37. The study will consider their performance against a range of objectives agreed with key local stakeholders through workshops and aligned with both RIS2 and wider government objectives. The Strategic Study sits alongside and will input into a wider corridor study led by the Western Gateway strategic transport body, which will consider wider transport connectivity issues, including rail.
67. Next year, work is expected to start on a sifting of a longlist of interventions, based on their performance against a set of agreed Study objectives, alongside deliverability considerations. This will result in a shortlist of interventions that can be combined in a number of corridor scenarios and be tested using an area-wide strategic highways model. This process will allow an understanding of the performance of different corridors against each other, and to determine whether an alternative strategic corridor would perform better than the existing A46 / A36 route. It will also enable interventions to be identified that could be brought together to achieve the overall objective of improving connectivity between the

¹ <https://www.gov.uk/government/publications/road-investment-strategy-2-ris2-2020-to-2025>

M4 and the Dorset Coast. RIS2 makes specific reference to the alternative corridor being the A350.

68. National Highways is aiming to report the recommendations from its work in late summer 2022. As the strategic study area includes the A350 and could consider designation of the route as part of the SRN, it may have implications for the Melksham Bypass scheme and the A350 route in general, which will have to be considered when the results of the study are known.

Potential Scheme Benefits

69. The potential scheme benefits were reviewed following the initial public consultation and have been considered again to ensure that any proposals being taken forward continue to be likely to deliver the benefits originally envisaged.
70. The scheme is forecast to deliver strategic benefits including:
- Helping unlock the potential of the south coast and facilitate greater economic alignment between the north and south of the Western, Gateway by providing improved strategic connectivity from the M4 and A303 corridors to the south coast,
 - Potential to help realise local growth ambitions and forge significant benefits by removing one of the barriers to more efficient north and south travel in the Western Gateway area,
 - Creating a more reliable, less congested, and better-connected transport network that works for the users who rely on it,
 - Providing a well-connected, reliable and resilient transport system to support economic and planned development growth across the corridor from the M4 through western Wiltshire and at key locations in Melksham and surrounding Market Towns and Principal Settlements,
 - Supporting and helping to improve the vitality, viability and resilience of Wiltshire's economy and market towns,
 - Assisting the efficient and sustainable distribution of freight in Wiltshire and beyond to build stronger, more balanced economies by enhancing productivity and responding to local growth priorities,
 - Supporting and promoting a choice of sustainable transport alternatives,
 - Reducing the level of air pollutants, carbon dioxide and other greenhouse gas emissions generated by inefficient highway networks and congestion, thereby contributing to the Council's carbon reduction targets,
 - Improving safety for all road users and reducing the number of casualties on Wiltshire's roads,
 - Reducing traffic flows on the National Cycle Network through Melksham, facilitating increased use of cycling and realising the health, environmental and carbon benefits therein,
 - Reducing traffic flows along the current A350 alignment and from within the town to facilitate a parallel package of measures (see below).
71. Significant localised benefits are anticipated to accrue from a parallel package of transformational improvements including:

- 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 walking and cycling routes for leisure use by connecting existing routes,
- Improving air quality, physical and mental well-being by reducing traffic and traffic noise on the 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 and encouraging HGVs to use more suitable routes,
- Improving localised air quality by shifting traffic and pollutants away from sensitive receptors, especially residential areas,
- Generating opportunities for public realm schemes following the diversion of traffic.

72. It appears likely that the emerging route or its variants would be capable of delivering the benefits originally anticipated for the scheme, and this will continue to be reviewed as the scheme development progresses.

Considerations

73. The consultations on the Melksham Bypass proposals have provided the opportunity for the public, town and parish councils, Area Board and other organisations to comment on the developing scheme.
74. There appears to have been a reasonable response from the public despite the limitations caused by the pandemic. However, it was noted that there were fewer responses to the questionnaire than there had been with the previous consultation. However, there were more email responses. Most of the responses were from local residents and businesses and so may not necessarily represent the views of the public or businesses that would make use of a Melksham bypass.
75. From the public consultation there are clearly local concerns about aspects of the scheme which would require further consideration. The consultation was not intended to be a public 'vote' for the most popular route or option as there are many factors to be considered in determining a suitable scheme, including the objectives, landscape, archaeology, ecology, air quality, flood risk, environment including climate change impact, cost and benefits.
76. There were several themes identified in the consultation responses regarding concerns about the emerging route and the scheme, many of which would need to be considered in more detail at the planning application stage, including the effect of the scheme on the countryside and access to the countryside from residential areas, traffic noise, air and light pollution, changing traffic patterns

following Covid pandemic, the justification for the scheme, the carbon footprint and climate change, and concerns about increased housing development.

77. From the consultation it is clear that there are opposing views about the need for a bypass. However, from the design and assessment work carried out to date, there does not appear to be any technical or practical reason for not adopting Option 10c as the preferred route corridor based on current knowledge.
78. In view of the concerns expressed during the second consultation about elements of the route it would be appropriate to consider the potential route variants suggested in more detail as part of the preliminary design process should the scheme proceed to the next stage, and it would be desirable to carry out further consultations before finalising the proposals for a planning application.
79. The planning application would be a key decision point when the scheme will have been designed in more detail and the environmental impact assessment will have been prepared. Further design and assessment work is required in order to reach this stage and to be able to fully understand all of the potential benefits and impacts of the scheme.
80. National Highways are planning to report on their study of M4 to Dorset Coast Connectivity next year. This includes consideration of the role of the SRN and other road corridors, including the A350.

Next Stages

81. The Outline Business Case (OBC) is being finalised for submission to the DfT. It will then be published on the scheme webpage. The programme set out in the Strategic Outline Business Case (SOBC) envisaged the OBC being submitted by December 2021 and this remains on programme.
82. If the OBC is approved, it is anticipated that funding would be awarded to develop the proposals in more detail through to the Full Business Case (FBC).
83. The development to FBC stage would be expected to take about four years for a scheme of this size and complexity and would include:
 - Preliminary design and further non-statutory consultation
 - Planning application with statutory consultation
 - Statutory orders (Compulsory Purchase Orders etc.)
 - Public Inquiry
 - Detailed Design
 - Procurement (excluding construction)
84. At the preliminary design stage, the potential route variants would be considered in more detail and further non-statutory consultation undertaken before a planning application is prepared.
85. The preparation of the planning application would be a key stage of the scheme's development. It would require the scheme and mitigation measures to

be designed in sufficient detail to enable the environmental impact assessment to be prepared, which would then be the subject of statutory consultations.

86. If the planning application is approved, the statutory orders would be prepared to enable the compulsory purchase of land if it is not possible to acquire by agreement, and to make alterations to side roads and private accesses as required. With a scheme of this type, it would be expected that there would be a public inquiry in connection with the statutory orders.
87. The FBC would be reviewed by DfT and if approved funding would be provided to enable construction which would be expected to take about two years but may depend on the final design of the scheme and the associated mitigation measures incorporated in the proposals. The new road could open in mid-2028, subject to successful progress through the statutory orders.

Overview and Scrutiny Engagement

88. The scheme is still at an early stage of its development. Future progress on the project will be reported to the Environment Select Committee in connection with the annual report made on the highways service.

Safeguarding Implications

89. There are no safeguarding implications.

Public Health Implications

90. The scheme would improve the highway network significantly in the local area and has the potential to improve road safety and reduce the number killed and seriously injured on our roads. The potential reduction in injury collisions and the road safety implications would be considered in more detail at the next stage of the scheme development.
91. The removal of through traffic from residential areas could reduce traffic noise and air pollution with consequent health benefits for residents, but the scheme does have the potential to introduce traffic into previously unaffected areas and may have other detrimental effects. The planning application for the scheme will need to take these impacts into consideration.
92. Reduced traffic on some of the existing roads with the scheme, and the improvements proposed, would provide the opportunity to provide improved facilities for walking and cycling to encourage active travel and healthier lifestyles. The potential for improved walking and cycling provision is being considered at the earliest stage of the scheme development and could be included in the scheme or promoted separately should the opportunity arise.

Procurement Implications

93. The Melksham Bypass would be a major construction project. The exact procurement arrangements may depend on the final details of the scheme, and at this stage it is too early to confirm the procurement process to be followed, but indications are that it would be likely to be a single contract, with a two-stage

procurement process. There may be opportunities for some advanced works, staged construction, or specialist contracts, which would be determined when the scheme has been prepared in more detail and the programme is better defined.

94. The scheme would be largely funded by the DfT and procurement would be carried out to meet the DfT requirements, using standard documentation where available, and in accordance with the Council's own procurement rules.

Equalities Impact of the Proposal

95. Equality impact assessments will be undertaken in accordance with the DfT guidance as the scheme is developed and will be used to inform scheme development and assessment.
96. It is anticipated that scheme options may have different implications for different groups. The ongoing design and assessment work will help identify these so that they can be considered in detail at the planning application stage.

Environmental and Climate Change Considerations

97. The government has recently published its Transport Decarbonisation Plan, which is relevant to the proposed scheme and states that 'continued high investment in our roads is therefore, and will remain, as necessary as ever to ensure the functioning of the nation, and to reduce the congestion which is a major source of carbon'.
98. The Melksham Bypass would be a major transport improvement, which would be likely to reduce journey times and vehicle operating costs on the A350 and at the associated junctions. The reduced congestion, better facilities for active travel, and improved road safety would be expected to reduce energy consumption with the scheme. A Carbon Management plan will be prepared for the scheme. Any future policies or strategies will be taken into account as the scheme develops, and the project will need to be considered in the light of emerging policies at both Government and local level.
99. There are clearly going to be changes to the types of vehicles using our roads and to the provision of transport in the future, especially with the use of electric vehicles and alternative fuel sources. However, the DfT predictions indicate that in the longer-term traffic volumes are expected to increase and this is especially likely to be the case in west Wiltshire where employment and population growth is anticipated.
100. It is anticipated that there will be changes in the plant and equipment used to build and maintain our roads, as well as increasing use of materials and techniques with a lower carbon footprint. This Council was an early adopter of warm asphalt, a surfacing material which has a reduced carbon footprint and is now being used more widely, including on the strategic road network. We will be closely watching and learning from National Highways (formerly Highways England) who have recently published their own decarbonisation plan.

101. An assessment of the carbon implications of the scheme will form part of the assessment of the project when it has been designed in more detail. The scheme is still at an early stage of its development and the current work and consultation is seeking to refine the proposals to identify a suitable scheme, taking into account all of the relevant factors. However, even with landscaping and other measures it may not be possible to mitigate all the potential carbon impacts within the scheme, and these will need to be considered in the context of the potential strategic and other benefits associated with the scheme.
102. The scheme would include environmental mitigation measures, including landscaping proposals, sustainable drainage schemes, and environmental protection measures to control potential incidents as a result of collisions. A road designed to modern standards with appropriate environmental protection measures is likely to be less of an operational risk to the environment and people than the existing road.
103. The scheme provides the opportunity to create well designed green and blue infrastructure to enhance biodiversity, including extensive tree planting linking to existing woodlands, and new ponds and watercourses. The landscaping and mitigation measures will be designed in detail in the next stage of the scheme development and will take into account the habitat and ecological surveys being undertaken.
104. The potential effects of climate change will be included in the design of the scheme and will include making allowances for increased rainfall and flood risk, as well as the use of more durable materials to provide resilience in connection with increased temperatures and other potential impacts of climate change.

Risks that may arise if the proposed decision and related work is not taken

105. Should the decision be made to not proceed with the scheme, the opportunity to obtain significant government investment in the county would be lost. The existing problems on the road would remain, and the situation would be expected to deteriorate because of anticipated future traffic growth.
106. The scheme is a strategic improvement to the Major Road Network seeking to improve links between the north and south of the Western Gateway area by providing improved strategic connectivity from the M4 to the south coast. It has the potential to help realise local growth ambitions and create a more reliable, less congested, and better-connected transport network that works for the users who rely on it. These and other local benefits would not be delivered if the scheme does not proceed.
107. The Melksham Bypass is required to address current growth trends and future planned growth within Wiltshire and not delivering the scheme could directly affect growth in the county.

Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks

108. Should the decision be made to proceed to the next stage of the scheme development, it should be noted that there are risks with a scheme of this type. It

would be important to ensure that there is a robust case for the scheme, taking into account the environmental considerations which would be the subject of an environmental impact assessment, and the many other factors which would need to be considered.

109. The scheme would have to include landscaping and other mitigation measures to address the concerns that have been identified in connection with some aspects of the project, including consideration of the route alignment in more detail at the preliminary design stage and landscaping proposals. From the public consultation results it is clear that there would be objections in principle to the scheme, and it may not be possible to remove all objections to the proposals.
110. The scheme would be the subject of a planning application, which would include substantial survey and the assessment results to inform an environmental impact assessment. The statement of case in connection with the statutory orders and the supporting information would have to be robust and stand up to challenge. A substantial volume of work would need to be undertaken to develop the scheme to Full Business Case stage that should ensure that a robust case is made for the scheme.
111. There is a risk that after developing the scheme to the planning application and statutory orders stage, the scheme may not proceed because funding is no longer available from the DfT, or if the statutory orders or other permissions are not obtained. In some circumstances the DfT could seek reimbursement of any payments in respect of the grant award in the event of the scheme not proceeding.
112. Should the scheme proceed to construction, there are risks associated with cost overruns. These would have to be managed carefully in order to reduce the financial risk to the Council, and appropriate measures would need to be put in place with regard to contract preparation, procurement and site supervision. The cost estimates for the scheme currently include substantial risk and inflation allowances. It is anticipated that the risk allowances would reduce considerably during the design process when the scheme is designed in more detail and many of the uncertainties are removed.
113. At the various stages of its development the risks associated with progressing the scheme would be assessed and appropriate risk management would be implemented. Risk management is an important consideration with schemes of this type and robust processes would be in place to manage the risks throughout the life of the project.

Financial Implications

114. When Cabinet considered the Transport Capital Programme on 19 May 2020 it recognised that most of the funding for the scheme would be provided by the DfT, with initially £1.330 million awarded to prepare the OBC for the scheme. The report identified Council funding of £0.670 million to contribute to the development of the OBC during 2020/21 and 2021/22. The development of the OBC has proceeded to the originally envisaged timescale and budget.

115. The successful acceptance of the OBC by DfT would result in an award of further funding to progress the scheme to a Full Business Case (FBC). This would include the planning application, statutory procedures, public inquiry, and contract procurement stages.
116. The latest cost estimate for the scheme at 2019 prices is:

Cost Category	Cost (2019 Prices)
Preparatory	£16,000,000
Land and property	£3,100,000
Construction	£123,100,000
Site supervision	£3,800,000
Total excluding risk	£146,000,000
Risk	£35,200,000
Total including Risk	£181,200,000

117. The scheme cost estimate is £146,000,000 based on 2019 prices, which are the most recent rates available. A substantial risk allowance has then been added to reflect the uncertainties at this stage. This would be expected to reduce during the design stage as the proposals are refined and uncertainties are removed following the more detailed surveys and assessments.
118. Allowances for inflation have been included in the economic modelling to assess the economic viability of the scheme, and a scheme outturn cost of £234,600,000 including risks has been calculated.
119. In the Cabinet report of 19 May 2020, it was indicated that a substantial contribution to the scheme costs by the Council may be required in the years 2024 to 2027 and based on the 15% contribution suggested by DfT which would have been in the region of £20 million based on the original estimated scheme cost of £135,810,100 at the SOBC stage.
120. The scheme has now been developed in more detail and the current programme envisages construction taking place over a two year period during the financial years 2026/27, 2027/28, and 2028/29, with the scheme opening in summer 2028 as originally proposed. The currently anticipated expenditure profile based on the latest estimate, including risk and inflation allowances, is shown below:

A350 Melksham Bypass – Expenditure Profile (£000's)

Year	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	Total
Total	£5,400	£5,600	£5,700	£11,500	£69,700	£104,900	£31,800	£234,600

121. A local contribution to the scheme development and construction costs could come from CIL, s106 or the Council's own funding. In the longer term the possibility of the status of the A350 changing could result in other funding sources becoming available to meet the full scheme cost, but that is not certain at this stage. It is therefore recommended that funding of the next stage of the scheme should be considered after the results of the National Highways' strategic study of M4 to Dorset Connectivity are available.

122. The Council is also progressing three MRN schemes. The OBC for the A350 Chippenham Bypass Dualling (Phases 4 & 5) has recently been approved, and funding of £26.625 million has been awarded by DfT for that scheme. There are also OBCs in preparation for the A338 Salisbury Junction Improvements and M4 Junction 17 MRN schemes which should be completed shortly.

Legal Implications

123. There is no legal requirement to undertake public consultation on the scheme at this stage. However, undertaking the non-statutory consultation on the emerging route has helped ensure that the information necessary to inform the later stages of the scheme development has been captured, and it is in accordance with the DfT guidance for major schemes. There would be further consultations, including formal consultations at the planning application stage and in connection with the statutory orders.
124. It should be noted that in certain circumstances there could be blight claims if land is adversely affected by the scheme. Any such claims would be considered on their merits should they be received but are unlikely to be successful at this early stage when the proposals are not certain.
125. The scheme would be the subject of Compulsory Purchase Orders (CPO) under the Highways Act 1980 should it not be possible to acquire the necessary land and rights from owners by agreement. It is also likely that the scheme would require Side Roads Orders (SRO) to make alterations to minor roads, rights of way and private accesses needed to accommodate the scheme.
126. Objections to the CPO should one be required or to the SRO could result in a public inquiry being held. An Inspector's report would be considered by the Secretary of State to determine whether to confirm the statutory orders for the scheme.
127. Decisions of local authorities are potentially subject to legal challenges by way of judicial review if those decisions or the decision making process is considered by a third party to be unlawful.

Workforce Implications

128. There are no immediate workforce implications in connection with this stage of the A350 Melksham Bypass. A small major highway projects team has been established in the Council, which works closely with the Council's consultants who have the specialist knowledge and expertise required for a scheme of this type.
129. In the longer term, if the project proceeds to the detailed design and construction stages, it is likely that there would be significant training opportunities for the Council's technical staff with good opportunities to broaden their experience.

Options Considered

130. A wide range of options for the scheme have been investigated and were consulted on, including road and non-road options. The assessment work

undertaken indicates that the non-road options alone would not meet the transport objectives for the scheme, but some of them could be progressed in conjunction with the scheme or separately. The potential DfT funding available for the scheme would be for an improvement to the MRN and the funds could not be diverted by the Council for other purposes.

131. The strategic need for improvements to the A350 was confirmed by the Western Gateway STB. Should the scheme not proceed, the existing problems on the road would remain, and the situation would be expected to deteriorate because of anticipated future traffic growth. There are also local benefits that would not be realised.
132. The improvement of the existing road through Beanacre and to the north of Melksham is constrained by properties adjacent to the road. Improving this section of the existing route to the standard required for a major road to carry the volume of traffic predicted is not considered to be feasible or desirable.
133. The western routes for a bypass did not offer significant cost, operational or environmental benefits when compared to the eastern routes and had less public support than the eastern routes.
134. The options assessment indicated that the eastern routes generally performed well in operational and cost terms, with varying environmental implications. However, the longest eastern route (Option 10d) which would cross the Kennet and Avon canal and its variants were the most expensive and had greater adverse environmental impact. Consequently, they were not progressed further.
135. The long eastern route (Option 10c) has been identified as a potentially suitable route, but variations of that route within the route corridor would be worthy of further consideration at the preliminary design stage.
136. The comments at both public consultations included suggestions for walking and cycling improvements, which could be included as part of the scheme or progressed separately, and these will be investigated further.

Conclusions

137. The importance of the A350 Melksham Bypass scheme has been demonstrated through the policies in the Core Strategy, the 'Wiltshire Local Plan Transport Review' prepared in connection with the emerging Local Plan Review, and by its inclusion as a MRN improvement scheme awarded development funding by DfT. The Melksham Bypass is required to address current growth trends and future planned growth within Wiltshire and delays to its delivery would directly affect growth in the county.
138. Various options for the scheme, including road and non-road options, have been investigated and were the subject of the first public consultation earlier this year. An option sifting exercise was undertaken and Option 10c emerged as a viable route corridor. Further consultations were undertaken on this emerging route between 23 June 2021 and 8 August 2021.

139. From the questionnaire responses to the second consultation there was a clear divergence of opinion between those who supported the need for an improvement to the A350 and those who did not. Most of those who supported the need for an improvement considered the emerging route to be suitable for the scheme and preferred Option A at the northern end. Those who did not support the need for a bypass did not consider the route to be suitable and did not prefer any of the options at the northern end.
140. The consultation responses indicated that there were concerns about the emerging route and aspects of the scheme, many of which would need to be considered in more detail at the planning application stage, including the effect of the scheme on the countryside and access to the countryside from residential areas, traffic noise, air and light pollution, changing traffic patterns following the Covid pandemic, the economic case, the carbon footprint and climate change implications, and concerns about increased housing development.
141. Alternative alignments and variants of the emerging route were suggested by the public during the consultation. It is considered that there would be benefits in examining these suggested variations in more detail at the next stage of the scheme development in order to seek to address some of the concerns raised in the consultation responses.
142. The package of complementary walking and cycling measures would also be developed further in the next stage.
143. The design and assessment work undertaken to date indicates that it would be possible to develop a viable scheme for a Melksham Bypass based on the emerging route or the suggested variants.
144. Further design and assessment work is required to develop the scheme in more detail and prepare a planning application, including an environmental impact assessment with supporting documentation.
145. It is likely that statutory orders including compulsory purchase orders would be required, and the scheme could be the subject of a public inquiry in due course when an independent Inspector would make a recommendation to the Secretary of State regarding the proposals.
146. The strategic study being undertaken by National Highways in connection with M4 to Dorset Coast Connectivity could have implications for the A350 and the scheme. Further consideration should be given to progressing the scheme when the results of that study and the DfT's comments on the OBC are available.

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Date of report

The following documents have been relied on in the preparation of this report:

None

Appendices

Appendix 1 – Melksham Bypass Report on Second Public Consultation

Appendix 2 – Melksham Bypass Emerging Route and Variants

Appendix 3 – M4 to Dorset Coast Connectivity Study

A350 Melksham Bypass



Report on Second Public Consultation

October 2021

Wiltshire Council

Executive Summary

A second public consultation on the proposed A350 Melksham Bypass was held between 23rd June 2021 and 8th August 2021. It was launched at the Melksham Board and was primarily an online consultation because of the pandemic. There were two webinars held and two drop-in sessions at Melksham library. Information on the emerging route and the scheme background were provided on the scheme webpage on the council's website which included a link to a questionnaire. Comments could also be made by email or by post.

There were 760 responses to the online questionnaire, and 480 emails or written responses, which contained a total of 5,970 comments. It should be noted that in some cases the written submissions may have duplicated questionnaire responses.

The local councils were invited to give their views and Melksham Town Council listed the pros and cons for the scheme and suggested ideas for mitigation measures should the scheme proceed. Melksham Without Parish Council considered that further evidence is required to justify the scheme and suggested some changes to the proposals. Lacock Parish Council objected to the scheme and raised some specific issues. Seend Parish Council indicated that their preferred choice would be no bypass and made comments on the proposals.

The National Trust would appreciate further engagement with Wiltshire Council and other stakeholders such as Lacock Parish Council to fully understand the proposed road scheme and its implications for Lacock. Wiltshire Air Ambulance commented about signing and street lighting aspects. Bowerhill Residents Action Group felt that the proposed Melksham Bypass would be detrimental to Bowerhill residents and its surrounding environment. The Executive Committee of the Bowerhill Scout Troop objected to the proposed route because of the effect on areas they use. Community Action Shaw and Whitley (CAWS) Group supported the emerging route.

There were fewer questionnaire responses to the second consultation, with 760 questionnaires completed compared to 1,018 previously. The number of responses not supporting the need for improvements to the A350 at Beanacre and Melksham was virtually unchanged at 396 compared to 406 previously, but the number of responses supporting an improvement reduced from 594 to 331.

In the second consultation questionnaire response there were 396 (52%) responses that did not support the need for an improvement to the A350 at Melksham and Beanacre, and 331 (43%) that did support the need for an improvement. There were 486 (67%) responses that considered that the emerging route being consulted on would not be suitable for the scheme, and 235 (33%) responses that considered that the route would be suitable.

At the northern end of the scheme Option A, connecting to the southern roundabout at Lacock, had more support than Options B or C, but a majority of responses did not prefer any of them.

From the questionnaire responses there was a clear divergence of opinion between those who supported the need for an improvement to the A350 and those who did not. Most of those who supported the need for an improvement (331 responses) considered the emerging route to be suitable for the scheme - 228 responses (69%) and preferred Option A at the northern end - 209 responses (63%).

The questionnaire provided the opportunity to comment on aspects of the proposals, and the biggest concern expressed was about the potential impact on the countryside, habitats, and the environment (242 responses). There were various opinions and comments about the scheme which will be helpful should the scheme proceed to the next stage.

From the emails and letters received the main concerns about the scheme and the emerging route were also about the potential impact on the countryside, scenic areas, and potential environmental impacts (256 responses), noise (263 responses) and air pollution (256 responses). There were concerns regarding impacts on wildlife, including protected or endangered species (217 responses) and about the effect on access from Melksham and Bowerhill to the canal, countryside, and Giles Wood (196 responses), particularly with regard to the effect on physical and mental well-being (136 responses).

Other comments were in connection with changing traffic patterns as a result of the Covid pandemic, increased flexible or home working and increased online shopping which may reduce the need for the scheme (122 responses), and that the scheme would create potential for infill house building (120 responses) and would be a bad use of public money, is unaffordable or the benefits do not outweigh costs (113 responses).

There were a large number of comments about aspects of the scheme both in the questionnaire and the written responses from the public and organisations, which identified particular concerns about the scheme. In some cases, potential mitigation measures were suggested.

The consultation responses suggested variations to sections of the route, including realigning the route further south at Bowerhill to keep it further from residential properties, straightening the route between the A365 and A3102 junctions to locate it further from Redstocks, and alternatives at the northern end to connect to the A350 closer to Beanacre. These alignments may have some merits and would be worth exploring further at the preliminary design stage.

From the consultation it is clear that there are opposing views about the need for a bypass. However, it does appear that the emerging route, or a variation of it, could provide a suitable route for the scheme should it proceed to the next stage.

The consultation has provided a significant amount of information regarding the views of the local communities and clearly identified the issues that are of most concern locally in connection with the proposals.

List of Appendices

Appendix 1 - Responses from Organisations

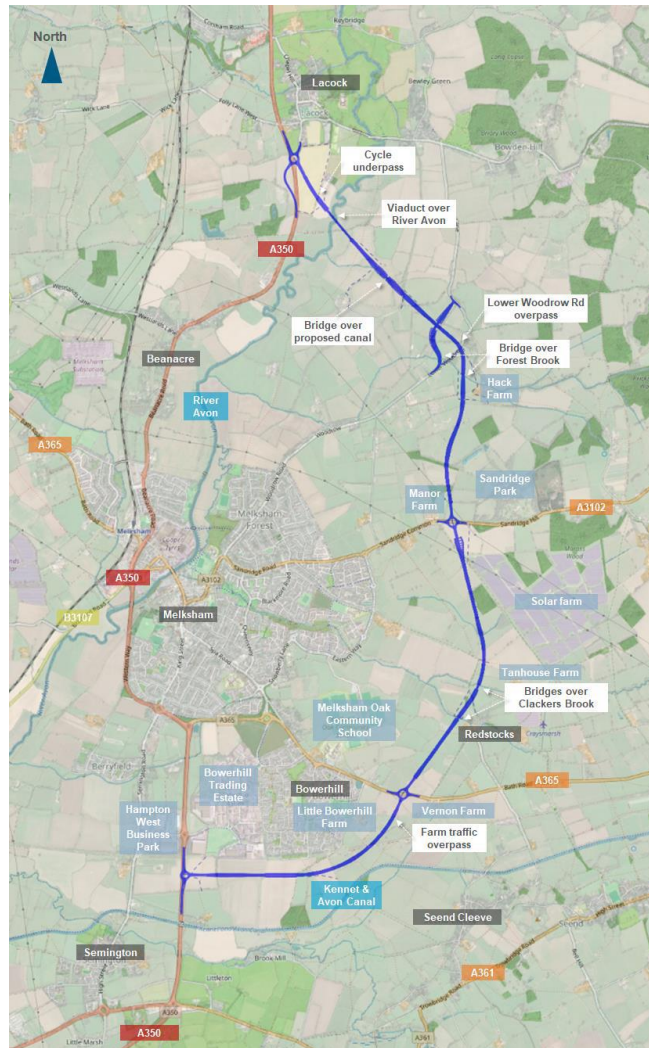
Appendix 2 - Responses to the online questionnaire

Appendix 3 - Comments in response to the questionnaire

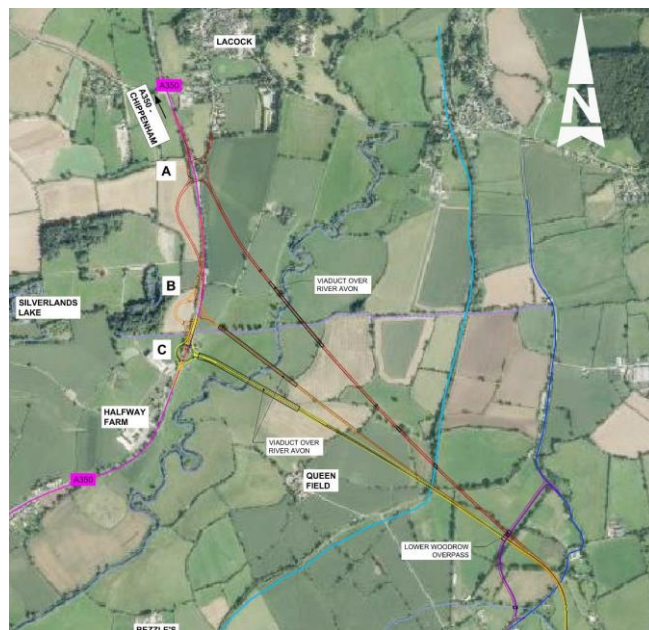
Appendix 4 - Written and email responses to the consultation

The Proposals

The emerging route consulted on



Route options at the northern end of scheme consulted on



Further information at: <https://www.wiltshire.gov.uk/highways-a350-melksham-bypass>

Introduction

The A350 Melksham Bypass is a Large Local Major scheme which has been awarded development funding by the Department of Transport (DfT) to take it to Outline Business Case (OBC) stage. It would be a major improvement to the important A350 route which provides vital transport links between the M4, the towns of western Wiltshire and the south coast.

In March 2020, the Government awarded Wiltshire Council funding to further develop the case for the scheme, having considered the initial submission made in July 2019.

A range of options for the scheme were the subject of a first public consultation between 4th November 2020 and 17th January 2021, including road and non-road options.

Further scheme development, taking into account the response to the first consultation, and an option sifting exercise were undertaken to identify an emerging route, which was the subject of this second consultation.

Transport Objectives

The transport objectives of the scheme were confirmed by the Council's Cabinet on 13 October 2020 and are to:

- (i) Reduce journey times and delays and improve journey reliability on the A350 through Melksham and Beanacre, improving local and regional north-south connectivity, and supporting future housing and employment growth in the A350 corridor.
- (ii) Reduce journey times and delays on and improve journey reliability on the following routes through Melksham and Beanacre:
 - A350 South – A3102
 - A365 West – A365 East
 - A350 South – A365 West
- (iii) Provide enhanced opportunities for walking and cycling between Melksham town centre and the rail station / Bath Road, and along the existing A350 corridor within Melksham and Beanacre, which will help reduce the impact of transport on the environment and support local economic activity.
- (iv) Reduce personal injury accident rates and severity for the A350 and Melksham as a whole, to make the corridor safer and more resilient.
- (v) Reduce the volume of traffic, including HGVs, passing along the current A350 route in northern Melksham and Beanacre to reduce severance, whilst avoiding negative impacts on other existing or potential residential areas.

Public Consultation

The second public consultation was launched at the Melksham Area Board on 23rd June 2021. The presentation and consultation material can be viewed on the scheme webpage at:

<https://www.wiltshire.gov.uk/highways-a350-melksham-bypass>

In view of the pandemic, the second consultation had to be held primarily on-line, with the opportunity to submit written comments by letter or email. There were press releases about the forthcoming consultation issued on 24th May 2021 and 1st June 2021.

Webinars were held on 6th and 13th July 2021 which comprised a presentation describing the proposals and the opportunity for the public to ask questions. As there was not time to reply to all the questions during the webinar, the answers were provided on the scheme webpage shortly after.

A press release was issued on 7th July 2021 to advise that a video of the proposed route had been prepared and was available to view on YouTube. The link to the fly-through video is still available on the scheme webpage.

A meeting was held with Melksham Without Parish Councillors on 8th July 2021 prior to their own meetings regarding the scheme. At the Corsham Area Board on 22nd July 2021 a Chairman's announcement was made regarding the consultation to encourage participation.

Two drop-in sessions were held at Melksham library on 30th July and 6th August 2021 where plans of the scheme were displayed, and staff were available to answer questions.

The response to the consultation was mainly collected through scheme webpage, which provided a short introduction to the scheme and background information, Frequently Asked Questions, and provided a link to a questionnaire. The public were invited to give their views via the questionnaire, or by email or writing to the council by 8th August 2021. The aims of the second non-statutory consultation were to:

- engage with stakeholders affected by or interested in the scheme;
- engage with potentially affected landowners;
- encourage involvement from stakeholders and build strong open relationships;
- raise awareness of the scheme and understanding for the need to improve the A350;
- inform about the emerging option identified including walking, cycling and horse-riding measures;
- understand stakeholder concerns, issues and suggestions;
- receive feedback on the options to allow us to develop the scheme further; and
- prepare for the statutory consultation phases.

Response to the Consultation

There were 760 responses to the online questionnaire, and 480 emails and written responses, which contained a total of 5,970 comments. It should be noted that in some cases the written submissions may have duplicated questionnaire responses.

Most of the responses to the questionnaire were received from residents of Melksham and the surrounding area:

- Melksham Without – 353 responses
- Melksham – 136
- Lacock – 65
- Seend – 36
- Elsewhere in Wiltshire – 144
- Outside of Wiltshire – 26

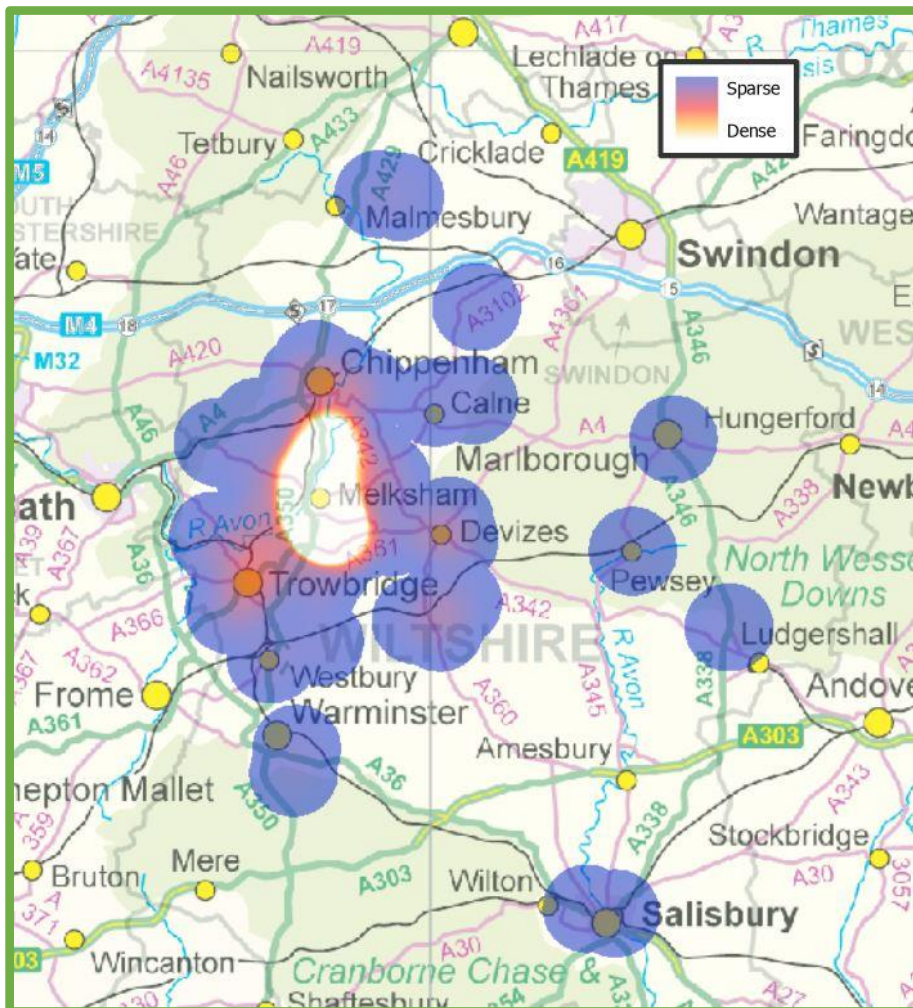


Figure 1 - Location of responses to the questionnaire within Wiltshire

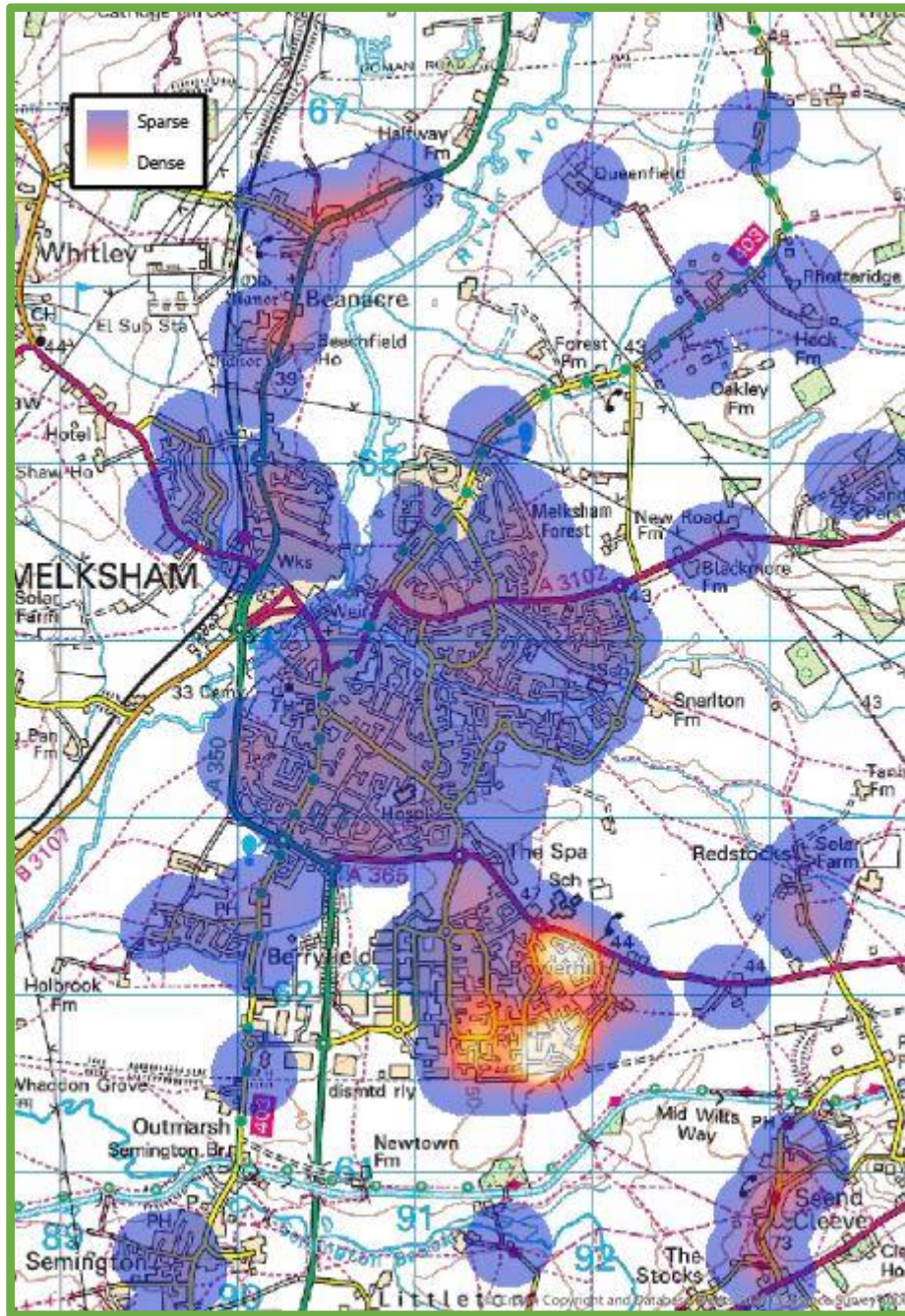


Figure 2 - Location of responses to the questionnaire within Melksham

There were a significant number of responses from Bowerhill, particularly from areas close to the proposed route.

In most cases the written responses did not provide an address, but it would appear that a significant proportion of them also originated from the Bowerhill area, as well as Redstocks, Seend Cleeve and Beanacre.

Response from Organisations

There were responses to the consultation form Melksham Town Council, Melksham Without, Lacock and Seend Parish Councils. The responses from these organisations are included in **Appendix 1** and are summarised below.

Response from Local Councils

Melksham Town Council

Melksham Town Council noted that the emerging route being consulted on does not pass through Melksham Town parish, and is mostly in Melksham Without, however, the proposed bypass route, or any changes to road structure or designation along the North-South corridor, WILL have a major impact on Melksham Town, as would going further without changing the current setup.

The Town Council listed the pros and cons of the bypass in terms of traffic, businesses, environmental, residents and general matters. The council raised some questions and made comments about aspects of the scheme, including rights of way, carbon footprint and environmental aspects.

Should the scheme proceed the council suggested ideas for mitigation and community benefits, including land banking or bunds to screen the bypass, including the use a cutting between Bowerhill and the canal, and the use of 'green bridges' particularly from Bowerhill to the canal, picnic area and Giles Wood. There were suggestions for planting using native tree species and hedgerows, the creation of a nature reserve and the creation of walking and cycling routes with an additional bridge.

The Town Council referred to the complementary walking and cycling measures proposed in connection with the scheme and provided suggestions about improved routes to Melksham Cemetery, the railway station and to the outskirts of town and the countryside.

It was suggested that the 'bulge' in the bypass route adjacent to Redstocks should be smoothed out, whilst recognising the archaeological considerations.

The Town Council indicated that at this early stage of the development of the bypass opinions of the members are still mixed and open to reconsideration. Discussions were requested on the comments raised in order to achieve as best an outcome as possible for its residents if the bypass were to go ahead.

Melksham Without Parish Council

Melksham Without Parish Council noted that they are in a unique position with regard to the proposed A350 Melksham Bypass. The majority of the proposed 10c route is in the parish, and its potential impact will affect the variety of communities that the council represent in differing and varying ways, from the north in Beanacre, the east in Woodrow and Sandridge, and to the south in Bowerhill and Redstocks. and those in

Berryfield at the Semington Road end of the village, close to the existing A350, also have strong views.

It was considered that up-to-date evidence is required to justify the scheme because of the changes to travel following Covid-19, the recent improvements to Farmers Roundabout, the need for presentative data on the use of rights of way, and the wider priorities of the move to zero carbon emissions.

Should the scheme proceed the council would like to see the following changes:

- The route to alter so that it does not cross Lower Woodrow as proposed, but closer to Melksham. This is to avoid sensitive properties such as a Listed Farmhouse with shallow foundations and a brand-new farm worker's house, both of which are very close to the proposed route, one will almost be destroyed by the proposed alignment.
- More justification is given for the "eastern bulge" which brings the suggested alignment close to the community of Redstocks.
- The alignment to the East and South of Bowerhill is moved further towards the canal and away from village residents, such that the connection to the existing A350 may need to move further South.

The parish council made detailed comments and suggestions about various rights of way diversions and closures which could be required in connection with the scheme. The council asked that no public rights of way are closed or diverted, but if this not possible that tunnels or bridges are provided where they cross the proposed bypass.

If the scheme goes ahead the council would like to see a number of mitigation and community benefits including:

- A 'cutting' is used for the section of bypass between Bowerhill and the canal in order to improve the visual impact of the bypass.
- 'Bunds' adjacent to 'settlements' are created to mitigate against any noise.
- All bridges proposed are 'green bridges' particularly the one from Bowerhill to the canal/picnic area and Giles Wood, in order to provide the feel of the continuation of the open countryside.
- All bridges need to be easily accessible, with shallow ramps either side.
- Any acoustic barriers required should be 'green barriers' to provide a more 'natural' look to blend in with the countryside.
- Any tunnels/underpasses be 'green' in design to blend in with the countryside with adequate lighting and CCTV.
- Forestation of the whole area bounded by Portal Way, the canal, the bridleway and Brabazon Way, and of as much of the area between the bridleway and the A365 as possible.
- Any pedestrian crossings should only be near roundabouts, where traffic speeds are lower, and should be traffic-light controlled.
- Pedestrians should be discouraged from attempting to cross the road elsewhere by means of barriers, railings, hedges, fences, etc.

