

MINUTES

Meeting: Corsham Area Board
Place: Corsham Town Hall, High Street, Corsham, Wilts, SN13 0EZ
Date: 11 January 2024
Start Time: 19.00pm
Finish Time: 21.10pm

Please direct any enquiries on these minutes to:

Max Hirst - max.hirst@wiltshire.gov.uk

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

In Attendance:

Wiltshire Councillors

Cllr Ruth Hopkinson (Chairman), Cllr Helen Belcher OBE (Vice-Chairman),
Cllr Dr Brian Mathew and Cllr Derek Walters

Wiltshire Council Officers

Ros Griffiths – Strategic Engagement & Partnership Manager
Max Hirst – Democratic Services Officer
Dominic Argar – Assistant Multimedia Officer

Partners

Wiltshire Police – Inspector Pete Foster
Corsham Town Council
Box Parish Council

Also Present

Cllr Nick Botterill, Alan Creedy, Samantha Howell, Perry Payne

Total in attendance: 63

<u>Minute No..</u>	<u>Summary of Issues Discussed and Decision</u>
1	<p><u>Highways and Transport Matters</u></p> <p>The event began by providing context about highway infrastructure and its importance in Wiltshire.</p> <p>An overview was presented of how highways in Wiltshire were funded and what investments were being planned by the Council for the future. This included initiatives to tackle speeding and flooding.</p> <p>The presentation then focused in specifically to Corsham, highlighting the following specific issues:</p> <ul style="list-style-type: none"> • Highway Maintenance • Active Travel • Town Transport Plan • Flooding • Corsham Station <p>Corsham Town Council also gave a short presentation highlighting their input into highways and transport priorities in the area.</p> <p>Their overall strategic priorities included:</p> <ul style="list-style-type: none"> • Environment and Climate Change • Business and the Economy • Community Wellbeing • Transport and Highways <p>Pointing specifically to their transport priorities:</p> <ul style="list-style-type: none"> • Affordable, well-connected and regular public transport. • Well-maintained roads and routes for walking and cycling. • Lower traffic speeds and improved road safety measures. • Plans in place for new transport infrastructure. <p>The PowerPoint slides are attached to the minutes.</p>
2	<p><u>Question and Answer Session</u></p> <p>The panel then opened the meeting up to the floor and invited questions and comments from those present. They also explained that they would provide written responses to the questions submitted in advance of the meeting which</p>

would be attached to the minutes.

- A question was asked about work on white and yellow lines in Colerne, to which it was stated that inspections would be taking place. Prioritisation is given to the highest built-up areas and through a specific set of criteria.
- Much attention was given to a question about ongoing issues, including two very serious collisions on Bradford Road. Comments from attendees included safety concerns for children, the inconsistency of speed limits and enforcement of those limits, and the current junction layout.

It was noted that a Cabinet Member decision was being made on this particular issue on the reduction of the speed limit. Site visits had been made and the concerns of local residents had been considered amongst many other factors, including guidance from various transport groups. Steps to ensure drivers slow even further outside the school situated along the road were also being taken.

It was accepted that further communication and collaboration with local residents was needed.

- Issues on Vellay Hill were raised where there was a 30mph limit which was not being adhered to. Enforcement measures were asserted to be in place and police officers do attend, however it was stressed that this was balanced between multiple areas of concerns. Traffic management and calming measures were in place, and arguments made for different interventions were being considered.
- A question was asked on the use of data from Speedwatch cameras and their effectiveness in catching speeding motorists and enforcement through fines and other penalties. It was responded that attendance to the next area board meeting would be sought from PCC's office to answer this question in more detail, but difficulty procedurally with deploying Speedwatch cameras was explained and it was stressed that there was no wish to leave a situation that was unsafe.
- Further questions were asked on certain road projects that would require attention including:
 - A degrading pavement on the road into Corsham from Gastard.
 - Flooding on the junction between Skynet Drive and Park Lane
 - Issues with a lack of cat's eyes on numerous roads causing issues when driving at night
 - A double pedestrian crossing in Box which was in need of repair.

It was reassured that all of these issues were known, and work had either

	already begun or was due to start soon.
3	<p><u>Session Summary and Next Steps</u></p> <p>Those who submitted written questions would receive written responses. This document is still being prepared and will be published separately to these minutes.</p> <p>The board thanked those who attended and gave their views and concerns.</p>
4	<p><u>Apologies for Absence</u></p> <p>Cllr Caroline Thomas</p>
5	<p><u>Minutes</u></p> <p><u>Resolved:</u></p> <p>The minutes from the 12 October 2023 were approved as a true and accurate record.</p>
6	<p><u>Declarations of Interest</u></p> <p>There were no declarations of interest.</p>
7	<p><u>Chairman's Updates</u></p> <p>The Chair updated the board on the following items:</p> <ul style="list-style-type: none"> • Police and Crime Commissioner's Annual Report 2023 • Cost of Living Update
8	<p><u>Information Items</u></p> <p>The Board noted the following information items:</p> <ul style="list-style-type: none"> • Wiltshire Age UK Update • Community First • Healthwatch Wiltshire • Update from BSW Together (Integrated Care System) • FACT Family Help Programme Update • Archaeology Service Annual Newsletter 2023.
9	<p><u>Partner and Community Updates</u></p> <p>The chair directed attendees to the Agenda Supplement for the Police and Road Safety updates.</p> <p>All written updates were noted and were attached to the Agenda.</p>

10	<p><u>Area Board Priority Areas Update</u></p> <p>Youth engagement and positive activity opportunities (Cllr Helen Belcher)</p> <ul style="list-style-type: none"> • A LYN meeting took place at Corsham School in November, with good discussion about getting younger people involved into the community. <p>Addressing climate change (Cllr Derek Walters)</p> <ul style="list-style-type: none"> • Visits are being arranged, specifically to the biogas plant in Warminster for inspiration for future projects in Corsham. <p>Promoting wellbeing and reducing social isolation in older and vulnerable people (Cllr Brian Mathew)</p> <ul style="list-style-type: none"> • Nothing of significance to update but a meeting was being organised soon. <p>Supporting the local economy (Cllr Ruth Hopkinson)</p> <ul style="list-style-type: none"> • A Business Breakfast meeting was planned for 19th January 8-10am at Pound Arts.
11	<p><u>Area Board Grants - Budget Update</u></p> <p>There were no grants to consider, however the Strategic Engagement & Partnerships Manager Ros Griffiths gave an update on the Board's budget.</p> <p>It was stated that although the Community Area budget and Youth budget were fully allocated, the Older and Vulnerable grants budget had almost £1000 left and so attendees were urged to submit applications.</p>
12	<p><u>Local Highways and Footpath Improvement Group (LHFIG)</u></p> <p>Proposed by Cllr Ruth Hopkinson and seconded by Cllr Helen Belcher OBE, it was:</p> <p><u>Resolved</u></p> <p>To approve the recommendations from the meeting of the Local Highways and Footways Improvement Group on 11 October 2023.</p>

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Highways Matters Corsham

11th January 2024

Agenda and Housekeeping

1. Welcome and Introduction – Chair
2. Highway Matters Presentation
3. Update from Office of Police and Crime Commissioner
4. Q&A
5. Close

Wiltshire context

Modern transport has transformed our society and economy. It has enabled us to take advantage of a wide range of dispersed opportunities and to keep in contact with family and friends. Advances in road haulage and distribution methods have stimulated economic growth by helping to provide us with unparalleled consumer choices, a 24-hour society and just-in-time deliveries.

At the same time, however, our reliance on the private car and the lorry has led to busier and more congested roads. This, in turn, has resulted in fewer people keeping healthy through walking and cycling, increased concerns with regard to noise and other community aspects, accessibility issues for people who rely on public transport, and significant environmental impacts such as air pollution and climate change.

So, while transport can be viewed as simply a 'means to an end' (i.e. it just gets us from A to B), in reality it's a key element of a modern society with impacts on the economy, climate change, people's health, social exclusion, street scenes and the countryside.

Wiltshire Context

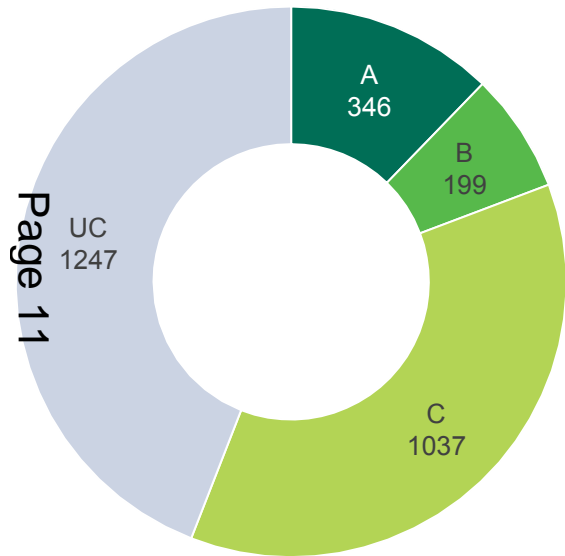
- The highway network – roads, bridges and related infrastructure – represents the Council's largest and most valuable public asset with a replacement value of over £5 billion.
- Over 2,800 miles of roads, and extensive public rights of way network;
- Extensive public transport network, which we have sustained despite financial challenges and changing travel patterns

Page 10



Asset Management - some numbers

Over 2800 miles of road
by class



50,000 street lights and 6000 sign lights



65 signal controlled junctions



145 signal controlled pedestrian crossings



293 Belisha beacons



981 highway bridges



85000 road gullies

Investment in our network

Highways Maintenance Fund - £21m

Additional £3.6m pothole fund

Integrated Transport Funding - £2.1m

Bus Service Improvement Plan - £4.2m

Local Electric Vehicle Infrastructure - £4.7m

Additional Investment by Wiltshire Council - 2022

- £150,000 pa over three years to tackle fly-tipping
- £200,000 per year for next three years for white-lining
- £333,000 per year to help prevent flooding, directed to gully cleaning

2023

- £500,000 for signing strategy
- £510,000 for flyposting removal and enforcement, litter picking rural highways, cleaning multi-story car parks and communications

2023/24/25 - additional £10m for preventative maintenance

2023/24/25 - additional £5.228m from cancellation of HS2



Local Transport Plan

- The Local Transport Plan sets the framework for maintaining and improving transport in Wiltshire;
- It needs to align to our Local Plan Review and will help deliver Wiltshire Council's Business Plan priorities for transport across the County;
- We carried out an 'issues and options' consultation during 2023 and are currently drafting core and theme documents.
- Key themes will include:
 - Road Safety;
 - Public Transport;
 - Car Parking Strategy;
 - Freight;
 - Active Travel
 - Decarbonisation.
- Public Consultation will follow in Spring/Summer 2014 with final adoption later in the year.



Public Transport Review - consultation

- Aim is to help shape future bus policy and priorities for support
- Will help ensure we are providing value for money whilst delivering on Business Plan priorities and objectives of the National Bus Strategy
- Bus market has changed since COVID 19 - lower patronage levels
- Driver shortage and inflationary pressures
- Stakeholder consultation June 2023 - 163 responses
- Wider public consultation until November 10th
- Over 1000 responses to date
- Aim for a new policy and network for implementation from April 2024
- <https://wiltshirebusreview.commonplace.is/>

Page 14



WHAT BUS SERVICES WOULD YOU LIKE TO SEE?

Have YOUR SAY in the public transport review.
Scan the QR code to take part in the survey.

Need a paper copy of the survey?
Call 01225 718 080, go to wiltshirebusreview.commonplace.is
or visit your local Wiltshire Council library.

SCAN ME

Wiltshire Council

Local Issues

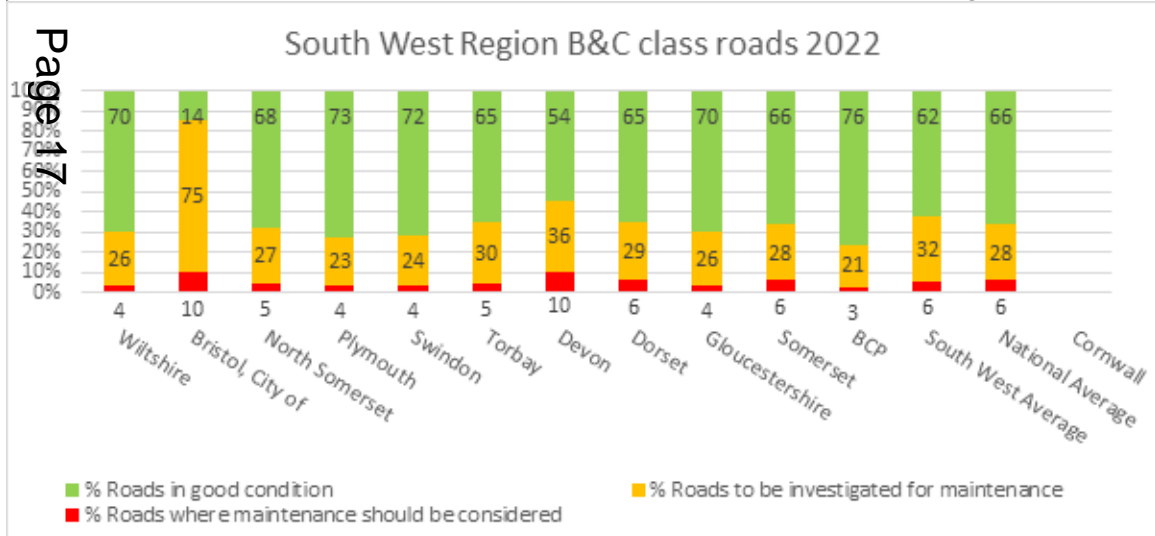
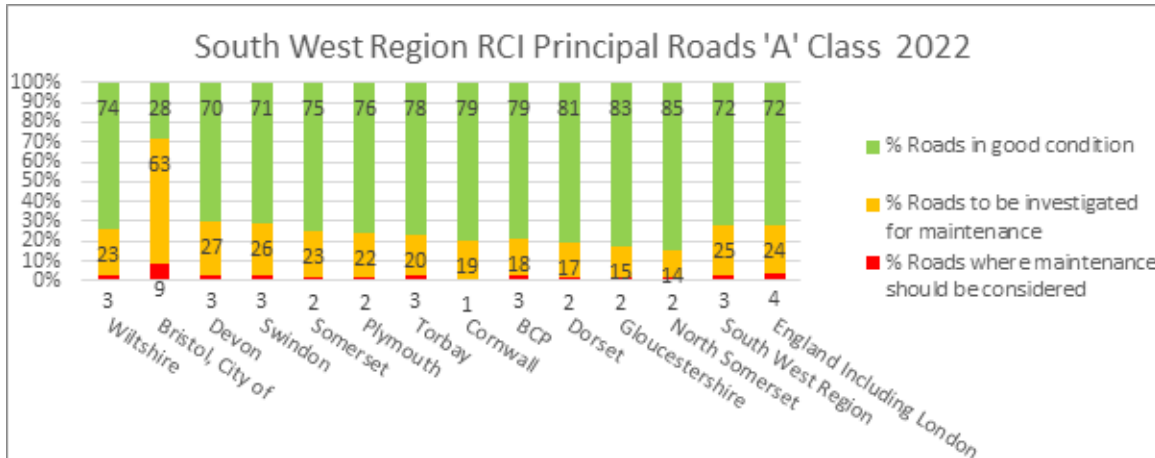
- Highway Maintenance
- Active Travel
- Town Transport Plan
- Flooding
- Corsham Station

Highways Maintenance

Highways maintenance typically refers to the upkeep and repair of public roads, pavements, and other related infrastructure. This can include tasks such as filling potholes, resurfacing roads, repairing bridges, road signs and markings, traffic signals and street lights.

- 1. Reactive maintenance:** This approach involves responding to issues as they arise, such as repairing potholes or replacing damaged signs. Reactive repairs are primarily driven from our scheduled inspections but also public reports such as via the MyWilts app. When assessing defects, we apply intervention levels as laid out in our Highways Inspection Manual – in other words, we prioritise the response based on specific safety criteria.
- 2. Planned maintenance:** This approach involves scheduling regular maintenance tasks to prevent issues from arising in the first place or getting worse. For example, regular road resurfacing or bridge inspections to identify and address issues before they become more serious.
- 3. Asset management:** This approach involves taking a long-term view of highways maintenance, and involves evaluating the condition of roads and infrastructure and prioritizing maintenance tasks based on factors like condition, safety, cost, and rate of deterioration.

Highways Maintenance - Benchmarking



2022 South West Road condition scanner survey benchmarking

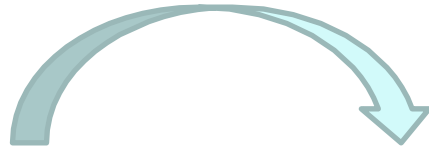
Scanner surveys provide a consistent method for measuring road surface conditions. The data is used to help inform maintenance decisions. The Scanner survey collects surface and geometric data using vehicle mounted lasers and cameras. Forty three parameters are collected and the results reported to the Department for Transport on an annual basis.

Potholes Why so many?



Summer 2022 Dry & Hot

Road Surface Temperatures in Excess of **55 degrees C**



Autumn 2022 Wet

November – 145% of normal rainfall



Winter Dec Onwards – long periods Sub Zero

Road Surface Temperatures fell below **-9 Degrees C**



Interim Repair

- Undertaken to keep road safe
- Can provide a durable repair
- Enables more extensive repairs to be programmed efficiently



Permanent Repair

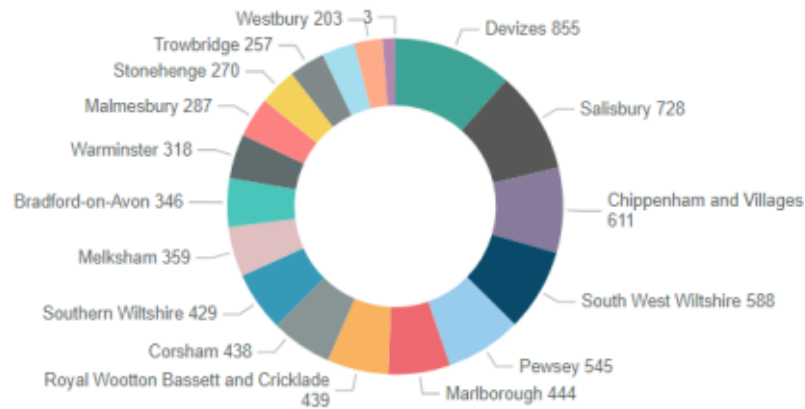
- Failed Area Cut out using a mini planer
- Reinstated using “hot” material hand laid