- A footpath is provided from Sandridge Common to Prater's Lane. Some form of parking be created to replace that which will be lost.
- Improvements to the access and parking area at the end of Bowerhill Lane.
- A permanent all-weather surface for the whole length of the bridleway SEEN13, from the parking area to the picnic area, but with vehicular access prevented (except by authorized users)
- Footway/cycleway adjacent to the bypass route should be ALWAYS on whole length of the by-pass. Provision should be made for additional bridleways.
- The parish council suggest the area from the Market Place to Sainsburys Supermarket be pedestrianised with bus access only.
- Improvements to safety for those people using Public Rights of Way through the Turnpike garage forecourt crossing the A365 to access MELW20.
- Consideration should be given to the Parish Council obtaining a strip of potentially severed land in order to extend Bowerhill Sports field to create more public open space and football pitch provision.

Further details of the suggestions are included in Appendix 1.

The council requested that discussions take place on the comments raised in order to achieve as best an outcome as possible for its parishioners if the bypass were to go ahead.

Lacock Parish Council

Lacock Parish Council at an extra Parish Council meeting on 2nd August 2021 resolved to object to the emerging option adversely impacting Lacock which culminates at the northern end in Junction Option A. The reasons for objection included:

- Concern about the levels of noise, air and light pollution which would be caused on the bypass and at the junction,
- Encroachment of major infrastructure so close to the Southern boundary of Lacock,
- Adverse impact on the heritage and setting of Lacock Abbey and the village,
- Visual impact of the bypass and viaduct on Lacock's setting
- Potential for infill of land between the existing A350 and bypass for new housing in the future.

A number of specific issues/issues/questions were raised at the meeting which the Parish Council would wish Wiltshire Council to resolve:

1. Lacock Parish Council requests that the two traffic issues of the bypass and the southern Lacock exit to A350 are considered separately.
2. It is unclear why the bypass has now been proposed as the longest route possible, coming so close to Lacock and not rejoining the A350 just north of Beanacre.

3. Why has the junction of the bypass with Woodrow Road been removed and instead a flyover proposed over the bypass making Lower Woodrow Road straighter and more appealing to commuters than currently?
4. Why has the bridge over the flood plain and river been positioned at the widest point making the viaduct so visible and requiring the most expensive solution?
5. What consideration has been given to the environmental and heritage impacts to Lacock Abbey and the village? How does Wiltshire Council propose to obscure this road from view?
6. The Parish Council would welcome learning how Wiltshire Council, in the future, proposes to deal with the section of the A350 between the junction of the bypass with the A350 and the Lackham roundabout.
7. How does this road construction satisfy county and national targets for limiting emissions and meeting binding WHO air quality targets?

Despite lodging an objection, Lacock Parish Council would welcome working with Wiltshire Council and the National Trust to find a mutually acceptable solution to the route for the Melksham bypass.

Seend Parish Council

Seend Parish Council indicated that their preferred choice would be no bypass and suggested that the majority of people preferred the existing road to be improved as this would have least impact on the countryside.

It was suggested that councils should be looking at ways to reduce their carbon emissions. Building the bypass was considered to contradict this aim, increase traffic and air pollution, destroy vast swathes of countryside and increase the carbon emissions that the Council is claiming it wants to reduce. Wiltshire Council should step up and take the lead by saying no to any further major bypass construction of any of the routes as by doing this, Wiltshire Council will really be future proofing our county for following generations.

That said, and to acknowledge that the consultation wants feedback on the recommendations being made, Seend Parish Council would like to made the following comments which are summarised below and included in Appendix 1:

- Seend Parish Council is pleased that the Route Option 10d has been dropped from the shortlist because of the likely environmental impact and high costs were glad that those concerns have been listened to.
- They were saddened that all route options on the western side have been dropped as we did believe that Route 8b had a lot of merit and advantages.
- The building of the bypass along route 10c will have an adverse impact on the residents of Bowerhill, restricting their access routes to the Kennet and Avon Canal and the countryside beyond.
- The area that includes Giles Wood and Brag picnic area represents the heart and lungs for the Bowerhill and Melksham people. The loss of tranquillity at the picnic area a Giles Wood was a concern as even if traffic is not seen it would be heard and smelt.

- A major road close to the picnic area and Giles Wood may jeopardise the sense of safety and well-being.
- Concerns were raised about bridleway crossings of the proposed bypass in the area of Giles Wood, and about the shared use of bridges by pedestrians, cyclists and horse riders, especially at weekends.
- It was considered that the route would be highly visible from Seend Cleeve and there would be heightened noise and air pollution that would need to be mitigated by screening and raised banks.
- There were concerns about fly tipping if the bypass makes access to farm gateways easier.
- The council were pleased to note the proposals include a planned bridge over the yet to be restored Wilts & Berks canal near Lacock.
- Concern that the required number of houses in the Local Plan would result in a large infill of housing development on the eastern side of Melksham close to the route.

In the event of the bypass proceeding the council wanted priority to be given to natural screening, tree planting and bunding over any potential infill of housing. The land south of the road and between the canal and road should not be built on but re-wilded in some way to fit in with the surrounding countryside, Giles Wood and canal side. North of the road in the Bowerhill area, there are likely to be small tracts of land that should be returned to nature and not used for housing infill.

It was suggested that a programme of tree planting must be implemented on all appropriate land combined with other environmental measures. This will help to screen the bypass, reduce noise and to offset the carbon footprint, possibly making use of a woodland charity.

Screening by building up earth banks or rows of tree planting should be provided to screen the road from Seend and Seend Cleeve and nearby properties. Attention was drawn to the Neighbourhood Plan and its reference to the mitigation measures in connection with the potential bypass.

Response from other organisations

There were responses to the consultation from other organisations including the National Trust, Wiltshire Air Ambulance, Bowerhill Residents Association (BRAG) and the Bowerhill Scout Group. The responses are included in **Appendix 1** and summarised below:

National Trust

The National Trust owns land at the northern end of the scheme which would be affected by Option A and is the custodian of large parts of Lacock. This includes over 100 individual buildings, many of which are listed, including Lacock Abbey. The village, the Abbey and the Fox Talbot Museum normally receive over 175,000 visitors per year. The summary of the National Trust's comments are

- The National Trust recognises the challenges associated with the A350 at Melksham, which can contribute to 'rat running' traffic in Lacock. We note that Wiltshire Council is preparing plans for a long Eastern bypass.
- Having reviewed the proposals, we understand that an Eastern bypass of Melksham could reduce traffic levels in Lacock. A well-designed and conceived road scheme could therefore bring benefits to the village.
- In respect of the northern route options, we would need more details on their relative merits to comment further. This includes further details on scheme design, potential impacts, mitigation, benefits and enhancements.
- Some of the northern route options would require compulsory purchase of the Trust's inalienable land, and we take seriously any proposals to acquire our land; we will provide further information on inalienable land and infrastructure projects.
- We would appreciate further engagement with Wiltshire Council and other stakeholders such as Lacock Parish Council to fully understand the proposed road scheme and its implications for Lacock and the National Trust.

Wiltshire Air Ambulance

Wiltshire Air Ambulance were grateful for being kept informed. They thought that the new road should not affect them, but asked for the following if possible:

1. Advanced warning signs of helicopter use along both stretches of the A350 around the Wiltshire Air Ambulance base.
2. Consideration to street lighting brightness and height around an airfield.
3. If street lights are being used near the section to the airbase, can they be covered around the top part of the light? This will prevent glare to the crew whilst taking off and landing at night. The glare could shut down our night vision goggles we wear during flight, so will cause a significant safety issue for us.

Bowerhill Residents Association Group (BRAG)

Bowerhill Residents Action Group feels that the proposed Melksham Bypass will be detrimental to Bowerhill residents and its surrounding environment for the following reasons:

- Pollution from exhaust gasses and particulates from engines, wheels and brakes impacting the health and wellbeing of residents, canal users and walkers in the area,
- Noise and light pollution from vehicles using the road impacting residents, wildlife and canal dwellers,
- Environmental impact on the flora and fauna along the entire stretch and wider area of the new bypass. The area has an abundance of wildlife that would certainly be scared off such as otter, bats, deer, fox, ducks and swans. Proper in-depth surveys should be carried out under the scrutiny of an appropriate body such as Wiltshire Wildlife,
- Environmental impact from the road on the already flood prone areas of land surrounding Melksham must be carried out,
- Mental and social impact from the restriction of access to the canal, Giles Wood and the Picnic Area,
- The massive carbon footprint that will be created from the creation of the bypass for very little tangible gain,
- The proposed 60 mph speed limit is excessive and not in line with other routes within close proximity to residential areas such as the A365 and existing A350,
- The traffic data used to provide the traffic modelling was taken pre-Covid and before the enhancements to the Farmers Roundabout and are now no longer likely to be realistic. This data needs to be recalculated and we should be allowed access to that data and calculations to verify it independently. We should also be given the opportunity to carry out our own surveys.

To this end BRAG as an organisation are against the proposed bypass and if forced upon them will lobby for the maximum mitigation to all the above impacts.

Bowerhill Scout Group

The Executive Committee of the Bowerhill Scout Troop objected to the proposed route 10c option for the bypass.

They commented that Bowerhill Scouts have a long tradition of encouraging external activities, with 60% of activity time spent outdoors appreciating the local environment, promoting personal growth, whether physically, mentally, spiritually or within the community and environment. They have over young people from Bowerhill, Semington, Seend, Beanacre, Shaw & Whitley and Melksham of ages 6 to 18 years.

More information on the activities is included in the full submission included in **Appendix 1**, which includes maps showing the locations where the activities take place.

The proposed A350 project will detrimentally affect our ability to provide outdoor scouting and remove areas of open space and deny access to those built up through many years of relationships, removing our ability to provide life skills outdoor experiences and access to activities for the Young People of Melksham and the surrounding areas.

Outdoor activities have and continue to start at Brabazon Way. This location is ideal as it has plenty of parking for parents, creating a safe drop off and pick up zone. Activities then take place in the fields and woods between Bowerhill and the canal, with areas of open space used for outdoor activities, wide games and camping. The rights of way, paths, bridleways and access points to the canal currently in use will be reduced from 4 to 2, with the Semington crossing being diverted to the A350 roundabout.

Areas used for outdoor activities will be removed and replaced by the bypass. The only access to the canal, woods and fields will be a single crossing removing any variety and creating a single point of risk for the safety of the young people we represent.

Whilst there are many reasons why the bypass should not go ahead due to flawed data, destruction of the local economy, financial risk and environmental impact, we would draw your attention to the impact the bypass will have on community, youth services and skills for life.

The access to green space between Bowerhill and the Canal is a unique environment that cannot be replaced. With limited or no access to this space, we would source alternate facilities which will require additional transport (20 parents, 20 cars) there and back. This additional traffic would seem to go against key objectives of the plan through volume of traffic, environmental impact and community need.

In mitigation, should the bypass proceed, we would seek the following in order to continue providing safe scouting for our group:

- All paths and rights of way to remain and not combined. This will require 3 crossings of the proposed route,
- A permanent all-weather surface for the whole length of the three routes,
- All three crossings to be green overpasses and not diverted on to roads,
- All bridges need to be easily accessible, with shallow ramps either side,
- All crossings to be lit and covered by monitored CCTV,
- Where crossings are diverted to roads, the roads should have no HGV presence and the speed limit is to be reduced to 20 miles per hour with physical measures in place to enforce this (traffic calming devices) and should be traffic-light controlled,
- To reduce the noise and light pollution for camping, the proposed route should be lowered, edges raised with banks and trees planted.

Community Action Shaw & Whitley Group (CAWS)

Community Action Shaw and Whitley (CAWS) Group responded to the first consultation when they concluded that routes 10c and 10d were preferred. They were

delighted that Route 10c has emerged as the preferred route and they support it. This route is also consistent with their commentary on the draft Neighbourhood Plan and particularly their recommendation that eastern routes should be preferred.

For completeness they have reviewed the results of their previous analysis to see if there have been any other emerging factors or material changes since the last submission. Having completed this exercise they are satisfied that their original reasoning is extant and provided some comments to highlight the key points.

Response to the questionnaire

Response to the consultation questionnaire

There were 760 responses to the online questionnaire and a summary is included in **Appendix 2**.

The questionnaire responses indicated that younger age groups were generally under-represented in the responses compared to the county and national demographics. However, the ethnic origin and gender of those responding broadly reflected the national and local averages.

More of the replies were from households who had access to two or more vehicles than is usually the case nationally and locally, with a much smaller proportion than the national or local averages having no access to a car or van.

There were fewer questionnaire responses to the second consultation, with 760 questionnaires completed compared to 1,018 previously. The number of responses that did not support the need for improvements to the A350 at Beanacre and Melksham was virtually unchanged at 396 compared to 406 previously, but the number of responses supporting an improvement had reduced from 594 to 331.

In the second consultation questionnaire response there were 396 (52%) responses that did not support the need for an improvement to the A350 at Melksham and Beanacre, and 331 (43%) that did support the need for an improvement.

Overall, there were 486 (67%) responses that considered that the emerging route being consulted on would not be suitable for the scheme, and 235 (33%) responses that considered that the route would be suitable.

At the northern end of the scheme Option A, connecting to the southern roundabout at Lacock, had more support than Options B or C, but a majority did not prefer any of them.

From the questionnaire responses there was a clear divergence of opinion between those who supported the need for an improvement to the A350 and those who did not.

Most of those who supported the need for an improvement (331 responses) considered the emerging route to be suitable for the scheme - 228 responses (69%), preferred Option A at the northern end - 209 responses (63%), thought that the scheme would reduce journey times on the A350 - 208 responses (63%), considered the proposed rights of way alterations to be suitable - 188 responses (57%), and had no concerns about the route - 181 responses (55%).

Most of those who did not support the need for a bypass (396 responses) did not consider the emerging route to be suitable - 377 responses (95%), had concerns about the route - 360 responses (90%), and did not prefer any of the options at the northern end - 349 responses (88%).

Very few of those not supporting a bypass thought that the scheme would reduce journey times on the A350 - 17 responses (4%), thought it would reduce journey times on other routes - 3 responses (1%), or make it easier to move around Melksham - 1 response (0.2%).

Comments provided on the questionnaire responses

The questionnaire provided the opportunity to provide additional comments on aspects of the scheme. The most frequent comments regarding the need for the scheme included concerns about the impact on the countryside and the environment (88 responses), the need to reduce or remove traffic, especially hgv's (75 responses), and that the scheme was not needed (69 responses).

The comments about the emerging route were mainly concerns about the effect on the environment, green spaces, or habitats (146 replies), the impact on the countryside (88 responses), and impacts on wildlife (67 responses). Other comments were about noise (59 responses) and concerns about the route creating opportunities for more development or house building (49 responses).

The most frequent comment on the rights of way proposals was that it would be better not to build the scheme (100 responses).

It was suggested that walking and cycling could be improved in the town by providing more segregated cyclepaths and walkways (49 responses), and that walking and cycling facilities should be improved without a bypass (34 responses).

The greatest concerns about the scheme were in connection with the effect on countryside, habitat and the environment (242 responses), increased noise pollution (99 responses) and increased air pollution (83 responses). There was a concern that the scheme would facilitate house building (67 responses) and concerns about the impacts on wildlife (52 responses).

The general comments included suggestions that the scheme was not wanted (68 responses), loss of countryside and environmental concerns (68 responses), and support for the scheme (58 responses)

A summary of the main comments in response the questions is included below, and further detail is in **Appendix 3**.

Do you have any comments about the need for an improvement?

Do you have any comments about the need for an improvement?	Number
General loss of local natural resource, scenic areas, habitat, countryside, woodland, and general concerns regarding environmental impacts	88
Need to reduce / remove traffic (especially HGVs) from Melksham and wider route / improve flow	75
Scheme not required / Bypass not needed	69
Traffic patterns have, and may continue to, change as a result of the COVID pandemic with increased flexible / home working.	36
Journey time savings are not sufficient to justify the scheme.	29

Do you have any comments about the Emerging Route?

Do you have any comments about the Emerging Route?	Number
General concerns about impact on / loss of environment, green space, countryside, canal, habitats, green belt, nature, landscape, Giles Wood, protected areas	146
Impact on / loss of countryside	88
Impact on wildlife / threatened species	67
Noise impacts resulting from scheme	59
Route creates the opportunity for more development / house building	49

How could the Rights of Way proposals be improved?

How could the Rights of Way proposals be improved?	Number
Best way to improve Rights of way would be to leave them alone and not build the bypass	100
Concerns regarding the severance of public footpaths / bridleways	21
Every PROW should be retained	14
Use the scheme to provide new/improved ROW	13
Unable to understand the proposals for the ROW network	10

How could walking & cycling proposals for the Town be improved?

How could Walking and Cycling Proposals for the Town be improved?	Number
Provide more Segregated / safe use cycle paths & walkways	49
Improve walking and cycling without the need for a bypass	34
Delivery of a new bypass will remove current walking/cycling opportunities	29
Improve cycle links from Melksham into other towns (Lacock, Chippenham, Trowbridge)	26
Scheme not wanted	26

What concerns do you have about the scheme?

What concerns do you have about the scheme?	Number
General loss of local natural resource, scenic areas, habitat, countryside, and general concerns regarding environmental impacts	242
Increased noise pollution associated with traffic	99
Increased air pollution associated with traffic	83
Scheme facilitates house building and would potentially bring forward increased development	67
Concerns regarding impacts on wildlife (protected / endangered)	52

Do you have any other comments about the scheme?

Do you have any other comments about the scheme?	Count
Scheme not wanted	68
General loss of local natural resource, scenic areas, habitat, countryside, and general concerns regarding environmental impacts	68
Support for the scheme	58
Bad use of public money - Scheme unaffordable	38
Scheme facilitates house building and would potentially bring forward increased development	32

Written comments from the public

Written comments from the public

There were 480 emails and letters received in response to the consultation, with a total of 5,970 comments noted through the responses. It should be noted that in some cases the written submissions may duplicate questionnaire responses.

There were several themes identified in the written responses received in response to the consultation, which in many cases were similar to those in the questionnaire responses.

A major concern was the potential impact on the countryside, loss of local natural amenity, scenic areas, habitat, countryside, and general concerns regarding environmental impacts (296 responses).

Noise (263 responses) and air pollution concerns (256 responses) were also serious concerns, which appeared to reflect the higher number of written responses from people living in communities closer to the route or using the countryside for recreation.

There were concerns regarding impacts on wildlife, including protected or endangered species (217 responses) and about the effect on access from Melksham and Bowerhill to the canal, countryside and Giles Wood (196 responses), particularly with regard to physical and mental well-being (136 responses).

There were comments that the scheme was not compatible with developing policy on net zero carbon approach, regarding the scheme's carbon footprint, climate change concerns, and not being aligned with local or national climate change commitments (157 responses).

It was suggested that changing traffic patterns as a result of the COVID pandemic with increased flexible or home working and increased online shopping would reduce the need for the scheme (122 responses), and that the scheme would create potential for infill house building (120 responses) and would be a bad use of public money and the scheme is unaffordable or the benefits do not outweigh costs (113 responses).

There were specific comments about particular sections of the route. At the southern end, the key messages related to the section between Bowerhill and the Kennet & Avon canal, the proximity and impact on the residential area of Bowerhill and the valued amenities at Giles Wood, the BRAG picnic area and the canal, especially the potential severance introduced by this section of the route, and the loss of public rights of way and permeability through the rural area south of Bowerhill.

In the central section of the route, the community at Redstocks expressed a clear desire for the route to be moved closer to Melksham to reduce the impacts at Redstocks.

At the northern end of the scheme there were suggestions that an alternative "pylon" route connecting to the A350 near Halfway Farm would have less impact and would

deliver a better scheme. This view was expressed by residents of both the Lacock and Lower Woodrow community areas.

There were general concerns relating to potential changes to the Public Rights of Way in the area because of the scheme, and views that Public Rights of Way should be retained with fully accessible and safe crossing facilities and infrastructure provided.

There was a clear view expressed that should the scheme proceed the design of the scheme should include for such measures as cuttings with earth embankments, and extensive planting and screening, to provide mitigation against noise, air, and visual impacts.

Views were expressed that traffic flows would reduce as a result of the changes following the pandemic, and that the data collected to inform the scheme development was from the pre-pandemic period and was no longer relevant. Concerns were also expressed regarding the timing of pedestrian surveys, and the validity of those results.

The view was also expressed that the existing A350 route currently works well and that following the Farmers Roundabout improvements traffic congestion is less of an issue. It was suggested that if improvements do need to come forward then they should focus on improvements to the existing route and enhancements to the existing infrastructure.

It was suggested that the scheme is being promoted and brought forward as an enabler for large scale housing development, and that the route has been chosen to provide the maximum potential for infill housing. This was a concern because of the view that Melksham currently suffers from an under provision of local services and facilities (e.g., doctors, schools, shops, leisure facilities), that further housebuilding is unsustainable, and that funds would be better spend in addressing the provision of local services or community infrastructure.

The most frequent comments and themes have been grouped together and are described below with the number of responses indicated. A more detailed summary is included in **Appendix 4**.

Written and email responses to the consultation	Number
Loss of local natural amenity, scenic areas, habitat, countryside, and general concerns regarding environmental impacts	296
Concern regarding increased noise pollution associated with traffic	263
Concern regarding increased air pollution associated with traffic	256
Concerns regarding impacts on wildlife (including protected / endangered)	217
Scheme reduces the connectivity of Melksham / Bowerhill to the canal / green space / Giles Wood - has impacts for walkers, runners, dog walkers, cyclists, canal dwellers and users, equestrians, and general leisure use	196
Scheme not compatible with developing policy ref net zero carbon approach / concerns regarding scheme carbon footprint / not aligned with climate change concerns / not aligned with local/national climate change related commitments	157

Written and email responses to the consultation	Number
Access to countryside provides physical and mental wellbeing for many which would be lost or affected and/or Scheme has impacts with regards to physical and/or mental health and wellbeing and/or scheme has impacts with regards to quality of life.	136
Traffic patterns have, and may continue to, change as a result of the COVID pandemic with increased flexible / home working and/or increased online shopping.	122
Scheme creates potential for infill house building / would potentially bring forward increased development	120
Bad use of public money / Scheme unaffordable / Benefits do not outweigh costs.	113

Key issues identified

The consultation provided the opportunity for the public and interested organisations to comment on the scheme, the emerging route and details of the proposals, and has helped to identify the key issues that need to be considered should the scheme proceed.

The list below is intended to identify the key issues, but in view of the number of comments received in response to the consultation it is not exhaustive. Reference should be made to the comments in the appendices for a complete list.

Some of the issues raised will be addressed in the Outline Business Case, but many will require the design to be developed in greater detail and would be considered at the next stage of the scheme development. The issues are grouped together but are not in any particular order.

Scheme in general

- The strategic case and justification for improving the A350 route corridor.
- Traffic and pedestrian survey information and the future predictions.
- Journey time savings and their relevance.
- Carbon footprint and climate change.
- Concerns about noise, air, and light pollution.
- Concerns about effects on countryside, wildlife, and the environment.
- Concerns about infill development.
- The need for ongoing liaison and engagement with landowners.

Route sections (south to north)

A350 to A365

- Possibility of locating route further to the south to increase the distance from residential properties in Bowerhill.
- Pedestrian crossing facilities for footpath MELW42 and potential provision of signal-controlled crossing.
- Pedestrian crossing of route for Bridleways SSEN17 and SEEN13, particularly in connection with recreational routes from Bowerhill to canal and Giles Wood.
- Consideration of 'green bridge' between Bowerhill and canal area.
- Consideration of route in cutting to reduce impact on residential and amenity areas.
- Acoustic barriers need to be 'green barriers' to blend with countryside.
- Impacts on the amenity value of the area, including Giles Wood, the picnic area and locations used by Scout Groups.
- Impacts on the amenity value of Kennet and Avon canal and towpath.
- Suggestions for planting between bypass route and canal.
- Suggestions for planting between bypass route and Bowerhill.
- Consideration of bypass route crossing on the line of disused railway and links to Bridleway SEEN18.

- Shallow approach ramps requested on rights of way crossing bridges.
- Concerns about joint use of bridges or routes by pedestrians, cyclists, riders and local vehicles.
- Suggested earth mounds and planting to screen bypass from longer views from Seend Cleeve.
- Consideration of footpath diversions for MELW35.
- Screening for properties in Vernon Farm area.
- Consideration of agricultural operations.

A365 to A3102

- Consider realignment of route to be straighter and further from Redstocks.
- Crossing arrangements for footpaths MELW24 and MELW 23, possibly in conjunction with Clackers Brook route crossing.
- Route crossing of Clackers Brook and flooding risks.
- Landscaping and screening of route from properties, including from Redstocks.
- Crossing arrangements or diversions of bridleway MELW41 and footpath MELW26.
- Arrangements for bridleway MELW40 at junction with A3102, including access from Melksham and parking considerations.
- Provision for agricultural movements.

A3102 to A350 (north)

- Consideration of alternative via Woodrow Road/New Road Junction and following 'pylon' route to A350 near Halfway Farm.
- Consideration of route alignments connecting to the A350 south of Lacock southern junction and not at the existing junction.
- Consider providing a junction between bypass and Woodrow Road.
- Consider closing Forest Road to through traffic.
- Screening and landscaping proposals for properties on Woodrow Road, Lower Woodrow Road and various farms.
- Arrangements for footpath crossings MELW 47 and MELW49.
- Screening of route from views from properties on higher ground at Sandridge.
- Footpath crossings in River Avon valley including MELW63.
- Arrangements for accommodating Wilts & Berks canal restoration route.
- Route crossing of River Avon floodplain with regard to flooding.
- Visual impact of bridge across River Avon and floodplain.
- Impact of scheme on National Trust land and village of Lacock.
- Provision for agricultural movements.

General comments on emerging route

- Requests for earth mounds and screening of bypass.
- Use of native species in hedgerows and planting.
- Effect on wildlife such as otter, bats, deer, fox, ducks and swans.
- Incorporate tree planting to help off-set carbon footprint.
- Request to provide rights of way links along whole of route.

- Pedestrian crossings should only be near roundabouts where traffic speeds are lower.
- Suggestion that tunnels and underpasses should blend in with the countryside with adequate lighting and CCTV.
- Pedestrians should be discouraged from crossing the road at unsuitable locations by barriers.
- Streetlighting and signing provision in proximity to Wiltshire Air Ambulance base.
- Reduced speed limits on diverted roads with traffic calming.

Complementary walking and cycling proposals

- Improved connections to railway station.
- Improved connections Melksham Cemetery.
- Improved links to outskirts of town and countryside.
- Consideration could be given to the High Street being pedestrianised with bus access only.
- Improvements to safety for those using right of way through Turnpike Garage to access MELW20.
- Improved links to other towns such as Lacock, Chippenham and Trowbridge.
- Use of all weather surfaces particularly for SEEN13 from the parking to picnic areas.
- Improved walking and cycling on existing highway network.
- Concern about shared use of routes by pedestrians and cyclists.
- Consideration of lighting on walking and cycling routes.
- Provision of signing, seating and litter bins.

How the consultation will be used

The information collected through the consultation process will be used to develop and inform the assessment of the scheme in more detail. The views of organisations with specialist knowledge of the area are particularly important in helping to refine and assess the proposals.

It should be noted that the consultation is not a public 'vote' for the most popular option. There are many factors to be taken into account in determining the final scheme, including emerging guidance on carbon impacts, ecology, public health and road safety, landscape, heritage, employment and the economy, flood risk and drainage, cost and economic benefit.

The Outline Business Case (OBC) for the scheme will have to make the case for obtaining Department for Transport funding as the Council would not be able to fund a major scheme of this type from its own resources. The preparation of the OBC will require the consideration of the strategic, economic, financial, management and commercial cases.

Should the scheme proceed there would be further consultation on the proposals, including statutory consultations in connection with the planning application and the statutory orders. In due course there could be a public inquiry when an independent inspector would make a recommendation to the Secretary of State regarding the scheme.

Appendix 1 - Responses from Organisations

Response from local councils

The town and parish councils, and other organisations were consulted on the proposals and a summary of their comments is included below.

Melksham Town Council

Melksham Town Council has considered its response to the second non-statutory consultation by Wiltshire Council on the A350 Melksham Bypass proposal at two meetings of the Town Council: firstly, at a meeting of the Economic Development and Planning Committee on 26 July and secondly at a meeting of Full Council on 9 August.

Consideration has also been given to correspondence received from members of the public via email since the agenda for the most recent meeting was published on 3 August. However, of the correspondence received, only one piece relates to a Melksham Town resident, the remainder has come from residents of Melksham Without Parish Council. Correspondence from residents is included in Appendix 1.

The proposed bypass route "10c" does not pass through the Melksham Town parish, but is mostly in Melksham Without, and we commend that parish on their hard work and thorough consultation and input. The proposed bypass route - or any changes to road structure or designation along the North-South corridor WILL have a major impact on Melksham Town, as would going further without changing the current setup.

As part of its response to the consultation, Melksham Town Council wishes to address the pros and cons of the proposed route, 10c, as it sees them. The response will then address ideas for mitigation to alleviate perceived local issues and suggest ideas for additional community benefits that could be achieved as part of the works.

Pros of a bypass for Melksham:

Traffic

1. Traffic congestion to the north of the town by McDonalds will be reduced.
2. HGV traffic to the north and south of Melksham will be diverted to the bypass.
3. A reduction in traffic and noise along the current route of the A350 through north Melksham and past housing in the closes off Hazelwood Road and Longford Road.
4. There will be a reduction in the volume and type of traffic through the town centre.
5. The speed and efficiency of traffic flow through the town for local transport will be improved.
6. Shorter journeys from the A350 north of Melksham to and from the east of Melksham, moving traffic away from both the A3102 traffic centre and Woodrow Road (to Lacock) onto new routes.
7. Eastern Way will be truly bypassed.

8. The use of Woodrow Road and the Lacock Road as 'shortcuts' to Lacock will be reduced.
9. The bypass will provide an additional crossing over the River Avon.
10. The proposed roundabout at the Lacock junction of the bypass will remove what is currently a dangerous junction with the A350.
11. The increased HGV traffic along the A350 as a result of the possibly permanent closure of Cleveland Bridge in Bath will be mitigated by the bypass.
12. Route 10c can be made future-proof. It is already a full bypass and is a high quality road.

Businesses

13. Once Bank Street and Lowbourne are no longer main transit routes through Melksham, town centre improvements for both business and leisure purposes can be considered.
14. New opportunities are bound to be presented as a result of the bypass, although these are unknown at present.

Environmental

15. The diversion of traffic away from the town will reduce air pollution in the town centre, improving air quality.
16. The proposed bridge at Lower Woodrow will support the National Cycle Network Route and aid access to existing bridleways and footpaths.

Residents

17. The proposed bypass is some distance from a lot of existing housing development improving air quality and reducing noise pollution.
18. The proposed route will enable safer access to Melksham Oak School.

General

19. Route 10c is the least worst route!

Cons of a bypass for Melksham:

Traffic

20. The route needs to be sustainable in the longterm.
21. Will the bypass still be needed in 20/30 years' time?
22. As approximately 50% of journeys are less than five miles in distance, will people use the bypass?
23. Traffic may just be split between two A roads – HGVs on the bypass and more local traffic on the 'old' A road.
24. Further investigation is needed regarding the 'right' route.
25. Traffic may continue to use other routes to cross the town to access the bypass e.g. Sandridge Road, meaning that traffic flow on these roads may not decrease.
26. Further analysis of traffic flows is needed.

27. There seems to have been a lack of consideration of public transport routes, including walking and cycling routes and the integration of these into the proposed bypass route.

Businesses

28. People may be deterred from coming to Melksham – they may simply use the bypass.
29. Certain businesses which may rely on passing traffic to some degree may be adversely affected in terms of trade e.g. Subway, Leekes, McDonalds.
30. The proposed route will result in the compulsory purchase of land or the severing of existing farms.
31. An Agricultural Impact Assessment hasn't yet been carried out.

Environmental

32. Melksham Town Council cannot emphasise strongly enough its responsibility to the environment and wildlife habitats which will be impacted by the construction of the bypass.
33. The destruction of green fields, grassland, trees, hedgerows cannot be overlooked.
34. Access to the Kennet and Avon Canal will be bisected by the bypass.
35. Byways, bridleways and cycleways will have to be rerouted. It has even been proposed that some are closed. The following have also been brought to your attention by Melksham Without Parish Council:

- The disconnect (circuitous diversion) between MELW66 and LACO36
- Severance of MELW48 which is the access to Hack Farm, Lower Woodrow.
- The treatment of Prater's Lane Bridleway 40.
- The total closure of MELW24.
- The total closure of MELW35 between Bowerhill Lane and Carnation Lane cutting off residents of Carnation Lane from Bowerhill. Consideration needs to be given to how these residents will access Bowerhill, such as the provision of a footpath. New kissing gates have been installed with Area Board & Parish Council (Melksham Without & Seend) funding in recent years on this section, working with the West Wiltshire Ramblers Association
- The closure and diversion of MELW45/SEEN17 preventing direct access to Giles Wood except via a dog-leg half way to the picnic area using SEEN13.
- Diversion of MELW42 to use a pedestrian crossing at the roundabout junction. There is a concern this will be dangerous, reminiscent of the highly dangerous Western Way crossing at Townsend Farm over the A350 which the Parish Council have sought enhancements to in order to improve pedestrian safety; and is now subject to further safety improvements by Wiltshire Council with "Re allocation of Road space" funding.

36. Has the carbon footprint of the proposed route been investigated?
37. Environmental Impact Assessments haven't yet been carried out.

Residents

38. More communication and consultation with residents should have been undertaken.
39. There is a lack of clarity about how the decision was made to put forward just one option for the bypass.
40. One option is not a 'shortlist'.
41. Residents need easy access to all the information required to enable them to make an informed decision.
42. Concern has been expressed that bypass route 10c provides a balloon of land that would be a natural building area. Although reassurance has been provided that housing is outside the scope of this consultation, Wiltshire Council graphics show projected housing growth in Trowbridge, Westbury and Warminster as part of their justification for the bypass.

General

43. Grant Shapps' statement on the Transport Decarbonisation Plan published on 14 July 2021 should be taken into account. Its opening paragraph states 'Transport decarbonisation is a dull way of describing something much more exciting and far-reaching. Because transport is not just how you get around. It is something that fundamentally shapes our towns, our cities, our countryside, our living standards, our health, and our whole quality of life.'

It must be noted that some of the pros may result from a bypass in general and not necessarily just from route 10c.

Ideas for mitigation and community benefits:

If the scheme for the A350 Melksham Bypass goes ahead, Melksham Town Council would like to see the following mitigation and community benefits:

- Appropriate land banking/ 'bunds' are created along the entire length of the proposed route to screen the bypass from adjacent land and reduce noise pollution.
- A 'cutting' is used for the section of bypass between Bowerhill and the canal in order to improve the visual impact of the bypass.
- The creation of 'bunds' adjacent to 'settlements' to mitigate against any noise and light pollution.
- All bridges proposed are 'green bridges' particularly the one from Bowerhill to the canal/picnic area and Giles Wood, in order to provide the feel of the continuation of the open countryside.
- All bridges need to be easily accessible, with shallow ramps either side.
- The creation of wildlife crossings/ underpasses/ bridges to retain the connection between fields.
- Can the bridge over Clackers Brook be built wide-enough to accommodate the likelihood of flooding?
- Can the bridge over Clackers Brook be built with public access?

- The installation of deer fencing to reduce the potential for road traffic accidents involving deer.
- Forestation of the whole area bounded by Portal Way, the canal, the bridleway and Brabazon Way.
- The creation of a nature reserve in this area and also in other suitable areas with the creation of dedicated pedestrian and cycleways from the town centre to these.
- The building of an additional bridge over the bypass to the south of Bowerhill to maintain the loop walk between Locking Close, the canal and Brabazon Way.
- Forestation of as much of the area between the bridleway and the A365 as possible.
- Use of local/ native tree species and hedgerows along the entire length of the bypass to improve biodiversity.
- It was noted in the A350 Melksham Bypass Second Consultation document that provision would be made for a potential footway/cycleway adjacent to some sections of the bypass route, where possible. The Town Council believes that this should be ALWAYS, not just where possible, and for the whole length of the by-pass.
- The cycleways/ footways should be segmented from the bypass by a clear barrier.
- All cycleways should be incorporated into the existing cycle network.
- An extension/ improvement to the National Cycle Network from Melksham to Lacock should be created.
- Opportunities for relieving traffic in the town centre are mentioned under Complementary Walking and Cycling Measures in the A350 Melksham Bypass Second Consultation document. The Town Council suggests the following:
 - Pedestrian and cycle provision along the current A350 south from Farmers Roundabout to the entrance to Melksham Cemetery, providing safe a walking route from the Hazelwood Road area, rear of the Campus and potential new canal-side build to the stores and station area.
 - The improvement of connectivity between the north of the town and the town centre through the existing subway.
 - The creation of access from the railway station behind Spencers Social Club to a new pedestrian crossing across the A350 giving access to Scotland Road and the Riverside Drive area.
 - Improvements to pedestrian and cycle access from the outskirts of the town to the town centre and from the town centre to the countryside through the creation of designated cycleways
- The bypass could be used to improve connectivity to the adjacent countryside through the use of laybys with suitable gated access to existing rights of way.
- The maintenance of the existing car park/ layby at the base of Sandridge Hill or the creation of a new car park/ layby to maintain access to popular dog walking routes.
- The smoothing out of the 'bulge' in the bypass adjacent to Redstocks whilst recognising the need to protect the recently discovered archaeological site.

- Tree planting adjacent to Redstocks to mitigate noise pollution.
- Improvement of the proposed bridge at Woodrow.

The Town Council also request discussions take place directly with the Highway Planners on the comments raised by the Town Council in order to achieve as best an outcome as possible for its residents if the bypass were to go ahead.

Finally, the Town Council wishes it to be noted that the results of a straw poll carried out amongst councillors at the meeting of Full Council on 9 August indicated that of 15 councillors, eight are in favour of route 10c being the right route for the bypass at this point in time and seven are against. This suggests that at this early stage in the developmental timescale for the bypass, opinions are still mixed and open to reconsideration.

Melksham Without Parish Council

Melksham Without Parish Council are in a unique position with regard to the proposed A350 Melksham Bypass. The majority of the proposed 10c route is in the parish, and its potential impact will affect the variety of communities that the council represent in differing and varying ways, from the north in Beanacre, the east in Woodrow and Sandridge, and to the south in Bowerhill and Redstocks. It is noted that it will have limited impact on residents in Shaw & Whitley as route 10c is now proposed, as well as those in Berryfield although those at the Semington Road end of the village, close to the existing A350, also have strong views.

The parish council has tried hard to listen to the views of its parishioners, and held two public meetings to do just that, a summary of the views of those meetings are appendices as part of this document, as well as the views of those people that wrote to the parish council rather than attend a public meeting, in the main due to the reluctance to attend in person as the covid restrictions are relaxed.

The general consensus of the public opinion is that they are doubtful of the justification for this scheme, and feel that more up to date evidence is required. This is particularly as some evidence was collated pre-Covid and before improvements to 'Farmers' Roundabout. In the main, the residents feel that the Covid pandemic not only affected the results of surveys undertaken during 2020 and 2021 during the lockdown periods, but more importantly, that post-Covid there will be a widescale change in the way people conduct their daily life. That there has been a sea change and the previous working patterns of so many will change for good, and not return to pre-Covid levels in months and years to come. The shift to "working from home", the use of technology instead of meeting in person, the preference to not commute daily and to have a more flexible working pattern will be here to stay, and therefore there is a general feeling that new evidence needs to be obtained to justify the requirement for the Melksham A350 Bypass in the light of the changing world.

The parish council is aware that this project is not just about a bypass for Beanacre, or even for the wider Melksham area, but as part of the much bigger Western

Gateway Strategic Transport Plan but nevertheless, feels that the justification for the scheme does need to be looked at again in the post Covid climate and against the wider priorities of Wiltshire Council and the Government as they move to zero carbon emission targets over the coming years.

Linked to this is the question of the accuracy of survey data that was undertaken in the height of the Covid lockdown period in January 21, when the “Footfall Survey” was undertaken over two days of inclement Winter weather, which is not felt to be indicative of the more usual levels of pedestrians, cyclists and horse riders throughout the year under normal circumstances and better weather. Therefore, it is felt that the figures are not representative of typical footfall on some of the Public Rights of Way/Bridleways, particularly those from Bowerhill to the Kennet & Avon Canal (Bridleway SEEN13).

Whilst questioning the need for the Bypass proposals in the changing world, the parish council does recognise that the consultation is about the proposed route 10c and therefore this is the right time and opportunity to raise any concerns or comments about the proposed route, any suitable mitigation to alleviate any local issues and raise any additional community benefits that could be achieved as part of the works, as part of the “shaping” of the route and informing the business case that they understand is the intention of this non statutory consultation process.

On that basis, and notwithstanding the request for the project justification to have further examination, Melksham Without Parish Council would like to see the following changes to the proposed alignment:

- The route to alter so that it does not cross Lower Woodrow as proposed, but closer to Melksham. This is to avoid sensitive properties such as a Listed Farmhouse with shallow foundations and a brand-new farm worker’s house, both of which are very close to the proposed route, one will almost be destroyed by the proposed alignment.
- More justification is given for the “eastern bulge” which brings the suggested alignment close to the community of Redstocks.
- The alignment to the East and South of Bowerhill is moved further towards the canal and away from village residents, such that the connection to the existing A350 may need to move further South.

The Parish Council also have concern at the proposed closure/diversion of various Public Rights of Way and Bridleways:

- The disconnect (circuitous diversion) between MELW66 and LACO36
- Severance of MELW48 which is the access to Hack Farm, Lower Woodrow.
- The treatment of Prater's Lane Bridleway 40.
- The total closure of MELW24.

- The total closure of MELW35 between Bowerhill Lane and Carnation Lane cutting off residents of Carnation Lane from Bowerhill. Consideration needs to be given to how these residents will access Bowerhill, such as the provision of a footpath. New kissing gates have been installed with Area Board & Parish Council (Melksham Without & Seend) funding in recent years on this section, working with the West Wiltshire Ramblers Association
- The closure and diversion of MELW45/SEEN17 preventing direct access to Giles Wood except via a dog-leg half way to the picnic area using SEEN13.
- Diversion of MELW42 to use a pedestrian crossing at the roundabout junction. There is a concern this will be dangerous, reminiscent of the highly dangerous Western Way crossing at Townsend Farm over the A350 which the Parish Council have sought enhancements to in order to improve pedestrian safety; and is now subject to further safety improvements by Wiltshire Council with “Re allocation of Road space” funding.

The Council asked that no Public Rights of Way or Bridleways are closed or diverted. However, if this is not possible, that tunnels or bridges are provided where they cross the proposed by-pass.

If the scheme for the A350 Melksham Bypass goes ahead the Parish Council would like to see the following mitigation and community benefits.

- A ‘cutting’ is used for the section of bypass between Bowerhill and the canal in order to improve the visual impact of the bypass.
- ‘Bunds’ adjacent to ‘settlements’ are created to mitigate against any noise.
- All bridges proposed are ‘green bridges’ particularly the one from Bowerhill to the canal/picnic area and Giles Wood, in order to provide the feel of the continuation of the open countryside.
- All bridges need to be easily accessible, with shallow ramps either side.
- Any acoustic barriers required should be ‘green barriers’ to provide a more ‘natural’ look to blend in with the countryside.
- Any tunnels/underpasses be ‘green’ in design to blend in with the countryside with adequate lighting and CCTV.
- Forestation of the whole area bounded by Portal Way, the canal, the bridleway and Brabazon Way.
- Forestation of as much of the area between the bridleway and the A365 as possible.
- Any pedestrian crossings should only be near roundabouts, where traffic speeds are lower, and should be traffic-light controlled.
- Pedestrians should be discouraged from attempting to cross the road elsewhere by means of barriers, railings, hedges, fences, etc.
- A footpath is provided from Sandridge Common to Prater’s Lane. Currently people wishing to access Prater’s Lane from Sandridge Common cannot access it unless they walk part way along the A3102, which is considered dangerous. There is no access via Lopes Close to Prater’s Lane.
- It is noted the lay-by adjacent to Prater’s Lane on the A3102 will be lost as part of the roundabout proposed at this junction. Prater’s Lane is very popular, with not just local residents, but others further afield and therefore request some form of parking be created to replace that which will be lost.
- Improvements to the access and parking area at the end of Bowerhill Lane.

- A permanent all-weather surface for the whole length of the bridleway SEEN13, from the parking area to the picnic area, but with vehicular access prevented (except by authorized users e.g., farmer/landowner, Bowerhill Residents Action Group in order to maintain the picnic area, Canal & River Trust)
- It was noted in the A350 Melksham Bypass Second Consultation document it states provision would be made for a potential footway/cycleway adjacent to some sections of the bypass route, where possible, this should be **ALWAYS and the whole length of the by-pass.**
- Provision should be made for additional bridleways.
- Regarding relieving the traffic in the town centre as suggested in the A350 Melksham By-pass second consultation document, under Complementary Walking and Cycling Measures, the parish council suggest the area from the Market Place to Sainsburys Supermarket be pedestrianised with bus access only.
- Improvements to safety for those people using Public Rights of Way through the Turnpike garage forecourt crossing the A365 to access MELW20. There have been several near misses here, as vehicles cannot see due to the slight bend in the road at this point.
- A strip of land will be created by the building of the by-pass between the proposed Littleton Roundabout and the small piece of paddock adjacent to Bowerhill Sports field, consideration be given to the Parish Council obtaining this piece of land in order to extend Bowerhill Sports field to create more public open space and football pitch provision.

The Parish Council also request discussions take place directly with the Highway Planners on the comments raised by the Parish Council in order to achieve as best an outcome as possible for its parishioners if the bypass were to go ahead.

Lacock Parish Council

Lacock Parish Council welcomes the opportunity to respond to the latest Melksham A350 Bypass consultation.