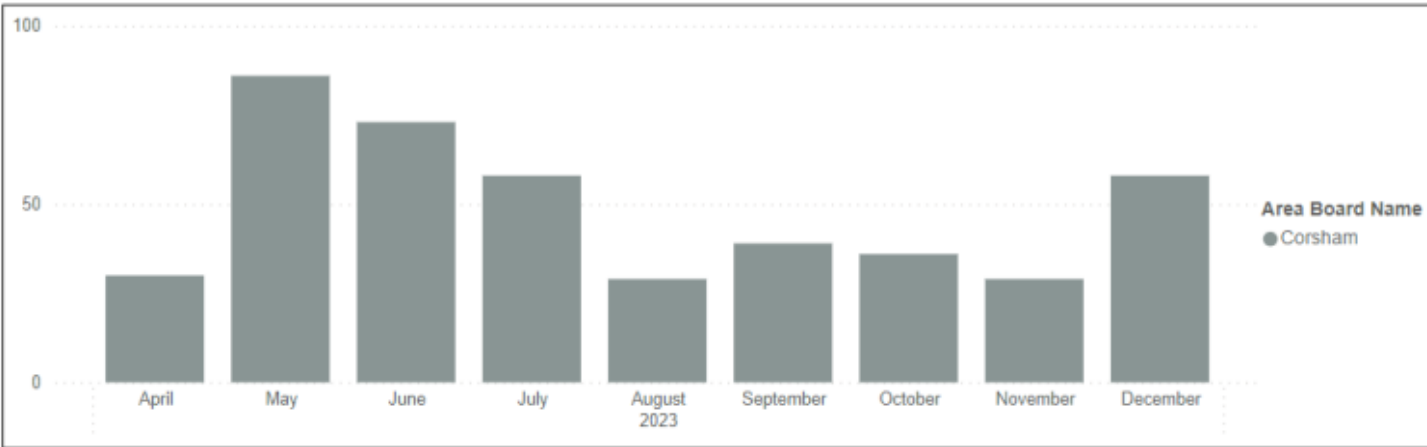
Innovation – Defect dashboard

Wiltshire Council

P1 -4 Defects, 1 April 2023 to Present



7,442
Total Completed Defects



Area Board Name
Corsham

438
Completed Defects

5.89%
%County

Page 20

Flood Prevention

- A & B Roads Gullies Emptied Annually
- Along with around 5500 gullies classed as High Risk
- Remaining Gullies emptied on a 3 year cycle
- Grips cut annually



Tractor Mounted Grip
Cutting Head



Gully Tanker/Vactor

Local Highway & Footway Improvement Group (LHFIG)

LHFIGs can fund the following:

Pedestrian improvements: including dropped kerbs, new footways, substantive improvements to existing footways, pedestrian crossings (including assessments).

Cycle improvements: new cycle paths, cycle parking / storage.

Bus infrastructure: new and replacement Shelters (subject to agreement on future maintenance liability), bus border kerbs, bus stop road markings.

Traffic signing: new and replacement signs (including signposts), street name plates, village gateways.

New road markings: new and replacement of existing markings.

Speed limits: assessment and implementation.

Waiting restrictions: assessments and implementation.

Footpath improvements: styles, gates, surface improvements to rights of ways (council maintainable only).

Drainage: minor improvements, new gullies.

Street lighting: new installations.

Traffic management measures: including Sockets and posts for SID (Speed Indication Device) equipment.

Local Highway & Footway Improvement Group (LHFIG)

- 18 Groups across the County aligned to the Area Boards.
- LHFIGs exist to enable local communities to raise local highway issues, prioritise them, and provide a mechanism for these issues to be addressed.
- The Groups have an annual funding allocation to allow delivery of solutions.
- Representation at the Group is through Parish & Town Councils.
- Lots of detail on the Wiltshire.gov website on the Highways pages.

Page 20

Corsham LHFIG

- Current budget £96,040 Commitments £47,125
- 25 live projects

Parish Steward Scheme

- Our team of Parish Stewards are specially trained to complete small-scale discretionary local highways priority works to town and parishes.
- There are 18 Parish Stewards, one for each community area, who work with representatives in their parishes to ensure all work requests are clear and are logged for review before they start the work. We also have a support gang that works with the Parish Stewards on larger-scale projects, based on demand.
- Tasks include proactive and reactive works. For example, verge siding out, vegetation clearance, pothole repair, drain and gully clearance.

Verge and litter clearance – extra funds

- Grounds maintenance and street cleansing in the Corsham town and surrounding area is the responsibility of Wiltshire Council and has received an extra investment of £0.3m this year.
- Enforcement resources are being increased to tackle the issues of fly posting, fly tipping and rural littering.

Page 25

Loan cleaning equipment is provided by the council's street cleaning contractor, idverde, to town and parish councils to support community events.

Idverde are also available to support community groups with street scene improvement works.

- **'We're Targeting Fly-Tippers'** and **'Don't Mess with Wiltshire'**

Thank you for listening.

There will time for questions from the floor;

Page 26

**All questions received, in advance and this evening,
will be responded to;**

Answers will be made available on our website.

Q&A

Corsham Area Board



1. Chairman's Welcome & Introductions
2. Apologies for absence
3. Minutes – 12 October 2023
4. Declarations of Interest

Chairman's Updates

Page 30

- Police and Crime Commissioner's Annual Report 2023
- Cost of Living Update

Information Items

The Board is asked to note the following Information items:

- Wiltshire Age UK Update
- Community First
- Healthwatch Wiltshire
- Update from BSW Together (Integrated Care System)
- FACT Family Help Programme Update
- Archaeology Service Annual Newsletter 2023.

Partner Updates

- Wiltshire Police
- Wiltshire Fire and Rescue Service
- Health Services
- Town and Parish Council Nominated Representatives

WILTSHIRE POLICE

Page 33

Area Board Update

11th January 2024

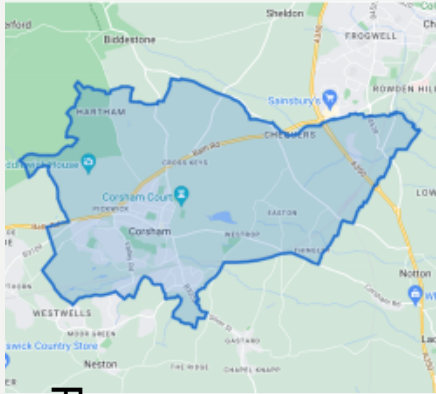
Proud to serve and protect our communities



Produced by PS 1833 BALL 05/10/23

www.wiltshire.police.uk | [Facebook/wiltshirepolice](https://www.facebook.com/wiltshirepolice) | [Twitter @wiltshirepolice](https://twitter.com/wiltshirepolice) | [LinkedIn/company/wiltshirepolice](https://www.linkedin.com/company/wiltshirepolice)

Your Community Policing Team – Corsham



Corsham Town Centre



PCSO Shaun Redmond

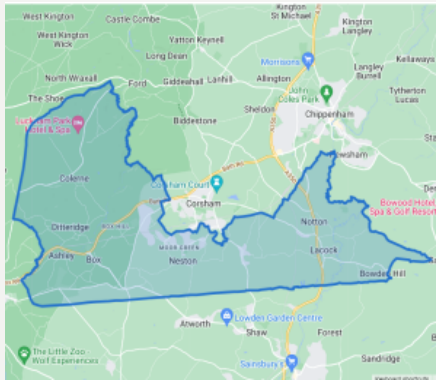


PC Adam Neish

Inspector Pete Foster



Sergeant Michael Tripp



Corsham Rural



PCSO Jamie Moore



PCSO Corey Mapp



PC Kev Golledge



Corsham Community Engagements

Our Engagement Vision

Community Engagement impacts on everything we do

- We will use a range of techniques and channels to best connect with our communities to obtain their views on policing in the county, and ensure these techniques and channels are visible and accessible
- We will work collaboratively with a variety of partners to engage with communities where it makes sense to do so
- We will actively encourage and enable people to be part of our policing conversations to help shape our approach, response, policy, and delivery
- We will ensure our diverse and under-represented communities have a voice and are represented in conversations
- We will demonstrate where we have listened and where we have changed our service as a result of what our communities are telling us
- We will evaluate the success of our engagement activity and learn lessons to improve future engagement



Community Engagements January – December 2023

Between January and December 2023 the Neighbourhood Policing Team completed **307 community engagements** within the Corsham Town and Rural beat areas.

Week of Action

The Neighbourhood Policing Team conducted a week of action between 27th November and 1st December 2023.

Monday 27th November - Modern Slavery and Human Trafficking

Officers carried out immigration and welfare checks at local businesses and visited various nail bars, car washes and building sites in the area to identify any potential offences related to immigration, modern slavery and human trafficking.

Tuesday 28th November – Misuse of Drugs Act Warrant

Wednesday 29th November – Rural Engagement (4 villages)

Friday 1st December – Speed Checks / Drink Drive Op

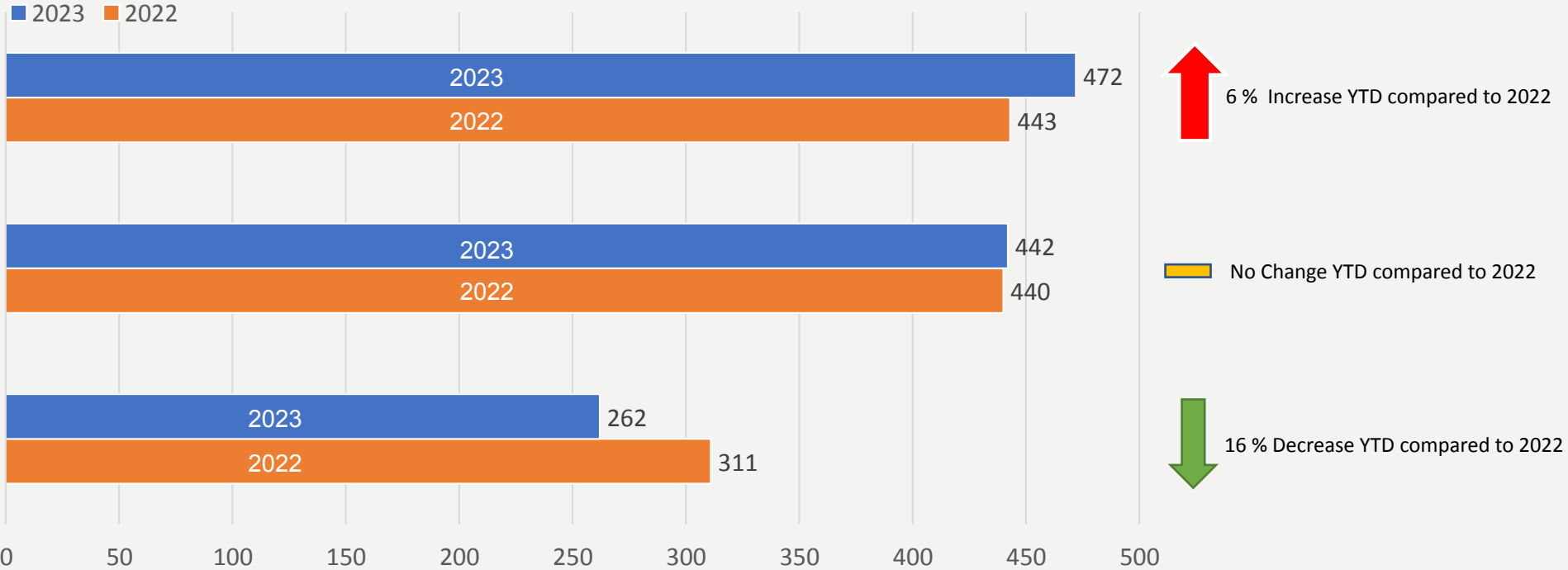
OP Sceptre – 13th – 17th November 2023

Officers completed knife safety sweeps in the Chippenham area as well as educational sessions with children as part of a national initiative to raise awareness of knife crime and the police action in detecting, reducing and preventing it.

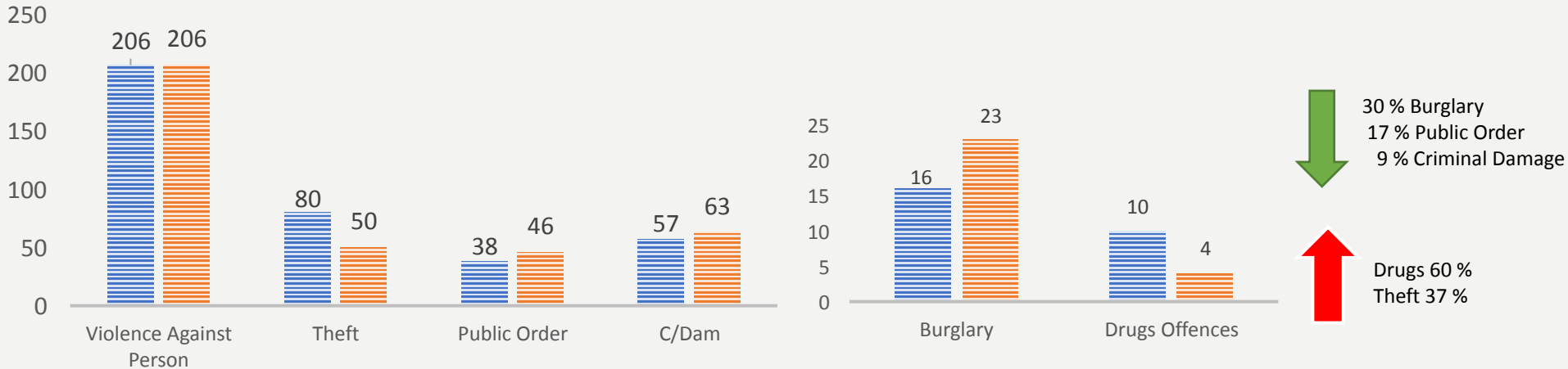


Corsham Town Crime and Incident Statistics 2023

1st January – 31st December 2023 compared to 1st January – 31st December 2022

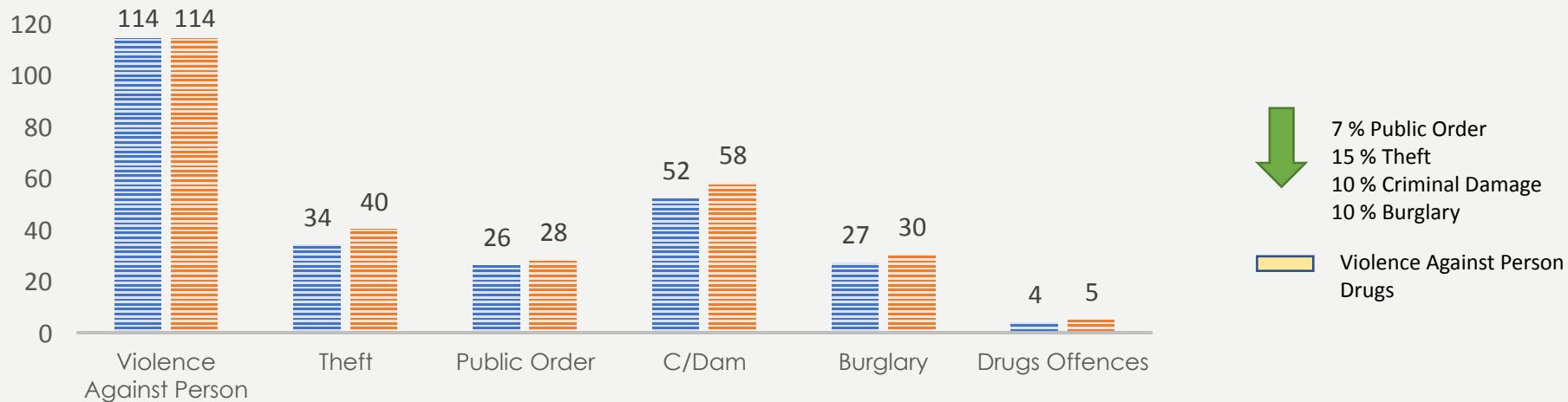
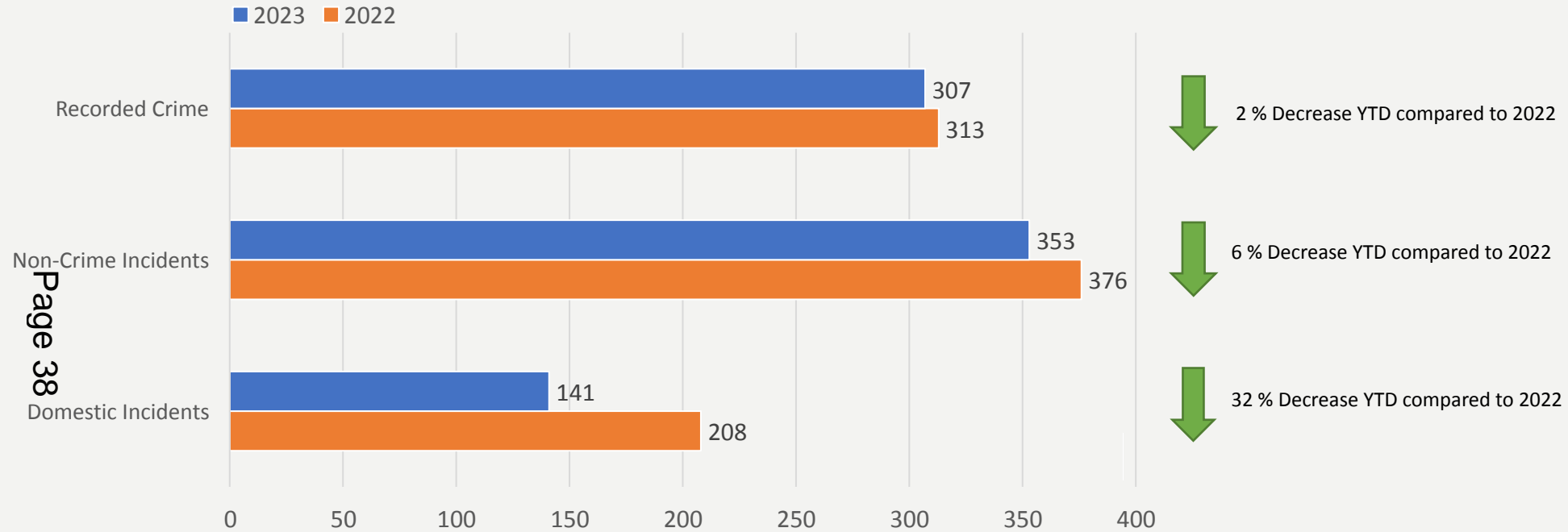


Page 37



Corsham Rural - Crime and Incident Statistics –2023

1st January – 31st December 2023 compared to 1st January – 31st December 2022



Wiltshire Police Operational Policing Priorities



OUR MISSION: KEEPING WILTSHIRE SAFE

OUR OPERATIONAL PRIORITIES:

Safer Public
Spaces

Violence

Burglary

CORSHAM 1st Jan – 1st Sept 2023

Operational Priorities – 1st January – 31st December 2023

Safer Public Spaces

Violence
Violence against person

Burglary

Page 40

69

Corsham ASB Reports

1.6 %

of force figures

320

Corsham VAP Reports

1.9 %

of force figures

43

Corsham Burglary Reports

3.5 %

of force figures

4205

Force Wide ASB Reports

No Change

16,875

Force Wide VAP Reports

18 %

REDUCTION

1207

Force Wide Burglary Reports

2022 ASB Reports

Jan – Dec
88

2022 VAP Reports

Jan – Dec
320

2022 Burglary Reports

Jan – Dec
53

Get Involved / Get to know



Get to know Your Community Policing Team

Page 4

Wiltshire Police

YOUR FORCE, YOUR AREA



SCAN HERE

- Meet your local Community Policing Team (CPT) police officers and PCSOs
- Find out about crime stats in your area
- Learn about local policing meetings and events
- Read the CPT priorities
- Contact us



Chippenham CPT
<http://bit.ly/46vT8kt>

We are inviting you to get to know your Community Policing Team even better. Over the past few months, the communications team and your local officers have been working hard to create new areas on the Force website entitled 'Your Area.'