Lacock Parish Council convened an extra Parish Council meeting on 2 August 2021 to consider Wiltshire Council's Second Public Consultation on the Melksham bypass. At the meeting the Council resolved to object to the emerging option adversely impacting Lacock which culminates at the northern end in Junction Option A. The reasons for objection included:

- Concern about the levels of noise, air and light pollution which would be caused on the bypass and at the junction
- Encroachment of major infrastructure so close to the Southern boundary of Lacock
- Adverse impact on the heritage and setting of Lacock Abbey and the village
- Visual impact of the bypass and viaduct on Lacock's setting

- Potential for infill of land between the existing A350 and bypass for new housing in the future.

To inform their decision-making process, Lacock Parish Council sent a letter to every household in Lacock parish to ensure residents were made aware of the proposed route for the Melksham bypass and inviting comments either to be sent to the Parish Council or direct to Wiltshire Council.

In the limited time available, as Wiltshire Council declined a request for an extension of the consultation period, the Parish Council received 47 email and 4 written responses, 40 objecting to the proposed route and 11 in support, anonymised copies of the emails and letters received are attached.

A number of specific issues/issues/questions were raised at the meeting which the Parish Council would wish Wiltshire Council to resolve:-

1. The Parish Council recognises there is a safety issue at the southern Lacock exit to A350 for traffic wishing to turn northbound. It would appear that Wiltshire Council have decided to propose the re-joining of the Melksham bypass to the A350 at this junction as a possible solution to a local safety issue which could be solved by a different means. Lacock Parish Council requests that the two traffic issues are considered separately.
2. The objective of the evaluation process was for Wiltshire Council to come forward with a bypass for Melksham so it's unclear why the bypass has now been proposed as the longest route possible, coming so close to Lacock and not rejoining the A350 just north of Beanacre.
3. Why has the junction of the bypass with Woodrow Road been removed and instead a flyover proposed over the bypass making Lower Woodrow Road straighter and more appealing to commuters than currently? How does this discourage commuter rat runners using Forest Lane.
4. Why has the bridge over the flood plain and river been positioned at the widest point making the viaduct so visible and requiring the most expensive solution?
5. What consideration has been given to the environmental and heritage impacts to Lacock Abbey and the village? How does Wiltshire Council propose to obscure this road from view?
6. The Parish Council would welcome learning how Wiltshire Council, in the future, proposes to deal with the section of the A350 between the junction of the bypass with the A350 and the Lackham roundabout.
7. How does this road construction satisfy county and national targets for limiting emissions and meeting binding WHO air quality targets?

Despite lodging an objection, Lacock Parish Council would welcome working with Wiltshire Council and the National Trust to find a mutually acceptable solution to the

route for the Melksham bypass.

Seend Parish Council

Introduction:

As with the first consultation, Seend Parish Council has sought the views of its parishioners about the proposals being recommended in the 2nd consultation. This response includes many of their comments.

Preferred Choice would be No Bypass

Our interpretation of the responses to the first consultation shows that the least favoured options were route 10d and 10c and that the majority of people preferred for the existing road network to be improved upon rather than the creation of a new road. This would have the least impact on the surrounding countryside, and with the changing ways that people are working, with more working from home, the traffic growth predictions may not be realized.

When the government is trying to reduce road usage and pollution, it seems contradictory to be encouraging more road use by building more roads.

With global warming and climate change very much in the news with reports of extreme weather across the world, Councils should be looking at ways to reduce their carbon emissions across the country. The Rt Hon Grant Shapps MP, Secretary of State for Transport, in a recent talk on aviation stated that "A bigger problem was road transport which contributes 90% of transport related carbon emissions in the UK". Greg Archer, of the Green Alliance, Transport and Environment, states "The government must level with the public that to avoid dangerous climate change there will have to be fewer cars, less driving and many fewer flights."

It also contradicts Wiltshire Council's bid to become carbon neutral by 2030. This aim should not just relate to its own property and operations. In its climate strategy, it states "*Wiltshire Council has made a firm commitment to becoming a carbon neutral council by 2030, there is a focus on reducing carbon emissions from its operations and property. However, the council also has an ambition for the county of Wiltshire to become carbon neutral. This will require coordinated action by the public sector, businesses and residents working together towards a shared goal.*"

Building the bypass will surely contradict this aim, increase traffic and air pollution, destroy vast swathes of countryside and increase the carbon emissions that the Council is claiming it wants to reduce. If climate change is to be stopped, then hard choices are going to have to be made. Just because money has been made available it should not be used to justify the building of a bypass when this will encourage greater reliance on cars. Wiltshire Council should step up and take the lead by saying no to any further major bypass construction of any of the routes. By doing this, Wiltshire Council will really be future proofing our county for following generations.

That said, and to acknowledge that this consultation wants feedback on the recommendations being made, Seend Parish Council would like to make the following comments.

Seend Parish Council is pleased that the Route Option 10d has been dropped from the shortlist because of the likely environmental impact and high costs associated with having to cross the Kennet & Avon canal and Semington Brook. We note it was the least preferred option during the first consultation and we are glad that those concerns have been listened to.

We are saddened that all route options on the western side have been dropped as we did believe that Route 8b had a lot of merit and advantages.

Reasons against Route 10C

It is noted that Route 10C now seems to be the only route option being recommended. With our first response, we raised concerns about both Route 10d and 10c and would have preferred that neither route option was selected. Therefore, the choice of 10c is still deeply concerning for us for the following reasons. We are concentrating our comments on the southern section of the route that most affects us and our neighbouring parish.

Impact on Residents of Bowerhill

The building of the bypass along route 10c will have an adverse impact on the residents of Bowerhill, restricting their access routes to the Kennet and Avon Canal and the countryside beyond. Currently there are a number of paths that link the housing estate to the canal and woodland. The new road will effectively put a ring around Bowerhill separating it from the countryside.

Whilst the area that includes Giles Wood and Brag picnic area is inside Seend Parish boundary, it also represents the heart and lungs for the Bowerhill and Melksham people whose easy access to fresh air and exercise brings nature closer to their doors. It is a shared enjoyment by both Melksham and Seend residents as well as canal boat users.

As our Neighbourhood Plan cites: Footpaths, bridleways, a national cycle route, the canal, woodlands such as Giles Wood and recreation space such as the Brag Picnic Area are valuable assets, and key elements in our Parish green infrastructure enabling access to the countryside and opportunities to enjoy proximity to nature throughout the seasons, whilst promoting good health and wellbeing. Within the settlements, green infrastructure also plays a particularly important role in the character and distinctive characteristic of place, with green verges a prominent feature especially in Seend Village and Seend Cleeve.(Seend NP. SP5 Green Infrastructure and Biodiversity).

The proposal states that there will be one crossing point along the route of bridleway SEEN13 which will then bridge the new road creating just one access point to the canal, Giles Wood and surrounding countryside. Bridleway SEEN 17 is being re-routed and it is not clear if footpath SEEN18 will be retained or diverted. SEEN17

runs from the canal bridge through Giles Wood to the fields behind and is regarded as a better route for horse riders to use rather than SEEN13.

The proposal states that the bridge will be of a size and width to accommodate pedestrians, cyclists and horse riders. As one horse-riding parishioner has pointed out, for a horse and rider to safely cross this bridge they will have to dismount and lead the horse for fear of it being spooked by the noise and movement of heavy traffic below. Concentrating all three user groups has the potential to create some conflict. SEEN13 is already a busy right of way, particularly at weekends. This will only increase with the reduction to one crossing point.

Loss of Tranquility

Neighbourhood Plan: The BRAG Picnic Area and Giles Wood are places of tranquility alongside the canal, and recreational spaces for those from both Seend Parish and Melksham Without Parish, and for the many visitors to the Kennet & Avon Canal. (Seend NP. SP6 Local Green Space Designations).

This tranquility will be lost with the bypass as its close proximity, even if not seen, will be heard and smelt. Currently, there is virtually no traffic noise and plenty of fresh air.

Visual and noise impact on Seend Cleeve

We acknowledge that, from Seend's perspective, Route 10c is better than 10d, but the raised level of Seend and Seend Cleeve will mean that Route 10c will still be highly visible and there would be heightened noise and air pollution that would need to be mitigated. A great deal of natural screening and raised banks will be needed to reduce the noise level and visual impact of the new road.

As cited in our Neighbourhood Plan Seend Cleeve is an organic settlement form located within a rural setting, which has many fine views looking out over meadows and the Kennet & Avon Canal towards Melksham and Sandridge. The green setting of Seend Cleeve provides extensive views giving visual amenity and a sense of space for residents of both Seend Parish and Melksham Without Parish. (Seend NP: SP4 Landscape and Local Key Views).

Roadside rubbish – Anyone who drives along the Semington bypass and the Western Way can't fail to see the amount of roadside rubbish. Easy access from the proposed bypass to farm gateways, etc is likely to increase the amount of fly tipping. Currently there is no easy access by road users and therefore the majority of visitors to the canal side, woodland and surrounding fields come on foot or bike.

Safety for walkers

At the moment, there is a real community feel about the countryside around Giles Wood, the BRAG picnic area and canal towpath. It is a visitor friendly place at all times of the day whether you are part of a group or a lone visitor. Bringing a major road close to this area may jeopardize this sense of safety and well-being.

Wilts & Berks Canal – we are pleased to note that included in the proposal is a planned bridge to go over the yet to be restored Wilts & Berks canal near Lacock. This important restoration will provide an off-road route between Semington and Chippenham.

Road development link with potential housing development

Our preference remains ‘no bypass’ but we acknowledge that Wiltshire Council is under pressure to provide for the planned increase in housing on Melksham’s east side. Whilst it has been stated that the building of the bypass is to be financed independently and is not reliant on any money from housing development, there is concern that the required number of houses to be built in Melksham as cited in the Wiltshire Local Plan, means that the need for a bypass is inextricably linked. There is likely to be a large infill of housing development on the eastern side of Melksham close to the proposed bypass route, and particularly in the Redstocks to Sandridge area. Wiltshire Council should be protecting these greenfield sites robustly resisting the government’s demand that Wiltshire meets its house building targets.

The expected house building that is likely to occur following the building of the bypass, means that there will be a greater dependence on the car, further reinforcing the need for a bypass. Planning for safe cycling and walking routes into and around Melksham should be a priority to help reduce car dependence.

If Route 10C goes ahead – Mitigation

Seend Parish Council would much prefer it if route 10c was not chosen, but if we cannot fight the planned bypass, then we must insist that its impact is minimised. The people of Bowerhill and other affected residents along the route deserve this at the very least. Priority must be given to natural screening, tree planting and bunding over any potential infill of housing.

Land Purchase – when the land purchase is being negotiated with landowners, as well as purchasing land for the road itself, it should be built in the need for land to allow for screening purposes.

We would expect as a condition that the land south of the road and between the canal would not be built on but re-wilded in some way to fit in with the surrounding countryside Giles Wood and canalside. And, north of the road in the Bowerhill area, there are likely to small tracts of land that should be returned to nature and not used for housing infill, it could be that some of this land could be given for community use.

Tree Planting - A programme of tree planting must be implemented on all appropriate land combined with other environmental measures. This will help to screen the bypass, reduce noise and to offset the carbon footprint. There is a woodland charity called Avon Needs Trees which has a good track record for its tree planting projects across Bristol, Bath and Wiltshire and is committed to maintaining public access to these woodlands. They have a lot of local support. Offering land to them would be beneficial. Any tree planting would require a long-term management plan, and this would need to be built into any planned forestry work.

Banking - The stretch of road from Vernon's Farm towards Redstocks and Sandridge will be visible to Seend and Seend Cleeve and should be screened by building up earth banks or rows of tree planting. This would also reduce noise and light pollution from the road.

Conclusion

Seend Parish Council strongly urges the Major Highways Project team to take on board the above concerns that we have with the route option 10C. We think there is some conflict with the criteria set out in our Neighbourhood Plan.

“In the event that a Melksham Bypass is constructed and passes in part through the Parish, the effect of the infrastructure proposal on the following elements of the canal’s setting will be expected to demonstrate how they will be mitigated: tranquillity, light pollution, biodiversity assets in recognition of its status as a County Wildlife Site, heritage assets, including archaeology and access to the Canal”

“The landscape, biodiversity and heritage assets associated with the Kennet & Avon Canal are highly valued in the Parish and are underpinned by four Neighbourhood Plan evidence base reports: Seend Parish Character Statement (2020), the Seend Parish Green Infrastructure Report (2020), Seend Parish Local Key Views Report (2020) and the Locally Valued Heritage Assets Report (2020). Any developments affecting the canal must protect and reinforce its distinct character and enhance its setting and surroundings.”

This green space between Melksham and Seend promotes both physical and mental well-being, crucial in this current climate, and must be protected.

Response from other organisations

National Trust

Response to A350 Melksham Bypass – Second Consultation

Summary

- The National Trust recognises the challenges associated with the A350 at Melksham, which can contribute to ‘rat running’ traffic in Lacock. We note that Wiltshire Council is preparing plans for a long Eastern bypass.
- Having reviewed the proposals, we understand that an Eastern bypass of Melksham could reduce traffic levels in Lacock. A well-designed and conceived road scheme could therefore bring benefits to the village.
- In respect of the northern route options, we would need more details on their relative merits to comment further. This includes further details on scheme design, potential impacts, mitigation, benefits and enhancements.
- Some of the northern route options would require compulsory purchase of the Trust’s inalienable land, and we take seriously any proposals to acquire our land; we will provide further information on inalienable land and infrastructure projects.
- We would appreciate further engagement with Wiltshire Council and other stakeholders such as Lacock Parish Council to fully understand the proposed road scheme and its implications for Lacock and the National Trust.

Background

The National Trust is a conservation charity that looks after nature, beauty and history – for everyone, for ever. Established over 125 years ago, the Trust cares for the miles of coastline and countryside and the hundreds of historic buildings, gardens and precious collections under our protection.

The Trust is the custodian of large parts of the historic village of Lacock. This includes over 100 individual buildings, many of which are listed, including Lacock Abbey (grade I listed) as the centrepiece of the estate. The Abbey lies within a registered historic parkland and most of the village lies within a Conservation Area. The village, the Abbey and the Fox Talbot Museum are popular with visitors, with the Abbey receiving over 175,000 visitors per year (pre-pandemic figure). The village has also provided the setting for a number of well-known TV productions.

In total, the Trust’s Lacock estate involves around 131 hectares of land. This includes the visitor car park south of Hither Way, and the farmland to the south of the village, which is under a long term agricultural tenancy. The Trust also owns land at Bewley Common that lies within the Bowden Hill Conservation Area.

Response to first consultation

The Trust responded to the first A350 consultation in our letter of 30th November 2020. The issues and concerns we raised in that letter continue to remain very relevant and applicable to the emerging road scheme. They included concerns about ‘rat running’ traffic in Lacock and safety issues with the southern Lacock A350 junction. We also

raised other issues including climate commitments, heritage and landscape (including views and settings), biodiversity, active travel, flooding and water quality.

The principle of the proposed bypass

The Trust recognises the traffic issues associated with the A350 at Melksham, and the need to explore solutions. We note that Wiltshire Council is preparing an outline business case for a long Eastern bypass. Based on the consultation, a long Eastern bypass could significantly reduce through-traffic within Lacock, with benefits for residents, visitors and the historic environment. A well designed and conceived road scheme therefore has the potential to benefit the village. We would however expect the Council to clearly set out how a road scheme would align with national decarbonisation plans and biodiversity net gain.

The northern route options

We note the intention to re-join the bypass to the existing A350 between Beanacre and Lacock. Route option A is said to have the strongest business case, and options B and C are identified as alternatives. The Trust – as a custodian of land and historic buildings at Lacock – would expect the proposed road scheme to be well designed and conceived including at its northern end. Whilst we appreciate the scheme is at an early stage, we would need to see more detailed information and assessment in order to gauge the relative merits of the route options. In brief, this includes details in relation to aspects of scheme design, on potential adverse impacts and possible mitigation and enhancement, and on any opportunities to maximise the benefits of the scheme.

National Trust inalienable land

As we previously indicated, the National Trust has the unique ability to declare its land 'inalienable'. The Trust's land at Lacock has all been declared inalienable. This means that the land cannot be compulsorily purchased against the Trust's wishes without a special parliamentary procedure. At least two of the three northern route options would require compulsory purchase of inalienable land, possibly significant in extent. We take seriously any proposals to acquire our land. We will provide further information in relation to inalienable land and infrastructure projects.

Conclusion

The National Trust is a notable landowner and custodian of the historic environment at Lacock (and Bowden Hill). We note Wiltshire Council's proposals for a long Eastern bypass of Melksham – this would have a range of implications for Lacock and the National Trust, including reducing traffic levels within the village. We would appreciate further engagement with Wiltshire Council and other stakeholders such as Lacock Parish Council to fully understand the proposals and their implications.

Wiltshire Air Ambulance

Thank you for keeping us in the loop regarding the A350 bypass. To make you aware we have engaged with the online questionnaire and asked to be part of the next meeting.

Although the new road shouldn't affect us we'd like you to action the following if possible:

4. Advanced warning signs of helicopter use along both stretches of the A350 around the Wiltshire Air Ambulance base.
5. Consideration to street lighting brightness and height around an airfield.
6. If street lights are being used near the section to the airbase, can they be covered around the top part of the light? This will prevent glare to the crew whilst taking off and landing at night. The glare could shut down our night vision goggles we wear during flight, so will cause a significant safety issue for us.

Bowerhill Residents Association Group (BRAG)

Bowerhill Residents Action Group feels that the proposed Melksham Bypass will be detrimental to Bowerhill residents and its surrounding environment for the following reasons:

- Pollution from exhaust gasses and particulates from engines, wheels and brakes impacting the health and wellbeing of residents, canal users and walkers in the area
- Noise and light pollution from vehicles using the road impacting residents, wildlife and canal dwellers
- Environmental impact on the flora and fauna along the entire stretch and wider area of the new bypass. The area has an abundance of wildlife that would certainly be scared off such as otter, bats, deer, fox, ducks and swans. Proper in depth surveys should be carried out under the scrutiny of an appropriate body such as Wiltshire Wildlife
- Environmental impact from the road on the already flood prone areas of land surrounding Melksham must be carried out
- Mental and social impact from the restriction of access to the canal, Giles Wood and the Picnic Area
- The massive carbon footprint that will be created from the creation of the bypass for very little tangible gain
- The proposed 60 mph speed limit is excessive and not in line with other routes within close proximity to residential areas such as the A365 and existing A350
- The traffic data used to provide the traffic modelling was taken pre-Covid and before the enhancements to the Farmers Roundabout and are now no longer likely to be realistic. This data needs to be recalculated and we should be allowed access to that data and calculations to verify it independently. We should also be given the opportunity to carry out our own surveys.

To this end BRAG as an organisation are against the proposed bypass and if forced upon them will lobby for the maximum mitigation to all of the above impacts.

Bowerhill Scout Group

I am emailing on behalf of the Executive Committee of the Bowerhill Scout Troop (Exec. copied in) to object to the proposed route 10c option for the bypass.

At Bowerhill Scouts, we have a long tradition of encouraging external activities, with 60% of activity time spent outdoors appreciating the local environment, promoting personal growth, whether physically, mentally, spiritually or within the community and environment.

We have 70+ young people from Bowerhill, Semington, Seend, Beanacre, Shaw & Whitley and Melksham learning new skills and facing exciting challenges through:

- Informal education
- Youth work/development
- Sport/Leisure
- Young Leadership & Training
- 1:1/group work
- Community Projects
- Community Safety
- Volunteering
- Environment

The young people in our care are split over 4 sections:

1. Beaver Scouts 6-8 years of age.
2. Cubs 8-10½ years of age.
3. Scouts 10½-14 years of age.
4. Explorer Scouts 14-18 years of age

Since 2018 Bowerhill Scout Group has incorporated both the Beaver and Cub sections from Shaw & Whitley.

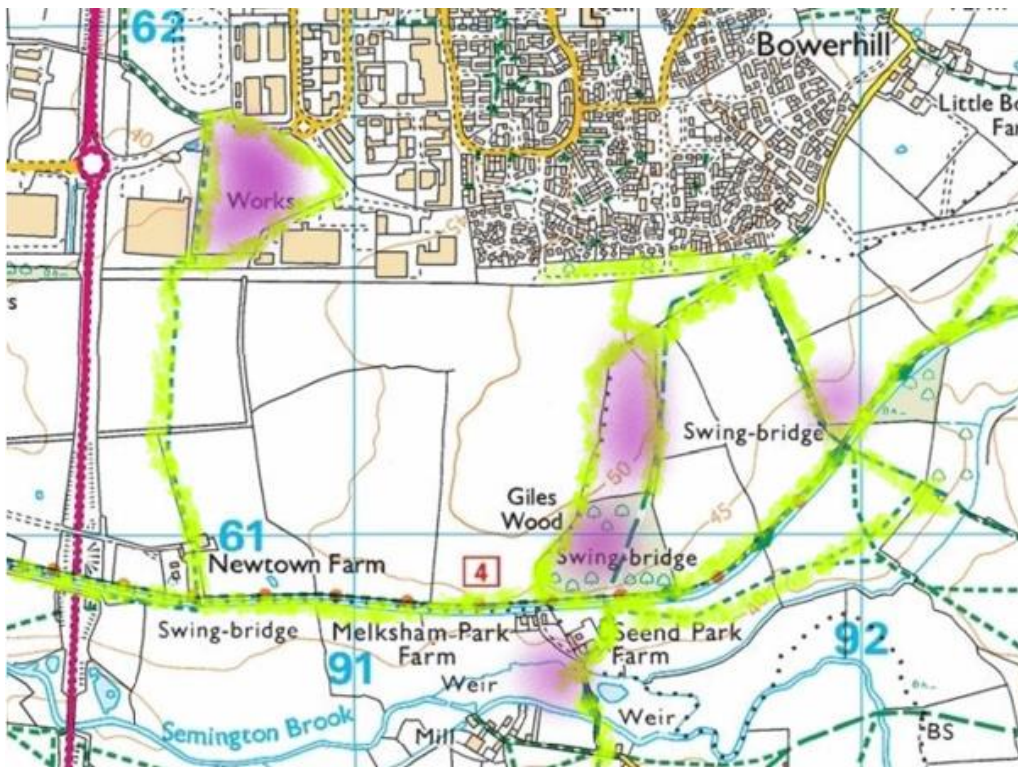
The Scout group helps young people to enjoy new adventures to experience the outdoors interact with others gain confidence and have the opportunity to reach their full potential. We provide activities for every young person whatever their physical and emotional ability.

We support young people by providing a fulfilling programme that develops empathy skills teamwork and a community understanding by activities that breakdown boundaries and treats everyone equally whether able bodied or those with visual impairment, hearing loss, Aspergers, Tourettes, ADHD or autism to name but a few conditions within the group.

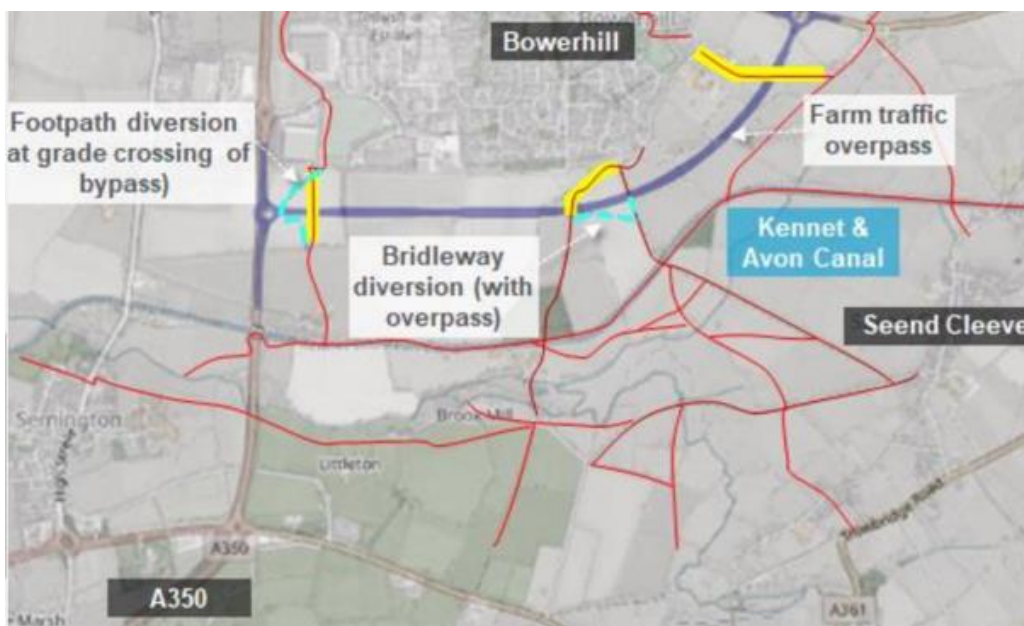
The proposed A350 project will detrimentally affect our ability to provide outdoor scouting and remove areas of open space and deny access to those built up through many years of relationships, removing our ability to provide life skills outdoor experiences and access to activities for the Young People of Melksham and the surrounding areas.

Outdoor activities have and continue to start at Brabazon Way. This location is ideal as it has plenty of parking for parents, creating a safe drop off and pick up zone.

Activities then take place in the fields and woods between Bowerhill and the canal. The routes used are depicted in the map below (highlighted in green). Areas of open space used for outdoor activities, wide games and camping are highlighted in purple.



Each section has different meeting times and lengths, the longest being 2 hours. In 2 hours, the Scouts and Explorers can take different routes (of varying difficulty) to perform a loop to either Seend or Semington and back within the time. The rights of way, paths, bridleways and access points to the canal currently in use will be reduced from 4 to 2, with the Semington crossing being diverted to the A350 roundabout.



Areas used for outdoor activities will be removed and replaced by the bypass. The only access to the canal, woods and fields will be a single crossing removing any variety and creating a single point of risk for the safety of the young people we represent.

Whilst there are many reasons why the bypass should not go ahead due to flawed data, destruction of the local economy, financial risk and environmental impact, we would draw your attention to the impact the bypass will have on community, youth services and skills for life.

The access to green space between Bowerhill and the Canal is a unique environment that cannot be replaced. With limited or no access to this space, we would source alternate facilities which will require additional transport (20 parents, 20 cars) there and back. This additional traffic would seem to go against key objectives of the plan through volume of traffic, environmental impact and community need.

In mitigation, should the bypass proceed, we would seek the following in order to continue providing safe scouting for our group:

- All paths and rights of way to remain and not combined. This will require 3 crossings of the proposed route
- A permanent all-weather surface for the whole length of the three routes
- All three crossings to be green overpasses and not diverted on to roads
- All bridges need to be easily accessible, with shallow ramps either side
- All crossings to be lit and covered by monitored CCTV
- Where crossings are diverted to roads, the roads should have no HGV presence and the speed limit is to be reduced to 20 miles per hour with physical measures in place to enforce this (traffic calming devices) and should be traffic-light controlled
- To reduce the noise and light pollution for camping, the proposed route should be lowered, edges raised with banks and trees planted

Community Action Shaw & Whitley Group (CAWS)

Views and Comments on behalf of the Villages of Shaw and Whitley through the Community Action Shaw and Whitley (CAWS) Group (2nd consultation response).

Introduction and Summary

In our previous consultation response (attached at Annex A for ease of reference) we concluded that

Routes 10c and 10d were preferred because those routes:

- have the least impact on our communities in terms of the risks identified in our analysis;
- have the greatest benefits in terms of improvements in journey times and value for money;
- will run closer to recent larger scale residential developments and likely future developments, both to the east of Melksham, therefore providing improved

connectivity to those areas and with improving utility and value for money over time as those developments continue.

We are therefore delighted that Route 10c has emerged as the preferred route and we support it. This route is also consistent with our commentary on the draft Neighbourhood Plan and particularly our recommendation that eastern routes should be preferred.

Analysis

For completeness we have reviewed the results of our previous analysis to see if there have been any other emerging factors or material changes since our last submission. Having completed this exercise we are satisfied that our original reasoning is extant, but we offer the following comments to highlight the key points.

Options 1 to 6 (non road-based options)

As stated previously we accept that these Options in isolation do not deliver the necessary benefits but we do support such initiatives generally and would recommend that they be considered as part of a larger scheme.

Options 7a, 7b, 7c (improvements to the existing A350)

As stated previously we do not believe these Options will deliver material benefits to our communities in terms of traffic volumes and road safety. We concur with the Council's view that these Options would offer lower value for money.

Options 8a, 8b, 9a

As stated previously we do not support these Options because they offer poor value for money (compared with route 10c), exacerbate flooding risk, run extremely close to ancient woodland, present a strategic security risk with their proximity to the Electricity Sub-Station, reduce the utility of the Golf Club and the general wellbeing benefit that offers for our residents, and run close to important heritage assets.

Option 9c

As stated previously we do not support this Option because of its proximity to the floodplain.

Options 10a, 10b

As stated previously we do not support these Options because they offer only the minimal improvements in journey times.

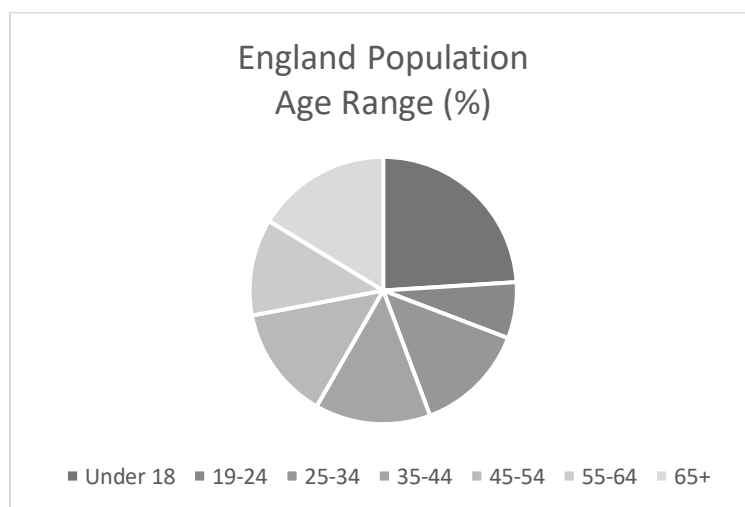
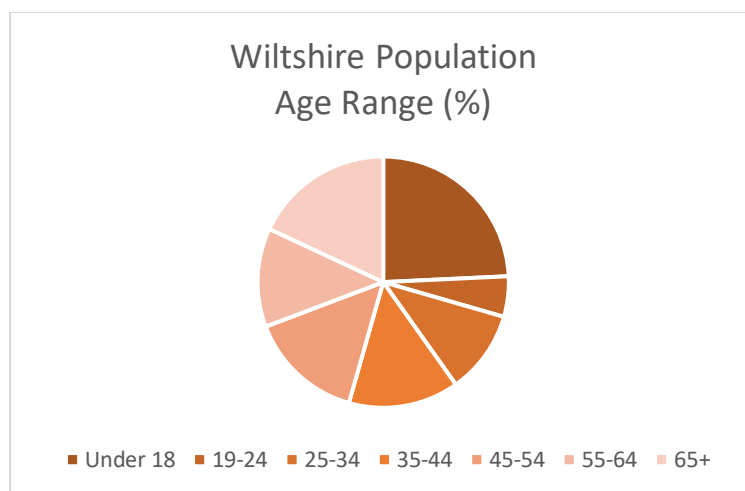
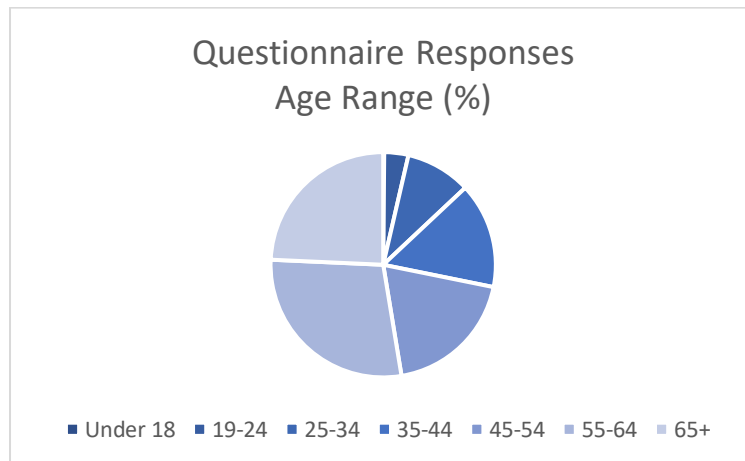
Options 10c

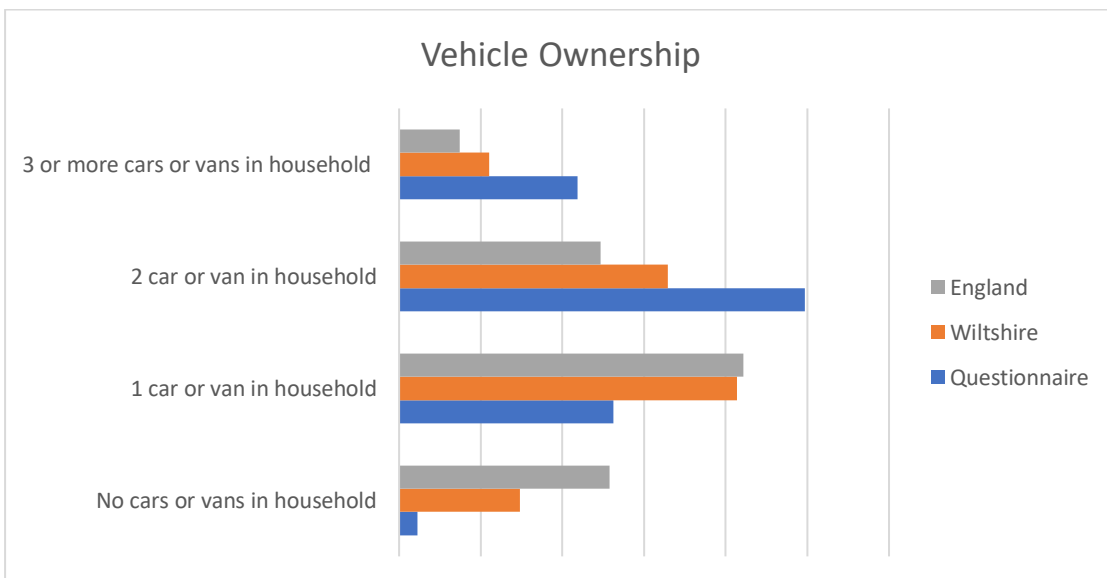
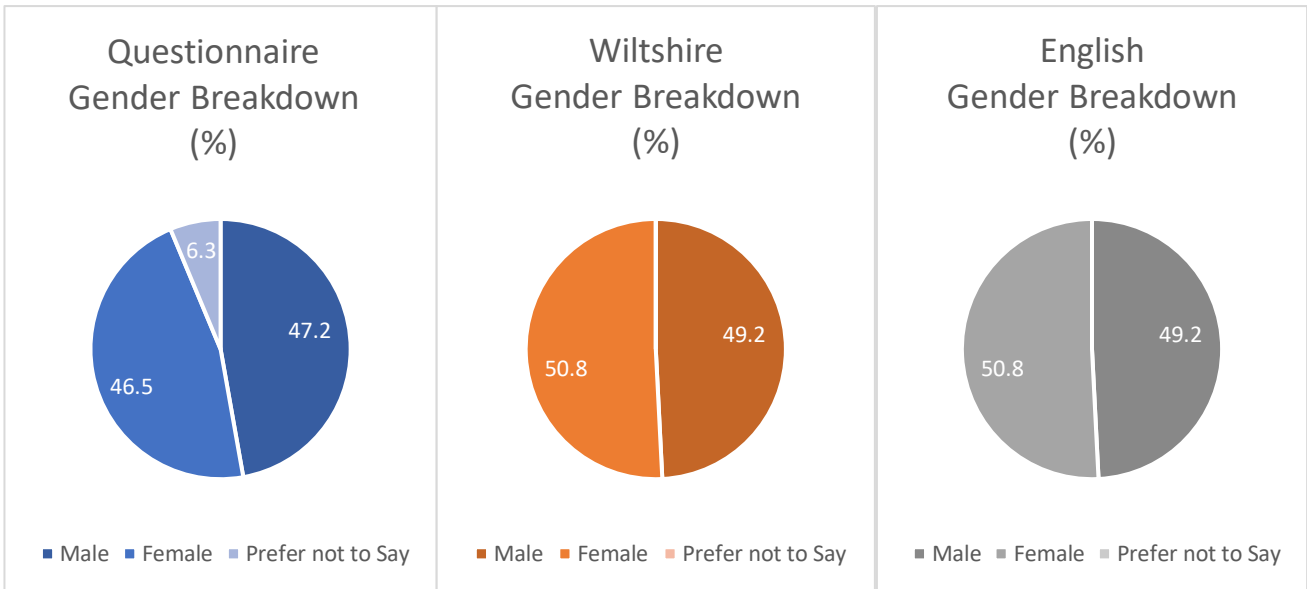
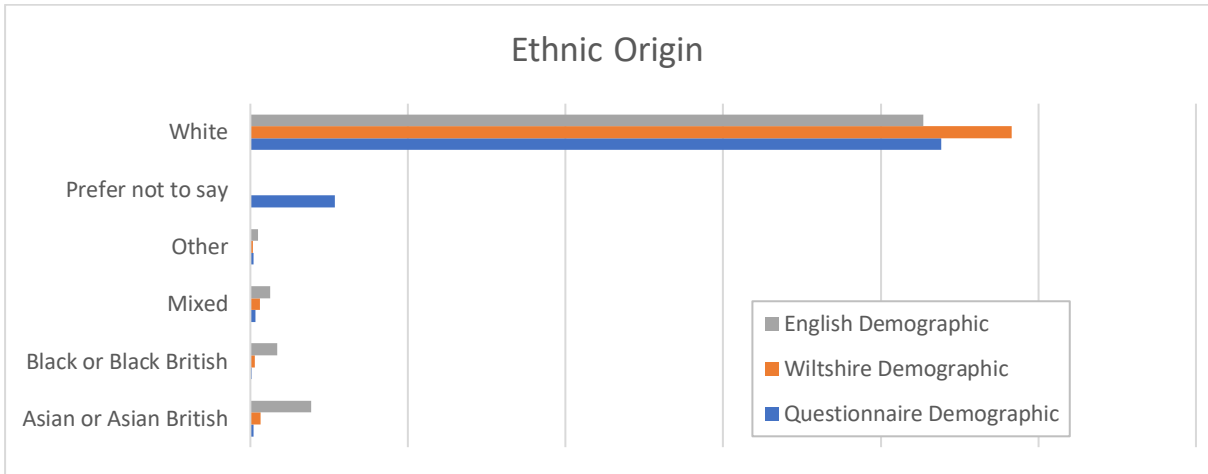
As stated in our introduction we continue to support this Option but we do request that careful consideration is given to re-routing public footpaths where and when necessary.

Appendix 2 - Responses to the online questionnaire

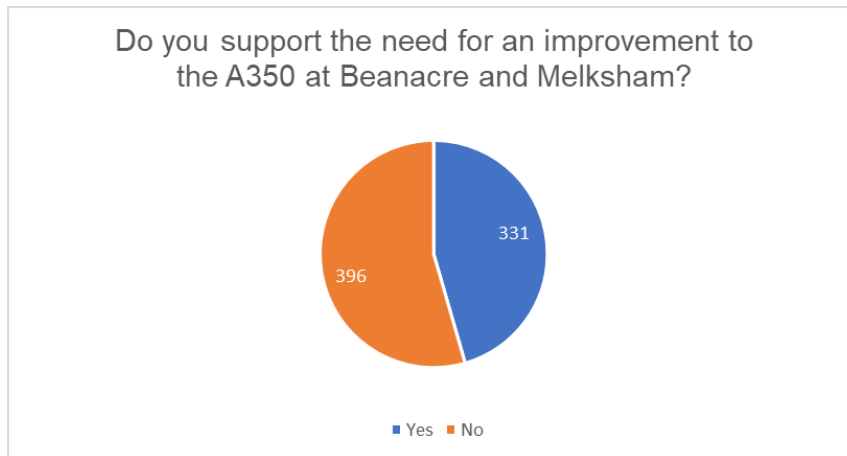
760 responses were received to the online questionnaire. The graphs below show the key characteristics of the respondents and the responses received to the questionnaire.

About the respondents

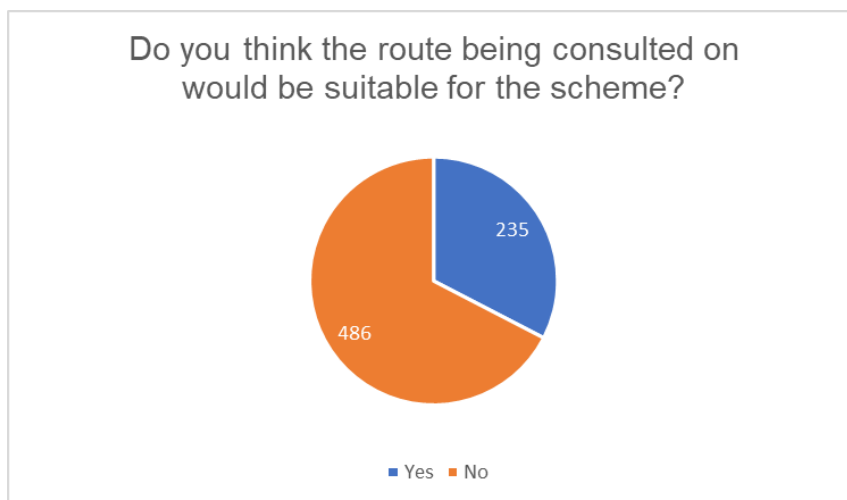




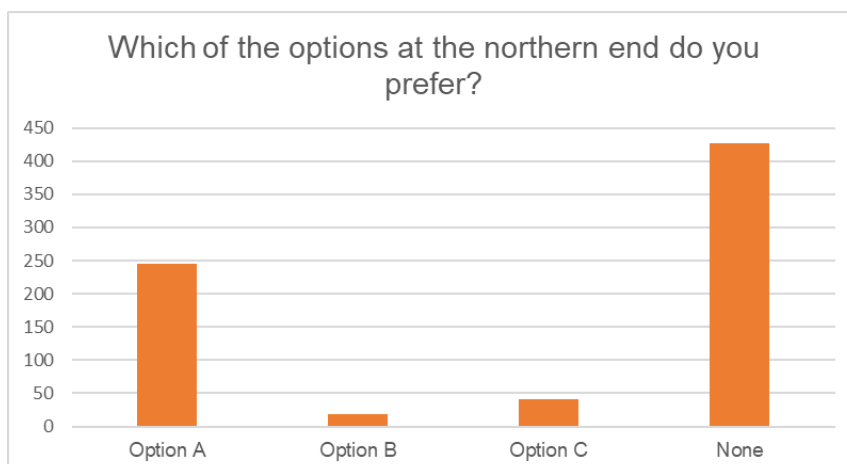
Response to Questionnaire



Yes - 331 (43.6%), No - 396 (52.1%), Not Stated - 33 (4.4%)

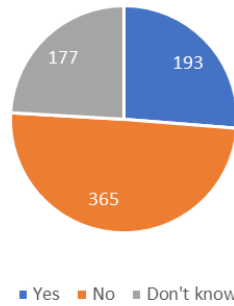


Yes - 235 (31%), No - 486 (64%), Not Stated - 39 (5%)



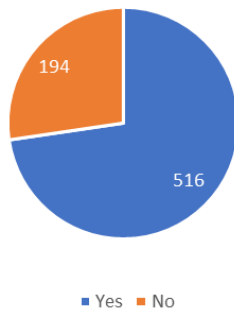
Option A - 245 (32%), Option B - 19 (3%), Option C - 41 (5%), None - 427 (56%), Not stated - 28 (4%)

Do you think the emerging rights of way diversions and proposals are suitable?



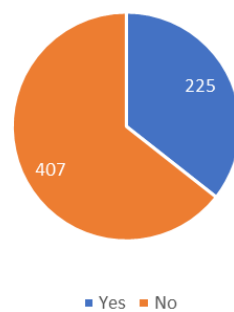
Yes - 193 (25%), No - 365 (48%), Don't know - 177 (23%)

Do you have any concerns regarding the emerging bypass route?

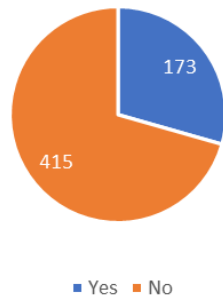


Yes - 516 (68%), No - 194 (26%), Not stated - 50 (7%)

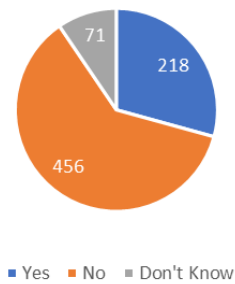
Would the scheme reduce your journey times on the A350 through Beanacre and Melksham?



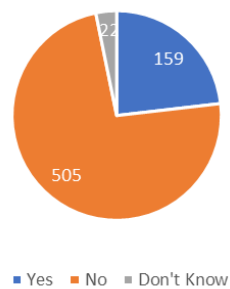
Would the scheme reduce your journey times on other routes through Melksham such as on the A3102 and A365?



Would the scheme make it easier for you to move around in Melksham and Beanacre and visit the places and shops you need to?



Would the scheme make it more attractive for you to walk or cycle to Melksham town centre, the rail station, or along the existing A350?