If you've not discovered them yet, the Your Area pages will give you a considerable amount of information about the area in which you live including who your neighbourhood officers and PCSOs are, how to contact them, crime statistics for your area including the top reported crimes and a crime map showing hot spots.

If you are interested to know what the local police priorities are you will find them on the pages along with an up-to-date list of meetings and events the team will be attending. You can even find out if there will be speed checks in your area.

Keep up to date with the latest news and alerts in your area by signing up to our Community Messaging service via the QR Code.

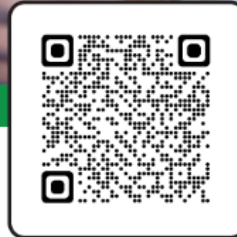
Alternatively you can register online via www.wiltsmessaging.co.uk



Get to know Community Messaging

Alerts from Wiltshire Police

YOUR FORCE, YOUR AREA



SCAN HERE

- Receive alerts from your local Community Policing team and partners
- Reply directly to alerts from officers
- Receive alerts by email, text or voicemail
- Over 15,000 subscribers in Wiltshire and Swindon
- It's FREE to subscribe



Wiltshire and Swindon
pcc

Wiltshire & Swindon
Community Messaging
www.wiltsmessaging.co.uk

WILTSHIRE POLICE

Page 42



Road Safety update – Corsham Area Board

Thursday 11 January 2024



• #FATAL5 education



Page 43



In the UK, more than

200 people die

every year, in a drink-drive related crash

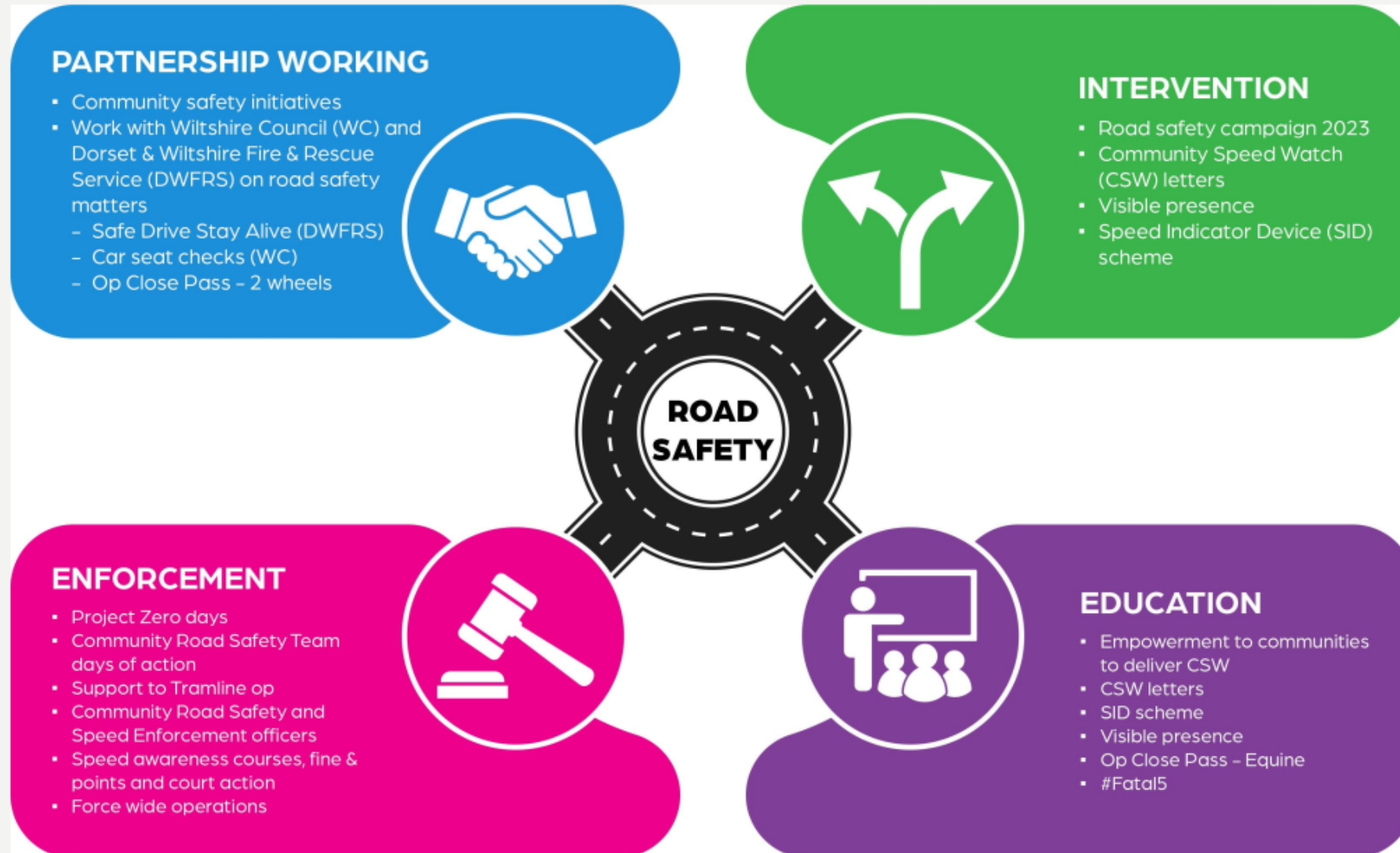
It's simple, if you're going to drive, don't drink and if you've had a drink, never drive. Any amount of alcohol impairs your driving.



CrimeStoppers.
Speak up. Stay safe.

0800 555 111
100% anonymous. Always.

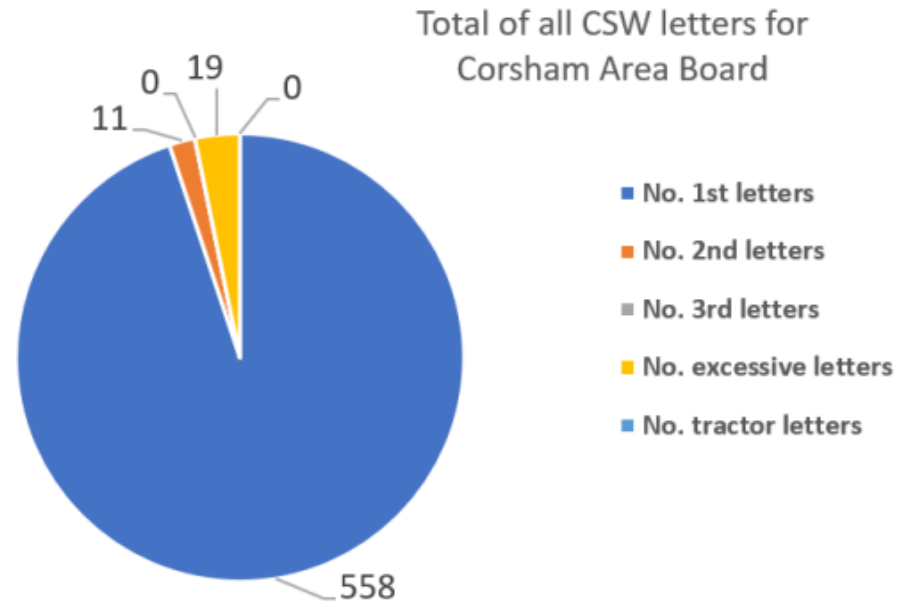
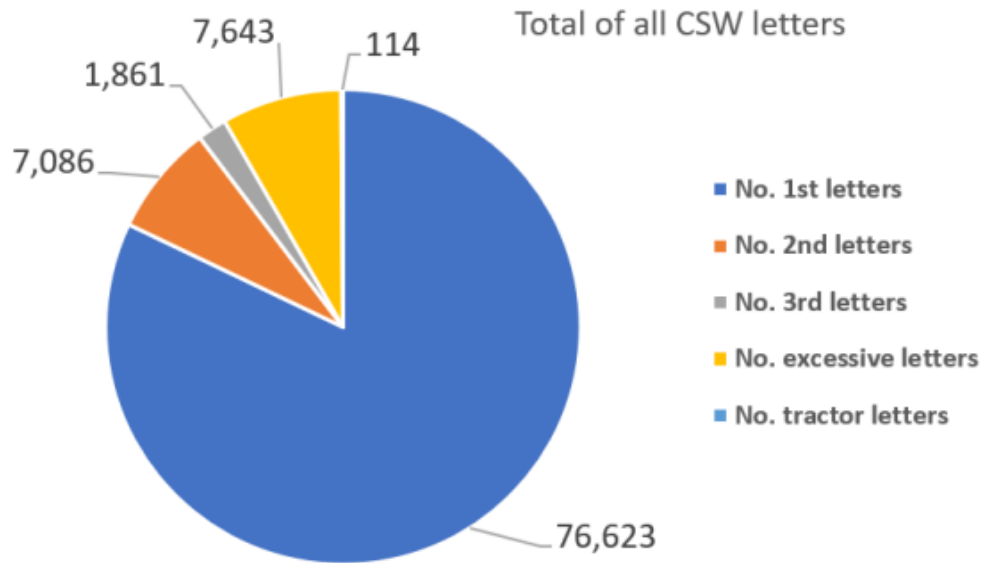
• Community Road Safety Team; what we do