Of those supporting the need for an improvement (Total 331)

228 (69%) considered the emerging route to be a suitable route for the scheme
209 (63%) preferred Option A at the northern end of the scheme
16 (5%) preferred Option B at the northern end of the scheme
33 (10%) preferred Option C at the northern end of the scheme
59 (18%) did not prefer any of the options at the northern end of the scheme
188 (57%) considered the proposed rights of way alterations were suitable
164 (50%) considered the walking and cycling measures are suitable
181 (55%) had no concerns about the route
129 (39%) had some concerns about the route
208 (63%) thought it would reduce journey times on the A350
169 (51%) thought it would reduce journey times on other routes
216 (65%) thought it would make it easier to move around Melksham

Of those NOT supporting the need for an improvement (Total 396)

4 (1%) considered the emerging route to be a suitable route for the scheme
29 (7%) preferred Option A at the northern end of the scheme
3 (1%) preferred Option B at the northern end of the scheme
8 (2%) preferred Option C at the northern end of the scheme
349 (88%) did not prefer any of the options at the northern end of the scheme
5 (1%) considered the proposed rights of way alterations were suitable
33 (37%) considered the walking and cycling measures are suitable
360 (90%) had concerns about the route
13 (3%) had no concerns about the route
17 (4%) thought it would reduce journey times on the A350
3 (1%) thought it would reduce journey times on other routes
1 (0.2%) thought it would make it easier to move around Melksham

Appendix 4 – Comments in response to the questionnaire

The questionnaire provided the opportunity to provide further comments in connection with various aspects of the scheme.

Do you have any comments about the need for an improvement?

Do you have any comments about the need for an improvement?	Number
General loss of local natural resource, scenic areas, habitat, countryside, woodland, and general concerns regarding environmental impacts	88
Need to reduce / remove traffic (especially HGVs) from Melksham and wider route / improve flow	75
Scheme not required / Bypass not needed	69
Traffic patterns have, and may continue to, change as a result of the COVID pandemic with increased flexible / home working.	36
Journey time savings are not sufficient to justify the scheme.	29
Need to reduce pollution	28
Scheme not required - traffic conditions are OK with the current infrastructure	28
Existing roads / route should be improved / enhanced / repaired	28
Farmers Roundabout works very well and has solved / improved the previous traffic issues.	26
Agree that Melksham needs a bypass and/or that existing A350 traffic levels are a problem	25
Scheme is contrary to developing policy ref net zero approach / not aligned with climate change concerns.	24
Support for the scheme / improvement	24
Bad use of public money / Scheme unaffordable	23
Scheme not wanted	22
Why Melksham when there are bigger issues elsewhere (e.g., Westbury, Devizes, Yarnbrook, Bradford on Avon, Calne, Salisbury)	21
Concerns regarding impacts on wildlife (protected / endangered)	21
Impacts / cost not outweighed by advantages	20
Current road dangerous due to high vehicle speed / volumes - would reduce accidents / cutting in	19
Would be better to improve Public transport	19
New roads attract more traffic	19
Increased air pollution associated with traffic / construction	19
Scheme facilitates house building and would potentially bring forward increased development	17
Traffic projections based on pre-pandemic traffic flows	17
Increased noise pollution associated with traffic / construction	16
Loss of agricultural land and countryside	16
Want scheme to go ahead and soon	15
Scheme not compatible with climate emergency / aligned with Council's Climate Emergency pledge	15

Do you have any comments about the need for an improvement?	Number
Westbury bypass should be priority / is also required	14
Countryside and access to countryside is a valued asset	14
No benefit to residents / poor value for money	13
Scheme cuts Bowerhill from the canal / green space / Giles Wood - impacts for walkers, runners, dog walkers, cyclists, canal users, equestrians	13
Scale of route too big - should be more targeted i.e., in Beanacre / McDonald's areas	12
Road is over capacity	11
Melksham already has a bypass	11
Scheme will not solve traffic problems, but move them elsewhere	10
Argument for, and the and reasons for the scheme, have not been convincingly made	9
Melksham should not pay price for Bath's clean air zone / bridge closure - resulting in increased traffic	9
Bypass reduces air pollution for those homes along the existing road	9
Bypass reduces vibration impacts for those homes along the existing road	9
Traffic volume / vehicle weight is increasing / traffic volumes haven't decreased	8
Adds to car dependency / use	8
Too much / lots of house building / development already in and around Melksham that increases traffic	8
Understand the need for new housing and infrastructure / amenities	7
Scheme will improve safety	7
Money would be better spent addressing climate issues	7
Funds would be better invested in the town to develop local attractions, businesses, housing, schools, healthcare and local community infrastructure	7
Concern that alternatives routes have not been considered fully	7
Route too close to K&A canal and/or Giles Wood and/or BRAG picnic area	7
Dual carriageways needed for vehicle volumes / overtaking - should be free flowing with less roundabouts and traffic lights	6
Cycleway and footpath improvements and provision is required	6
Would be better to improve walking / cycling / active travel aspects	6
Scheme does not address bottlenecks elsewhere on the A350 route (e.g. Yarnbrook, Westbury, Shaftsbury & Dorset)	6
little / no local support for the scheme.	6
Need to reduce travel times	6
Roundabout at Lacock will reduce (rat-running) traffic / speed / improve safety	6
Scheme has impacts with regards to physical and/or mental well being	6
Bypass reduces noise issues for those homes along the existing road	6
Scheme will have impacts on local farmers and businesses, potentially rendering businesses unviable	6
Disproportional impact on wider population to alleviate the impact on fewer residents elsewhere.	6
Scheme will improve quality of life	5
Need to reduce rat running / traffic through Lacock and Lower Woodrow Road	5
Route will reduce traffic through Lacock / improve safety	5

Do you have any comments about the need for an improvement?	Number
10C is most expensive and a waste of funds? 10C is most damaging. 10C should not be progressed	5
Sympathy with Beanacre residents	5
Beanacre residents would have been aware of the existing A350 when they moved there	5
Existing infrastructure and existing route works well.	4
Proposals do not meet the objectives or needs of local people.	4
Spend money where it's needed more	4
Traffic flows on the A350 haven't changed for many years - road is not needed.	4
Should be planning for a future with less road traffic i.e., due to more working from home	4
Creates potential for housing development	4
Scheme should avoid use of greenfield land	4
Suggestion for greater promotion, funding and use of public transport provision (e.g., electric car infrastructure, electric buses, rail enhancements etc.)	4
Walking and cycling improvements (complementary measures) should be delivered as part of the scheme	4
Visual impacts of the road / route	4
Bypass would benefit environment and economy of Melksham and wider Wiltshire	4
Impact on rural residents who will be subjected to traffic if this goes ahead	4
Future roadbuilding needs to be re-assessed	4
Concerns regarding costs and cost escalation	3
Road needs to be more resilient to cope with roadworks / accidents	3
Need to improve road signage	3
Emerging technology / electric vehicles diminish need for improvement	3
Traffic will bypass Melksham - potential impacts on local town centre businesses through loss of passing trade	3
Should separate long-distance traffic from local journeys	3
Traffic and footfall assessment post Covid is required	3
10c should be progressed	3
Scheme impacts upon Lacock which has historical significance / impact on historic sites	3
Route too close to Bowerhill	3
Suggestion to relocate Aldi & McDonalds to reduce traffic problems	3
Route should not impact other residential / recreational areas or sites	3
Route should allow vehicles to overtake safely, short stretches of dual carriageway may be required	3
Increased light pollution	3
Potential impacts on archaeology / historic environment	3
Should aim for traffic reduction	3
Insufficient consultation and/or investigation into alternative route options	2
Speeding traffic	2
Overall transport strategy should be in place rather than piecemeal improvements to road network.	2
Scheme should be put on hold due to climate emergency and changing priorities	2

Do you have any comments about the need for an improvement?	Number
Proposals negates the disruption and expense of Semington Bypass and Farmers Roundabout works	2
Employ / exhaust demand management measures first	2
Traffic survey was before Farmers roundabout improvement	2
Bypass for HGV traffic	2
Scheme surrounds Bowerhill with main roads	2
Route too close to Melksham Oak Community School	2
Increased accident risk associated with new route.	2
Connections from A350 to A365 and B3107 should be improved	2
Route should bypass Melksham completely, then re-join A350	2
Concerns regarding the severance of / impact on public footpaths / bridleways	2
Scheme development has not included sufficient consideration / consultation on area impacts	2
Protect and value Wiltshire's wildlife and environment - don't destroy it.	2
Bypass is part of a bigger national plan	2
The scheme is being driven by greed (and/or for personal benefits???)	2
Consultation / scheme proposals confusing	2
Reduce speed limit	2
Concerns regarding adequate public consultation period / promotion of consultation	2
Suggestion for terminology / phrases to be modified	2
Repair / maintenance should be of a higher standard and be carried out properly, negating the need for improvements / vegetation and sight lines should be better maintained	2
Potential funding opportunities should not be the reason for making choices regarding schemes	1
Will improve access for emergency services due to reduced traffic	1
Scheme will allow for proper planning of infrastructure to meet demands	1
Would be better to upgrade A36 / other strategic routes	1
Bypass will not be used - traffic will continue to use existing route.	1
5 transport aims do not outweigh the negative impacts	1
Contradicts any aim of discouraging "out commuting"	1
Scheme is not a replacement; it is an addition	1
Funds would be better allocated to enhancing services such as policing, education, Health, Social Services, Fire Services etc.	1
Should be put on hold until the full effects of the post covid pandemic are clear with regards to traffic flows and/or housing location need.	1
Broadband should be improved instead	1
Remove traffic lights from Farmers Roundabout	1
Volume of traffic will not decrease due to delivery requirements i.e., for shops and travelling to south coast	1
Pedestrian surveys were undertaken during winter and during lockdown - not representative	1
Speed restrictions are ineffective	1
ASDA has made the traffic congestion worse - it shouldn't have been allowed by the planners	1

Do you have any comments about the need for an improvement?	Number
People will return to public transport usage once confidence returns following pandemic	1
None of the proposals will improve the congestion	1
Congestion limited to certain times on certain days	1
Introduce traffic calming measures on existing road	1
Planned road developments will further reduce traffic flow	1
Need lots of additional signage to promote Melksham businesses to travellers	1
Synchronise traffic lights between Aldi and Asda to improve flow	1
Scheme reduces opportunity for community activities to the south of Bowerhill	1
Scheme will have impacts at Lower Woodrow on existing premises / community	1
Query rationale for location of Woodrow Road / Lower Woodrow crossing arrangements and location	1
Communities surrounding Melksham will be cut off and isolated	1
Western routes should be reconsidered	1
Route too close to Lacock village - important tourist destination / location used as a film set	1
Option 10A should be rejected	1
Query route consultation process. 10C was always the preferred solution.	1
Cheaper alternative route required	1
Route might cause drivers to head south from Junction 17 rather than 18 of the M4	1
Route should go alongside or next to existing woodland, not through it	1
Scheme should enhance and make more use of existing roads / route & infrastructure	1
Traffic should be managed / bypassed at Batheaston	1
Suggestion to move road further west to minimise impact on Tanhouse Farmhouse	1
Scheme should connect to the dual carriageway in Chippenham	1
Another bridge over the river should be the priority, so traffic can avoid Bradford on Avon, Bath	1
Dual carriageway should be introduced along existing road between Melksham and Semington and a bypass of Beanacre village between railway line and the village	1
Use of the full length of the Semington Bypass would provide land already designed to incorporate dual carriageway	1
A filter lane turning left and having 1 designated lane for traffic turning right from Bowerhill would be better	1
A filter lane at Western Way coming from the south heading towards Chippenham at the roundabout would improve vehicle flow	1
Reduction in biodiversity as a result of scheme	1
Impacts on Hedgerows	1
Impacts on landscape	1
Water quality concerns due to road drainage / run-off	1
Scheme not compatible with environmental strategy	1
Access to countryside provides physical and mental wellbeing for many which would be lost	1

Do you have any comments about the need for an improvement?	Number
Detrimental impact on Seend / Seend Cleeve and Kennet and Avon Canal	1
Noise mitigation / screening will be required.	1
The countryside wasn't a concern when the houses were built, so build the bypass	1
Retain existing farmland for food production	1
Vital improvement in the north to south route	1
Traffic flow in Lacock needs to be improved	1
Stop towns spreading out to village boundaries	1
Scheme will impinge on ability to leave a legacy for future generations	1
Progressing with the scheme is contrary to the option and wishes of the local population	1
Mitigation measures do not work or will not be sufficient	1
Scheme will have impacts on social identity of Melksham and surrounding villages	1
Query regarding access to traffic count data from March 2018	1
Query whether route in cutting or on an embankment	1
Councillors' views / judgment regarding this scheme is clouded.	1
Road at Beanacre too narrow to be widened for HGV traffic - would require demolition of housing and buildings	1
Route too long (increased pollution, fuel, time)	1
Focus should be on community wellbeing	1
Proposals go against Nuremberg Code 1947	1
Destruction of people's properties and lives near to the route	1
Query on when the next Melksham bypass will be required by	1
Road engineering is not necessarily the solution to improving traffic flows and passage	1
This is a highways department vanity project	1
Install speed cameras	1
Speed limit should be enforced	1
Proposals should protect the wider community interest	1
Improvements should be limited to specific problem areas i.e. Lacock	1
Query on mitigation measures to be employed	1
Query on route appraisal criteria	1
Cycling should be segregated from new road	1
Route should support housing developments in North East / East of Melksham and not be a through route	1
True cost i.e., to environment, climate change, health should be included in calculations	1
Lacock improvements should be separate issue than a bypass in Melksham	1

Do you have any comments about the Emerging Route?

Do you have any comments about the Emerging Route?	Number
General concerns about impact on / loss of environment, green space, countryside, canal, habitats, green belt, nature, landscape, Giles Wood, protected areas	146
Impact on / loss of countryside	88
Impact on wildlife / threatened species	67
Noise impacts resulting from scheme	59
Route creates the opportunity for more development / house building	49
Scheme / route not wanted / needed	46
Concern about large cost of scheme / waste of public funds	42
Air pollution impacts resulting from scheme	42
Route will impact people's (walkers / children / pet owners / runners / ramblers / cyclists) ability to explore the environment and green space / canal / Giles Wood	39
Route looks feasible / sensible / most suitable / general support	34
Concern about loss of / impact to fertile / farm land and farmers livelihoods	30
Residents will be adversely affected (particularly at Bowerhill / Redstocks / Lacock)	29
Strong support for the scheme / proposed route	26
Concern about the consultation process - predetermined outcome / too short / too little consultation / too few options	25
Scheme not compatible with climate change / carbon reduction agenda	23
Route will sever residents access to green spaces / countryside / canal / Giles Wood	23
Route too close to properties in Bowerhill / Redstocks	23
Impact on popular leisure / tourist area	23
Route will impact people's health / wellbeing and cause residents a lot of stress	20
Route too long / large	20
Benefits of the scheme do not outweigh its disadvantages / impacts	19
The existing Melksham bypass / roads should be used / enhanced	19
No discernable comment	16
Concern about the impact on / route too close to Lacock (historic site)	15
Visual impact of scheme	15
Journey time savings do not justify scheme impacts	13
Too little remaining countryside / green space - stop destroying it and protect it - highly valued	13
Melksham already has too many houses and not enough infrastructure	13
Scheme / route entirely unsuitable	12
Scheme will not solve traffic / pollution problems - will just move them elsewhere	11
Please consider alternative / better routes	10
Negative impact on environment between Bowerhill and the canal	10
Concern about crossing of / impact on the flood plain	10
Impact on ecology / biodiversity	10
Concern over climate change / carbon impacts	10

Do you have any comments about the Emerging Route?	Number
Should be trying to reduce the number of vehicles on the road / driving less	9
Should not be building more roads	8
Route too close to canal	8
Route will adversely affect people's quality of life	7
Concern over impacts on historical environment - abbey / roman roads etc	7
Want scheme development and construction to be accelerated	7
Residents chose to live in Bowerhill due to its proximity and access to the countryside / tranquility	7
Improve public transport instead / Existing bus routes and train stations should be expanded	6
Proposal is based on old data and information	6
Takes the road away from the built up / residential areas	6
The route ignores the wishes of the majority of people	6
Alternative routes have not been considered equitably / dismissed too early in process	6
Poor value for money	5
Rationale for the scheme has not been convincingly made	5
New roads create more traffic	5
Other areas should be the priority i.e. Yarnbrook / Westbury / Devizes	5
Working patterns / shopping habits have changed and commuting has reduced	5
Route should be a dual carriageway (from the beginning, not retrospectively applied)	5
Scheme will adversely affect pathways / bridleways	5
Scheme will improve air quality in area adjacent to existing road	5
More trees / earthworks are required to shield view of road from residential properties / absorb carbon	5
Scheme passes the perceived problem to a few hundred Beanacre residents onto a new part of Melksham and a thousand or more residents, particularly Bowerhill	5
Council misled residents and wasted money on consultation process, when decision already made	5
It is unnecessary to take this amount of land	4
Bowerhill will be encircled by roads	4
Route moves development / traffic away from the train station and center of town	4
Route too close to the Oaks School	4
Junction / slip road at Woodrow Road must be included to reduce rat-running and improve safety to benefit other local communities	4
Scheme will reduce traffic noise for existing road / across town (due to the prevailing wind)	4
Concern about height of road	4
Concern over carbon impact of road building	4
Light pollution impacts resulting from the scheme	4
Query over how / want assurance that residents will be protected from noise pollution	4
Residents chose to live in Beanacre and knew the A350 impacts	4
Scheme will adversely impact house prices / property desirability	4
This will destroy / be big mistake for Melksham and make things worse	4

Do you have any comments about the Emerging Route?	Number
Not needed - there is not a traffic problem with current provision	3
Improve active travel (walking / cycling) routes	3
Proposed roundabout at Melksham Road junction will safely direct traffic and more quickly, reducing rat-running through Lacock	3
Route would have potential benefits and issues	3
A route to the west would be better, less intrusive and more cost effective	3
Route should not cut across National Trust land / field to south east of Lacock	3
Shortest route and one with minimum damage to local environment should be selected	3
Access to footpaths etc. should not be restricted - require protection	3
One footpath is a poor substitute to the numerous routes currently available	3
Severance of farmland	3
Scheme would open up economic opportunities for residents	3
Route selection was already made - DfT asked to fund route 10c, no other options referred to in the funding request form	3
Scheme has a huge financial and environmental cost	2
Scheme will not benefit residents	2
Melksham already has a bypass	2
Bypass will make people travel further than they need to	2
Will increase traffic, flow and vehicles speeding	2
Town will die and become 'commuter town' as businesses will suffer as people won't be driving through	2
Piecemeal approach to road building is the wrong way to do this	2
Money should be spent on repairing / maintenance of the current roads instead	2
There are more important aspects facing society / spend money where it's needed	2
A Batheaston bypass would remove the need for a Melksham bypass / not travel down A350	2
Should be greater emphasis on alternative energy travel	2
Faster route will encourage people to use it, increasing traffic problems	2
Route looks elegant	2
Route 2c would be acceptable	2
Option B would be acceptable	2
Roundabout at Lacock would be beneficial	2
Route would impact the minimum number of residents in other areas	2
Route would reduce number of accidents and make it safer	2
Route 7a was the people's favourite	2
If a bypass is necessary, this is completely the wrong route	2
Bypass will cut off Melksham	2
Concern about the impact on Redstocks	2
Route too complicated / difficult (bridges / flood avoidance)	2
Route will make Lacock a rat-run	2
Scheme will impact Giles Wood	2
Route would adversely impact on highly populated area	2
The roundabout should connect to Melksham Road at Lacock	2

Do you have any comments about the Emerging Route?	Number
Roundabout at southern end of Lacock should be kept - will ease traffic flow, improve safety and reduce rat running	2
Route should be closer to Melksham	2
Road by Semington should be widened to improve traffic flow	2
By running PROW next to heavy traffic, increase exposure to pollution	2
Footpaths and bridleways need to be retained along existing routes, with bridges / underpasses for every route that are not diverted onto roads	2
Footpaths / cyclepaths should be included	2
Concern over pollution to the Oaks School	2
Insufficient mitigation measures for residents / houses / environment	2
Council should consider environmental costs	2
Seeking assurance that the historical and habitat protection schemes are in place	2
Scheme will significantly improve life of Beanacre / Melksham residents	2
Suggestion that scheme based on access to money / greed, rather than the needs of the people / community	2
How can experts come up with such nonsense, it will not protect the environment and wildlife that you say you are trying to protect	2
Proposals / consultation information should have been sent to every household in Melksham	2
Enforced land purchases have already happened - decision already taken	2
Detail and clarity of the maps / plans are not adequate / accurate	2
Language should be simplified / jargon should be removed / terminology unclear	2
Concern over escalation of costs	1
Scheme will help alleviate traffic volumes passing Bewley Crescent	1
Sat nav would select Beanacre as the shortest route, so traffic would still use it. Will result in 2 busy routes cutting off the town	1
Beanacre already had a bypass to protect their village - shouldn't be given priority	1
Encourages car use	1
Relocate McDonalds and Aldi to more convenient sites to remove pinch points	1
Mitigation measures will be needed to eliminate the impact on housing and the environment	1
Personal car use may reduce in the future with self driving cars / vehicle booking apps	1
Money should be spent on schemes that will meet the carbon neutral goal by 2030 instead	1
Consideration should be given to whole route through Wiltshire to Poole	1
Long distance traffic should be removed from A350	1
Scheme will improve traffic volumes in area adjacent to existing road	1
Scheme will reduce travel times	1
Traffic flow from the new roundabout on the A365 will see significant increase in traffic back past the Oaks School	1
60mph speed limit is too high	1
Traffic flow at Melksham will not be improved	1
HGV traffic should be diverted off the A361 to bypass Seend and use the new A350 route	1
If scheme must go ahead, 10c seems the best	1

Do you have any comments about the Emerging Route?	Number
Will benefit Devizes residents getting to the M4, avoiding the need to travel through Chippenham	1
Option A would be preferable as it would utilise the existing wider road junction on the A350	1
Route will bring commercial vehicles close to Bowerhill industrial estate	1
Route would reduce traffic on Forest Road and through Lacock	1
Route will improve safety of existing junction at Lacock	1
It is far better for route to be north of the canal	1
Shorter route is less invasive to countryside	1
Removes transient traffic from the town, reducing maintenance requirements	1
Route will move the North-South traffic away from the constriction of current route	1
Routes makes best use of existing provision and ground restrictions (rail, river etc)	1
Glad that route 10d was avoided following first consultation	1
Route provides greatest relief to A350 and is less constrained than other options	1
Route will support the local and wider economy	1
Route avoids disruption to the railway line	1
The nimby resistance to this route must be ignored	1
Removal of the Woodrow Road roundabout will reduce the effectiveness of the bypass for Lacock as Woodrow traffic will continue to use Lacock as a rat run	1
The southerly roundabout locations will not provide improved exit from Lacock	1
Route selected because easiest to build, but takes most greenfield land	1
Route will make it less safe for walkers and their animals	1
Query why route was not discussed with the affected properties at the first consultation	1
Concern about where route crosses A3102	1
Route should not include the part between Devizes Road and Trowbridge Road - will limit environmental impacts	1
The northern end of Option A will only benefit Beanacre and Melksham residents to detriment of neighbouring communities	1
Concern over congestion at either end of route	1
Route needs further thought	1
Impact on the enjoyment of the canal is contrary to statement that bypass will promote opportunities to lead healthier / active lives	1
Consideration should be given to stopping up the old routes or making them less attractive to avoid rat-running	1
Cycle lane infrastructure should be improved as part of the scheme	1
Route should connect directly to roundabout at the A361 / A350 interchange and not dog-leg south of Bowerhill	1
Northern end should include the bad junction south of Lacock, proceed south to incorporate Redstocks crossroads and re-join existing A350 at Hag Hill, to include the bad junction there	1
Preservation of green space should be priority for health and mental wellbeing	1
Cheaper alternatives should be progressed	1
Bridges / route should be made upgradable to dual carriageway to future proof it against future needs generated by development inside the proposed route	1

Do you have any comments about the Emerging Route?	Number
There is potential to save money at the northern end of the route, by starting just south of Halfway Farm which will save the requirement of an elevated section as the ground is naturally above the flood plain	1
Query over who would qualify as local traffic at the Woodrow Road overpass - would this create a rat-run to avoid the main routes?	1
Once bypass complete, the A365 and the previous part of the A350 in town should have weight and axle number restrictions otherwise the southerly route would encourage traffic to continue to take the shortcut through Box and Atworth and then onto Melksham	1
Reduced speed limits and pavements are required where the A350 meets the A365	1
Better infrastructure will be required i.e. doctors, schools, medical facilities for the area	1
Route should be further away from Bowerhill Lane and Brabazon Way	1
Route should continue its countryside sweep across the canal and join at the Seend / Semington roundabout. This would enable traffic to still be close to the industrial estate	1
Roundabout at Lacock should be further south with a link road to Lacock. Access to the A350 from the Whitehall traffic lights should be closed	1
Forest Road should be blocked off - for use by cyclists and walkers	1
Consideration for comfort and refreshment breaks will be needed - there aren't any laybys	1
Route should provide for traffic from Woodrow and Forest to join the new road	1
Route should not cut between Bowerhill and the canal, it should go wider, cross the canal and join the A361 either below Seend Cleve or at the Trowbridge roundabout	1
Route will need careful design	1
Woodrow Road should not have intersection with bypass - intersection with the A3012 should be sufficient	1
The Snowberry Lane road route should be progressed instead	1
Route should connect to existing roundabout at Semington, not the current A350 - removes need for additional roundabout and effect on traffic flow	1
Route should follow the pylons and go further south than option C	1
Route should be for benefit of Melksham and Beanacre and should not involve Lacock	1
Further consultation with parish councils / residents required to fine tweak the design	1
Should reduce the number of roundabouts to improve traffic flow	1
Continuation of the eastern bypass north into Beanacre would be sufficient to resolve congestion	1
Bridleways provide potential for a good circular route for pedestrians, cyclists and horse riders	1
Scheme has provision for cyclists and walkers by inclusion of bridges or underpasses	1
Route would be beneficial to walkers, Lacock residents and visitors	1
There are a lot of pedestrian underpasses and bridges needed with this route - experience elsewhere is that they are generally poorly maintained and frequently attract vandalism	1
High embankments will limit visibility and transit across the road for people and animals	1

Do you have any comments about the Emerging Route?	Number
Road should not sever any of the public rights of way	1
The need to cross a high speed road will reduce usage due to safety concerns	1
Overbridge of Wilts & Berks Canal Route (of suitable height) is an absolute necessity	1
Woodrow Road is popular and safe cycle route - will be impacted by volume / speed of traffic from intersection with bypass	1
Query why elevate the road for an underpass, when a footbridge would be cheaper and more suitable	1
The under or overpass for bridleways SEEN13 and SEEN17 must be safely usable for horse riders	1
The scheme should include a new bridleway link between MEL40 and MELW41 to enable MELW40 to be used safely	1
Provision for walkers should be made on byways	1
Please give pedestrians / cyclists / people with mobility aids safe passage	1
Route crosses a number PROW, please provide better access to those areas	1
Query over how cyclists or people with disabilities will access canal if there are steps	1
Query over whether circular route through Giles Wood then returning on footpath from picnic area will be guaranteed	1
Plans need to be amended to show correct route of public footpath near Hack Farm (in different land ownership)	1
Route will provide alternative for when the bridge at Lacock is flooded	1
Route has potential for associated environmental benefits, when considered with strategic proposals for the town	1
The environment should be protected, not ripped apart	1
Scheme will increase the risk of flooding	1
Increase polluted water-run off unable to be contained within the proposed ponds	1
Query whether areas of potential archaeological interest are of sufficient importance to warrant impacts on residents by increasing the length of the road	1
Query over how carbon for the scheme will be offset	1
Environment and ecology is trying to be helped locally	1
Ground stability will need to be considered, as Melksham is high risk area for ground movement, and too much development may have detrimental effect	1
Tree planting would be needed in the multiple thousands and should be carried out years in advance of start of works	1
Road should be placed in cutting to reduce noise and light pollution and visual impact	1
Please review report from the Environmental Audit Committee	1
Route too close to farmland - impact on livestock	1
Farmers haven't been consulted	1
Should be encouraging food security with low food miles	1
Farmland is required to produce food	1
Suitable accesses for 42t lorries and 27m long trailers are made available so land is still farmable	1
Access to farm buildings along the new road should be provided	1
No comment as not local person being directly affected	1
Scheme will improve severance for Beanacre residents	1

Do you have any comments about the Emerging Route?	Number
Agree bypass for Melksham required	1
Long term impact doesn't seem that big, even though goes through farmland	1
Scheme will improve the effectiveness of the route	1
Large impact on more residents to benefit a few	1
Query how right to build a road through the middle of best, well used countryside in the county	1
Scheme will jeopardise the distinctiveness of the communities of Melksham and surrounding villages	1
Scheme would be a lose-lose result for the environment and residents	1
It's incredible that Wiltshire Cabinet are considering this - no consideration for people's lives	1
If the intention is for a dual carriageway at Notton / Lacock, it will destroy the nature of the area	1
Scheme will impact on social groups i.e. the cubs, as they use the fields	1
A bridge from Bowerhill to the canal is abhorrent	1
The arguments for and against the other routes have not been aired in a simple document sent to every household	1
This is wrong and a public enquiry is needed	1
Speeding traffic on existing 40mph routes keep residents awake at night already	1
People have a right to green country - this will be spoilt	1
This is another example of the declining democracy that we call the UK	1
Do not support 10c route	1
People's views and concerns should and must be listened to before decision made - democratic society. Wiltshire Council elected members and have duty to listen to residents	1
Council will eventually expand the scheme to a dual carriageway, which will increase impact	1
The Council puts the car user first	1
Special character of Lacock should be preserved	1
The timing of this proposal could hardly be worse	1
Falsely prioritised and advertised to Melksham constituents, misrepresentation of costs leave Melksham council open to litigation from residents	1
Infill houses will destroy Lacock's significance	1
Too little consultation on the impact to the area between Bowerhill and Seend	1
Query over where money is coming from	1
Consultation material is misleading - route not positioned approximately midway between Bowerhill and canal	1
This is an act of vandalism by the Council - so devastated by proposals, put house up for sale	1
Have no words	1
Business will be adversely affected	1
Every legal means necessary will be used to prevent it	1
Economic growth should not be reason to destroy countryside	1
Improvement of existing routes would be cheaper and less disruptive option	1
New bypass should be provisioned for dual carriageway	1
Lacock Parish Council must be consulted regarding the emerging route	1

Do you have any comments about the Emerging Route?	Number
This is as bad as the Stonehenge tunnel - can the High Court stop this too?	1

How could the Rights of Way proposals be improved?

How could the Rights of Way proposals be improved?	Number
Best way to improve Rights of way would be to leave them alone and not build the bypass	100
Concerns regarding the severance of public footpaths / bridleways	21
Every PROW should be retained	14
Use the scheme to provide new/improved ROW	13
Unable to understand the proposals for the ROW network	10
Consider the use of pelican crossings, footbridges, subways, at-grade crossings as necessary / appropriate.	9
ROW need better maintenance	8
Would be better to improve walking / cycling / active travel aspects	7
Bridge designs need to ensure they are accessible for all users (peds, cyclists, equestrians, pushchairs, those with disabilities, those using the canal for leisure)	7
Provide access from Bowerhill to the canal	7
Scheme not wanted	6
ROW don't need improving	6
Bypass would result in only one accessible path to the canal for residents of Bowerhill	6
General loss of local natural resource, scenic areas, habitat, countryside, and general concerns regarding environmental impacts	6
ROW would be improved by changing the route	5
Connectivity of rights of way need to be improved in the area	5
Introduction of roundabouts will just slow down traffic	4
Plans make it more difficult for less able users to access ROW	4
Increased noise pollution associated with traffic	4
Loss of agricultural land and countryside	4
Insufficient consultation and/or investigation into alternative route options	3
Existing infrastructure and existing route work well.	3
Footbridges may not be fully accessible	3
Increased air pollution associated with traffic	3
Bypass will not be used - traffic will continue to use existing route.	2
Funds would be better invested in the town to develop local attractions, businesses, housing, schools, healthcare and local community infrastructure	2
Funds would be better allocated to enhancing services such as policing, education, Health, Social Services, Fire Services etc.	2

How could the Rights of Way proposals be improved?	Number
Pedestrian surveys were undertaken during winter and during lockdown - not representative	2
Provide overpasses rather than diversion of paths	2
Underpasses and bridges will require additional maintenance	2
The plans put forward are not serious considerations	2
Wildlife crossing bridges should be considered	2
Better consultation with affected parties such as ramblers and cycling groups	2
Bad use of public money - Scheme unaffordable	1
Affected landowners have not been sufficiently consulted - further engagement needed	1
Would be better to upgrade A36 / other strategic routes	1
Scheme not required / Bypass not needed	1
Scheme not required - traffic conditions are OK with the current infrastructure	1
Westbury bypass should be priority	1
Put the bypass as close to Beanacre as possible	1
Scheme will not solve traffic problems, but move them elsewhere	1
No evidence that the scheme will reduce rat-running in Lacock / scheme will increase traffic in Lacock	1
Access from Seend end over new junction near school would need to be improved to ensure child safety	1
Links to town centre and through Bowerhill could be improved	1
Routes need to be lit	1
Routes need signage	1
The A3102 should be downgraded to a B road	1
Underpasses rather than overpasses	1
Build footbridges don't elevate the road	1
Greater consideration to farmers access	1
Scheme development has not included sufficient consideration of environmental matters / improvements	1
Noise mitigation / screening will be required.	1
Scheme will have impacts on local farmers and farming businesses, potentially rendering businesses unviable	1
Proposals have not identified all affected landowners / land plots	1

How could Walking and Cycling Proposals for the Town be improved?

How could Walking and Cycling Proposals for the Town be improved?	Number
Provide more Segregated / safe use cycle paths & walkways	49
Improve walking and cycling without the need for a bypass	34
Delivery of a new bypass will remove current walking/cycling opportunities	29
Improve cycle links from Melksham into other towns (Lacock, Chippenham, Trowbridge)	26
Scheme not wanted	26
Connect Cycleways & Walkways with town centres to provide better connectivity	21
Provide better walking & cycling infrastructure on existing highway network in Melksham (Eg Western way, existing A350)	15
The plans/proposals do not show what is planned for walking & cycling / horse riding	12
The Walking & Cycling won't improve with a new bypass	11
Invest in better cycling infrastructure to encourage more cycling	10
Strategic approach to providing a cycle lane network so that greater encouragement is given to use of cycles over cars	10
Leave it alone, it currently works fine	8
Mixed use paths don't work	5
Don't worry about walking & cycling	4
Reduce vehicle speeds to encourage walking & cycling	4
Pedestrianise the town centre	4
Open up and extend ROW routes	4
Against pedestrian crossing on A350 for station movements. Pedestrians/Cyclists should be encouraged to use the subway	4
Better maintenance of existing footpaths in Melksham	4
Melksham will become more accessible to walkers and cyclist once the bypass opens	4
Ensure Paths are wide enough for multiple bike users / wheelchairs	3
Walking & Cycling plans appear acceptable	3
Encouragement of the use of electric single person modes of transport including scooters	3
Concerns regarding the severance of public footpaths / bridleways	3
General loss of local natural resource, scenic areas, habitat, countryside, and general concerns regarding environmental impacts	3
Improved bike signage	2
Better promotion / encouragement for people to walk & cycle	2
Ensure there are adequate and safe road crossings for pedestrians	2
Better consultation with key walking & cycling groups	2
Views of disabled people not taken into account who need vehicular access to amenities	2

How could Walking and Cycling Proposals for the Town be improved?	Number
Suggestion for greater promotion, funding and use of public transport provision (e.g. electric car infrastructure, electric buses, rail enhancements etc.)	2
Money would be better spent maintaining existing roads	2
Create full pedestrianisation wherever possible	1
Improvement along A365 is needed	1
More information required on active travel schemes	1
Make the Town a one-way system	1
Finish paving works in the town centre	1
Previous promises of better cycle ways have not come to fruition	1
Introduction of more countryside cycleways	1
Provide streetlighting along walking & cycling routes	1
Provide litter bins along walking & cycling routes	1
Provide a Safer crossing from Mons Lane to Notton	1
Stop traffic along forest road	1
Ensure walking & cycling routes account for all mobility aids	1
More provision for recreational walkers and cyclists	1
Railings on high pavement on bank street needed.	1
Cycling & Walking provision was not outlined in the initial funding bid	1
Needs to be more than one route to get to the canal	1
Look at links from the station to Scotland Road	1
Insufficient consultation and/or investigation into alternative route options	1
Concerns regarding costs and cost escalation	1
Would be better to improve Public transport	1
Overall transport strategy should be in place rather than piecemeal improvements to road network.	1
Melksham already has a bypass	1
Existing infrastructure and existing route work well.	1
Scheme not required - traffic conditions are OK with the current infrastructure	1
New roads attract more traffic	1
Funds would be better invested in the town to develop local attractions, businesses, housing, schools, healthcare and local community infrastructure	1
Funds would be better allocated to enhancing services such as policing, education, Health, Social Services, Fire Services etc.	1
Scheme cuts Bowerhill from the canal / green space / Giles Wood - impacts for walkers, runners, dog walkers, cyclists, canal users, equestrians	1
Scheme will have impacts at Lower Woodrow on existing premises / community	1
Increased air pollution associated with traffic	1
Progressing with the scheme is contrary to the option and wishes of the local population	1
Query access / junction arrangements at Woodrow Road	1
Will traffic speed cameras be introduced	1

What concerns do you have about the scheme?

What concerns do you have about the scheme?	Number
General loss of local natural resource, scenic areas, habitat, countryside, and general concerns regarding environmental impacts	242
Increased noise pollution associated with traffic	99
Increased air pollution associated with traffic	83
Scheme facilitates house building and would potentially bring forward increased development	67
Concerns regarding impacts on wildlife (protected / endangered)	52
Scheme cuts Bowerhill from the canal / green space / Giles Wood - impacts for walkers, runners, dog walkers, cyclists, canal users, equestrians	44
Bad use of public money - Scheme unaffordable	37
Scheme not wanted	33
Route too close to Bowerhill	26
Progressing with the scheme is contrary to the option and wishes of the local population	26
Concerns regarding costs and cost escalation	25
Scheme is contrary to developing policy ref net zero approach / not aligned with climate change concerns.	24
Reduction in biodiversity as a result of scheme	23
Journey time savings are not sufficient to justify the scheme.	21
Route too close to Lacock village - important tourist destination / location used as a film set	21
Access to countryside provides physical and mental wellbeing for many which would be lost	21
Scheme will have impacts on local farmers and farming businesses, potentially rendering businesses unviable	21
Route too close to K&A canal and/or Giles Wood and/or BRAG picnic area	20
Adds to car dependency / use	19
Scheme not compatible with climate emergency / aligned with Council's Climate Emergency pledge	19
No cost benefit to residents	17
Scheme not required / Bypass not needed	16
Traffic patterns have, and may continue to, change as a result of the COVID pandemic with increased flexible / home working.	15
Scheme reduces opportunity for community activities to the south of Bowerhill	15
Increased light pollution	15
New roads attract more traffic	14
Scheme should avoid use of greenfield land	14
Funds would be better allocated to enhancing services such as policing, education, Health, Social Services, Fire Services etc.	13
Should be put on hold until the full effects of the post covid pandemic are clear with regards to traffic flows and/or housing location need.	12
Scheme impacts upon Lacock which has historical significance	12

What concerns do you have about the scheme?	Number
Existing infrastructure and existing route work well.	11
Funds would be better invested in the town to develop local attractions, businesses, housing, schools, healthcare and local community infrastructure	11
Route too close to Melksham Oak Community School	9
Too much house building / development already in and around Melksham	9
Insufficient consultation and/or investigation into alternative route options	8
Would be better to improve walking / cycling / active travel aspects	8
Scheme not required - traffic conditions are OK with the current infrastructure	8
Scheme surrounds Bowerhill with main roads	8
Impacts and costs associated with potential requirement for National Trust land which is designated as inalienable.	8
Route crosses floodplains	8
Would be better to upgrade A36 / other strategic routes	7
Traffic will bypass Melksham - potential impacts on local town centre businesses through loss of passing trade	7
Suggestion for greater promotion, funding and use of public transport provision (e.g. electric car infrastructure, electric buses, rail enhancements etc.)	7
Visual impacts of the road / route	7
Bowerhill residents chose to live in an area with ready access to the countryside.	7
Not right for only one option to be considered and other routes discarded so early in the scheme development process.	7
Scheme will have an adverse effect on property values / will compensation be available.	7
Melksham already has a bypass	6
Scheme will have impacts at Lower Woodrow on existing premises / community	6
Query rationale for location of Woodrow Road / Lower Woodrow crossing arrangements and location	6
Southern junction roundabout at Lacock will encourage vehicle movements via The Wharf in Lacock	6
Walking and cycling improvements (complementary measures) should be delivered as part of the scheme	6
Suggestion to re-align Lower Woodrow Crossing to minimise land & business impact	6
Bypass will cause more harm than good	5
It will take too long to complete	5
Westbury bypass should be priority	5
Scheme will not solve traffic problems, but move them elsewhere	5
Route impacts on natural drainage and will have runoff which will add to flooding concerns	5
Build noise bunds as opposed to fences - adds to habitat creation and screening	5
Would be better to improve Public transport	4
Farmers Roundabout works very well and has solved the previous traffic issues.	4
Why Melksham when there are bigger issues elsewhere (e.g. Westbury, Devizes)	4

What concerns do you have about the scheme?	Number
No evidence that the scheme will reduce rat-running in Lacock / scheme will increase traffic in Lacock	4
Concerns regarding future HGV routeing arrangements	4
Money would be better spent maintaining existing roads	4
Concerns regarding the severance of public footpaths / bridleways	4
Water quality concerns due to road drainage / run-off	4
Protect and value Wiltshire's wildlife and environment - don't destroy it.	4
Retain existing farmland for food production	4
Support for the scheme	4
Query access / junction arrangements at Woodrow Road	4
Money would be better spent addressing climate issues	3
Scheme has impacts with regards to physical and/or mental well being	3
Scheme should enhance and make more use of existing roads / route & infrastructure	3
Impacts on Hedgerows	3
Use of cuttings and earth embankments to attenuate noise	3
Develop diverse woodland planting as part of the scheme to increase biodiversity and attenuate noise	3
Should be supporting local farmers and rural businesses	3
Sympathy with Beanacre residents	3
Should be looking to leave a legacy for future generations without road building	3
Affected landowners have not been sufficiently consulted - further engagement needed	2
Proposals do not meet the objectives or needs of local people.	2
little / no local support for the scheme.	2
Pedestrian surveys were undertaken during winter and during lockdown - not representative	2
10C is most expensive and a waste of funds? 10C is most damaging.	2
Route needs to be moved away from Redstocks	2
Full cycle link along bypass route should be considered	2
Scheme development has not included sufficient consideration of environmental matters / improvements	2
Noise mitigation / screening will be required.	2
Wiltshire is a rural county. Should be embracing not destroying that advantage.	2
Early planting of woodland areas required to allow for establishment ahead of any scheme implementation.	2
Proposals have not identified all affected landowners / land plots	2
Agree that Melksham needs a bypass and/or that existing A350 traffic levels are a problem	2
Beanacre residents would have been aware of the existing A350 when they moved there	2
Consultation seems to be a done deal with local residents' views discounted.	2

What concerns do you have about the scheme?	Number
Bowerhill at risk of merging with Melksham and losing its identity	2
Scheme will impact local community activities - children play areas / exploring / scouts	2
Scheme will have impacts on social identity of Melksham and surrounding villages	2
Speed limit queries	2
Potential funding opportunities should not be the reason for making choices regarding schemes	1
Concerns regarding ability of Wiltshire Council to provide local contribution funds for the project	1
Overall transport strategy should be in place rather than piecemeal improvements to road network.	1
Scheme does not address bottlenecks elsewhere on the A350 route (e.g. Yarnbrook, Shaftsbury & Dorset)	1
Argument for, and the and reasons for the scheme, have not been convincingly made	1
Contradicts any aim of discouraging "out commuting"	1
Any traffic improvements through the scheme will be temporary as traffic increases.	1
Traffic speeds will be in excess of 60mph.	1
Road Should be dualled to futureproof	1
Proposed route should be accepted	1
Creates potential for housing development	1
Safety concerns regarding route crossing of public rights of way	1
Western routes should be reconsidered	1
Concerns that the southern part may not be completed and therefore add a lot more traffic to Eastern Way	1
Concern of bypass through Hack Farm	1
"Pylon Route" would be preferable - less impact at northern end of scheme	1
Suggestion to relocate Aldi & McDonalds to reduce traffic problems	1
Would prefer there to only be 2 junctions and ideally two-tier junctions on the A3102 and A365	1
Cattle and Machinery Crossings need to be considered and well designed	1
Footbridges may not be fully accessible	1
Bridge designs need to ensure they are accessible for all users (peds, cyclists, equestrians, pushchairs, those with disabilities, those using the canal for leisure)	1
Additional public rights of way crossings needed to south of Bowerhill	1
Wildlife crossing bridges should be considered	1
Countryside and access to countryside is a valued asset	1
Potential impacts on archaeology	1
Concerns regarding flooding impacts / calculations	1
Reduce road speeds to 40/50mph	1
Junctions onto A350 in Steeple Ashton parish will have to be improved to remain safe with the higher volume of traffic.	1

What concerns do you have about the scheme?	Number
Loss of agricultural land and countryside	1
Equestrian use of bridges needs to be carefully considered. Wide bridges required	1
Query regarding street lighting arrangements	1

Do you have any other comments about the scheme?