• CSW Corsham area - Data since July 2020 to 5 January 2024

Team	No. 1st letter	No. 2nd letter	No. 3rd letter	No. excessive	No. tractor letters	Total letters	No. of watches	Average speeders %
Box	553	11	0	19	0	583	80	2.62%
Neston	5	0	0	0	0	5	4	0.99%
Grand Total	558	11	0	19	0	588	84	1.84%

Page 45



• Traffic surveys – Corsham since October 2020 to September 2023

Wiltshire Council

Title	Result	Survey start date	Speed limit	85th percentile	CPT	Area Board
Box - The Ley	No further action	12/10/2021	30	16.5	Chippenham	Corsham
Corsham - Bradford Road	No further action	10/01/2022	50	44.73	Chippenham	Corsham
Corsham - C150 Lacock Road	No further action	04/02/2023	60	45.1	Chippenham	Corsham
Corsham - C4 Lypiatt Road	No further action	04/02/2023	60	40.9	Chippenham	Corsham
Corsham - Cross keys	No further action	11/09/2021	30	37.8	Chippenham	Corsham
Corsham - Station Road	No further action	11/09/2021	30	27.1	Chippenham	Corsham
Corsham A4 Bath Road	No further action	11/09/2021	40	40.1	Chippenham	Corsham
Neston C4 Lypiatt Road	No further action	12/06/2023	60	32.2	Chippenham	Corsham
Notton	No further action	02/11/2020	30	27	Chippenham	Corsham
Notton	No further action	02/11/2020	40	37	Chippenham	Corsham

Community Road Safety Officers

CRSO's

Your officer is Charlotte Sartin

• CRSO's

Recent activity

Community Road Safety Day of Action

- **26 September - Swindon**
 - 5 Community Road Safety Officers & Staff
 - 11 Neighbourhood Officers
 - 6 RPU
 - 40+ different locations targeted
 - 2 CSW team supported
 - 150+ offences caught
- **17 October - Chippenham, RWB & Devizes**
 - 4 Community Road Safety Officers & Staff
 - 12 Neighbourhood Officers
 - 5 RPU
 - 40+ different locations targeted
 - 3 CSW team supported
 - 98 offences caught



Tier 1

 National Roads Partnership Calendar 2022-2023

6 September

Vulnerable Road Users

 12th Sep - 25th Sep Comms

 19th Sep - 25th Sep Enforcement

 Project Edward

 19th - 23rd Sep

 #ProjectEDWARD



Chat Café visit

Child Car Seat Checks with:

Wiltshire Council

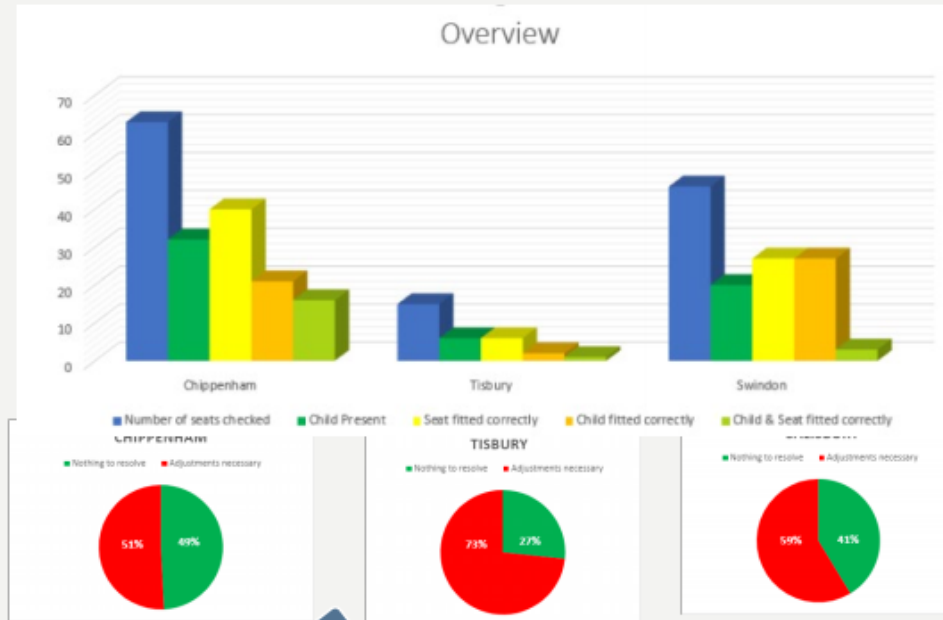


CHILD SEAT SAFETY

• THE CAR SEAT EXPERTS •

IOSH Accredited in car seat training

RESULTS:



Upcoming activity

Tier 1

 National Roads Partnership Calendar 2022-2023

9 December

Fatal Four

 National Alcohol and Drugs Operation

 1st Dec - 1st Jan Comms

 1st Dec - 1st Jan Enforcement

• Wider work recently

All offences below made national news.

Our Roads Policing Unit (RPU) in the last quarter, covering July to September, issued over **1800 tickets** to motorists, for numerous road related offences.



Wilts Specialist Ops
@WiltsSpecOps

#RPU 'caught' this freshly stolen bus from Bristol on the M4 'hiding' in the services. Some help from the public and a swift foot patrol by RPU arrested the driver sus TWOC, drug drive plus other driving offences. You wait and wait for a bus and then....a stolen one arrives!



11:32 AM · Sep 27, 2023 · 196.5K Views


View post engagements

122 167 1,288 11

Page 49

Wilts Specialist Ops
@WiltsSpecOps

#RPU managed to get 5 McLarens stopped on the A303 after the pack were driving in excess of 100mph and close proximity driving to themselves and the public. This isn't a race track so take your 'driving experience' and sign the traffic offence report (push hard it's 3 copies)



2:04 PM · Sep 25, 2023 · 922.8K Views

View post engagements

243 269 2,381 41

Wilts Specialist Ops
@WiltsSpecOps

#RPU caught the driver of this BMW travelling at 103mph along the M4 today. Driver also had no insurance and gave a positive roadside breath test blowing 54. Driver arrested and failed to provide in custody. Driver will be charged and disqualified #Fatal5 #Arrested #RoadSafety



7:40 PM · Sep 30, 2023 · 34.5K Views

View post engagements

46 24 823 2

Community Speed Enforcement Officers

CSEO's



• CSEO – Dashboard overall – 1 January 2023 to date

CSEO Activity Dashboard

Outcomes are dependent on previous convictions and history

7,297.00
No. Speed awareness co...

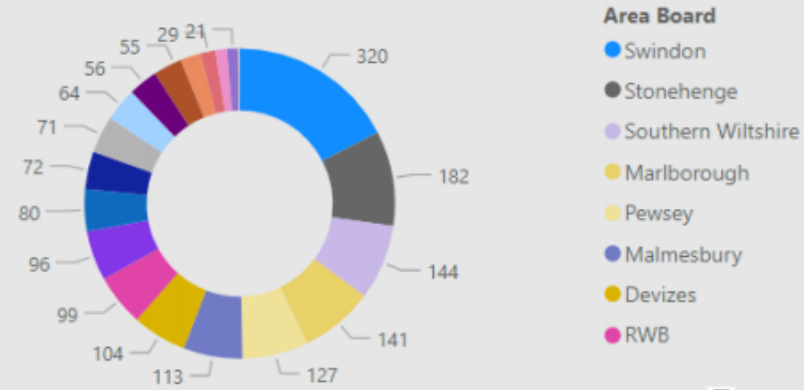
979.00
No. Fine & Points

88.00
No. Court

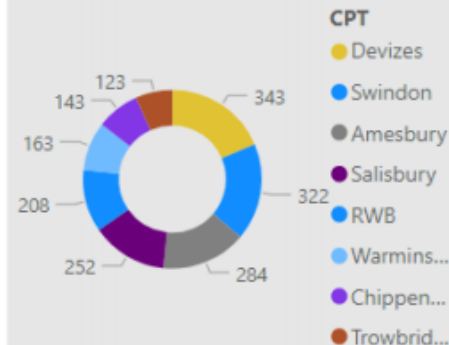
685
No. of Locations

Location	Year	Month	Speed awareness course	Fine & Points	Court	CPT	Area Board
Swindon - Thamesdown Drive	2023	December	251.00	54.00	0.00	Swindon	Swindon
Shaw and Whitley - A365 Folly Lane	2023	November	115.00	11.00	0.00	Trowbridge	Melksham
Wilton - The Avenue	2023	August	102.00	31.00	4.00	Salisbury	South West Wi
Harnham - Lime Kiln Way	2023	November	97.00	11.00	0.00	Salisbury	Salisbury
Wilton - The Avenue	2023	November	84.00	33.00	8.00	Salisbury	Southern Wilts
Cricklade - Spital Lane	2023	April	80.00	10.00	0.00	RWB	RWB
Tilshead - Candown Road	2023	August	78.00	10.00	1.00	Amesbury	Stonehenge
Coombe Bissett - Deegan House	2023	November	72.00	10.00	0.00	Salisbury	Southern Wilts
Coombe Bissett - Deegan House	2023	July	71.00	9.00	0.00	Salisbury	Southern Wilts
Harnham - Lime Kiln Way	2023	October	71.00	7.00	0.00	Salisbury	Salisbury
Coombe Bissett - Deegan House	2023	August	69.00	9.00	0.00	Salisbury	Southern Wilts
Ogbourne St Andrew	2023	December	69.00	9.00	0.00	Swindon	Swindon
Coombe Bissett - Deegan House	2023	June	64.00	8.00	0.00	Salisbury	Southern Wilts
Coombe Bissett - Deegan House	2023	September	64.00	5.00	1.00	Salisbury	Southern Wilts
Sutton Benger - B4069	2023	November	62.00	13.00	0.00	Chippenham	Chippenham
Downton Road -	2023	September	61.00	2.00	1.00	Salisbury	Salisbury
Total			7,297.00	979.00	88.00		