Do you have any other comments about the scheme?	Number
Scheme not wanted	68
General loss of local natural resource, scenic areas, habitat, countryside, and general concerns regarding environmental impacts	68
Support for the scheme	58
Bad use of public money - Scheme unaffordable	38
Scheme facilitates house building and would potentially bring forward increased development	32
Scheme is contrary to developing policy ref net zero approach / not aligned with climate change concerns.	23
Agree that Melksham needs a bypass and/or that existing A350 traffic levels are a problem	20
No cost benefit to residents	19
Insufficient consultation and/or investigation into alternative route options	17
Adds to car dependency / use	17
Increased air pollution associated with traffic	17
Journey time savings are not sufficient to justify the scheme.	15
Progressing with the scheme is contrary to the option and wishes of the local population	15
Increased noise pollution associated with traffic	14
Not right for only one option to be considered and other routes discarded so early in the scheme development process.	13
New roads attract more traffic	12
Traffic patterns have, and may continue to, change as a result of the COVID pandemic with increased flexible / home working.	12
Traffic will bypass Melksham - potential impacts on local town centre businesses through loss of passing trade	12
Scheme should avoid use of greenfield land	12
Suggestion for greater promotion, funding and use of public transport provision (e.g., electric car infrastructure, electric buses, rail enhancements etc.)	12
Funds would be better invested in the town to develop local attractions, businesses, housing, schools, healthcare and local community infrastructure	11
Scheme cuts Bowerhill from the canal / green space / Giles Wood - impacts for walkers, runners, dog walkers, cyclists, canal users, equestrians	11
Bypass will cause more harm than good	10
Would be better to improve walking / cycling / active travel aspects	10

Do you have any other comments about the scheme?	Number
Existing infrastructure and existing route work well.	10
Funds would be better allocated to enhancing services such as policing, education, Health, Social Services, Fire Services etc.	10
Countryside and access to countryside is a valued asset	10
Access to countryside provides physical and mental wellbeing for many which would be lost	10
Concerns regarding impacts on wildlife (protected / endangered)	9
Would be better to improve Public transport	8
Scheme not required / Bypass not needed	8
Scheme does not address bottlenecks elsewhere on the A350 route (e.g. Yarnbrook, Shaftsbury & Dorset)	8
Increased light pollution	8
Should be put on hold until the full effects of the post covid pandemic are clear with regards to traffic flows and/or housing location need.	7
Money would be better spent maintaining existing roads	7
Scheme development has not included sufficient consideration of environmental matters / improvements	7
Develop diverse woodland planting as part of the scheme to increase biodiversity and attenuate noise	7
Proposed route should be accepted	6
Route too close to Bowerhill	6
Walking and cycling improvements (complementary measures) should be delivered as part of the scheme	6
Noise mitigation / screening will be required.	6
Protect and value Wiltshire's wildlife and environment - don't destroy it.	6
Why Melksham when there are bigger issues elsewhere (e.g., Westbury, Devizes)	5
Creates potential for housing development	5
Early planting of woodland areas required to allow for establishment ahead of any scheme implementation.	5
Loss of agricultural land and countryside	5
Consultation seems to be a done deal with local residents' views discounted.	5
Would be better to upgrade A36 / other strategic routes	4
little / no local support for the scheme.	4
Pedestrian surveys were undertaken during winter and during lockdown - not representative	4
Scheme impacts upon Lacock which has historical significance	4
Route too close to Lacock village - important tourist destination / location used as a film set	4
Sympathy with Beanacre residents	4
Beanacre residents would have been aware of the existing A350 when they moved there	4
Overall transport strategy should be in place rather than piecemeal improvements to road network.	3

Do you have any other comments about the scheme?	Number
Farmers Roundabout works very well and has solved the previous traffic issues.	3
Scheme not required - traffic conditions are OK with the current infrastructure	3
Scheme will not solve traffic problems, but move them elsewhere	3
Route too close to K&A canal and/or Giles Wood and/or BRAG picnic area	3
Suggestion to relocate Aldi & McDonalds to reduce traffic problems	3
Bypass reduces air pollution for those homes along the existing road	3
Biodiversity surveys required	3
Proposed bypass will reduce people overtaking and improve safety	3
Bowerhill residents chose to live in an area with ready access to the countryside.	3
Too much house building / development already in and around Melksham	3
Disproportional impact on wider population to alleviate the impact on fewer residents elsewhere.	3
Scheme will impinge on ability to leave a legacy for future generations	3
There needs to be a independent enquiry	3
Affected landowners have not been sufficiently consulted - further engagement needed	2
Melksham already has a bypass	2
Proposals do not meet the objectives or needs of local people.	2
Money would be better spent addressing climate issues	2
Westbury bypass should be priority	2
Traffic speeds will be in excess of 60mph.	2
Traffic flows on the A350 haven't changed for many years - road is not needed.	2
Scheme will bring high speed traffic in close proximity to residential areas	2
vital for there to be a roundabout for the Lacock junction	2
Scheme reduces opportunity for community activities to the south of Bowerhill	2
Scheme surrounds Bowerhill with main roads	2
Scheme will have impacts at Lower Woodrow on existing premises / community	2
10C is most expensive and a waste of funds? 10C is most damaging.	2
Safety concerns regarding route crossing public rights of way	2
Concern that alternatives routes have not been considered fully	2
Western routes should be reconsidered	2
Impacts and costs associated with potential requirement for National Trust land which is designated as inalienable.	2
Query route consultation process. 10C was always the preferred solution.	2
Scheme should enhance and make more use of existing roads / route & infrastructure	2
Suggested alternative to move the route closer to Melksham.	2
If this bypass has to go around Bowerhill then please take it over the canal to meet the A350 at the roundabout near the crematorium	2

Do you have any other comments about the scheme?	Number
Bypass reduces noise issues for those homes along the existing road	2
Route crosses floodplains	2
Route impacts on natural drainage and will have runoff which will add to flooding concerns	2
Insufficient consideration given to landscaping / planting to reduce impacts	2
Build noise bunds as opposed to fences - adds to habitat creation and screening	2
Scheme will have impacts on local farmers and farming businesses, potentially rendering businesses unviable	2
Scheme will have impacts on social identity of Melksham and surrounding villages	2
Concerns regarding ability of Wiltshire Council to provide local contribution funds for the project	1
Understand the need for new housing and infrastructure / amenities	1
A350 not a viable long-distance route - better alternatives exist	1
Bypass will not be used - traffic will continue to use existing route.	1
Bypass should be tunnelled under Bowerhill	1
No evidence that the scheme will reduce rat-running in Lacock / scheme will increase traffic in Lacock	1
Should be planning for a future with less road traffic (more people working at home)	1
Less traffic on existing A350 will allow cycle way improvements	1
Scheme has impacts with regards to physical and/or mental well being	1
Query rationale for location of Woodrow Road / Lower Woodrow crossing arrangements and location	1
Route close to Redstocks	1
Consideration needed to the loss from tourism when proposing routes which would destroy all the reasons people come to Wiltshire	1
Suggestion that funds would be better spent improving cycleways	1
"Pylon Route" would be preferable - less impact at northern end of scheme	1
Suggestion to re-align Lower Woodrow Crossing to minimise land & business impact	1
Route should pass to the south of Kennet & Avon Canal closer to Seend (option 10D)	1
The labelling for the Northern junctions with the A350 is reversed. The northern most for route 2c is 'A', the southern most for route 2a is 'C'. This can cause confusion.	1
Consideration should for the Option A Lacock roundabout to close the Northern exit	1
Further restrictions required on the Melksham feeder roads (e.g., A365) which it is intended to relieve.	1
Improvement link road needed from Northern end to Shaw	1
Concerns regarding the severance of public footpaths / bridleways	1
Footbridges may not be fully accessible	1

Do you have any other comments about the scheme?	Number
Bridge designs need to ensure they are accessible for all users (peds, cyclists, equestrians, pushchairs, those with disabilities, those using the canal for leisure)	1
Full cycle link along bypass route should be considered	1
Wildlife crossing bridges should be considered	1
Reduction in biodiversity as a result of scheme	1
Visual impacts of the road / route	1
Water quality concerns due to road drainage / run-off	1
Potential impacts on archaeology	1
Concerns regarding flooding impacts / calculations	1
Query if wildflower planting areas will be included	1
Wiltshire is a rural county. Should be embracing not destroying that advantage.	1
Scheme helps promote Wiltshire Council owned land for housing development	1
Should be supporting local farmers and rural businesses	1
Advanced warning signs of helicopter use along both stretches of the A350 around the Wiltshire Air Ambulance base	1
Consideration to street lighting brightness and height around an airfield	1
Current consultation demonstrates this is not a "done deal"	1
Support if the whole bypass is constructed	1
Bowerhill at risk of merging with Melksham and losing its identity	1
Progressing with the scheme reduces confidence and trust in the Council	1
Mitigation measures do not work or will not be sufficient	1
Can't believe this proposal is being considered.	1
Scheme will have an adverse effect on property values / will compensation be available.	1
Councillors' views / judgment regarding this scheme is clouded.	1
The walk from Bowerhill into Town is easy and no problem	1
More facilities and services such as doctors, schools, cinema, leisure etc needed	1
Should be looking to leave a legacy for future generations without road building	1
Request for Meeting with Parish Council	1
Ensure bus routes are properly considered - vital service for a lot of people	1

Appendix 4 - Written and email responses to the consultation

There were 480 emails and letters received in response to the consultation, with 5,970 comments. It should be noted that in some cases the written submissions may duplicate questionnaire responses.

Similar comments have been grouped together for clarity.

Written and email responses to the consultation	Number
Loss of local natural amenity, scenic areas, habitat, countryside, and general concerns regarding environmental impacts	296
Concern regarding increased noise pollution associated with traffic	263
Concern regarding increased air pollution associated with traffic	256
Concerns regarding impacts on wildlife (including protected / endangered)	217
Scheme reduces the connectivity of Melksham / Bowerhill to the canal / green space / Giles Wood - has impacts for walkers, runners, dog walkers, cyclists, canal dwellers and users, equestrians, and general leisure use	196
Scheme not compatible with developing policy ref net zero carbon approach / concerns regarding scheme carbon footprint / not aligned with climate change concerns / not aligned with local/national climate change related commitments	157
Access to countryside provides physical and mental wellbeing for many which would be lost or affected and/or Scheme has impacts with regards to physical and/or mental health and wellbeing and/or scheme has impacts with regards to quality of life.	136
Traffic patterns have, and may continue to, change as a result of the COVID pandemic with increased flexible / home working and/or increased online shopping.	122
Scheme creates potential for infill house building / would potentially bring forward increased development	120
Bad use of public money / Scheme unaffordable / Benefits do not outweigh costs.	113
Loss of agricultural land and countryside	109
Journey time savings are not sufficient to justify the scheme.	100
Question the need for the scheme / Scheme not required / Bypass not needed	98
Concerns there has been insufficient consultation and/or investigation into alternative route options	87
Scheme will have impacts on local farmers and farming businesses, potentially rendering businesses unviable / impact on local food chain	87
Residents chose to live in a quiet, peaceful, safe area with ready access to the countryside.	79
Traffic projections based on pre-pandemic traffic flows, and/or prior to completion of Farmers Roundabout improvements	77
Reduction in biodiversity / impacts on flora & fauna / ecosystems as a result of scheme	75
Route too close to and has impact upon the K&A canal and/or Giles Wood and/or BRAG picnic area	69
Route crosses floodplains / impacts on floodplains	67
Route too close to / impacts too high at Bowerhill	63
Concerns regarding scheme costs / cost escalation / delivery risks	58
More facilities and services such as doctors, dentists, schools, cinema, leisure etc needed	58

Written and email responses to the consultation	Number
Safety concerns regarding route design and/or interactions between busy road / high speed traffic and vulnerable users	57
Concerns regarding visual impacts of the road / route / infrastructure	56
Concerns regarding impact on landscape	50
Too much house building / development already in and around Melksham	50
Existing infrastructure and existing route work well / traffic conditions are generally OK with current infrastructure	49
Disproportional impact on wider population to alleviate existing impacts on fewer residents elsewhere.	49
General concerns regarding the severance of, and /or impacts upon, PRowS	47
Scheme encourages car use / adds to car dependency	46
Concerns regarding increased light pollution	45
Scheme should enhance and make more use of existing roads / route & infrastructure	44
"Predict and provide" approach does not work / Any traffic improvements delivered by the scheme will be temporary / Induced traffic will come forward	43
Scheme would have lasting negative implications for children / future generations	43
Query route consultation process. 10C was always the preferred solution - query why shortlist of just one route. Not right for only one options to be considered and other routes discarded so early in the scheme development process.	42
Scheme does not address bottlenecks elsewhere on the A350 route / will pass the issue further down the road (e.g. Westbury, Yarnbrook, Shaftsbury & Dorset)	41
Residents along the existing road would have been aware of the existing A350 traffic when they moved there	40
Progressing with the scheme is contrary to the option and wishes of the local population / There is little or no local support for the scheme.	37
Concern regarding impact upon woodlands and / or ancient trees	37
Route too close to Lacock village / Impacts upon Lacock which has historical significance / is an important tourist destination	36
Develop diverse woodland planting as part of the scheme to increase biodiversity and attenuate noise and or provide visual screening	36
Would be better to improve Public transport and/or reduce fare costs	35
Traffic will bypass Melksham - potential impacts on local and town centre businesses through loss of passing trade	35
Should be looking to reduce traffic / dependency on the car	35
Would be better to improve walking / cycling routes and active travel aspects	35
Farmers Roundabout works have provided improvements and have helped resolve the previous traffic issues.	34
Why Melksham when there are bigger issues elsewhere (e.g. Westbury, Devizes) which should have priority for investment	34
Concerns regarding impact on hedgerows	33
Affected landowners have not been sufficiently consulted - further engagement needed	31
Concerns that scheme will bring high speed traffic in close proximity to residential areas	31
Route too close to Melksham Oak Community School / concerns regarding impact upon school and students	30
Countryside and access to countryside is a valued asset / amenity.	30

Written and email responses to the consultation	Number
Scheme development has not included sufficient consideration of environmental matters / impacts / improvements / mitigation; EIA not yet carried out	29
Not convinced that the bypass scheme and housing growth are not linked.	28
Pedestrian surveys were undertaken during winter and during lockdown - not representative	28
Scheme will have an adverse effect on property values / will compensation be available.	27
A350 is not a viable long distance route - better alternatives exist (e.g. M4/A34/M27 or M4/A46/A36) / A350 is not National Highway's (Highway England's) preferred route linking the south coast with M4	26
Suggestion for greater promotion, funding and use of public transport provision and/or electric vehicle infrastructure (e.g. charging infrastructure, electric buses, rail enhancements, measures to reduce single occupancy vehicle use etc.)	25
Funds would be better invested in the town to develop / improve local attractions, shops, businesses, housing, schools, healthcare and local community infrastructure	24
No evidence that the scheme will reduce rat-running in Lacock / concerns scheme will increase traffic in Lacock	23
Consultation seems to be a done deal with local resident's views discounted.	23
Request for extension to 2nd consultation period / concerns regarding adequate public consultation period / methods	23
Argument for, and the reasons for the scheme, have not been convincingly made	22
Proposals do not meet the objectives or needs of local people / scheme provides no benefits to local residents	22
Melksham already has a bypass	20
Scheme reduces opportunity for community activities to the south of Bowerhill	20
Scheme surrounds Bowerhill with main roads / Severance issue is being relocated to Bowerhill	20
Additional PRow crossings needed to south of Bowerhill	20
Concerns regarding flooding impacts / calculations	20
Concern regarding construction phase impacts - noise, vibration, dust, access, delays, diversions, congestion etc.	19
Noise mitigation / screening will be required.	19
Shorter route should be considered to deal with Beanacre issues	18
Limited PRow crossings south of Bowerhill will focus activity leading to conflict / safety concerns, and/or may lead to traffic parking issues	18
Bridge / underpass designs need to ensure they are accessible for all users (peds, cyclists, equestrians, pushchairs, those with disabilities, those using the canal for leisure)	18
Route impacts on natural drainage. Potential for carriageway runoff to add to flooding and/or water quality concerns	18
Scheme will impact local community activities - children play areas / exploring / Guides / Scouts / school trips etc. Impacts with regards to community youth services and development of skills for life	18
Scheme will have impacts at Lower Woodrow on existing premises / community	17
Route too close to, and impacts at, Redstocks	17
Traffic flows on the A350 haven't changed for many years - scheme is not needed.	16
Understand that Melksham traffic / Beanacre can be an issue.	15
General support for the scheme - no issues raised	15

Written and email responses to the consultation	Number
Scheme not wanted	15
Suggestion that existing A350 issues stem from decisions to permit developments (e.g. Asda / Aldi / McDonalds) adjacent to existing A350	15
Footbridges / underpasses may not be fully accessible	15
Protect and value Wiltshire's wildlife and environment - don't destroy it.	15
Proposals negate the disruption and expense of Semington Bypass and Farmers Roundabout works	14
Southern junction roundabout at Lacock will encourage vehicle movements via The Wharf in Lacock	14
Reduce road speeds to 40/50mph / speed limits should be in line with other roads in the area close to residential areas (e.g. existing A350 / A365)	14
Progressing with the scheme reduces confidence and trust in the Council	14
Traffic speeds will be in excess of 60mph.	13
"Pylon Route", with an A350 tie in close to Halfway Farm, would be preferable - less impact at northern end of scheme	13
Every PROW should be retained and/or not diverted	13
Un-ploughed fields / pasture / trees / hedgerows are currently assisting with regards to carbon concerns	13
Use of cuttings and earth bunds to attenuate noise / visual impacts	13
Sympathy with Beanacre residents / agree Beanacre requires a relief road	13
Scheme moves problems from Beanacre to Bowerhill	13
Should be put on hold until the full affects of the post covid pandemic are clear with regards to traffic flows and/or housing location need.	12
Scheme will not solve traffic problems, but move them elsewhere	12
Impacts and costs associated with potential requirement for National Trust land which is designated as inalienable.	12
Desire lines need to be considered	12
Wildlife crossing bridges (green bridges) should be included to help provide continuity of the countryside across the route	12
Environmentalists / residents will campaign against and/or potential for legally challenge to the proposed scheme.	12
Agricultural impact assessments not undertaken	12
No amount of mitigation will be sufficient when considering the the value of the existing countryside, and access to it.	11
Visual screening will be needed	11
Suggestion for route to be in tunnel / cutting to provide visual and/or noise screening.	11
Can't believe this proposal is being considered.	11
Perception that the scheme is being driven by greed and/or for personal benefits or advancement.	11
Understand there is congestion issue along the A350 which is getting worse due to Bath Clean air zone / Cleveland Bridge closure	10
The Bypass scheme will not be used - traffic will continue to use existing route.	10
Trade via Poole is not significant / impacted due to Brexit	10
Any issues with the Lacock junction, or traffic at Lacock, should be considered separately from the bypass proposal / scheme development	10
Need to consider implications for traffic flow changes on other parts of the highway network and mitigations for these.	10

Written and email responses to the consultation	Number
Option 2A should be rejected	10
Money would be better spent maintaining existing roads / infrastructure	10
Suggestion to realign the route away from Redstocks to remove the eastern "bulge". Suggestion this would be a more efficient alignment with less impact	10
Wiltshire Council should be responding to the climate emergency.	10
Should be supporting local farmers and rural businesses	10
Scheme contributes to the development of the A350 corridor, and will help facilitate large scale housing development along the corridor.	9
10C is most expensive and a waste of funds / 10C is most damaging.	9
Route should pass to the south of Kennet & Avon Canal closer to Seend (option 10D)	9
High speed nature of road will not allow for safe at-grade crossing facilities to allow every PRow and desire line to be accommodated. Safety risks.	9
Wiltshire is a rural county. Should be embracing not destroying that advantage.	9
Retain existing farm land for food production	9
Video fly-through is not representative of the impact that the scheme would have.	9
Mitigation measure do not work or will not be sufficient	9
Concerns regarding ability of Wiltshire Council to provide local contribution funds for the project	8
Concerns regarding the potential for future dualling to come forward	8
Suggested alternative to move the route closer to Melksham.	8
Suggestion to relocate Aldi / McDonalds / Asda to reduce traffic problems	8
Build noise bunds as opposed to fences - adds to habitat creation and screening	8
Query rationale for location of Woodrow Road / Lower Woodrow crossing arrangements and location	7
Suggest an A46 / A4 to A36 link to the east of Bath would be quicker, cheaper and have less impact	7
Scheme provides longer route / longer route will result in increased fuel use / emissions	7
Walking and cycling improvements (complementary measures) should be delivered as part of the scheme	7
re-routing PRowS needs careful consideration	7
Scheme not compatible with Green / Blue infrastructure Strategy approach	7
Agree that Melksham needs a bypass and/or that existing A350 traffic levels are a problem	7
Scheme will have impacts on social identity of Melksham and surrounding villages	7
No intention of closing / downgrading the existing A350	7
Funds should be returned to allow for better use - NHS funding / debt associated with COVID / pandemic recovery	6
Understand the rationale for the scheme	6
Existing pollution / noise concerns will reduce through the move to electric vehicles	6
Suggest that junction should be included between bypass route and Woodrow Road / Forest Road	6
Parallel walking and cycling route should be provided along the whole length of the route.	6
Bypass reduces air pollution for those homes along the existing road	6

Written and email responses to the consultation	Number
Too much consideration of impact to wildlife and/or heritage and/or the needs of special interest groups - more concern required for human / residents impacts.	6
General concerns regarding potential heritage impacts	6
Concerns that any CPO would not provide full compensation for loss of land / property	6
This in not a "done deal"	6
Risk of loss of rural identity	6
Query regarding farm access details	6
Query access / junction arrangements at Woodrow Road	6
Scheme will encourage people to move away from the area	6
Information provided as part of consultation is not clear	5
Integrated transport policy / solution / approach required	5
Carbon emissions offset will be required / measures to be taken should be made available.	5
Scheme should be put on hold due to the climate emergency and changing priorities	5
Independent experts on environment / transportation need to be consulted / Traffic data needs to be verified independently	5
Suggestion that traffic signal timings / coordination along the existing A350 could be improved	5
Concerns regarding progressive loss of access to country walking opportunities	5
Southern tie-in route alternatives should be considered as with northern tie-in	5
Suggestion to re-align Lower Woodrow Crossing to minimise land & business impact	5
Concerns regarding vibrations from new road	5
Concerns regarding impacts at the old ford river crossing and the old Victorian iron bridge (west of Redstocks)	5
Land should be secured to allow for re-wilding areas / returned to nature / community uses	5
Scheme helps promote Wiltshire Council owned land for housing development	5
Potential impacts on affected residents / landowners by possible CPO process and associated costs.	5
Concern for safety of pets	5
This is the longest, most expensive / most disruptive route	4
Scheme will improve lives and make it easier and safer to walk and cycle around the area	4
Would be better to upgrade A36 / other strategic routes	4
Bypass will encourage commuting activities e.g. to Bath, Bristol, Swindon, Reading, London	4
Query accident rates / No evidence that accident rates for A350 are higher than other areas.	4
Bath should sort out their own traffic issues - not pass them across to Wiltshire / Wiltshire Council should be protecting Wiltshire roads against increased flows stemming from Bath situation.	4
If necessary, will lobby / campaign for maximum mitigation measures	4
Agree with potential for improvements at the A350 junction at Lacock	4
Suggestion that traffic conditions could be addressed through improvements to Asda junction	4

Written and email responses to the consultation	Number
Suggestion to introduce southern "bulge" to alignment to move route further away from Bowerhill whilst still minimising impacts on K&A canal side, Giles Wood and BRAG picnic area	4
Approach of including parallel walking / cycling routes seen as positive	4
If PRoW changes are needed then bridges / underpasses should be provided where they cross the new route.	4
Walking / cycling enhancements could be provided now and / or without the need for a bypass	4
Any underpasses should be "green" in design to blend in with the countryside with adequate lighting and CCTV	4
Insufficient consideration given to landscaping / planting to reduce impacts	4
Mitigation proposal that areas to the south and east of Bowerhill should become wooded / forested areas	4
Proposals have not identified all affected landowners / land plots	4
Scheme see as not inclusive	4
Housing development areas should be indicated on the scheme plans	4
Potential funding opportunities should not be the reason for making choices regarding schemes	3
Concerns regarding Wiltshire Council ability to procure and manage project within budget	3
Westbury bypass was rejected as benefits did not outweigh the costs to the environment. Suggest a similar situation and outcome at Melksham	3
Understand the need for new housing and infrastructure / amenities	3
Traffic is increasing - scheme is required	3
A350 HGV traffic flow levels associated with Cleveland Bridge closure not understood / considered.	3
Money would be better spent addressing climate issues	3
Funds would be better allocated to enhancing services such as policing, education, Health, Social Services, Fire Services etc.	3
Should be planning for a future with less road traffic (more people working at home)	3
Request for further information regarding journey time saving assessments	3
Concerns regarding potential future traffic levels along A365	3
Route too close, and impacts at, Seend / Seend Cleeve	3
Further justification required regarding the need for the eastern bulge	3
Option 2A seen as preferred relative to 2B and 2C	3
Suggestion for a footbridge across the existing A350 at Asda to enhance connectivity with retail area and railway station.	3
Existing PRoWs include for memorial bench facilities which will need to be considered	3
Concerns regarding potential for increased anti-social behaviour	3
Provide footpath along A3102 to connect Sandridge Common and Prater's Lane (Lopes Close area)	3
Parking facilities required at northern end of Prater's Lane to replace existing arrangements	3
Need for permanent all-weather surfaces for PRoWs connections between Bowerhill and BRAG picnic area / canal.	3
Current PRoW / Bridleways network should be extended with easy to find and use routes	3

Written and email responses to the consultation	Number
Water quality concerns due to road drainage / run-off	3
Biodiversity surveys required	3
Potential impacts on archaeology	3
Concerns regarding the need for Ground Investigation and/or other technical surveys to inform the design development	3
Suggestion for use of quiet road surfaces	3
Local Farms and Agriculture provide an important role in the community e.g. school visits, and contribution to local economy. This would be impacted by the scheme.	3
Increased need post Brexit for locally supplied food	3
Video fly-through is helpful	3
Equestrian use of bridges needs to be carefully considered. Wide bridges required	3
Circular routes work for equestrians - issues with retracing steps; circular PRoW route work well	3
Only people who will benefit from the scheme are those promoting it to satisfy their own agendas	3
More leisure facilities for Children needed	3
Bowerhill is a really nice place to live - the scheme will destroy this	3
Insufficient consultation regarding housing growth figures for the area.	2
Public Inquiry will be required / Hope that scheme will be subject to Public Inquiry before coming forward	2
Question results of 1st stage non-statutory consultation and support levels for A350 improvement scheme	2
Agree with building new roads to help the flow of traffic	2
Emerging option appears to be the best option	2
Safety concerns in Beanacre due to lack of crossing points / vehicle speeds and impacts	2
Scheme will benefit wider population - not just Beanacre residents	2
Need for the scheme is well established. A350 is vital to the local economy.	2
Only recent traffic buildups have been due to the Vaccination Centre use at Spencers Club	2
5 transport aims do not outweigh the negative impacts	2
Scheme contradicts any aim of discouraging "out commuting" / thoughts that Melksham will become a dormitory town	2
Scheme is not specifically identified within and/or aligned with the existing Wiltshire Core Strategy	2
Residents groups should be provided the opportunity to carry out their own surveys	2
Less traffic on existing A350 will allow cycle way improvements	2
Less traffic on existing A350 will allow footpath improvements	2
Proposed route should be accepted	2
Scheme may lead to traffic reductions in the town centre / potential to enhance the retail centre and encourage walking/cycling	2
Route too close, and impacts at Chittoe	2
Restrictions on A3102 and diversion via Western Way could improve town centre traffic without the need for a bypass	2
Northern Tie in options 2B and 2C should be preferred to 2A	2
Concerns regarding impact to Roman Road to south of Lacock	2
Overtaking opportunities need to be considered to inform route alignment	2

Written and email responses to the consultation	Number
Route via Spa Roundabout and Snowberry Lane should be considered - options for dualling of sections of A361	2
Relocation of existing impacted residents / purchase of property to allow for widening of existing route would be a better solution	2
Suggestion for speed limit reductions and/or surface enhancements along A365 / A3012	2
Bypass should have a wider route.	2
Route should seek to utilise Wiltshire Council owned land if possible	2
Suggestion that National Trust car park traffic could be routed to the Melksham Road / A350 junction via a new route through National Trust land	2
Suggestion that the existing Melksham Road / A350 junction could be improved through A350 traffic speed reductions	2
General support for complimentary walking and cycling measures	2
Query accuracy of some PRowS shown on scheme plans	2
Access to bridleway from Lopes Close area requested	2
Underpasses need to be aesthetically pleasing	2
Walking / cycling link between Melksham Town Centre and Railway Station already exists.	2
Want to see demand management measures (road pricing; employers insisting that employees use public transport; financial incentives against 2+ car households; new car free development)	2
Bypass reduces noise issues for those homes along the existing road	2
Concerns regarding impact to conservation area	2
The move towards electric vehicles will not resolve matters	2
Early planting of woodland areas required to allow for establishment ahead of any scheme implementation.	2
Scheme needs to align with national decarbonisation plans	2
Future roadbuilding needs to be re-assessed	2
Increasing desire to shop local / use local producers - loss of local farmland would impact this	2
Scheme moves problems from Beanacre to Lacock	2
Query who has been lobbying for this project	2
Wiltshire Council should resist housing growth, and / or where housing development is needed options for eco developments should be explored.	2
Any vote on the proposals should include reference to potential housing development	2
Should be looking to leave a legacy for future generations without road building	2
When is the Statutory consultation due to take place	2
Request for more information regarding potential archaeology interests.	2
Enquiry regarding consultation webinar access & availability	2
Suggestion for Councillors / decision makers to visit the area to better understand potential impacts.	2
Funds should be used to develop the Christie Miller site	2
Wiltshire Council should resign to make way for others interested in improving the lives of residents	2
Mitigation needs to include for the preservation and enhancement of the character of the BRAG Picnic, Giles Wood and the K&A canal area.	2

Written and email responses to the consultation	Number
Scheme has been prioritised by the Western Gateway Sub-national Transport Board. Who is this Board accountable to?	1
Query whether appropriate stakeholders have been consulted	1
Suggest cost estimates are low and question the practicality / deliverability of the scheme	1
Scheme not aligned with Joint Melksham Neighbourhood Plan	1
A350 Chippenham to Westbury is a bottleneck	1
Existing journey time reliability is an issue	1
Existing A350 suffers from congestion leading to safety concerns and pollution with stationary vehicles	1
Scheme provides greatest relief to A350, and is less constrained by other options	1
Understand that the scheme could significantly reduce through traffic within Lacock with benefits for residents, visitors and the historic environment	1
Scheme will have benefits to the New Road / Forest area of Melksham including traffic reduction	1
More should be done to promote car sharing - traffic levels would reduce	1
An overall transport strategy should be in place rather than bringing forward piecemeal improvements to the road network.	1
Insufficient evidence to justify the upgrade of the A350 to trunk road standard / status.	1
Bypass scheme does not benefit those who cannot afford to own a car	1
Local traffic issues should be considered rather than focussing on the strategic nature of the A350 route	1
Suggest that the economic argument for road building is weak	1
Suggestion for new house building to focus on disused air field locations with close access to M4 (e.g. Hulavington, Lyneham, Colerne, Kemble)	1
Traffic patterns may change as vehicle and transport technology develops (e.g. more autonomous vehicles on demand)	1
No major local trip generators exist in the area (cinema complex /shopping centre / leisure centres etc.) to cause traffic congestion	1
National transport survey (2017) figures indicate car use is going down	1
Further information required regarding any changes to traffic flows in the area following lockdown periods	1
Route has good features, skirts around property, and access roads and bridges have been well thought out.	1
Suggested junction at Lacock (Option 2A) has several advantages: avoids need for additional junction; resolves difficulties at existing junction; provides opportunity for single bridge to serve multipl purposes.	1
Option 2A avoids / mitigates issues such as proximity of the river, impacts to existing residential property, and having to contend with overhead power line routes.	1
Agree with the approach for no junction at Lower Woodrow	1
Scheme helps resolve many of the longstanding traffic issues at Lacock including: resolution of existing Melksham Road junction concerns; enables access to National Trust car park without the need to pass through the village; provides safer environment for pedesrians in the village with less cars; roundabout will slow traffic on A350.	1
Welcome that 10D has been discounted	1
Can see the benefit of enhancing the Melksham Road junction with A350	1

Written and email responses to the consultation	Number
Agree with inclusion of junction with A3102 to allow for all movements	1
Support the need for measures to reduce traffic flows through Lacock	1
Why bypass a bypass?	1
Increased accident risk associated with new route.	1
Concerns regarding future HGV routeing arrangements at Bowerhill	1
Bowerhill residents already impacted by increased housebuilding, Air Ambulance operations, existing A350 traffic noise and traffic issues associated with the new Senior School.	1
Alignment too close to Lopes Close. Request to move further away	1
Finish the Bath bypass first before considering if there is a need for improvements at Melksham.	1
Scheme looks to remove both N-S and E-W traffic from Melksham - why?	1
Scheme requires funding for LLM scheme rather than MRN. Suggestion that this is opportunity to secure funding to address existing financial concerns.	1
Scheme should be considered to reduce North - South flows and improve East - West connectivity as a stand alone option.	1
Existing severance issue could be resolved by introducing bridge connections	1
The severance issue is not significant due to existing crossing facilities largely in close proximity to desire lines.	1
Scheme will reduce attractiveness of Lacock as a tourist destination and damage local trade as a result.	1
Concerns regarding suitable diversion routes (e.g. for RTC) for 10C if this came forward	1
Concern that emerging route does not support a holistic approach to future development in the area	1
Concern that route choice has been influenced by changes to potential housing development delivery at Chippenham	1
Scheme alignment too remote from existing built context of Melksham	1
Concerns regarding proximity of emerging route to Skype Park Heritage assets, the SSSI and Conservation areas of Lacock and Bowden Hill	1
Further information required to gauge relative merits of different northern tie-in positions	1
Concern regarding potential impacts regarding air ambulance flight paths	1
Suggest investment in improved traffic guidance systems around existing congestion areas	1
Suggested enhancements to existing network such as A365 - A350 connection via Foundary Close and restricted turning movements at Dunch Lane & Westlands Lane.	1
Scheme should include for delivery of dual carriageway	1
Scheme should not tie in with Eastern Way	1
Scheme needs to consider the needs of those using electric scooters	1
Right turn exit movements from southern junction at Lacock should be restricted, with vehicles being forced left and made to perform U turn at a roundabout at Halfway Farm	1
Query potential future plans for section of A350 between Lackham and Lacock junctions	1
10C route (particularly south of Bowerhill) needs to be safeguarded against further development	1

Written and email responses to the consultation	Number
Reducing traffic on existing A350 route may offer opportunities to provide new junctions / improved access to areas e.g. to the campus site	1
Suggestion for delivery hub to help reduce vehicle movements	1
Suggestion that in addition to improvement to the southern junction at Lacock, measures for enhancements at the northern junction at Lacock should also be considered as part of this scheme	1
Suggestion for traffic signals at the existing southern Lacock junction, and traffic calming features at Cantax Hill and Melksham Road to resolve existing Lacock traffic issues	1
Scheme not aligned with messages regarding priority for pedestrians, cyclists and horse riders coming through recent changes to Highway Code	1
Existing PRow have been / are being improved (e.g. new kissing gates) and these should be retained	1
Safety concerns for lone walkers in the vicinity of the proposed route	1
Use footbridge rather than underpass to avoid need for road embankment	1
Underpass preferred to bridge	1
Any "at-grade" crossings needed for PRow diversions should be close to roundabouts and traffic signal controlled.	1
Pedestrian barriers required to deter crossings where formal facilities are not provided	1
Improvements to the access and parking facilities required at the end of Bowerhill Lane	1
Provision should be made for additional bridleways	1
Market Place to Sainsburys within town centre should be pedestrianised with bus access only	1
Safety enhancements at Turnpike Garage required	1
Consider potential for creation of additional community sports facilities to the south west of Bowerhill.	1
Overbridges may pose jumping risks with regards to the safety of those with mental health issues	1
Bridges preferred to underpasses	1
Existing Roman Road should form part of PRow network	1
No desire for town centre to be pedestrianised or 20mph limit	1
Want to see the town centre pedestrianised	1
Better links to railway station will encourage people to leave cars at home	1
Speed restriction of 20mph, and HGV restrictions, required where PRow are diverted to at grade crossings. 20mph to be enforced through physical measures. Crossings to be traffic signal controlled.	1
Flood attenuation ponds offer potential for aquatic habitat creation	1
Scheme includes for vegetation planting areas	1
Environmental Impacts will be considered through full EIA and mitigation measures	1
Scheme has potential for associated environmental benefits	1
Welcome traffic reductions through Beanacre and along existing A350 route	1
Reduction in traffic on existing A350 route provides opportunity to extend / provide cycling and pedestrian improvements	1
Alternative alignments (2A) would have less impacts	1
Scheme impacts are contrary to "Nature for people, climate and wildlife" publication	1

Written and email responses to the consultation	Number
Area has moderate to high risk for land movement - geology impact concerns regarding road, and increased development in the area.	1
Concerns regarding potential for increased roadside rubbish / fly tipping	1
Query if animal crossing facilities (tunnels / bridges) would be included	1
Query if wildflower planting areas will be included	1
Queries regarding timing and process for undertaking EIA.	1
Area has moderate to high risk for land movement - geology impact concerns regarding road, and increased development in the area.	1
Suggestion for the creation of nature reserve to south of Bowerhill and also in other suitable areas with associated ped and cycle connectivity to the town centre	1
Imagery needed to provide visual representation of scheme from key views to allow better understanding of potential impacts	1
Query whether the scheme satisfies National and WHO targets regarding emissions and air quality	1
Suggestion for introduction of Melksham Clean Air Zone / Low Emission Zone	1
Environmental importance of flood meadows south of K&A canal should be formally recognised	1
Suggestion canal bank maintenance will need to be considered and provided for	1
Suggestion for low level lighting measures	1
Scheme needs to demonstrate biodiversity net gain.	1
Suggestion that mitigation measures need to be safeguarded through defect maintenance / replacement periods - say 12 months - to ensure any dead trees are replaced as part of the scheme delivery.	1
Would not have moved to Bowerhill had we known this was a possibility	1
Mapping used in consultation material is out of date	1
Suggestion for advanced warning signs of helicopter use along both stretches of the A350 around the Wiltshire Air Ambulance base	1
Consideration to street lighting brightness and height around an airfield	1
Welcome inclusion of bridge across Wilts & Berks canal route	1
Residents of Lacock, Forest East, "new" Sandridge Estate, Redstocks, Seend Cleeve and Bowerhill bought houses in the belief they would enjoy a semi-rural location.	1
Risk of Melksham being joined with Semington and Seend through development	1
Query regarding street lighting arrangements	1
Query regarding vertical alignment (areas on embankments or in cutting)	1
Query regarding availability of Walking, Cycling and Horse Riding Assessment	1
Melksham known for constant ongoing roadworks - these do not help businesses or residents in the area.	1
Councillors views / judgment regarding this scheme is clouded.	1
Scheme will only benefit businesses on the south coast or other locations far from Melksham.	1
Bowerhill residents feel victimised	1
Working from home will not be possible due to impacts during and after construction	1
Council Tax considered as too high. Concerns there will be further increases associated with increased development resulting from the scheme.	1
Launch of fly-through video suggests this is the only proposal being considered	1

Written and email responses to the consultation	Number
Hope that recent election results will cause Elected Members to think about the consequences of driving through unpopular schemes	1
Route via, and the need to use National Trust land contrasts with rigorous standards required by home owners to maintain listed property	1
Concern the decision to progress with the emerging route is politically motivated	1
Those wanting to proceed with this scheme do not live in or near the affected area	1
Scheme will cost tax payers more - why not have a vote by the residents of Melksham	1
Request for Meeting with Parish Council	1
Query if potential archaeology will be investigated further	1
Suggestion for reflective posts along road verge to deter animal crossing activity when vehicles approach.	1
Will traffic speed cameras be introduced	1
Speed limit queries	1
Request for further mapping information	1
"out of working hours" consultation needs to take place	1
Lopes Close needs to be indicated on some plans	1
Consider reduction of speed limit on roads affected by the scheme e.g. A3012	1
Consider use of part time traffic signalised junctions as alternative to roundabouts	1
Could a weight restriction be introduced in the town centre to encourage / ensure HGVs use the new bypass	1
Traffic congestion to the north of the town by McDonalds will be reduced.	1
HGV traffic to the north and south of Melksham will be diverted to the bypass.	1
A reduction in traffic and noise along the current route of the A350 through north Melksham and past housing in the closes off Hazelwood Road and Longford Road.	1
The speed and efficiency of traffic flow through the town for local transport will be improved.	1
Shorter journeys from the A350 north of Melksham to and from the east of Melksham, moving traffic away from both the A3102 traffic centre and Woodrow Road (to Lacock) onto new routes.	1
Eastern Way will be truly bypassed.	1
The use of Woodrow Road and the Lacock Road as 'shortcuts' to Lacock will be reduced.	1
The bypass will provide an additional crossing over the River Avon.	1
The increased HGV traffic along the A350 as a result of the possibly permanent closure of Cleveland Bridge in Bath will be mitigated by the bypass.	1
Route 10c can be made future-proof. It is already a full bypass and is a high quality road.	1
Once Bank Street and Lowbourne are no longer main transit routes through Melksham, town centre improvements for both business and leisure purposes can be considered.	1
New opportunities are bound to be presented as a result of the bypass, although these are unknown at present.	1
The diversion of traffic away from the town will reduce air pollution in the town centre, improving air quality.	1
The proposed bridge at Lower Woodrow will support the National Cycle Network Route and aid access to existing bridleways and footpaths.	1

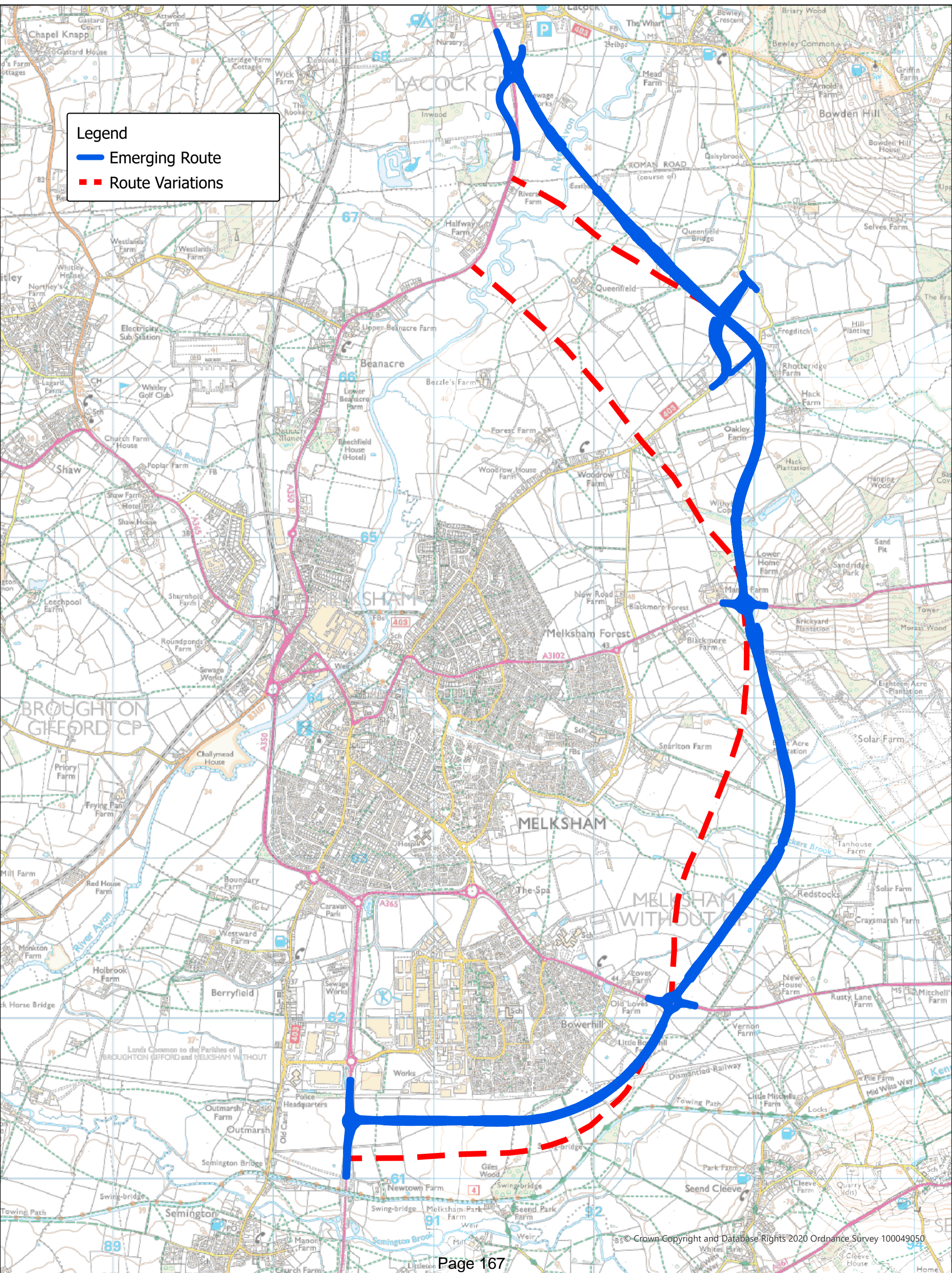
Written and email responses to the consultation	Number
The proposed bypass is some distance from a lot of existing housing development improving air quality and reducing noise pollution.	1
The proposed route will enable safer access to Melksham Oak School.	1
Route 10c is the least worst route!	1
The route needs to be sustainable in the longterm.	1
Will the bypass still be needed in 20/30 years' time?	1
As approximately 50% of journeys are less than five miles in distance, will people use the bypass?	1
Traffic may just be split between two A roads – HGVs on the bypass and more local traffic on the 'old' A road.	1
Further investigation is needed regarding the 'right' route.	1
Traffic may continue to use other routes to cross the town to access the bypass eg Sandridge Road, meaning that traffic flow on these roads may not decrease.	1
Further analysis of traffic flows is needed.	1
There seems to have been a lack of consideration of public transport routes, including walking and cycling routes and the integration of these into the proposed bypass route.	1
People may be deterred from coming to Melksham – they may simply use the bypass.	1
The proposed route will result in the compulsory purchase of land or the severing of existing farms.	1
Responsibility to the environment and wildlife habitats which will be impacted by the construction of the bypass.	1
Has the carbon footprint of the proposed route been investigated?	1
Residents need easy access to all the information required to enable them to make an informed decision.	1
Grant Shapps' statement on the Transport Decarbonisation Plan published on 14 July 2021 should be taken into account. Its opening paragraph states 'Transport decarbonisation is a dull way of describing something much more exciting and far-reaching. Because transport is not just how you get around. It is something that fundamentally shapes our towns, our cities, our countryside, our living standards, our health, and our whole quality of life.	1
Can the bridge over Clackers Brook be built wide-enough to accommodate the likelihood of flooding?	1
Can the bridge over Clackers Brook be built with public access?	1
Suggestion for the installation of deer fencing to reduce the potential for road traffic accidents involving deer.	1
The cycleways/ footways should be segmented from the bypass by a clear barrier	1
All cycleways should be incorporated into the existing cycle network.	1
An extension/ improvement to the National Cycle Network from Melksham to Lacock should be created.	1
Suggestion for pedestrian and cycle provision along the current A350 south from Farmers Roundabout to the entrance to Melksham Cemetery, providing safe a walking route from the Hazelwood Road area, rear of the Campus and potential new canal-side build to the stores and station area.	1
Suggestion for the improvement of connectivity between the north of the town and the town centre through the existing subway.	1

Written and email responses to the consultation	Number
Suggestion for the creation of access from the railway station behind Spencers Social Club to a new pedestrian crossing across the A350 giving access to Scotland Road and the Riverside Drive area.	1
Suggestion for improvements to pedestrian and cycle access from the outskirts of the town to the town centre and from the town centre to the countryside through the creation of designated cycleways	1
The bypass could be used to improve connectivity to the adjacent countryside through the use of laybys with suitable gated access to existing rights of way.	1
Suggestion for she smoothing out of the 'bulge' in the bypass adjacent to Redstocks whilst recognising the need to protect the recently discovered archaeological site.	1
Suggestion for tree planting adjacent to Redstocks to mitigate noise pollution.	1
Improvement of the proposed bridge at Woodrow.	1

A350 Melksham Bypass

Legend

- Emerging Route
- - - Route Variations



A350 Melksham Bypass

Melksham Area Board 8th Dec 2021

Scheme Update



December 2021

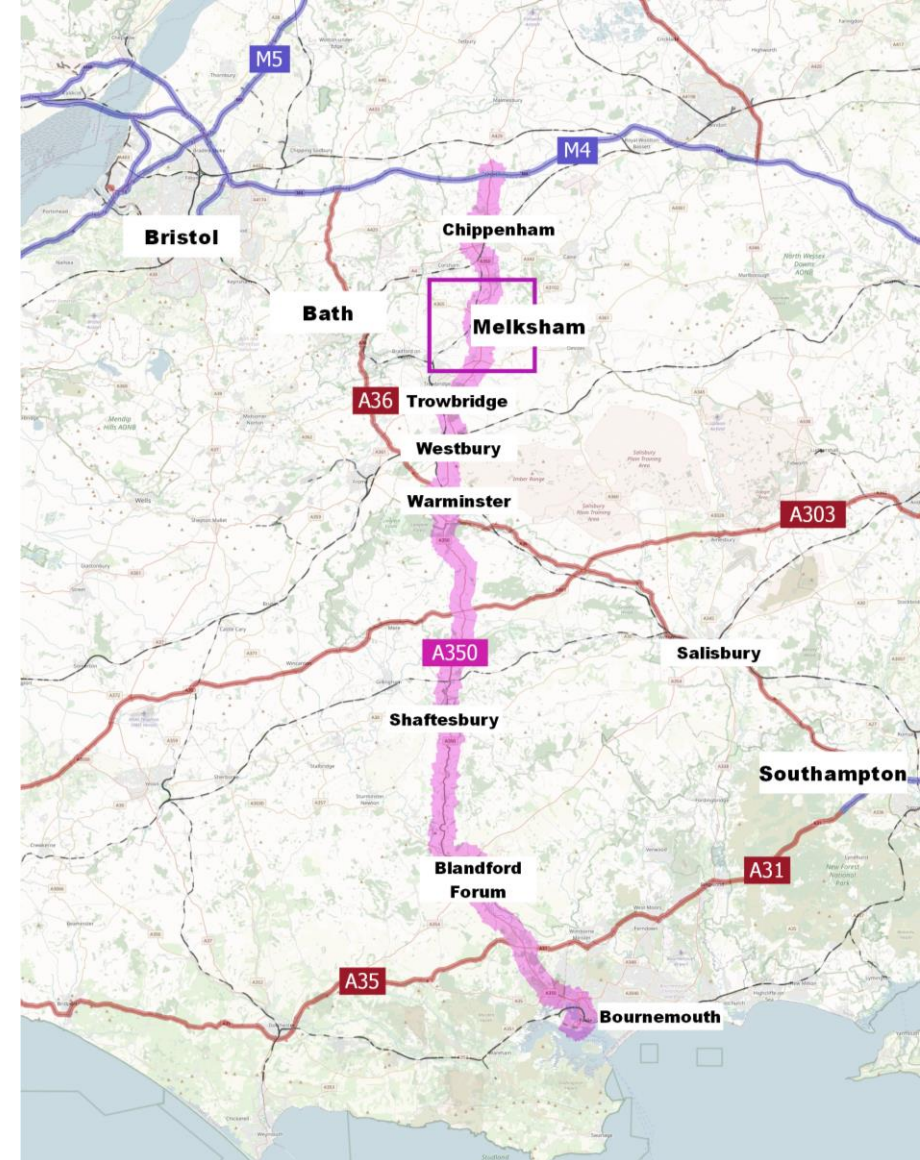
Wiltshire Council

Scheme update - areas to cover

- Background to scheme
- Recent consultation
- Outline Business Case
- National Highways study
- Latest position
- Next steps / timeline?

Background

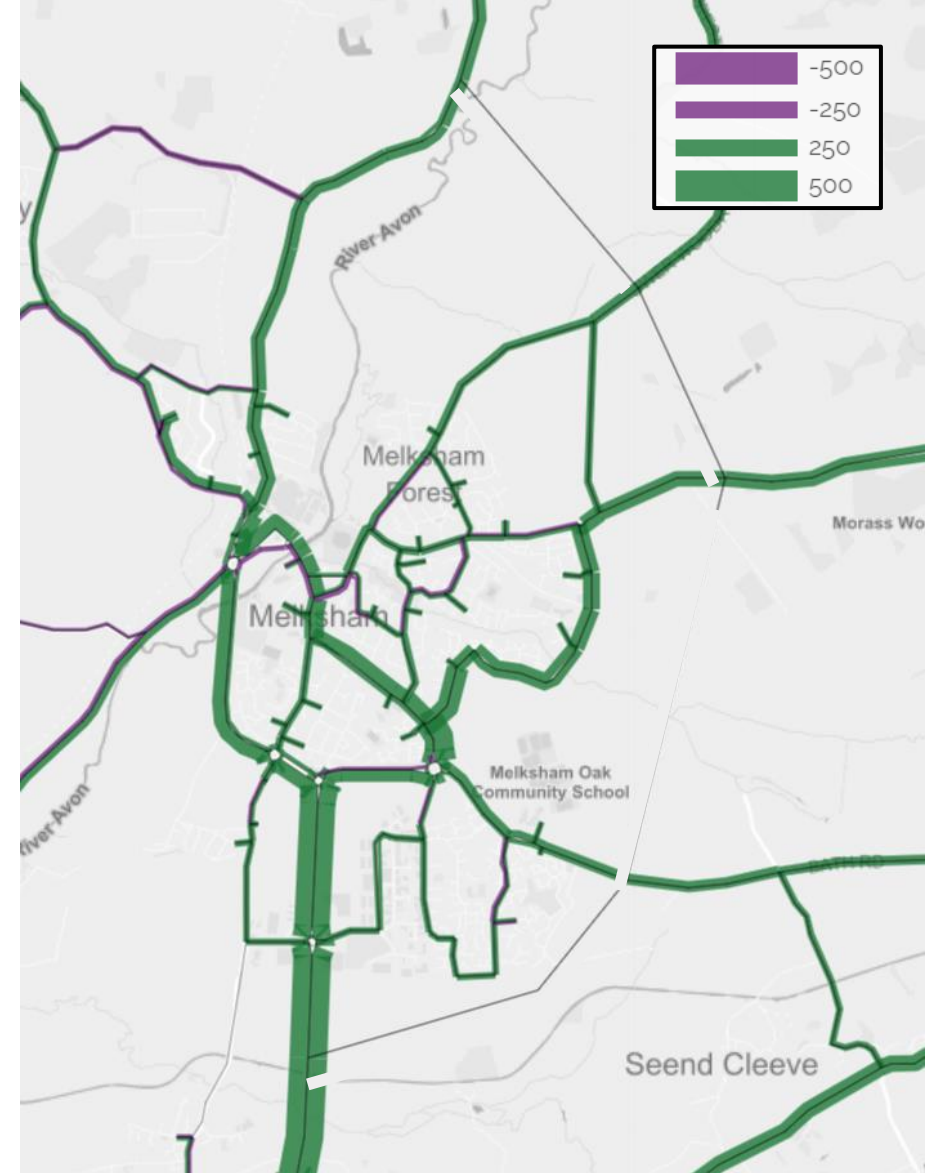
- The importance of the A350 to the local economy has long been recognised by Wiltshire Council
- Primary north-south route between M4 & Dorset Coast
- One of busiest routes in Wiltshire connecting principle settlements
- Sections of the A350 are subject to high traffic volumes, congestion and delays
- Funding from DfT to prepare Outline Business Case (OBC)



The A350 between the M4 and south coast

Background - Existing A350 issues

- Slow moving traffic / variable traffic conditions
- North – south through traffic delays
- Local traffic routing
- Road safety
- Severance
- Noise & air quality
- Future traffic growth



Forecast change in traffic flows, 2018 to 2036 (AM)

Background - Primary transport objectives

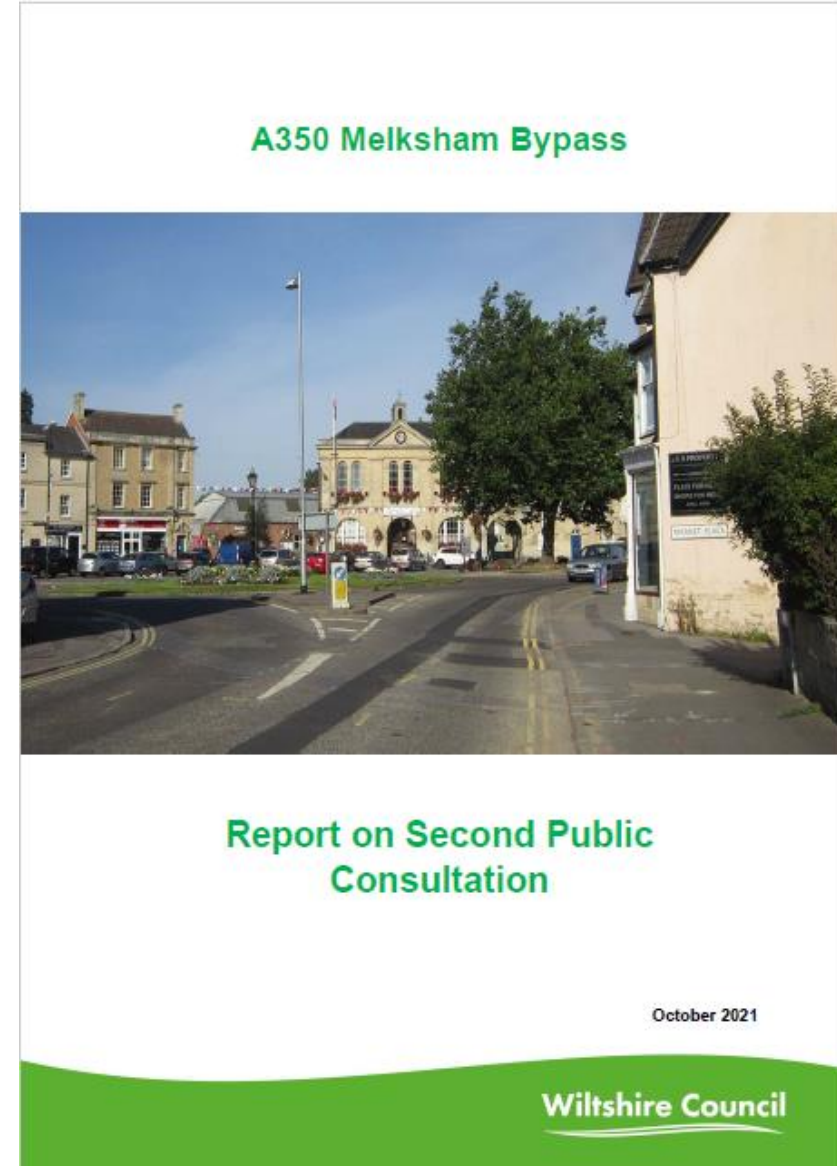
What are we trying to achieve?

- Reduced journey times and improved reliability north - south along A350
- Reduced journey times and improved reliability east – west through Melksham
- Provide enhanced opportunities for walking & cycling
- Safety – reduce personal injury rates and severity
- Reduce the severance effect of the existing A350 route

2nd non-statutory consultation

What did we do?

- Launched Melksham Area Board 23rd June 2021 - 28 advanced questions & responses
- Concluded 8th August 2021
- 4 x press releases 24th May / 1st June / 7th July / 22nd July
- 2 x Webinars 8th July / 13th July - 118 written questions & responses
- You-tube “flythrough video” of emerging route posted 7th July - 10,000+ views
- 2 x Library drop-in sessions 30th July / 6th Aug
- Attended local Parish Council meetings
- Received 760 on-line questionnaire responses
- 480 written submissions – 5,970 comments
- Reported to Wiltshire Cabinet 30/11/21

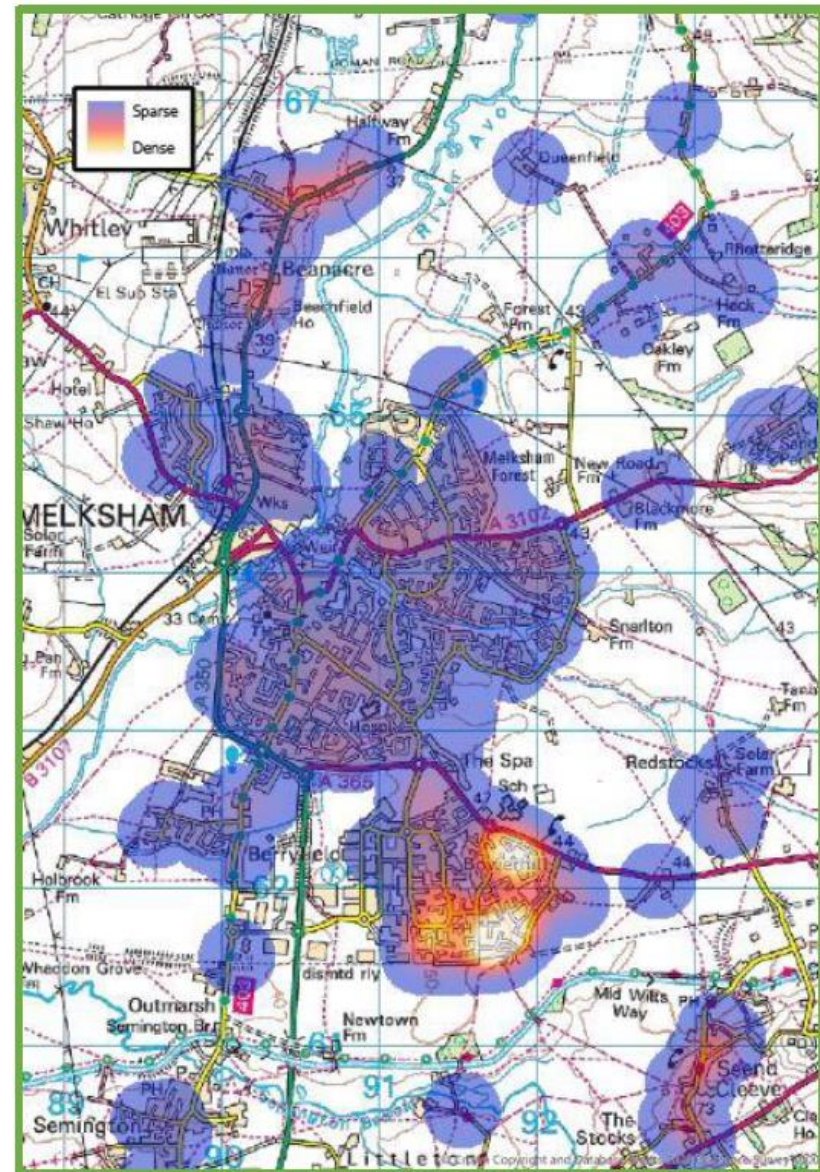


Consultation Report front cover

2nd non-statutory consultation

Key findings / messages?

- Divergence of opinion between those who support the need for an improvement to the A350 and those who do not
- Concerns regarding potential impacts on countryside habitats and the environment. Also carbon and climate change implications
- Concerns regarding noise and air quality impacts
- Concerns regarding impacts on wildlife
- Importance held by local communities regarding access to the countryside
- Concerns regarding impacts on mental and physical well being
- Alternative route suggestions

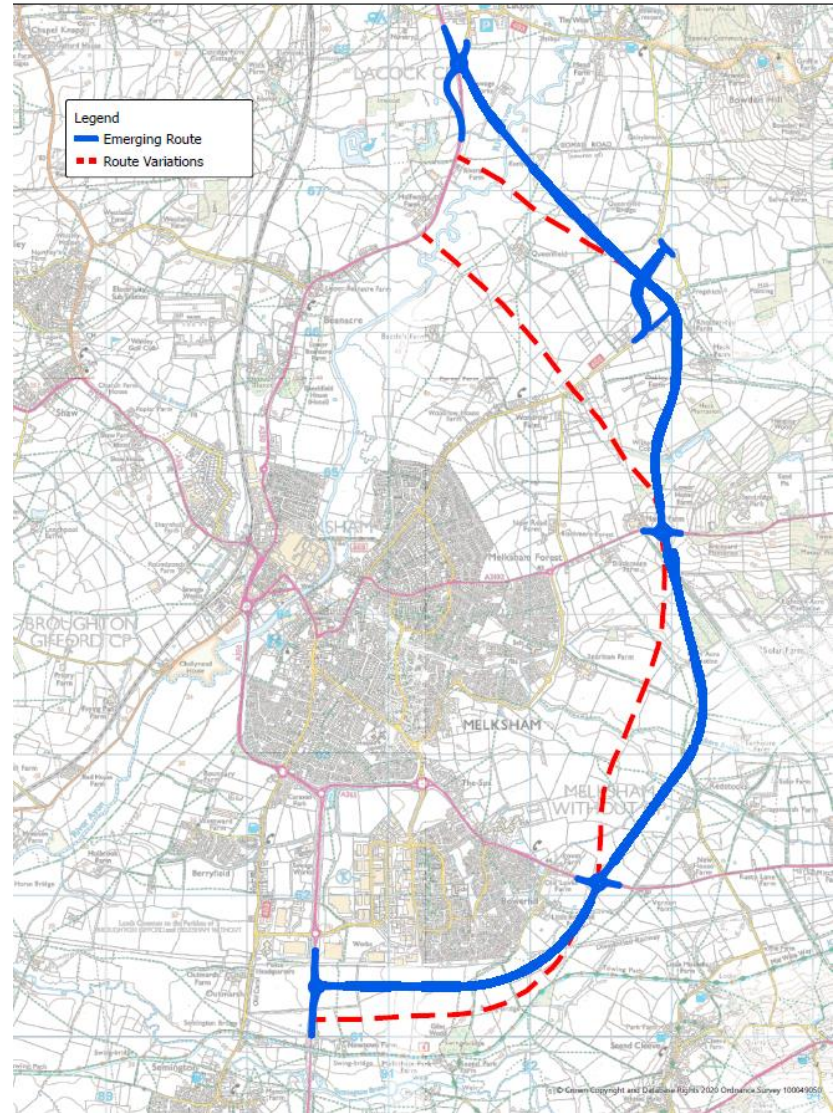


Heat map showing local response coverage

2nd non-statutory consultation

Route variations

- North - suggestions for alternative “pylon route”
- East – suggestions to move route further from Redstocks
- South – suggestions for route to be moved further from Bowerhill with screening
- Further consultation needed



Emerging route with potential variations

Outline Business Case

- Working to complete OBC based on emerging route
- OBC includes for:-
 - Full eastern bypass – approx. 9km in length with four major junctions
 - Modification and enhancement to Public Rights of Way along the route
 - Supplementary highway improvements at A350 Littleton Roundabout and A3102 / A342 junction
 - Complementary walking / cycling measures (approx. value £5m)
- Revised construction cost estimate now £146m, with projected outturn £235m
- Benefit to Cost Ratio (BCR) in 1.5 – 2.0 range.
- Feedback anticipated from DfT during spring 2022

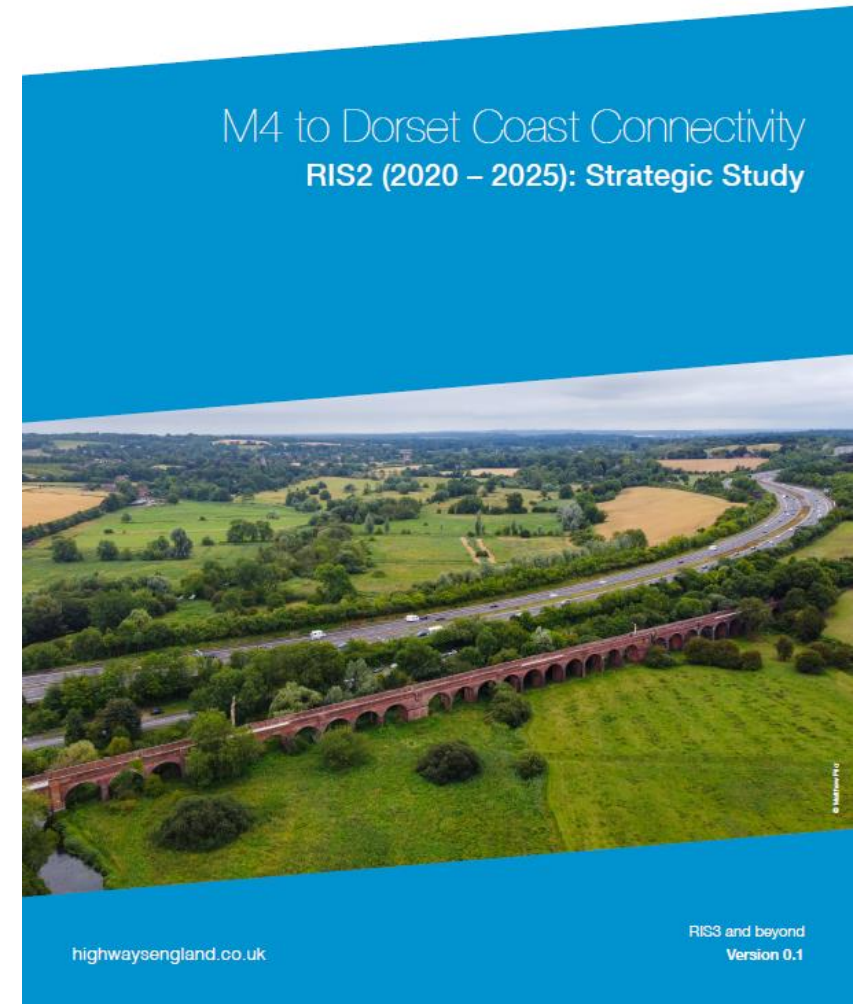
Outline Business Case

Five main aspects to OBC:-

- **Strategic Case**
 - Performance against scheme objectives and wider priorities
- **Economic Case**
 - Overall value for money consideration
- **Financial Case**
 - Affordability of the scheme
- **Management (delivery) Case**
 - How will the scheme be managed and delivered
- **Commercial Case**
 - Procuring the delivery approach

National Highways Study

- Strategic study into road connectivity between M4 and Dorset coast
- Expected to consider relative merits and performance of alternative route corridor scenarios
- Will an alternative to the current A46 / A36 route perform better?
- Includes A350 within study area
- May have implications for A350 route in general and Melksham scheme
- National Highways aiming to report late summer 2022



National Highways info document

Latest position

Wiltshire Council Cabinet received a report on the Melksham A350 improvement scheme at its meeting on 30 November 2021. Cabinet resolved that :-

1. The response to the second public consultation and the views of the town and local parish councils and others are noted and taken into account in the scheme development
2. In view of the comments made in response to the consultations the route variants should be the subject of further investigation and consultation as appropriate after the OBC has been approved
3. The possibility of improving walking and cycling facilities in the area in conjunction with the scheme or separately should continue to be explored
4. Further consideration should be given to the scheme when the results of National Highways' M4 to Dorset Connectivity study and the DfT's comments on the OBC are available.

Next key steps (short term)

OBC to be submitted to DfT

December 2021

Develop Carbon Management Plan to supplement OBC
(new requirement from DfT)

January – March 2022

Monitor any feedback from DfT and respond to any
technical queries / challenges they may raise

from January 2022

Undertake further non-statutory consultation in connection
with suggested route variants

say May / June 2022

Consider feedback / output from National Highways study
and what implications that may have for A350 Melksham Scheme

Late summer 2022

Indicative timeline (longer term)

Outline Business Case approval	Autumn 2022
Environmental investigations & survey works	From Autumn 2022
Detailed design development	From Autumn 2022
Planning submission including Environmental Impact Assessment	Winter 2024
Full Business Case development	2026
Construction period	2026 – 2028
Scheme opening	2028

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	Item	Update	Actions and recommendations	Who
	Melksham CATG – Notes of virtual meeting held on 25th November 2021 at 16:30 hrs			
1.	Attendees and apologies			
		Attendees: Jonathon Seed (Chairman), Phil Alford, Jon Hubbard, Wiltshire Cllrs Linda Roberts, Patsy Clover, Melksham Town Council Alan Baines, Melksham Without Parish Council Colin Wade, Semington Parish Council Sarah Dow, Keevil Parish Council Mark Stansby, Andy Cadwallader, Peter Dunford, Wiltshire Council officers	Area Board to note.	AB
		Apologies: Nick Holder, Jack Oatley, Mike Sankey, Wiltshire Cllrs		
2.	Notes of last meeting			
		The notes of the previous meeting held on 9 th September were presented to the Area Board on 22 nd September 2021. There were no recommendations for the Board to consider.	CATG to note.	All

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3.	Financial Position			
		The current balance for 2021/22, less previous commitments, stands at £26,633.36 (see Appendix 1).	Area Board to note	AB
4.	Top 5 Priority Schemes			
a)	6048 – Melksham Lowbourne Rd and Church Lane – request for Bus Shelters	This project is to be funded in full by the Town Council. Benches have now been installed and work on the ground is complete at an interim cost of £10,180.63.	Highways to chase outstanding bills from contractor	
b)	6055 – Broughton Gifford - Gateways and Traffic Management measures.	For construction purposes, this project is to be split into two phases. Phase 1 is underway to install gates, signs, trees & guards and road markings which have been painted. Phase 2, to install the cobbled feature at location 4 will be undertaken in February of next year under a road closure. Phase 2 should take no longer than 5 days to complete.	Gates to be installed week commencing 29/11. Tree guards cannot be delayed until the Parish source their trees. Highways to monitor progress. Parish to advise highways of size of nameplates which they have ordered.	Highways Parish
c)	A365 Shaw Bath Road Footway improvements – funded by Section 106 monies from George Ward Gardens development.	Construction of the drop kerbs and footway widening at Dunch Lane has been completed at a cost of £4,294.86. The remaining sum of Section 106 money stands at £20,705.14. Highways have discussed spending the remainder of this fund on footway surfacing work, to cover the length from the new drop kerb to the first field access. Transport Planning team, the holders of the Section 106 fund, are content for the money to be used for this purpose.	This proposal was supported by the Parish Council representative and is recommended to the Area Board.	Chair

[Type here]

d)	Issue 9-20-9 – Melksham Sandridge Road – request to improve footway link to Maple Close	<p>As previously reported, a CAT Survey has identified numerous services directly within the site. The whole area will require digging by hand, including trial holes to establish the true depth of services along the kerbline. Should services need to be lowered or diverted then this will incur additional unknown costs.</p> <p>A ball park estimate was given at £6,000 but given the potential issues there is a financial risk to this project which the Town Council representatives have acknowledged.</p>	The Town Council requested more time to consider this matter and will report back to the CATG at the next meeting.	Town Council
e)	Issue 9-21-2 – Melksham Bath Road corner with Union Street – request to install bollards to prevent parking on pavement	<p>Installation of 4 permanent bollards has been completed at a cost of £1,010.11, against a ball park estimate of £1,500.</p> <p>The scheme was originally set to be funded 50/50 between the CATG and Town Council.</p> <p>Actual costs to be shared on a 50/50 basis as previously agreed.</p>	<p>Highways to issue invoice to Town Council.</p> <p>Recommend to the Area Board that this Issue be closed.</p>	<p>Highways</p> <p>Chair</p>
5.	Other Priority schemes			
a)	Melksham Dunch Lane – funded by Section 106 monies from George Ward Gardens development	Consultation on full closure over rail bridge or one way operation from east to west and new parking controls has been delayed by the Town Council due to a planning application for housing on Beanacre Road.	Town Council to undertake consultation when the planning situation has been resolved.	Town Council
b)	Active Travel Scheme - Melksham Town Bridge – drop kerbs and signs.	An engineer has recently been appointed to consider this scheme and preliminary proposals will be reported back to the CATG at the next meeting.	Area Board to note	AB

[Type here]

c)	Active Travel Scheme - Farmers Roundabout – signing to promote use of shared use cycle route to and from Holt Road and town bridge.	<p>Scheme to be funded from a third tranche of Section 106 money from the George Ward Gardens development.</p> <p>Design work delayed due to other priorities but remains on the programme for completion this financial year.</p>	Area Board to note	AB
d)	Active Travel Scheme - Whitley West Hill to Top Lane – new footpath	An engineer has recently been appointed to consider this scheme and preliminary proposals will be reported back to the CATG at the next meeting.	Area Board to note	AB
e)	Issue 9-21-4 – Steeple Ashton - Request for 2 x ground sockets and support post to enable SID deployment.	<p>The ground sockets have been installed at a cost of £934.00, against a ball park figure of £1,000.</p> <p>The project was originally set to be funded 50/50 between the CATG and Parish Council.</p> <p>Actual costs to be shared on a 50/50 basis as previously agreed.</p>	<p>Highways to issue invoice to Town Council.</p> <p>Recommend to the Area Board that this Issue be closed.</p>	<p>Highways</p> <p>Chair</p>
6.	Requests / Issues			
a)	Issue 9-19-9 – Bowerhill Falcon Way – Request for Bus Shelter near Kingfisher Drive for southbound travel.	<p>The Parish propose to install a 3 bay shelter measuring 3.06 m x 1.3m which will be RTI compatible. The cost to construct a base (3.5m x 1.5m) complete with electrical ducting and connecting chamber is estimated in the region of £2,500 to £3,000, and the Parish has offered to pay a third of the cost.</p> <p>Heron Homes are confirmed as the land owner but they are prepared to dedicate this area, either to Wiltshire Council or the Parish Council. Highways are prepared to adopt the land but</p>	<p>Highways suggested that the Parish explore with Heron the original draft Section 106 agreement as this may save on legal costs.</p> <p>Highways request that the Parish consult with nearby home owners to ensure that they are content for this project to move forward.</p>	Parish Council

[Type here]

		are unable to pay any legal costs towards this process. CATG funds cannot be used for this purpose.		
b)	Issue 9-19-11 – Bowerhill Portal Road – Request for Bowerhill nameplate and white gates	<p>Parish Council to liaise with Dick Lovett who has purchased the site adjoining the path.</p> <p>Development work underway to create a temporary car park for vehicles normally kept at the site opposite. Space is required to facilitate repairs to the fire damage at the established car showroom.</p>	<p>Situation remains unchanged and the matter is deferred until the next meeting.</p> <p>Area Board to note.</p>	AB
c)	Issue 9-20-3 - A350 Western Way – Pedestrian safety at signal controlled crossing on dual carriageway section.	<p>Crossing to be upgraded as part of a Re-allocation of Road Space project and Section 106 funding. Safety notices have been installed.</p> <p>Comments received on a proposed cycle link between Melksham and Trowbridge are being considered in a Cabinet Member report.</p> <p>Cllr Seed and Semington Parish are concerned about the improvements proposed to the by-way, especially the type of surface upgrade which must be suitable for horse riders and the environmental impact of any lighting improvements. The Parish are concerned that a high standard surface will encourage some cyclists to ride at pace, putting other users at risk.</p> <p>Highways confirmed that these matters were being considered and reminded the CATG that the Issue raised by Melksham Without PC directly concerned safety at the crossing on Western Way.</p>	Area Board to note	AB

[Type here]

d)	Issue 9-21-5 – Littlemarsh old section of A350 – Speeding, littering and anti-social behaviour	<p>Parish Council has been considering options discussed at a site meeting earlier this year, including nameplates, road markings and gates, to create a gateway feature into Littlemarsh at the exit from the roundabout.</p> <p>The Parish Council wish to pursue with road markings in the first instance, to include hatching to “narrow” the entrance and a SLOW marking. The work is to be included in the next round of ad-hoc road marking jobs, most likely to take place during late Spring / early summer, at an estimated cost of £500.</p> <p>The Parish are willing to contribute half of the cost.</p>	Recommend to the Area Board that this Issue be added to the Priority Schemes list and to allocate £250 towards costs.	Chair
e)	Issue 9-21-6 – Bowerhill – request for drop kerbs and tactile pavings on footpaths of off Halifax Road leading to Pegasus Way, Avro Way and Hercules Way	<p>Request from Bowerhill Residents Action Group following concerns from a member who is registered blind.</p> <p>Parish Council have considered this matter further and no longer wish to pursue this.</p>	Recommend to the Area Board that this Issue be closed.	Chair
f)	Issue 9-21-7 – Bowerhill – request for new sections of footway at De Havilland Place and Dowding Way to connect to Halifax Road	<p>Request from Bowerhill Residents Action Group following concerns from a member who is registered blind.</p> <p>Parish Council have considered this matter further and no longer wish to pursue this.</p>	Recommend to the Area Board that this Issue be closed.	Chair
g)	Issue 9-21-8 – Melksham – Shared use path between Dorset Crescent and Heather Avenue – request for bollard to deter access by cars.	<p>New request submitted by Cllr Sankey via Town Council</p> <p>A site meeting has been held and Highways have agreed in principle to place a bollard at an estimated cost of no more than £500.</p>	Recommend to the Area Board that this Issue be added to the Priority Schemes list and to allocate £250 towards costs.	Chair

[Type here]

		The Town Council offered a 50% contribution which was accepted by the CATG.		
7.	Other items			
a)	Pavement and Footway Improvement Schemes	<p>At the last meeting, the Area Highway Engineer gave updates on the following footpath projects:</p> <ul style="list-style-type: none"> • Link between Union Street and King George V Playing Field – design is being considered and engineers will consult with the Town Council in due course. • Windor Avenue (Melksham) – work programmed for December • Kennedy Avenue (Whitley) – work programmed for December • Longford Road Melksham (driveways) – Funding agreed to undertake reactive patching, and also to take place in December. <p>Area Highway Engineer also confirmed that repairs are to take place at Philip Close, near Littlejohn Avenue in Melksham.</p>	Area Board to note	AB
	Major Maintenance Resurfacing Programme	<p>Wiltshire Highways has published a draft five year plan for resurfacing works in our area, which was presented to the Area Board on 22nd September.</p> <p>A copy of this plan is included as Appendix 2, for information.</p>	To note	All

[Type here]

b)	Deadline for submitting CATG Requests.	All requests are to be submitted two weeks prior to a meeting taking place. Requests received after the deadline will be held until the following meeting. The deadline for our next meeting is therefore 10 th February 2022.	To note	All
8. Dates of next meeting: 24th February 2022, commencing at 16:30 hrs – venue / format to be advised				

Melksham Community Area Transport Group

Highways Officer – Mark Stansby

1. Environmental & Community Implications

1.1. Environmental and community implications were considered by the CATG during their deliberations. The funding of projects will contribute to the continuance and/or improvement of environmental, social and community wellbeing in the community area, the extent and specifics of which will be dependent upon the individual project.

2. Financial Implications

2.1. All decisions must fall within the Highways funding allocated to Melksham Area Board.

2.2. If funding is allocated in line with CATG recommendations outlined in this report, and all relevant 3rd party contributions are confirmed, Melksham Area Board will have a remaining Highways funding balance of **£25,855.41**.

3. Legal Implications

3.1. There are no specific legal implications related to this report.

4. HR Implications

[Type here]

4.1. There are no specific HR implications related to this report.

5. Equality and Inclusion Implications

5.1 The schemes recommended to the Area Board will improve road safety for all users of the highway.

6. Safeguarding implications

6.1 There are no specific Safeguarding implications related to this report.

7. Recommendations to Melksham Area Board

7.1 To close the following Issues: 9-21-2 Melksham Bath Road Bollards
9-21-4 Steeple Ashton SID sockets
9-21-6 Bowerhill Drop Kerbs
9-21-7 Bowerhill Footway improvements

7.2 To add the following Issues (with funding) to the Priority Schemes Lists: 9-21-5 Littlemarsh Road Markings (£250)
9-21-8 Melksham Heather Avenue (£250)

7.3 To allocate the remaining sum of Section 106 money (£20,705.14) for improvements to the footway surface on Bath Road, Shaw

Melksham CATG expenditure 2021 / 22 as of 16/11/21

Budget £12,169 + £29,310.10 c/fwd = £41,479.10

Scheme	Estimate	CATG Commitment	Expenditure	Projected Spend
Broughton Gifford Traffic Management Measures	£25,000.00	£12,500.00	£0,000.00	£25,000.00
Melksham Bus Shelters Lowbourn & Church Lane	£11,150.00	£nil	£10,180.63 Interim	£11,150.00
Melksham Old Broughton Road – drop kerbs	£5,500.00	£2,750.00	£2,885.68 Final	£2,885.68
Melksham Sandridge / Maple Footway CAT survey	£450.00 (Ball Park)	£450.00	£208.79 Final	£208.79
Melksham Bath Road / Union St bollards	£1,500.00 (Ball Park)	£750.00	£1,010.11 Final	£1,010.11
A365 Shaw / Dunch Lane Footway improvements	£6550.00	£nil	£4,294.86 Final	£4,294.86
Steeple Ashton Ground Sockets for SID	£1,000.00 (ball park)	£500.00	£934.00 Final	£934.00
Totals	£51,150.00	£16,950.00	£19,514.07	£45,483.44

Budget £41,479.10

Projected Spend £45,483.44

Balance -£4,004.34

Plus Contributions £30, 637.70

Current Balance £26,633.36

Contributions

Broughton Gifford TM Measures	£12,500.00	Broughton Gifford Parish Council – invoice upon completion
Melksham Bus Shelters	£11,150.00	Melksham Town Council – invoice upon completion
Melksham Broughton Rd drop kerbs	£1,442.84	Melksham Town Council – invoice issued
Melksham Bath Road bollards	£750.00	Melksham Town Council – level of contribution to be confirmed by CATG
A365 Shaw / Dunch Lane footway	£4294.86	Section 106 Fund
Steeple Ashton ground sockets	£500	Steeple Ashton Parish Council – level of contribution to be confirmed by CATG
Total	£30,637.70	

Wiltshire Highways

Maintenance Programme

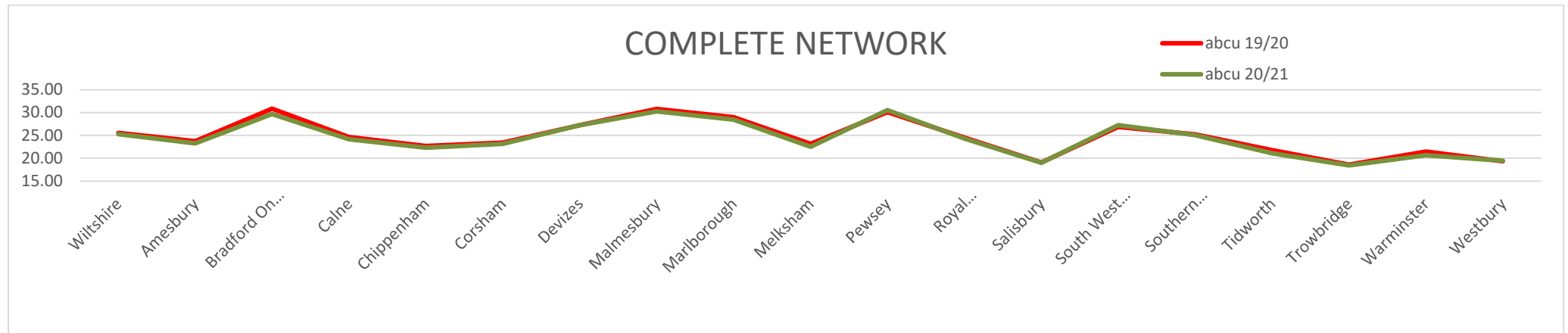
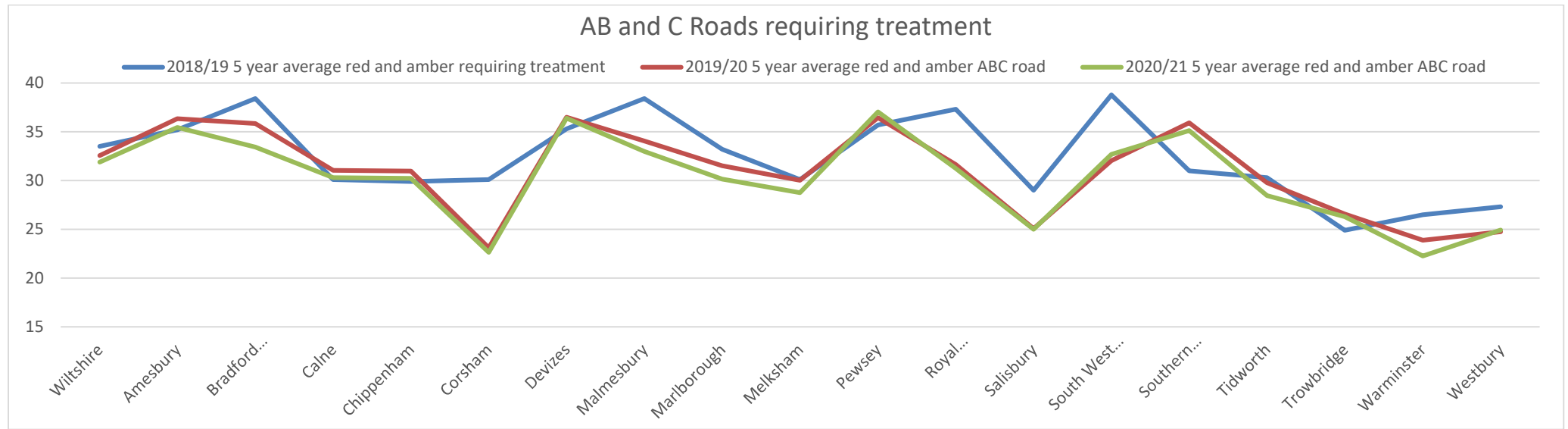
2022/23 – 2026/27

Melksham Area Board

First rev

CURRENT CONDITION BY AREA BOARD

TOTAL % OF THE ADOPTED NETWORK REQUIRING MAINTENANCE



A 5 year average is used to monitor the condition of the network due to the surveying regime of undertaking a 50% network length

The graphs show that even with a deteriorating network the targeted maintenance schemes are generally improving the overall condition of the roads within Wiltshire, a rolling 5 year programme and funding process is designed to allocate resources to those areas with a higher percentage of poor roads based on their network length.