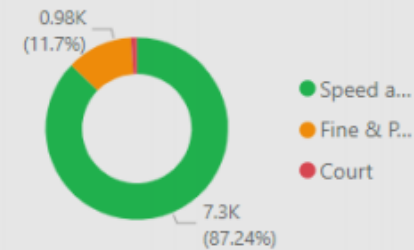
Activity by Area Board



Activity by CPT



Outcomes



• CSEO – Corsham Area Board - 1 January 2023 to date

CSEO Activity Dashboard

Outcomes are dependent on previous convictions and history

61.00
No. Speed awareness co...

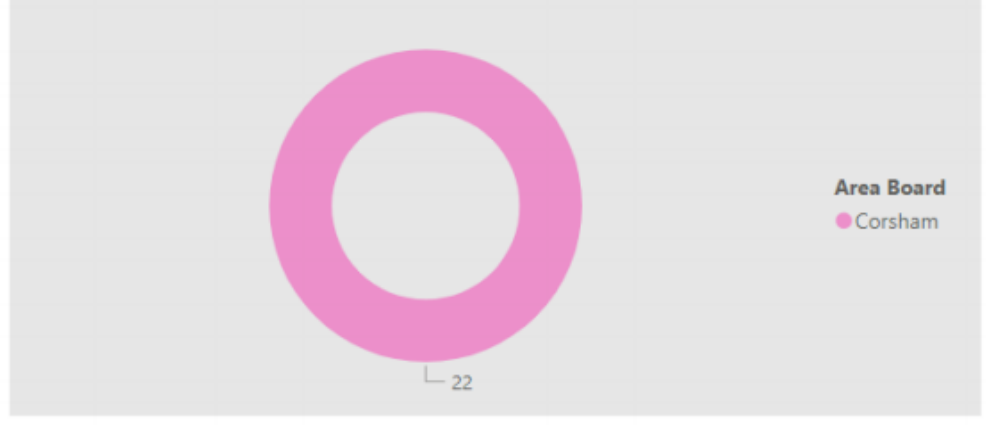
2.00
No. Fine & Points

0.00
No. Court

15
No. of Locations

Location	Year	Month	Speed awareness course	Fine & Points	Court	CPT	Area Board
Box	2023	November	15.00	1.00	0.00	Chippenham	Corsham
Gastard - Valley Hill	2023	March	13.00	1.00	0.00	Chippenham	Corsham
BOX - Wharf A4 Box (C)	2023	March	10.00	0.00	0.00	Chippenham	Corsham
Box - Wharf A4	2023	March	8.00	0.00	0.00	Chippenham	Corsham
Gastard	2023	October	5.00	0.00	0.00	Chippenham	Corsham
Gastard - Bottom Valley Hill	2023	May	5.00	0.00	0.00	Chippenham	Corsham
Box - London Road	2023	May	4.00	0.00	0.00	Chippenham	Corsham
Box - Wharf Junction	2023	July	1.00	0.00	0.00	Chippenham	Corsham
Box - Market Place Box	2024	January	0.00	0.00	0.00	Chippenham	Corsham
Box - Wharf A4 Box	2024	January	0.00	0.00	0.00	Chippenham	Corsham
Gastard	2023	May	0.00	0.00	0.00	Chippenham	Corsham
Gastard	2023	September	0.00	0.00	0.00	Chippenham	Corsham
Gastard	2023	November	0.00	0.00	0.00	Chippenham	Corsham
Gastard - Beezers	2024	January	0.00	0.00	0.00	Chippenham	Corsham
Gastard - Bottom Valley Hill	2023	September	0.00	0.00	0.00	Chippenham	Corsham
Gastard - Bottom Valley Hill / Coppershell (C) A.M.	2023	July	0.00	0.00	0.00	Chippenham	Corsham
Gastard : Bottom Valley Hill / Coppershell P.M.	2023	July	0.00	0.00	0.00	Chippenham	Corsham
Neston - Elley Green	2023	May	0.00	0.00	0.00	Chippenham	Corsham
BOX - Market Place Box (C)	2023	July	0.00	0.00	0.00	Chippenham	Corsham
Total			61.00	2.00	0.00		

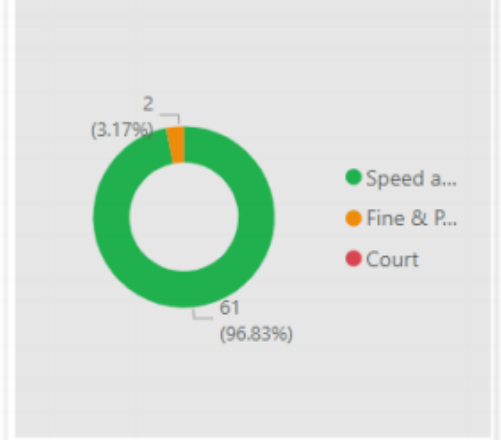
Activity by Area Board



Activity by CPT



Outcomes



• Your Force | Your Area | Follow us

For information on Road Safety in Wiltshire visit:
[Road safety campaign 2023 | Wiltshire Police](#)

[Road Safety \(wiltshire-pcc.gov.uk\)](http://wiltshire-pcc.gov.uk)

Page 53



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[Wiltshire Specials \(@wiltspolicesc\) / Twitter](#)



Area Board Priority Areas Update

- Youth engagement and positive activity opportunities (Cllr Helen Belcher)
- Addressing climate change (Cllr Derek Walters)
- Promoting wellbeing and reducing social isolation in older and vulnerable people (Cllr Brian Mathew)
- Supporting the local economy (Cllr Ruth Hopkinson)

Area Board Grants Update

Ros Griffiths – Strategic Engagement & Partnerships Manager (SEPM)

Local Highways and Footpath Improvement Group (LHFIG)

Next meeting

27th June 2024, 7.00pm



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Corsham Highways Matters 11 Jan 2024

Pre-Submitted Questions.

1. Are the speed limits for the roads in and around Corsham regularly assessed for their suitability and are there any planned changes currently being considered?

Speed Limit Assessments are requested via the LHFIG, current assessments/changes to Speed Limits in and around Corsham are:

- Neston Village new 20mph (awaiting installation)
- Bradford Road Corsham lower to 40mph (with Cabinet Member for consideration)
- A4 Cross keys reduction to 50mph (under design)
- Corsham Centre reduction to 20mph
- Lacock Hither Way reduction to 30mph
- Lacock village Centre reduction to 20mph.

2. Are there currently any plans to install any pedestrian crossings for the A4?

Through the LHFIG there is a live project currently being looked at for pedestrian improvements on the A4, including potential crossings/dropped kerbs/refuges/buildouts.

3. Do you have any updates on the Corsham train station?

In response to Department for Transport's "Restoring Your Railway (RyR)" Programme, the Council submitted a Strategic Outline Business Case (SOBC) In November 2022 outlining the benefits of reopening Corsham Station. We are advised that this, and a number of other RyR SOBCs remain undecided with Ministers at DfT.

4. Are there any specific plans for supporting active travel in and around Corsham?

The draft Wiltshire Local Cycling and Walking Infrastructure Plan (LCWIP) sets out a timetable for developing LCWIPs for the county's towns. The intention is for the Corsham LCWIP to be published by the end of 2025. The LCWIP will identify the walking and cycling infrastructure required to create safe and accessible routes for active travel in the town.

5. As a cyclist without a car I'm subjected to vehicles travelling at unwarranted speed and suffer poor driving habits on a daily basis. It seems vital to change this and the community seem to want that change but why does it take so long to implement lower speed limits in areas that need this? It's as if there is no interest or understanding of the problem.

Requests for changes need to be raised with Corsham Town Council in the first instance. If they support the request is then it is brought to LHFIG for investigation. The LHFIG have to prioritise requests and this is why it can seem to take time for projects to materialise.

6. **I have raised the dangerous intersection in Box, Wiltshire (intersection of Devises Road and Chapel Lane) for 4 years with the Box Parish Council and even presented the issue in one of their monthly meetings.**

This issue has been relentlessly raised with the Wiltshire Council and highways service as well as the Box Parish Council but the issue is not getting addressed. I don't believe the Chapel Lane and Devises Road intersection in Box is safe, there is a blind spot where the cars exiting Chapel Lane and coming onto Devises Road cannot see cars approaching from the direction of Bath. I believe this is dangerous and as a result could cause serious accidents. These accidents would invariably be on the driver side resulting in injury and I believe because parked cars obscure on coming cars unnecessarily, this would contravene highway laws and could be avoidable with investigation and options such as removal of just one parking place where line of sight of the traffic could be achieved.

Issue has been highlighted at LHFIG through Box PC and is being investigated.

7. **Will there be 20mph speed limits on roads by Corsham schools?**

There are no plans to introduce default 20mph speed limits outside schools. However schools can request such limits through their School Travel Plans.

8. **When will the 20mph speed limits be implemented in Neston and Corsham?**

See response at 1.

9. **Is the detrunking of the A36 - A46 and the trunking of the A350 continuously considered, hereby providing a major highway from the M4 down to Poole? This would open the Midlands (and beyond) and Wales to the Channel, and thus to Europe.**

There are few good north-south connections across the South West of England. The present strategic road for this area is a mixture of the A36 and A46, via Bath, Warminster and Salisbury. Alongside neighbouring authorities, we have argued that there is a strategic case for adopting an alternative corridor – potentially based around the A350 – as the main strategic route for the area; and then beginning a coordinated programme of upgrades to provide a high-quality route linking the M4 to the Dorset Coast. Department for Transport has agreed that these issues are best considered together as part of a strategic study, which National Highways have now completed.