The target is for all area boards to be at the same low level of around 20% of the network requiring some form of maintenance

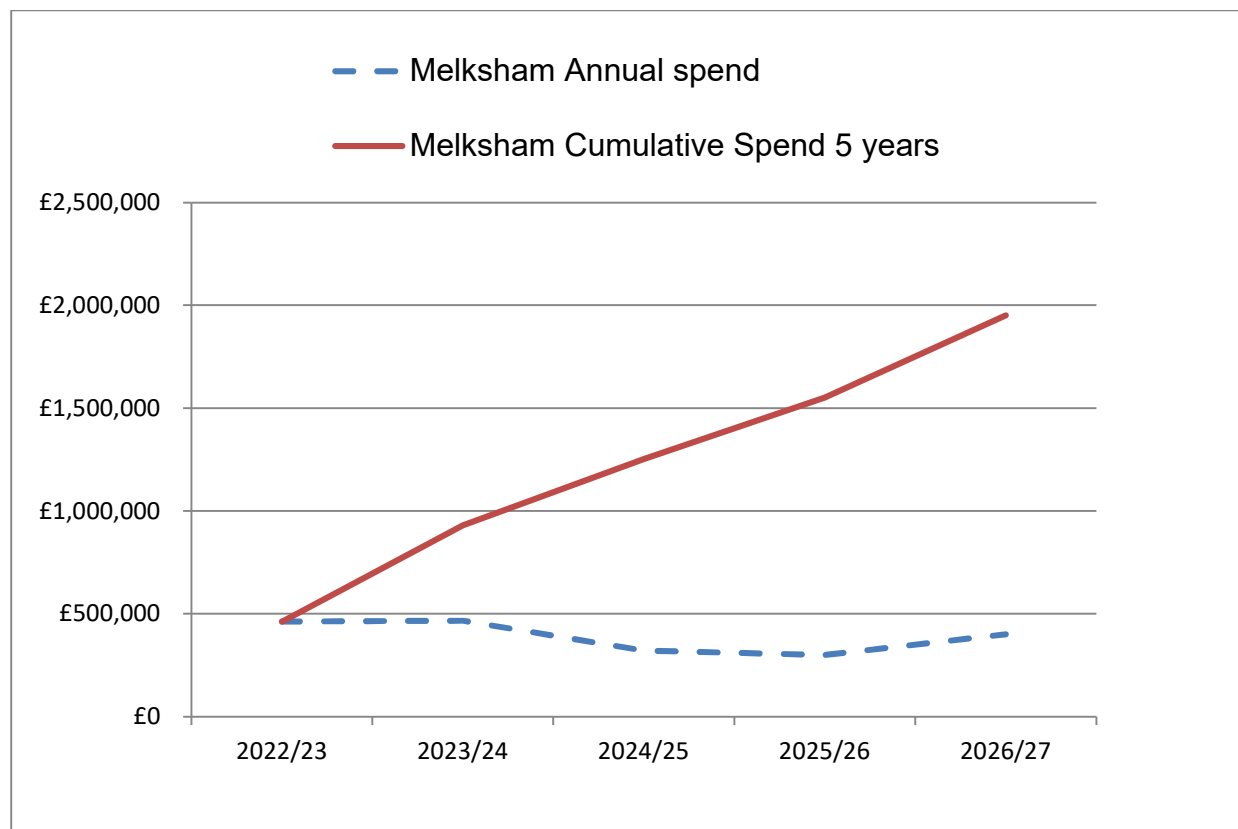
Spend profile

	Melksham Annual spend	Melksham Cumulative Spend 5 years
2022/23	£462,790	£462,790
2023/24	£466,716	£929,506
2024/25	£322,000	£1,251,506
2025/26	£300,000	£1,551,506
2026/27	£400,000	£1,951,506
total	£1,951,506	

£3,376,918 average 5 year Wiltshire area board budget

NOTE THE BUDGETS MAY BE SIGNIFICANTLY ALTERED

CONDITION 5-year average red and amber requiring treatment	Wiltshire	Melksham
AB and C roads 2018/19	33.5	30.1
AB and C roads 2019/20	32.57	30.02
AB and C roads 2020/21	31.90	28.75
2019/20 Unclassified	18.50	16.30
2020/21 Unclassified	18.60	16.30



Some schemes have been postponed due to covid issues, i.e. if they are on the route to a vaccination centre or to a key industrial area, these works have been moved to 2022/2023, potential budget issues may mean they are delayed for longer **The condition table is to be updated THE AREA BOARD CHANGES ARE IN PROGRESS**

The following pages detail the schemes that have been considered in the 5year plan,

DELAYED WORKS DUE TO COVID or BUDGET ISSUES

Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
A350	MELK_20_016	HAG HILL JUNCTION AREA	HAGG HILL	STONE GUTTER X-RDS	SURFACE TREATMENT	920	2021/22
UC	MELK_22_004	OLD ROAD, BEANACRE	A350 BEANACRE ROAD	END	SURFACING	307	2021/22

A350	MELK_20_015	SEMINGTON BYPASS FM LITTLETON RBT TO WESTERN WAY RBT INC HAMPTOMN RBT PHASE OVER 3 YEARS if required	LITTLETON RBT	WESTERN WAY RBT	SURFACING	2620	2022/23
A3102	MELK_22_002	MELKSHAM, A3102 SANDRIDGE RD TO BYPASS	BLACKMORE ROAD	BANKSTREET	INHIBITOR	1220	2022/23
UC	MELK_22_003	WILLOW CRESCENT, BROUGHTON GIFFORD	C212	ADOPTED EXTENTS	SURFACING	273	2022/23
UC	MELK_22_007	CHURCH STREET, STEEPLE ASHTON			SURFACING	250	2022/23
UC	MELK_22_008	DARK LANE (SOUTH) STEEPLE ASHTON	HIGH STREET	NARROWS	SURFACING	135	2022/23
C211	MELK_22_009	EAST LANE / THE STREET BROUGHTON GIFFORD	BROOK BEFORE DERESTRICT WEST OF VILLAGE	CHURCH GATE / BUS STOP LYCH GATE	SURFACING	150	2022/23
A365	MELK_23_006	NEW SHURNHOLD JUNCTION TO SHAW TRAFFIC LIGHTS	NEW SHURNHOLD ESTATE	SHAW TRAFFIC LIGHTS	SURFACE DRESSING	1130	2022/23
C218	MELK_25_009	COLD HARBOUR	COMMON HILL	GREAT HINTON CROSSROADS	SURFACE DRESSING	920	2022/23
C220	MELK_23_001	PURLPIT TOP LANE	A365 ATWORTH	B3353 CORSHAM ROAD	SURFACE DRESSING	2010	2022/23

A350	MELK_20_016	HAG HILL JUNCTION AREA	HAGG HILL	STONE GUTTER X-RDS	SURFACE TREATMENT	920	2023/24
A350	MELK_23_003	A350 MELKSHAM DUAL ASDA TO AVON ROAD RBT (CARRIAGEWAY REPAIRS)	A365 JUNCTION SUBWAY	AVON ROAD RBT	SURFACING	435	2023/24
A3102	MELK_23_004	SANDRIDGE COMMON 40MPH EXTENTS BLACKMORE HOUSE, ETC			SURFACING	715	2023/24

UC886607	MELK_23_005	KENNEDY AVENUE WHITLEY	MIDDLE LANE WHITLEY	END	MICRO ASPHALT	TBC	2023/24
UC	MELK_23_009	EDEN GROVE WHITLEY	TOP LANE	END	MICRO ASPHALT	280	2023/24
A365	MELK_23_010	A365 -Part BOWERHILL ROUNDABOUT TO FALCON WAY ROUNDABOUT inc Falcon Rbt	WELLINGTON DRIVE	FALCON WAY RBT EXTENTS PLUS ALL AEMS	SURFACING	240	2023/24
c169	MELK_25_004	LYNCH BOTTOM LANE	SOUTH WRAXALL	GANBROOK FARM	SURFACE DRESSING	1950	2023/24

A365	MELK_24_003	DEVIZES ROAD/BATH ROAD	FALCON WAY ROUNDABOUT	REDSTOCKS CROSSROADS	SURFACING	1850	2024/25
UC	MELK_24_006	BEAUFORT CLOSE BOWERHILL	HALIFAX ROAD	END	Micro	90	2024/25
A365	MELK_24_007	A365 BATH ROAD 40MPH WEST OF SELLS GREEN TO SEEND FORK SIGNALS	MICROASPHALT SHUT WEST OF 40MPH TERMINALS	SEEND FORK TRAFFIC SIGNALS	SURFACING	TBC	2024/25
UC	MELK_24_009	BIRCH GROVE, BOWERHILL INC ALL SPURS	WELLINGTON DRIVE	END	MICRO	300	2024/25
UC	MELK_25_001	MILL LANE, BROUGHTON GIFFORD	BROUGHTON GIFFORD MAIN ROAD	B3107	SURFACE DRESSING	1170	2024/25
UC	MELK_25_002	COMMON FARM ROAD, BROUGHTON GIFFORD	BROUGHTON GIFFORD MAIN ROAD	END OF ADOPTED EXTENT	SURFACE DRESSING	290	2024/25

UC	MELK_25_003	WEST HILL WHITLEY	C290 WEST HILL MAIN ROAD WHITLEY	END OF ADOPTED EXTENT	SURFACING	160	2025/26
UC	MELK_25_006	SNARLTON LANE MELKSHAM	A3102	END	MICROASPHALT	890	2025/26
A350	MELK_25_007	WESTERN WAY SINGLE CARRIAGEWAY SECTION	SEMINGTON RD RBT	A350/A365 RBT	SURFACING	550	2025/26
UC	MELK_25_008	BOWERHILL LANE	A365 BATH ROAD	END OF ADOPTED EXTENT		700	2025/26

UC	MELK_26_001	BRICKYARD LANE (TO CATTLE GRID) SEMINGTON	U LITTLETON SEMINGTON	END	CARRIAGEWAY REPAIRS	316	2026/27
A365	MELK_26_002	A365 PIE CORNER	APPX HSE NUMBER 55	SHAW 30MPH	SURFACING	540	2026/27
B3353	MELK_26_003	B3353, CORSHAM ROAD WHITLEY	FIRST LANE	WESTLANDS LANE	SURFACING	540	2026/27

	MELK_22_005	MARKET PLACE			SURFACING	45	FF
C165	MELK_24_004	LOWER WOODROW RD & FOREST LANE (MELKSHAM TO LACOCK)			REQUIRES REVIEW	3066	FF
	TBC	MEAD PARK ATWORTH			REQUIRES REVIEW	TBC	TBC
	TBC	WILTSHIRE CRESCENT, MELKSHAM			REQUIRES REVIEW	TBC	TBC
	TBC	CARISBROOKE ROAD, MELKSHAM			REQUIRES REVIEW	TBC	TBC
	TBC	FARLEIGH AVE, MELKSHAM			REQUIRES REVIEW	TBC	TBC
	TBC	DORSET CRESCENT, MELKSHAM			REQUIRES REVIEW	TBC	TBC
	TBC	CORNWALL CRESCENT, MELKSHAM			REQUIRES REVIEW	TBC	TBC
	TBC	LABURNUM DRIVE, MELKSHAM			REQUIRES REVIEW	TBC	TBC
	TBC	WESTEND, MELKSHAM			REQUIRES REVIEW	TBC	TBC
	TBC	C218 OUTSIDE OF MANOR FARM, BUCKINGTON			REQUIRES REVIEW	TBC	TBC
	TBC	COMMON HILL, STEEPLE ASHTON			REQUIRES REVIEW	TBC	TBC
	TBC	SANDPITS LANE, STEEPLE ASHTON			REQUIRES REVIEW	TBC	TBC
	TBC	WESTLANDS LANE RAIL BRIDGE			REQUIRES REVIEW	TBC	TBC

5 year plan

Is continued on the following pages

Note where roads are being surface dressed they will be pre patched in the
previous year

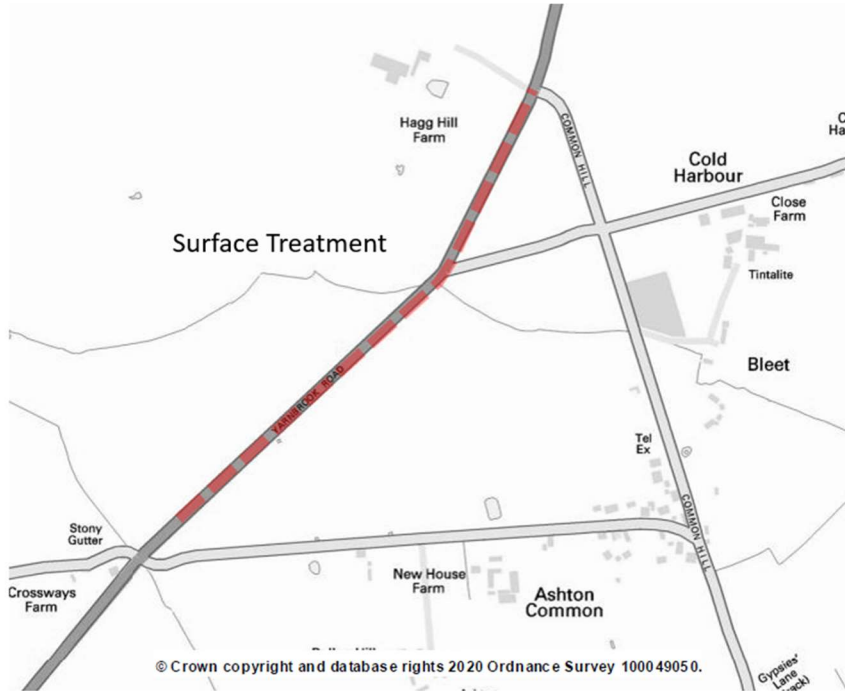
5 year plan 2022/23

5 year plan 2022/23

DELAYED WORKS DUE TO COVID or BUDGET ISSUES

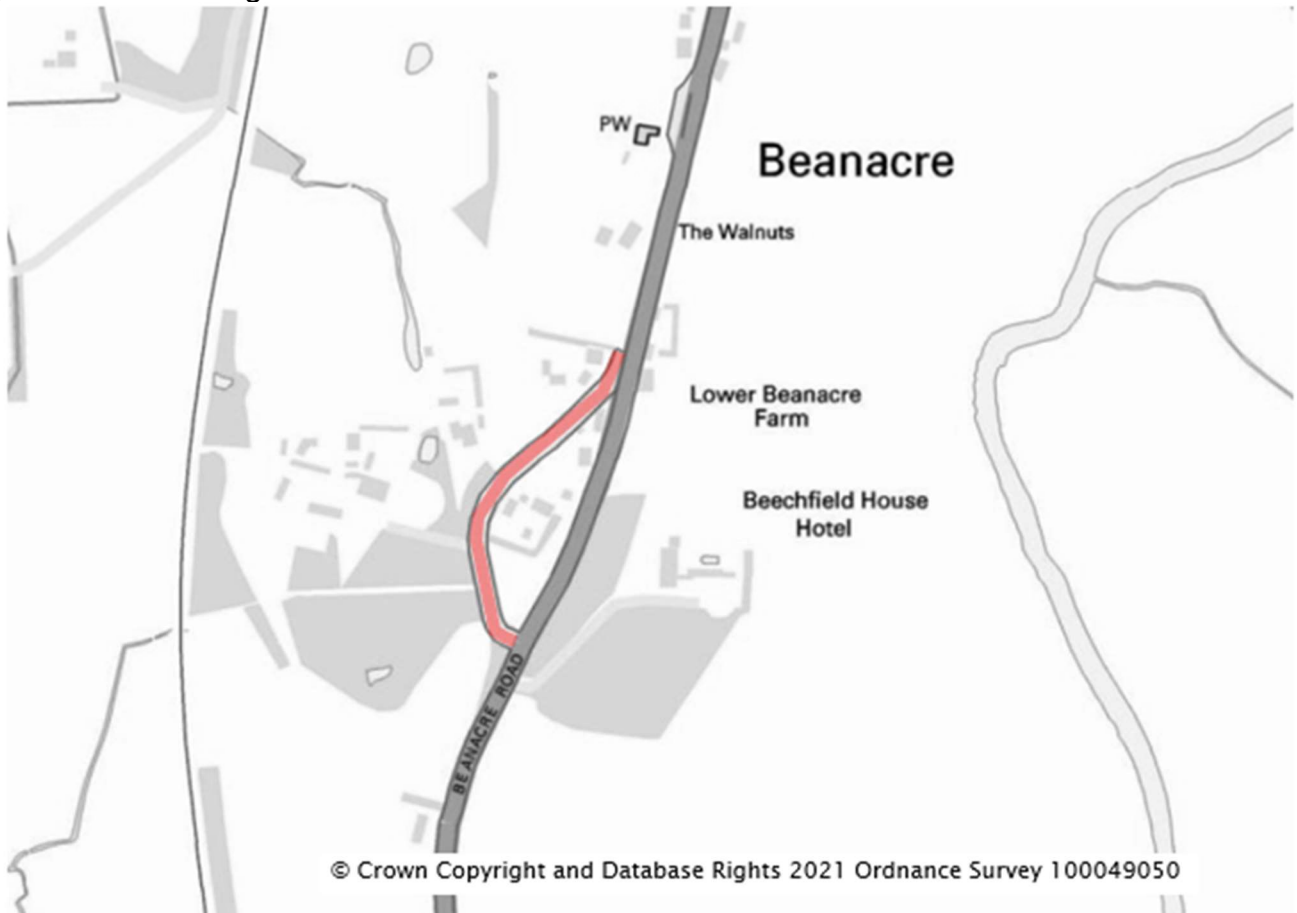
A350 HAG HILL JUNCTION AREA

Length 920m, Surface Treatment



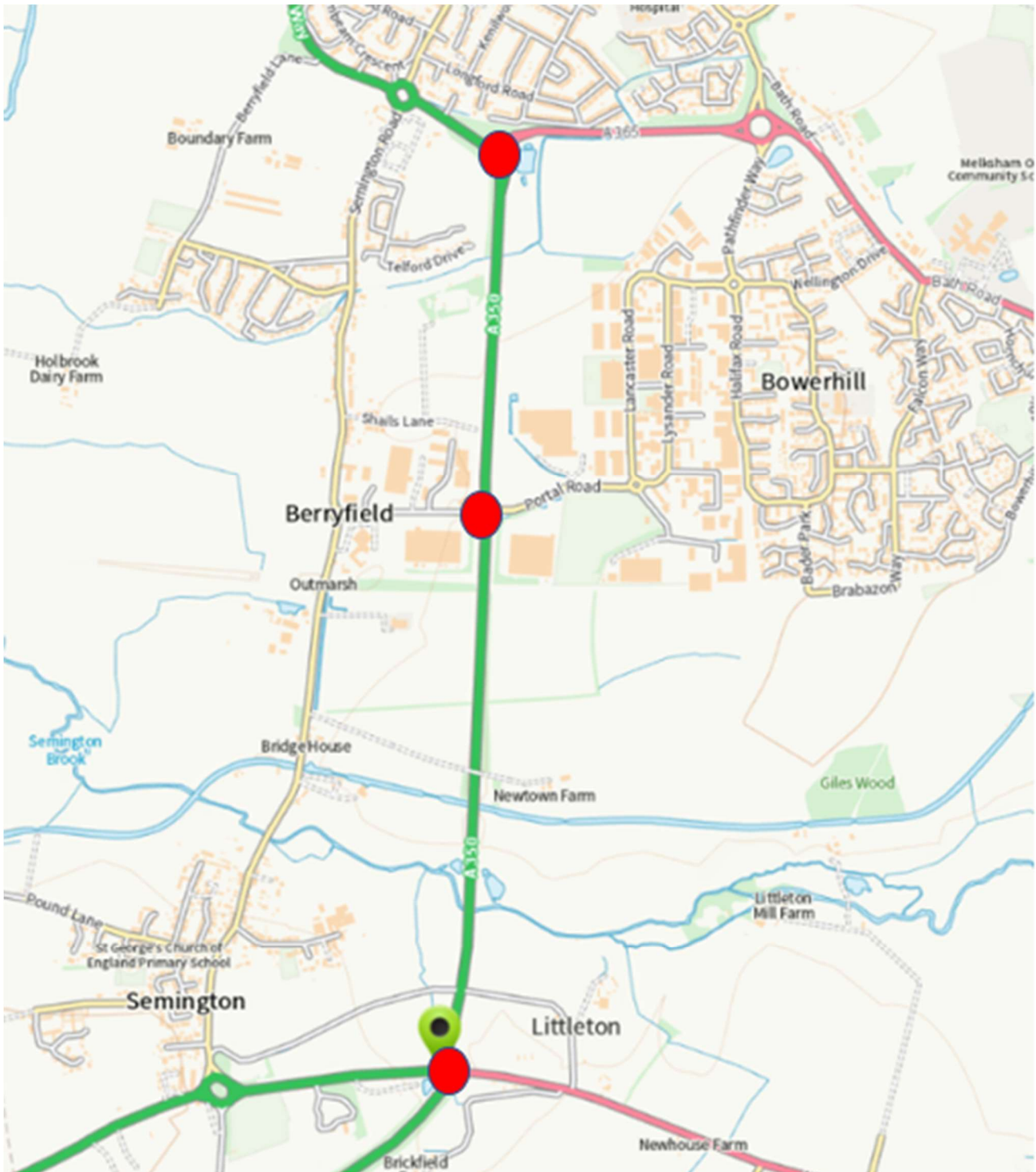
OLD ROAD, BEANACRE

Length 307m Surfacing



5 year plan 2022/23

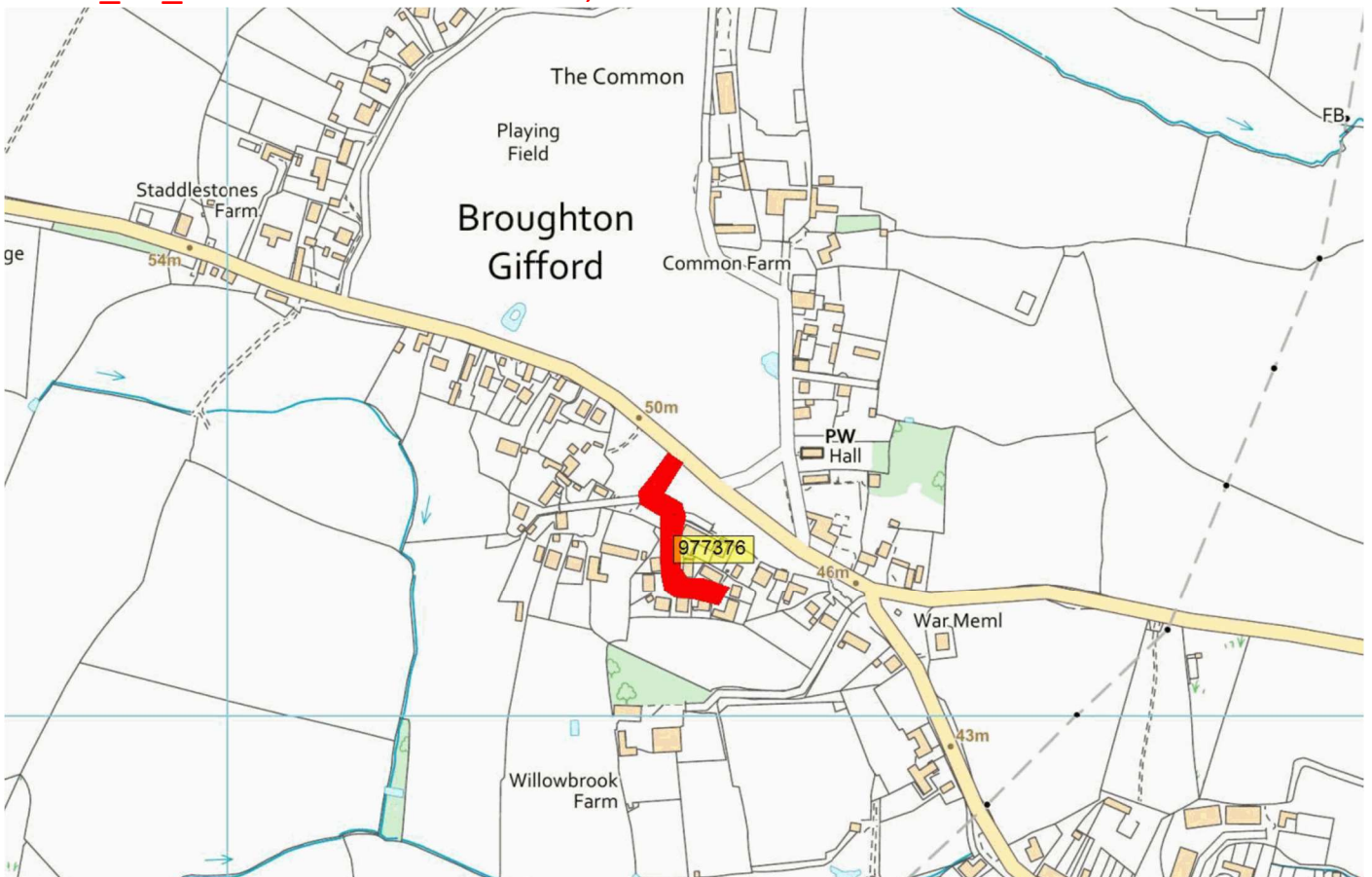
**SEMINGTON BYPASS FM LITTLETON RBT TO WESTERN WAY RBT INC
HAMPTOMN RBT PHASE OVER 3 YEARS if required
SURFACING ROUNDABOUT AREAS**



MELKSHAM, A3102 SANDRIDGE RD TO BYPASS INHIBITOR



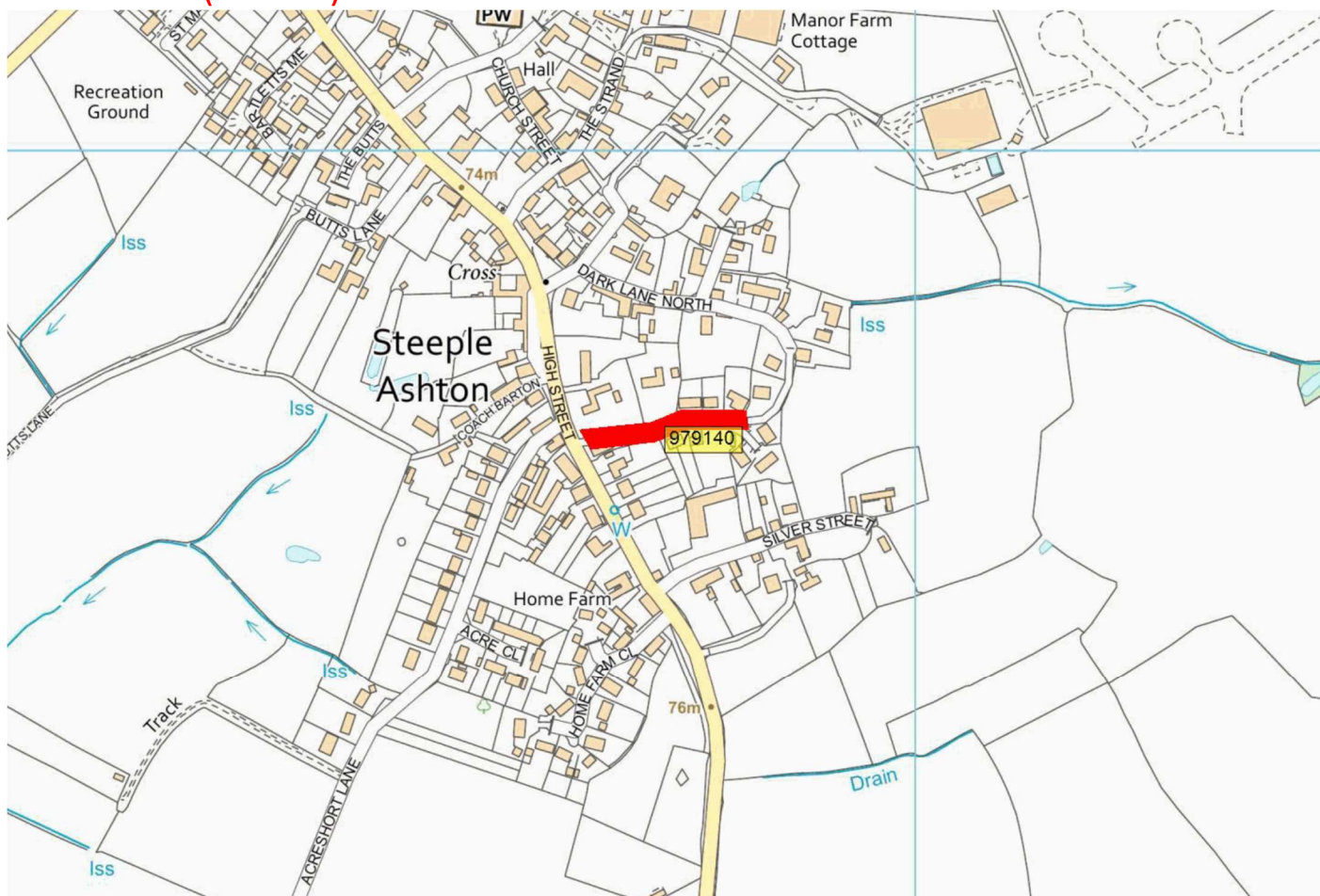
MELK_22_003 WILLOW CRESCENT, BROUGHTON GIFFORD SURFACING



CHURCH STREET, STEEPLE ASHTON SURFACING



DARK LANE (SOUTH) STEEPLE ASHTON SURFACING



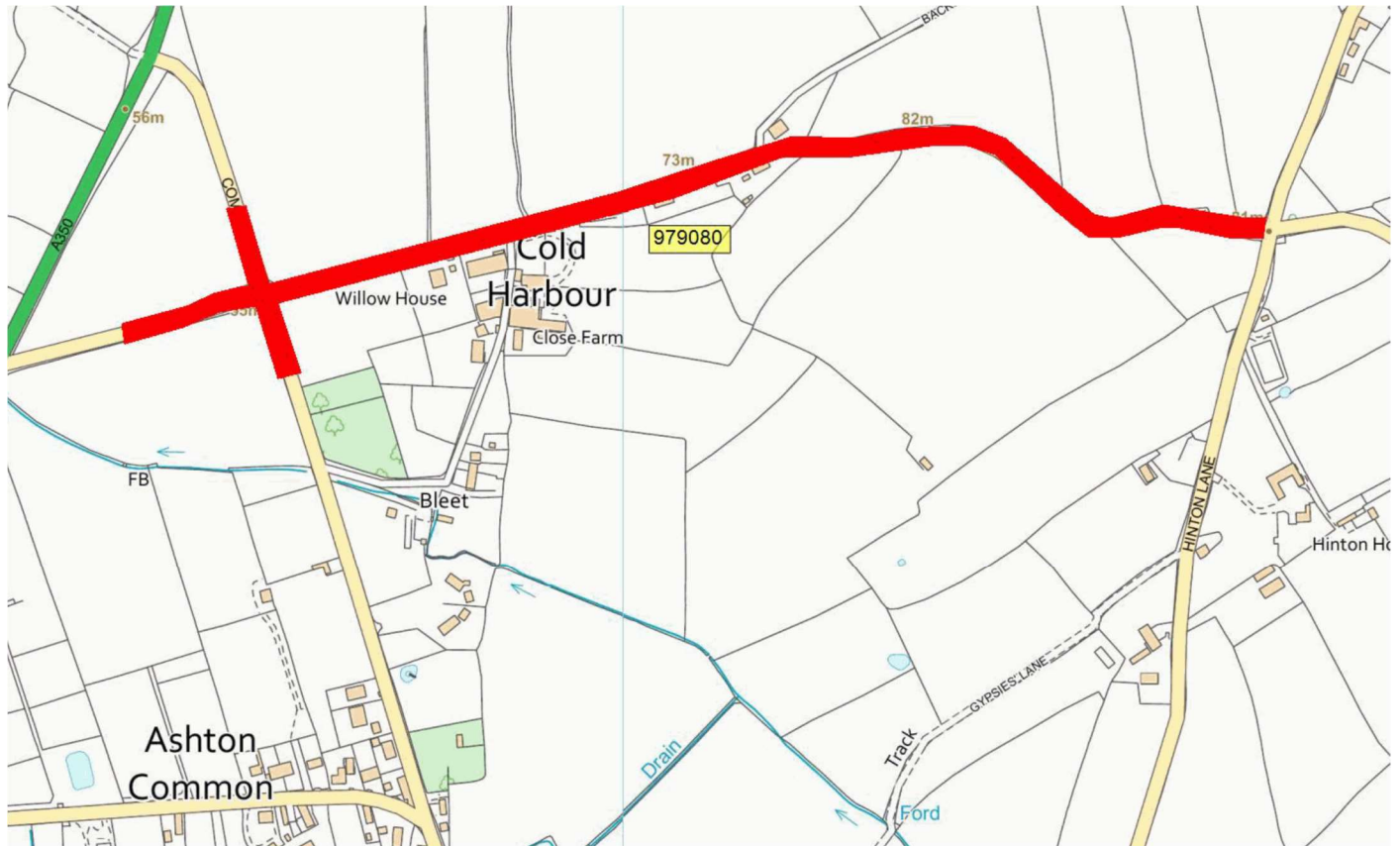
EAST LANE / THE STREET BROUGHTON GIFFORD SURFACING



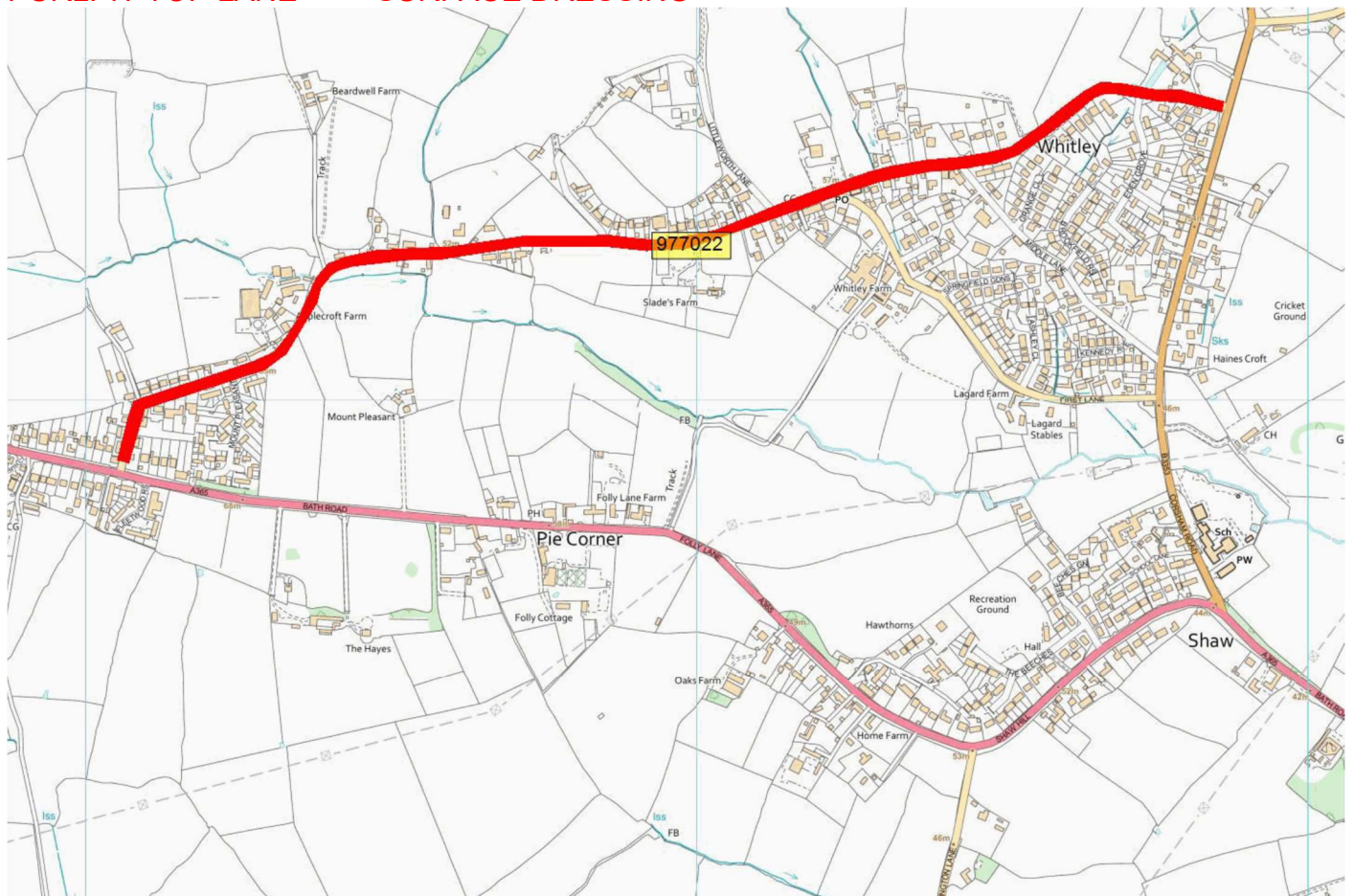
NEW SHURNHOLD JUNCTION TO SHAW TRAFFIC LIGHTS SURFACE DRESSING



COLD HARBOUR SURFACE DRESSING

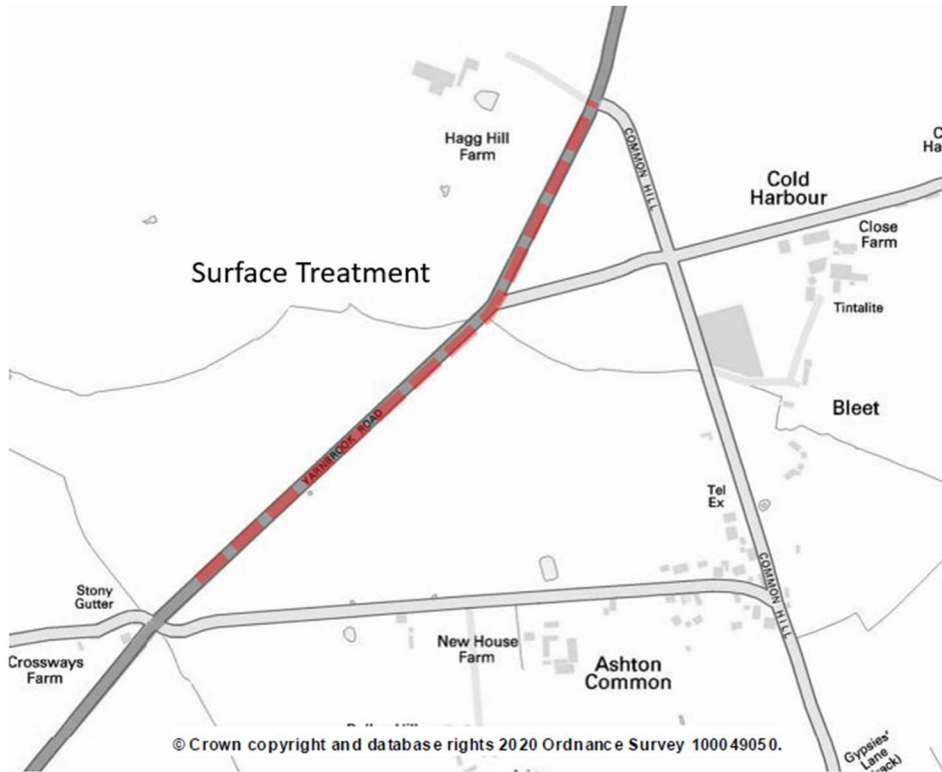


PURLPIT TOP LANE SURFACE DRESSING

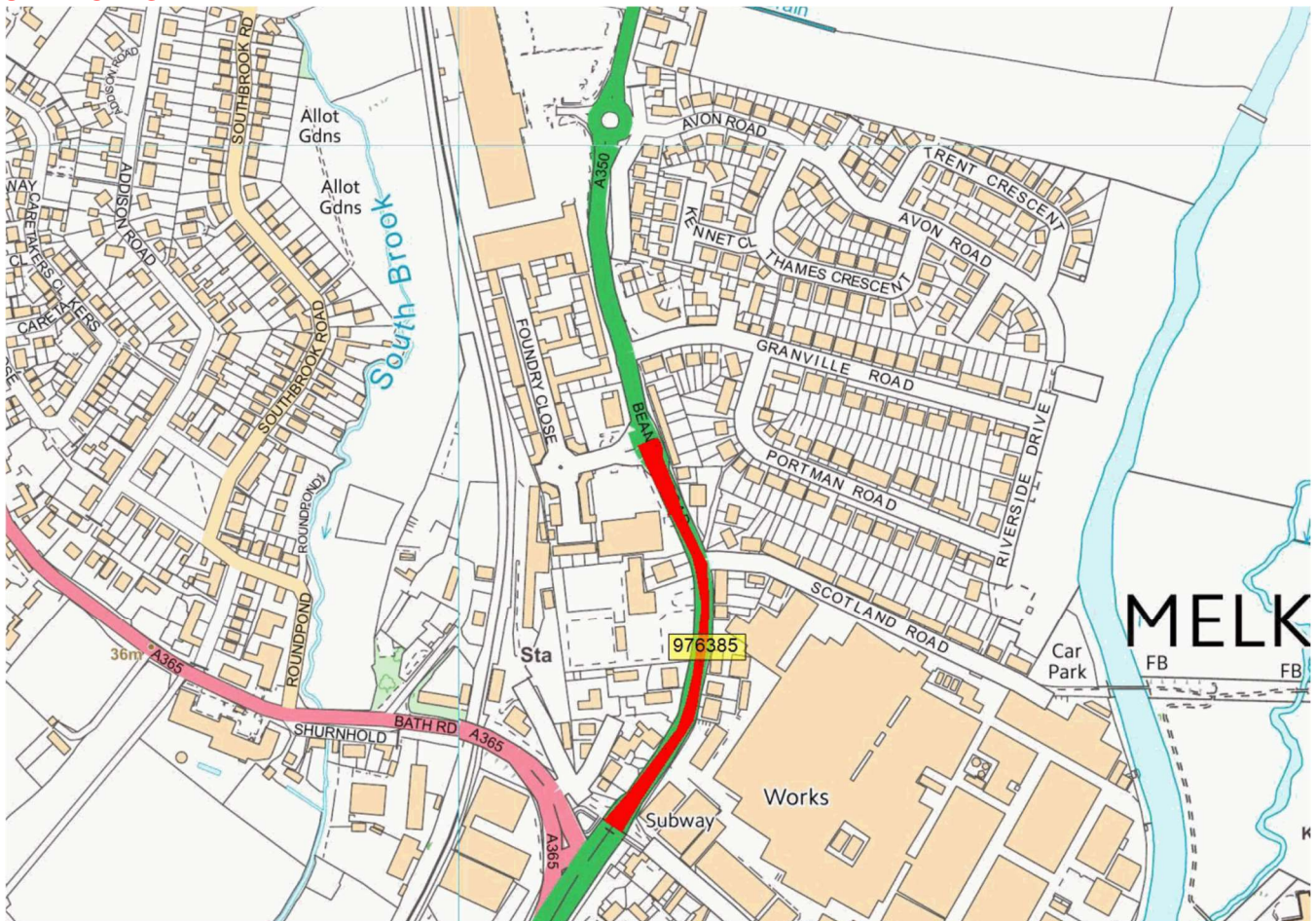


5 year plan 2023/24

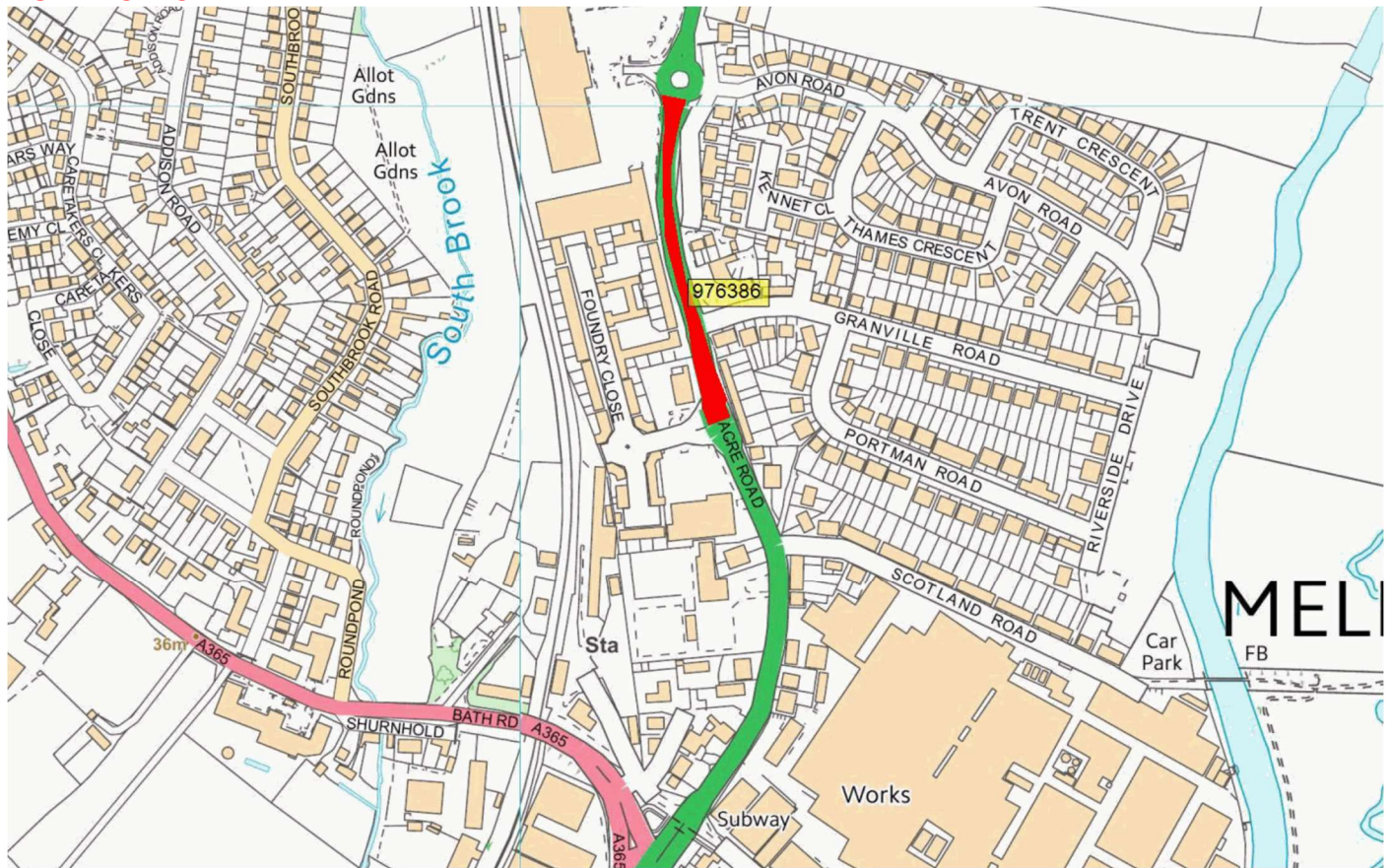
HAG HILL JUNCTION AREA SURFACE TREATMENT



A350 MELKSHAM DUAL ASDA TO AVON ROAD RBT (CARRIAGEWAY REPAIRS) SURFACING a



A350 MELKSHAM DUAL ASDA TO AVON ROAD RBT (CARRIAGEWAY REPAIRS) SURFACING b



SANDRIDGE COMMON 40MPH EXTENTS BLACKMORE HOUSE, ETC SURFACING



KENNEDY AVENUE WHITLEY MICRO ASPHALT



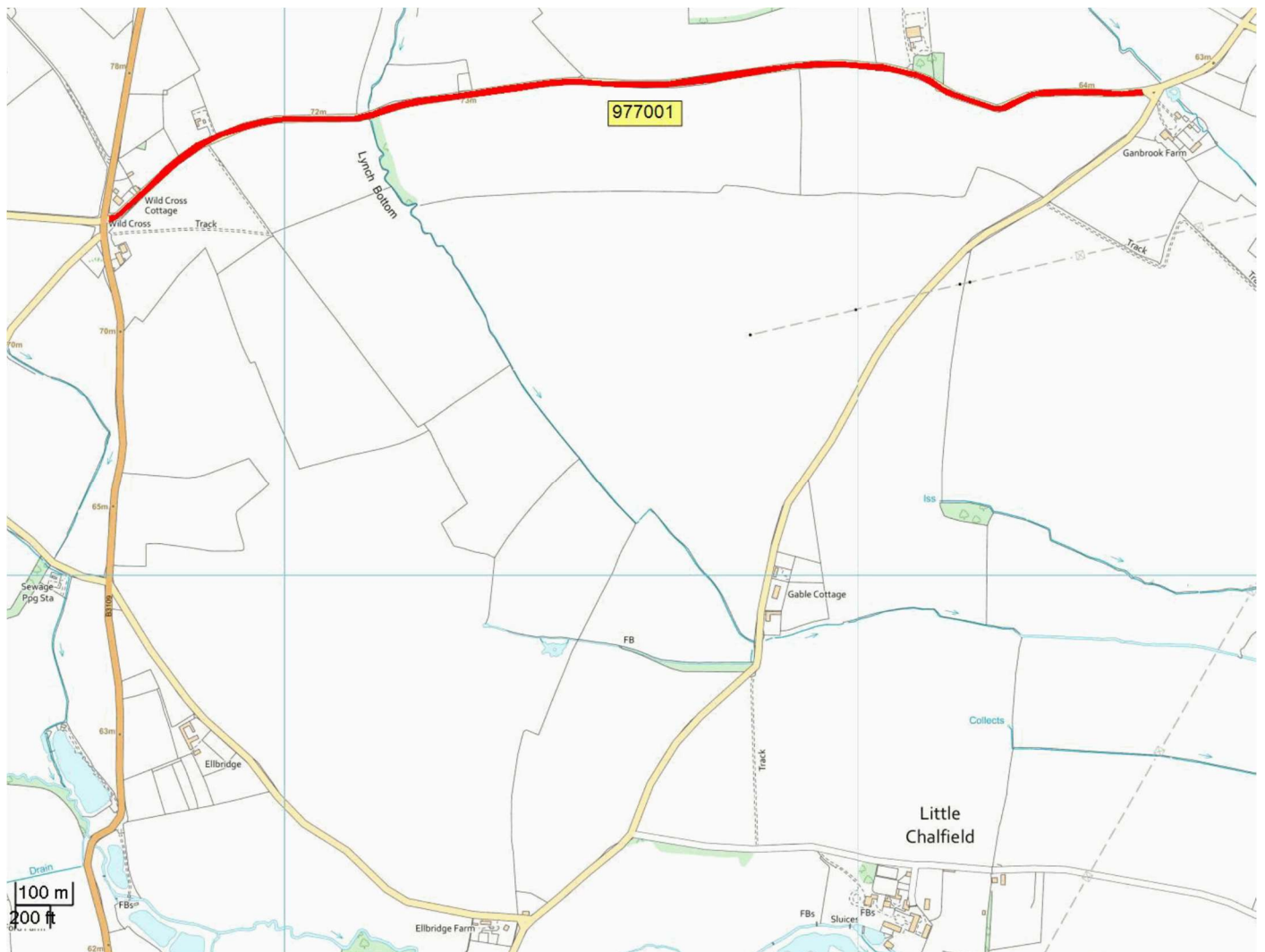
EDEN GROVE WHITLEY MICRO ASPHALT



A365 -Part BOWERHILL ROUNDABOUT TO FALCON WAY ROUNDABOUT inc Falcon Rbt SURFACING

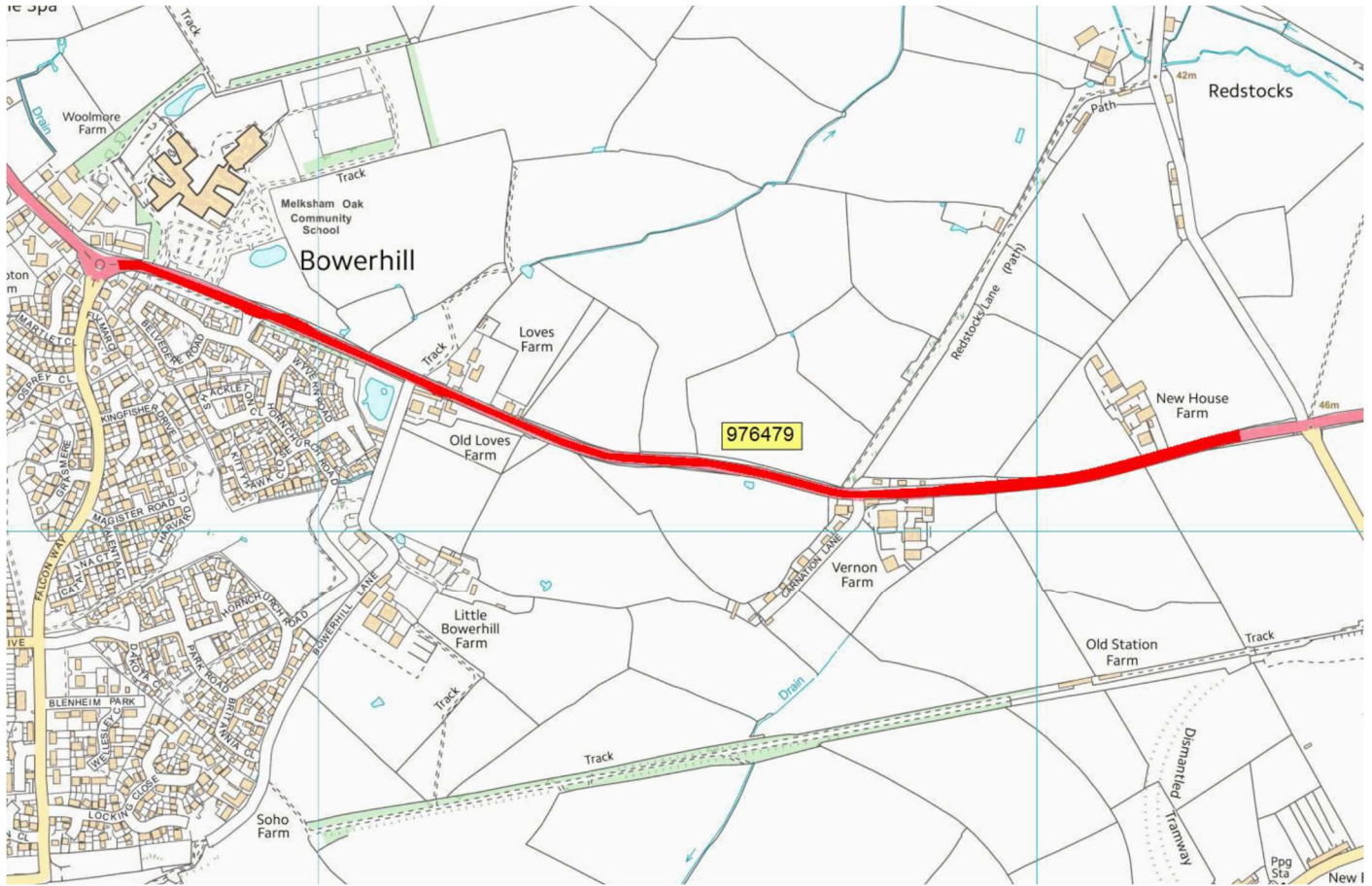


LYNCH BOTTOM LANE SURFACE DRESSING

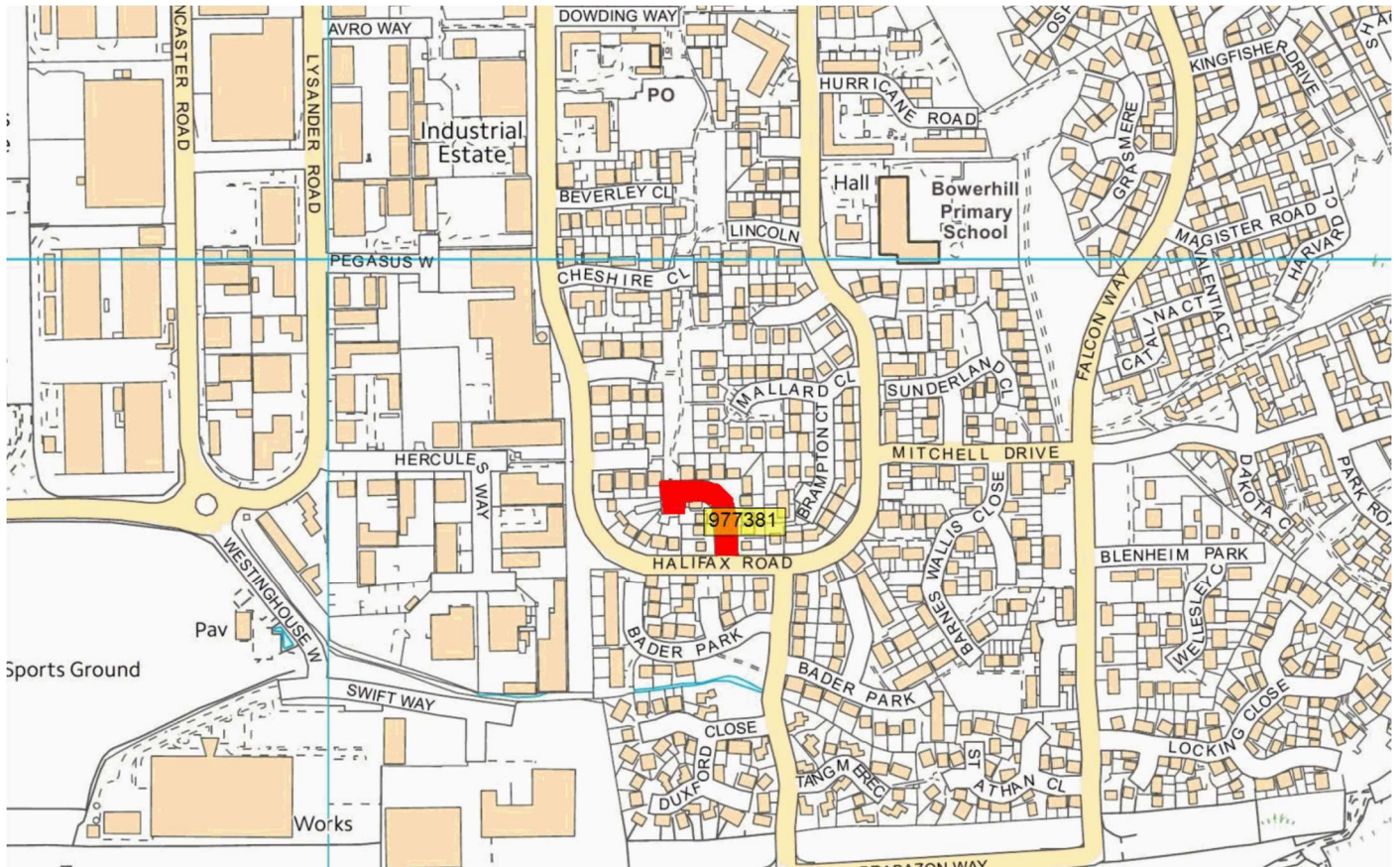


5 year plan 2024/25

DEVIZES ROAD/BATH ROAD SURFACING



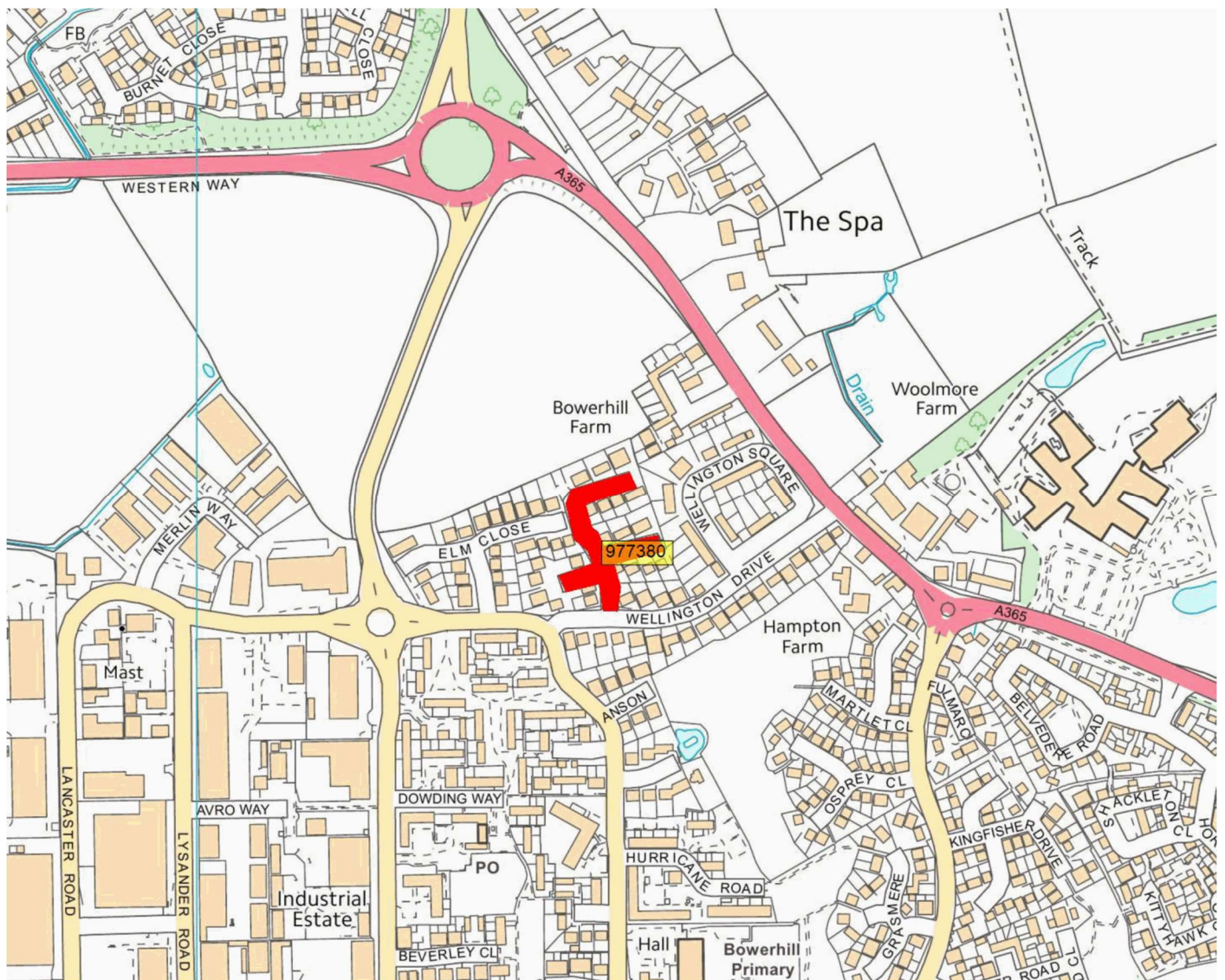
BEAUFORT CLOSE BOWERHILL Micro



A365 BATH ROAD 40MPH WEST OF SELLS GREEN TO SEND FORK SIGNALS SURFACING – tbc FOLLOWING 2020 WORKS



BIRCH GROVE, BOWERHILL INC ALL SPURS MICRO



MILL LANE, BROUGHTON GIFFORD SURFACE DRESSING



COMMON FARM ROAD, BROUGHTON GIFFORD SURFACE DRESSING

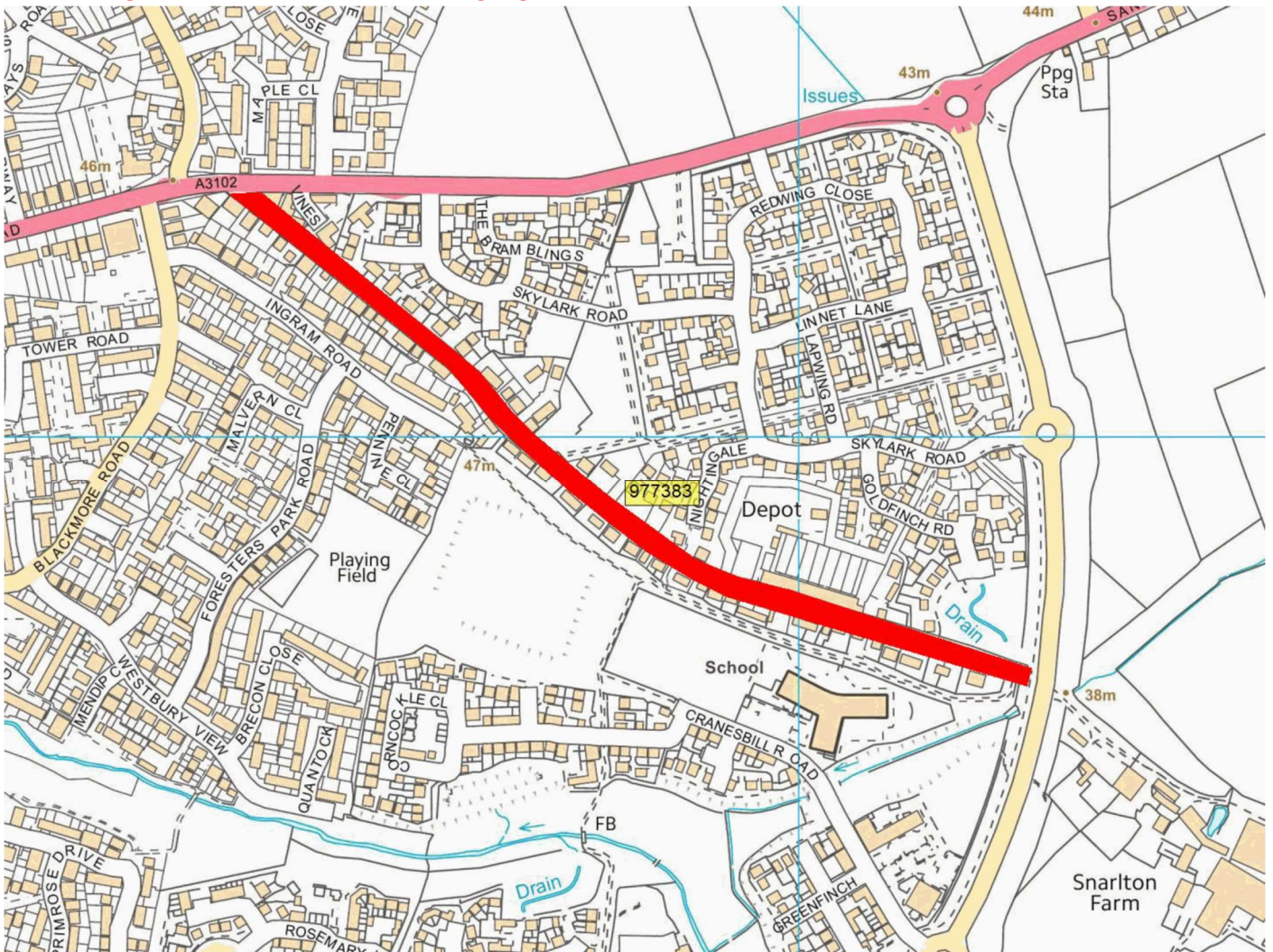


5 year plan 2025/26

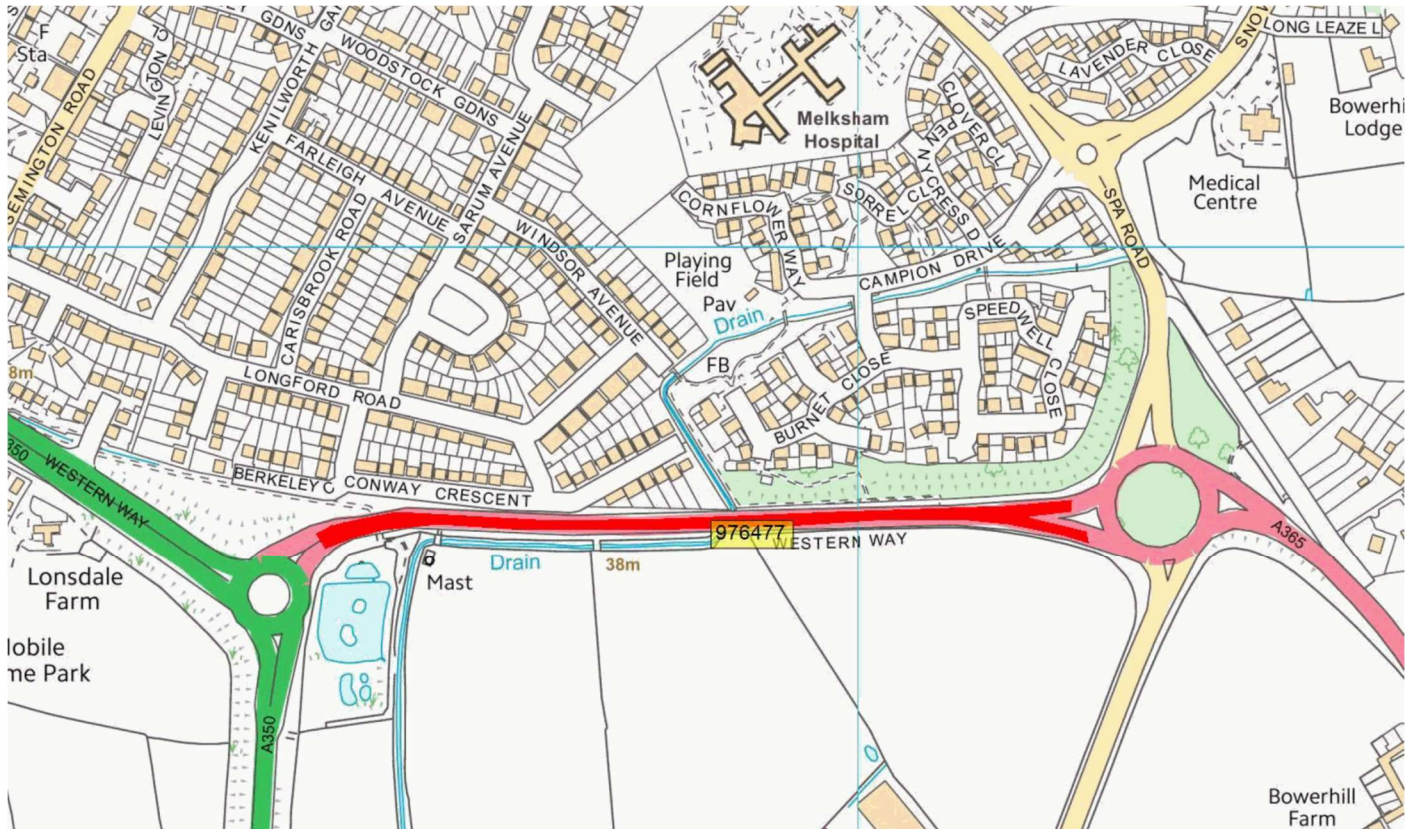
WEST HILL WHITLEY SURFACING



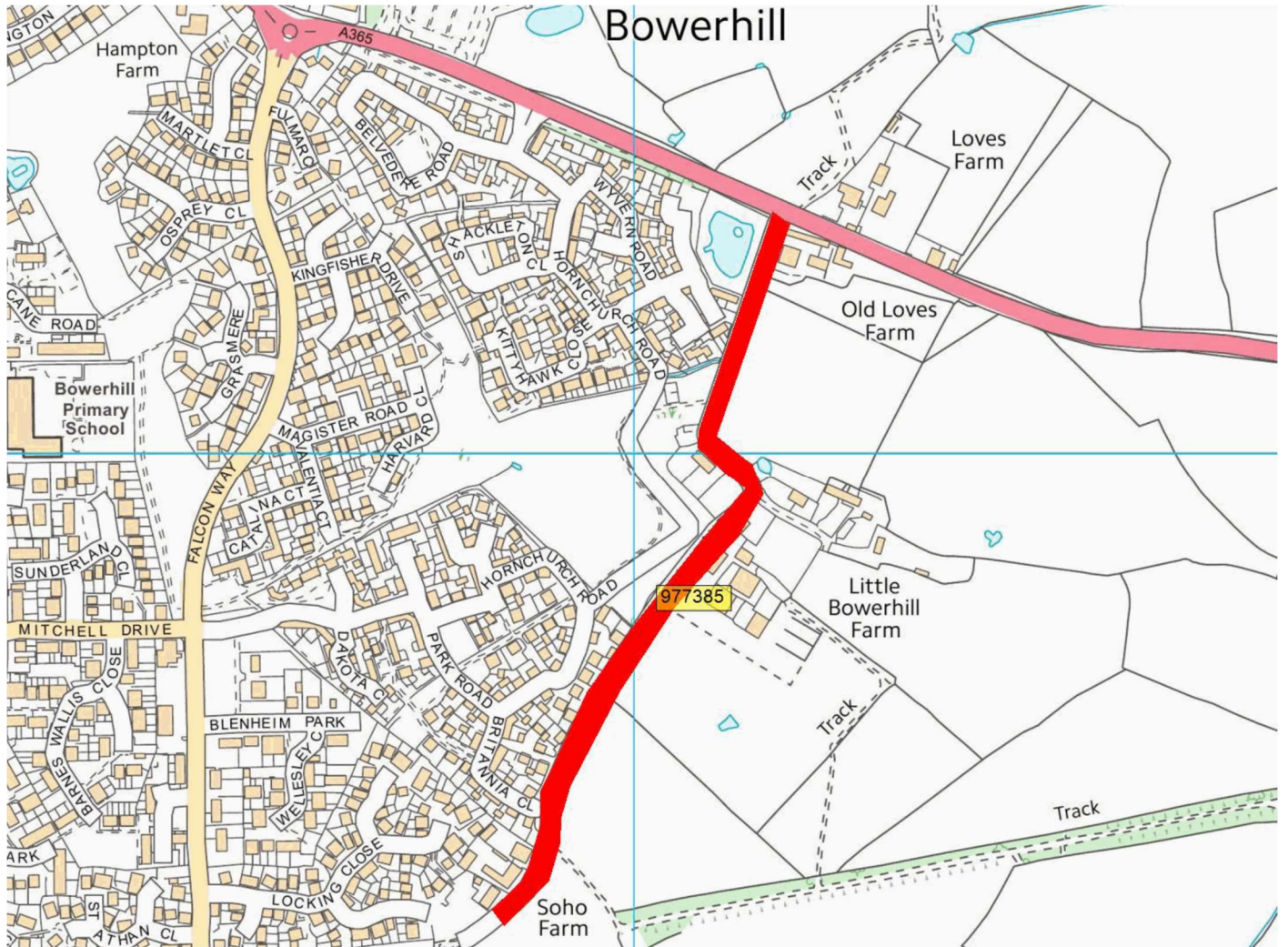
SNARLTON LANE MELKSHAM MICROASPHALT



A350 WESTERN WAY SINGLE CARRIAGEWAY SECTION SURFACING



BOWERHILL LANE CARRIAGEWAY REPAIRS

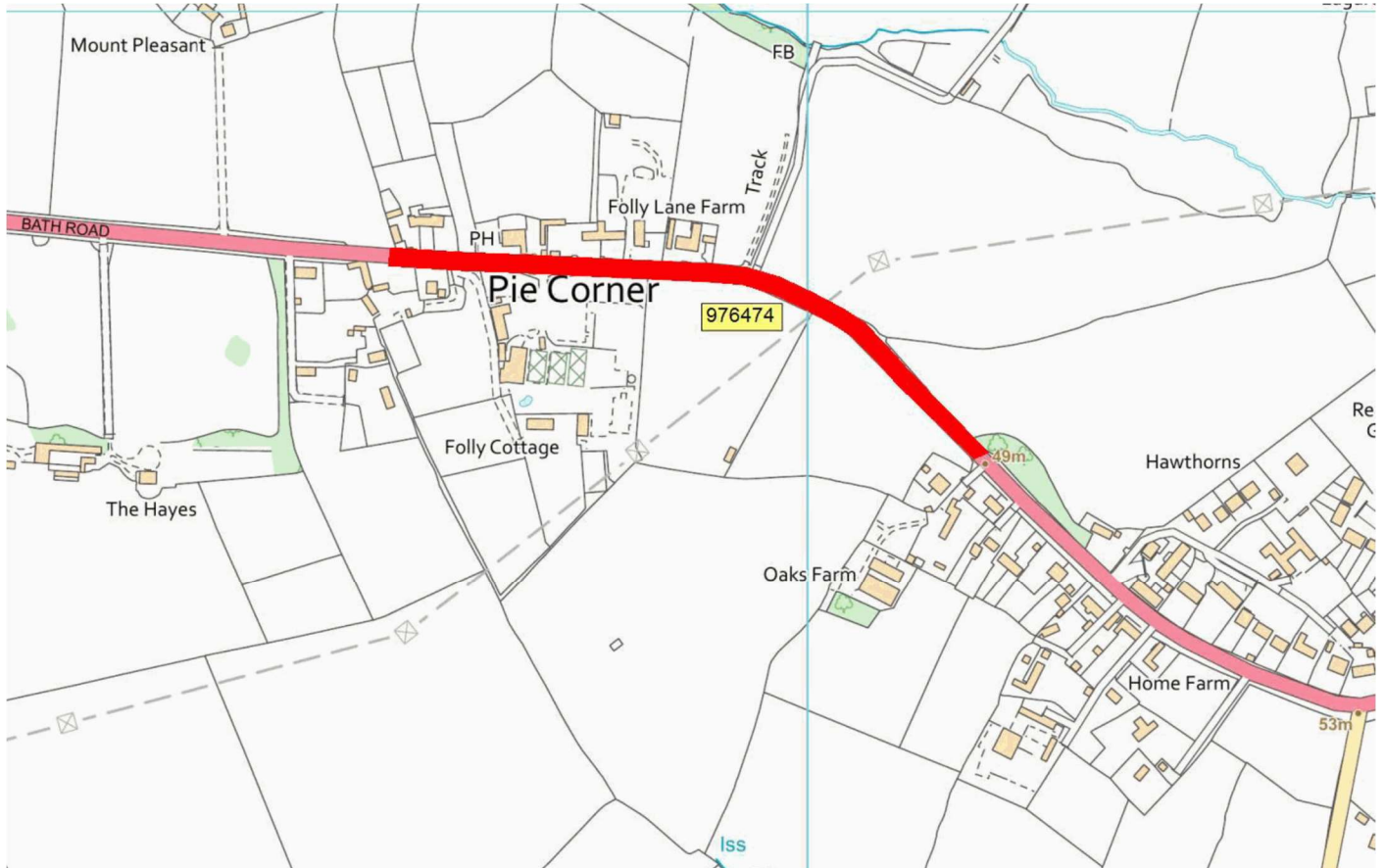


5 year plan 2026/27

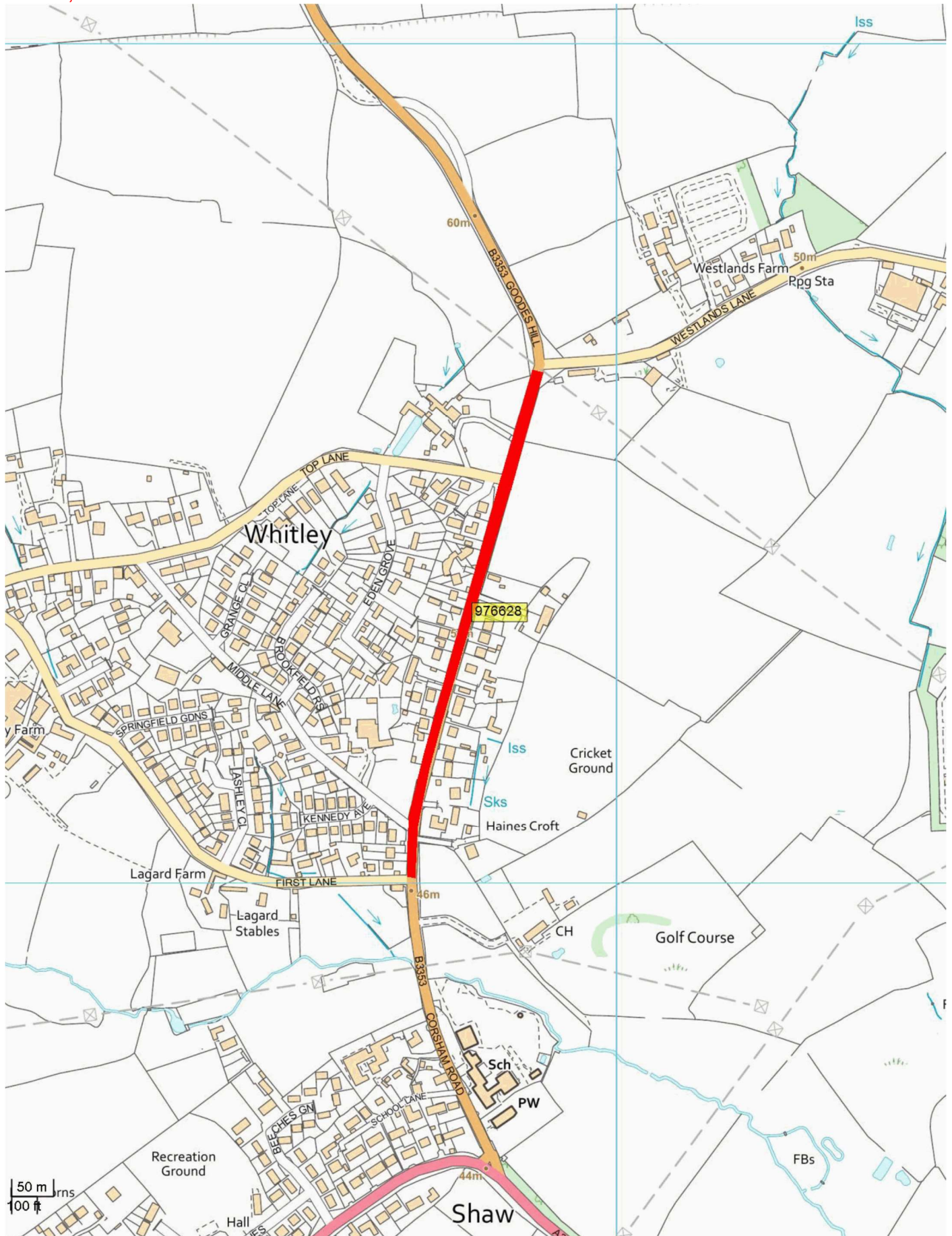
BRICKYARD LANE TO CATTLE GRID SEMINGTON CARRIAGEWAY REPAIRS



MELKSHAM A365 PIE CORNER SURFACING



B3353, CORSHAM ROAD WHITLEY SURFACING



Report to	Melksham Area Board
Date of Meeting	Wednesday, 08 December 2021
Title of Report	Melksham Area Grant Report

Purpose of the Report

- To provide detail of the grant applications made to the Melksham Area Board. These could include; community area grants, health and wellbeing, young person's grants and Area Board initiatives.
- To document any recommendations provided through subgroups.

Area Board Current Financial Position

	Community Area Grants	Young People	Health and Wellbeing
Opening Balance For <u>2021/22</u>	£ 44,617.00	£ 18,349.00	£ 7,700.00
Awarded To Date	£ 23,177.88	£ 5,000.00	£ 2,000.00
Current Balance	£ 21,439.12	£ 13,349.00	£ 5,700.00
Balance if all grants are agreed based on recommendations	£ 1,669.12	£ 13,349.00	£ 4,917.75

Grant Funding Application Summary

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
ABG296	Area Board Initiative	Cllr Jon Hubbard	Cycling Support in Melksham	£4150.00	£2075.00
<p>Project Summary: This is a councillor sponsored initiative jointly from Cllr Jon Hubbard (to Melksham Area Board) and Cllr Carl Houghton (to Melksham Town Council). It is based on a suggestion from a local resident. This project proposes installing two cycling maintenance stations (http://bit.ly/2n0FeBX) in the town, one adjacent to the Town Hall and one in King George V Playing Fields near the Pavilion. Additionally, 5 cycle stands using the same style as in the Market Place to be installed at the Pavilion by the maintenance station. The procurement and installation of the units will be managed by the Town Council.</p>					
ABG243	Community Area Grant	Melksham Hub	Melksham Station Hub Fitting weatherproof blinds to the canopy and improved signage	£5000.00	£2500.00

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
<p>Project Summary: The application is for fitting weatherproof blinds to the canopy at Melksham Hub to provide a more usable space during the winter months and bad weather. We have recently provided an outside canopy space with a solid wooden pergola construction complete with lighting and Halogen heating. A defibrillator has been installed. This was funded from a grant earlier this year. This canopy space is popular and has been a well-used space during the good weather months. The cafe interior has limited table space for seating and the use of the canopy area has been popular for small community groups - it is wheelchair friendly, and the cafe has a accessible toilet. We would like to extend the use of the exterior space for as much of the year as we can by fitting roller blinds with visibility panels. To improve the attractiveness of the exterior space the storage container will be clad with a large mural and new signage provided. The signage will include a "You are Here" map with connections to Melksham Town Centre and local bus, walking and cycling routes, plus Timetable and Notice Boards.</p>					
ABG258	Community Area Grant	PCC of Shaw and Whitley	Christ Church Shaw reordering and redecoration to form a Community Hub	£60000.00	£5000.00
<p>Project Summary: Christ Church Shaw is the largest community venue in the local area and the nearest venue to the George Ward Estate which has no community facilities. But the Victorian layout of the church makes it inflexible and inaccessible for the community to use it for non-religious purposes. We are hoping to redecorate the church, remove the pews and replace with quality wooden chairs, replace and upgrade the audio-visual system including a new hearing loop. Whilst these changes will benefit the congregation and our worship, we hope that the changes will also enable the community to use the church for concerts, exhibitions, meetings etc. The church hopes to set up a new dementia cafe which would only be practical if the pews were removed. The church already has an accessible toilet and a small kitchenette. Overall, we estimate this work to cost about £60,000 but already have in excess of £20,000 and are applying for further grants and undertaking local fundraising for this community-based project.</p>					
ABG262	Community Area Grant	Independent Living Centre Semington	Bees and Oil Tank	£10158.00	£2300.00
<p>Project Summary: With have 2 urgent capital projects we need help with. One is that a survey has highlighted that our Oil Tank is rusty and needs replacing before we need to start using it again this winter. We are keen to make our building as efficient as we can so want to carry out an additional survey to improve the thermal efficiency and explore different ways of heating the building in the long term. The other is that we have a bees nest in our Chimney that needs further exploration to plan how it can be removed (to save the bees we may need to have the Chimney taken down and rebuilt). This is urgent also as we are getting wasps using the nest and getting into our building. One of our charity tenants has a staff member who is allergic to wasps so we need to deal with this as quickly as possible.</p>					
ABG289	Community Area Grant	Riverside Club	Riverside Club Improvements to the existing kitchen	£5790.00	£2895.00
<p>Project Summary: Riverside Club has a number of Community run activities, including a regular lunch time club. The facilities currently offer a limited space for storage of food - freezers and fridges. The project is to provide an extended storage area to allow more use of the cupboard space within the kitchen. This will allow other groups to use the kitchen for meals.</p>					
ABG237	Health and Wellbeing Grant	Alzheimers Support	Melksham Movement for the Mind project for local people with dementia	£1564.50	£782.25

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
<p>Project Summary: In Melksham, we currently run fortnightly Movement for the Mind sessions at Bowerhill Village Hall on alternate Wednesdays. Our "Movement for the Mind" project provides activity sessions blending exercise, reminiscence and fun, helping people regain confidence, providing a social outing and helping to stimulate brain function. Our Melksham Movement for the Mind group meets fortnightly at Bowerhill Village Hall for gentle exercise to music in a supportive and friendly group setting. The groups were started in response to research showing the benefits of physical activity to people with memory and cognitive problems. Each session offers gentle, regular exercise, which supports mobility and co-ordination, improves memory and cognitive skills and relieves stress and anxiety. Carers will also be able to attend as they too can benefit from the chance to de-stress in a warm friendly environment. Our facilitators include dance therapists, fitness coaches and physiotherapists who are specialists in their field and trained in dementia awareness. Sessions start with a gentle warm-up before moving on to the main activity. Everyone is encouraged to do as much or little as they feel able to and you do not have to be 'super-fit' to take part. People with restricted mobility and wheelchair users are welcome. The exercise lasts for about an hour and at the end of the session refreshments are served during a social half hour before the group closes. As one of our Therapists puts it: 'You can see the people's mood change as they go through the session. Their confidence grows as if they are saying to themselves 'I can do this'. What matters to me is that the members have come out, done some exercise in a social setting and they go away feeling great.' And one of our carers notes that "They are a wonderful activity for anyone living with dementia/Alzheimer's and you should all be super proud of the work you do. I'm very grateful for all the sessions my grampie attended, they certainly helped him. Thank you all."</p>					
ABG327	Community Area Grant	Melksham Cricket Club	New Cricket Playing Astro	£11478.00	£5000.00
<p>Project Summary: Melksham CC Astro playing surface based at Melksham House is over 25 years old and come to the end of its life cycle and is unsafe to bowl on due to the uneven surface. We wish to install a new Astro surface which will benefit the whole of Melksham and make the sport playable in all weathers as the surface dries within a shorter space of time with new modern materials. The new surface also replicates a grass like surface allowing the bowl and bat to be more like playing on grass.</p>					

1. Background

Area Boards have authority to approve funding under powers delegated to them. Under the Scheme of Delegation Area Boards must adhere to the Area Board Funding and Grants Criteria. This document is available on the council's website.

Three funding streams are available to the Area Board, each with an annually awarded amount. These funding streams are as follows:

- ◆ Community Area Grants (capital)
- ◆ Young People (revenue)
- ◆ Health and Wellbeing (revenue)

The Area Board will be advised of the funding available prior to their first meeting of each financial year.

2. Main Considerations

2.1. Councillors need to be satisfied that the applications meet the requirements as set out in the Area Board Funding and Grants Criteria and that the health and wellbeing and young persons funding guidelines have been adhered to.

2.2. Councillors must ensure that the distribution of funding is in accordance with the Scheme of Delegation to Area Boards.

2.3. Councillors need to consider any recommendations made by sub groups of the Area Boards.

3. Environmental & Community Implications

Grant funding will contribute to the continuance and/or improvement of cultural, social and community activity and wellbeing in the community area, the extent of which will be dependent upon the individual project.

4. Financial Implications

Councillors must ensure that the Area Board has sufficient funding available to cover the grants awarded.

5. Legal Implications

There are no specific legal implications related to this report.

6. Human Resources Implications

There are no specific human resources implications related to this report.

7. Equality and Inclusion Implications

Community Area Boards must fully consider the equality impacts of their decisions in order to meet the Council's Public Sector Equality Duty.

Community Area Grants will give local community and voluntary groups, Town and Parish Council's equal opportunity to receive funding towards community based projects and schemes where they meet the funding criteria.

8. Safeguarding Implications

The Area Board has ensured that the necessary policies and procedures are in place to safeguard children, young people and vulnerable adults.

No unpublished documents have been relied upon in the preparation of this report.

Report Author

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