The study's conclusions and recommendations are now with Ministers to decide next steps, however we believe the study will identify which corridor provides the main strategic route for the area, and may recommend the trunking and detrunking of key routes.

10. Has the introduction of more 20 mph areas improved (or worsened) the safety of the roads and at what cost?

The Council has not carried out its own study of the impact of 20mph restrictions on collisions. However at national level a Commons briefing paper was issued in December 23 that provides some useful information. This can be found at

<https://researchbriefings.files.parliament.uk/documents/CDP-2023-0214/CDP-2023-0214.pdf>

11. Is the white lining programme start again in Colerne in the Spring, and refreshment of Yellow lines?

There is an annual programme of road marking maintenance. Requests can be made via the Local Highways team who will inspect and arrange repair in accordance with the criteria in the Inspection Manual.

12. Will several Double Yellow Lines removed to provide additional for both visitors and residents now that the minor changes of the bus routes in and around the Market Place in Colerne has allowed that.

This request should be raised with the LHFIG for further investigation.

13. Will the abnormality of the road running along the west side of the airfield in Colerne is not allowed for heavy vehicles when it reaches Doncombe Lane and have to turn right into the nickered name of Killer Hill?

This request should be raised with the LHFIG for further investigation.

14. We have a number of narrow single track lanes within the parish, within and adjacent to the settlement boundary and large hamlets;

a) Re the verges - can the parish council take the initiative in managing verges and promoting greater biodiversity?

While we are happy to take into account the wishes of local parish councils with maintenance regime being followed, as the verges are within the limits of the Highway we cannot service delegate maintenance to another body.

b) Many of our lanes have Ash trees on the verges which provide shade and are part of the character of our Parish. As we shall be losing many of them to Ash die back, how can the parish council take the initiative in pro-active planting of replacement verge trees before we loose this tree cover?

The Council actively works on replacing felled ash where appropriate. it should be recognised that the positioning of trees within the Highway Verge may not always be of benefit and is therefore open to review.

Re traffic issues in narrow lanes –

- a) Some villages have lanes designated as “Quiet Lanes” . Do you support such designation and has this been found to be beneficial in terms of reducing speed and “through” use of lanes?**

'Quiet Lanes' are no longer supported - The council implemented a pilot Quiet Lanes network in the Pewsey Vale in the early 2000s. Unfortunately, it wasn't a great success largely because the measures associated with such schemes are limited to signing, along with some surface treatment. Overall these measures didn't significantly affect the behaviour of drivers on the designated Quiet Lanes. In addition to the lack of success in instigating behaviour change, public support was lacking. Consequently, Quiet Lanes did not develop into a roll out across the county or even to the rest of the Pewsey Vale as originally planned.

- b) Traffic use of narrow single track lanes has changed hugely since derestriction signs were erected. We are aware of the complications in introducing new or lower speed restrictions, but could extending the restricted areas to out side the housing areas be an easier move, thus improving the safety level for pedestrians and cyclists around the parish .**

The council is currently preparing a Wiltshire Wide Local Cycling and Walking Infrastructure Plan (LCWIP). This will address rural cycling and walking routes and how they are dealt with at a strategic level.

- c) Re transport issues. The draft Local Plan focuses its transport solutions around towns and cities. We are a large village with the likelihood of further development on a military site. Current transport from our village to service areas is focused on early morning commuters and retired people, with no transport after 6pm. The Parish Council has long seen the need for a frequent daily shuttle service to link the village to the main transport routes. This is the only way that rural families will change their current car dependence for public transport. Is there likely to be any funding to support such transition initiatives in this area?**

We are currently in the process of developing a new bus policy and the public consultation on this concluded in late November. The next stage of the work will involve reviewing the bus network across the county, with solutions such as Demand Responsive Transport being considered in areas that might not otherwise be served by traditional public transport options.

15. These questions relate to Active Travel. Active Travel is excellent for lots of reasons including:

- **Utility purposes - reductions in carbon emissions, congestion, noise and pollution compared with cars**
- **Health (physical & mental) - exercise or leisure purposes**
- **Cost - enabling lower-income users to travel**

- a) Where particular highways are the only real practical route for active travellers and inadequate, or no, dedicated infrastructure is provided, isn't there a clear case for making provision? Inadequate provision is a major inhibitor for most people to adopt**

active travelling. The cost/ benefit of schemes is often excellent when considering whole-life active travel benefits even if adoption is slow to start. Schemes need not be expensive and could be (a) a Quiet Lane in rural settings; (b) speed restrictions; (c) marking road space in rural areas to effectively reduce the road to single track when active travelling is taking place; (d) providing an off-road bypass at danger points (like a permissive path over private land).

- b) Should unsafe painted cycle lanes on roads be removed or revised? The Highway Code recommends cycling 0.5m from the edge and passing vehicles leave 1.5m gap; this suggests a 2m width for cycle lanes on roads to avoid motorists staying in their lane but leaving inadequate space when overtaking. With no cycle lane, cyclists should take the primary position; an unsafe narrow cycle lane gives less experienced cyclists and motorists the wrong signal.
- c) Where footpaths are provided should obstructions like over-width hedges be more aggressively addressed? Restrictions can mean walking or pushing a chair on the road, or walking in pairs difficult or impractical (thinking of social walking, walking with children or with adults needing assistance).

The multiple benefits of walking and cycling are acknowledged by the council. The draft Wiltshire Local Cycling and Walking Plan (LCWIP) sets out a timetable for developing LCWIPs for the county's towns. The intention is for the Corsham LCWIP to be published by the end of 2025. The LCWIP will identify the walking and cycling infrastructure required to create safe and accessible routes for active travel in the town.

As a rural county highway space is often limited and the challenge is to provide the space to deliver dedicated active travel infrastructure to Department for Transport standards. As such, a balance has to be struck between providing walking/cycling infrastructure, managing traffic flow and congestion, and safeguarding on-street parking.

Overhanging vegetation into the highway is generally the responsibility of the adjacent landowner. Issues can be reported via mywiltshire app for further investigation by the Local Highways team.

- 16. I would like to ask if there is anything that can be done with the entrance and exit to Partridge Close. For those of us who live in this Close, we struggle with visibility when exiting because of the two houses on each corner. The people who live in these houses don't have the struggles that we do as they don't have to use our road to get out, but what with the bushes on No 16 Partridge Close and the wall and hedge on the Hatton Way property it's an accident waiting to happen, especially with the children going to school on bikes. Maybe someone could visit and see for themselves. How planning permission was ever agreed is beyond us in the Close.**

Not aware of any reported breach of planning permission but will inspect as requested.

- 17. The stretch of the road through Pickwick between the turning for Hartham Lane and the Hare and Hounds pub is known for having issues with speeding vehicles. This is a stretch of road that is populated on both sides and is home to residents of all ages. The issue of speeding vehicles in a populated area is an obvious issue. Given that the area is already a community speed watch area, and has had speed indicator devices, what is the proposed**

next step to tackle this problem? Is there potential for the speed limit be reduced from 30mph to 20mph along this stretch as has been done on other similar roads in the county? What other strategies can be suggested for greater enforcement of the speed limit?

SID & CSW are run by the Town Council. Data collected by these activities can be shared with the Police to allow targeted enforcement activities to take place at those time when speeding is more prevalent. The data can also be used to target individual drivers who cause problems. A 20mph speed limit is unlikely to be achievable (criteria would not be met) and is only likely to exacerbate the speeding problem.

The stretch of the road through Pickwick between the turning for Hartham Lane and the Hare and Hounds pub is plagued with potholes and non-level manhole covers. The combination of a potted and uneven road surface with speeding (and often large) vehicles, causes vibrations in properties along this stretch of road. Does this issue fall under the responsibility of the council or individual utilities companies, and what can be done to both improve communications between stakeholders and to rectify this problem?

This road is inspected monthly to identify safety defects and interim repairs arranged this section of road is currently scheduled for resurfacing in 2025.

- 18. The Traffic Lights in Box are not responding to traffic from Bath on A4 that is turning right to Devizes Road. They used to respond very quickly but now there is a long delay even if there is no traffic moving west on A4. Can the settings be reviewed please?**

This concern has been reported to the Traffic Signals team for further investigations. For future reference concerns such as this should be reported via the My Wilts app

- 19. I am emailing from a householder perspective, rather than an officer one, in wanting to add to the discussion about the parking issues on Park Lane in Corsham. We live in Masons Way SN13 9XP and find that employees of the business units adjacent to the A4 are parking further and further along Park Lane. These people are also parking on our residential road in our bays, and even right outside our houses on occasion. Trying to pull out onto what is a busy road, and then having to squeeze into minimal space, before trying to work one's way along a row of parked cars is not safe, or easy, at busy times. Most dangerous of all is when cars park so close to the mini roundabout on the A4. It is impossible to see around them to approach the roundabout, and those coming in an MoD direction are at quite a speed coming off the roundabout. Added to this, a new development of houses is planned beside Manor Barn, Pickwick, and we understand their access will also be off Park Lane.**

Please could you advise what measures are being considered to alleviate the difficulties in this location. In the last few days we have seen surveyors in this location so we hope that improvements are planned.

This is currently being investigated via LHFIG to look at improvements.

- 20. Does Wiltshire Council and the PCC support the use of Automated Speedwatch Cameras by Parish Councils? If so, will Wiltshire Police use the data in a similar way to that obtained from community speedwatch volunteers, i.e. contacting offending drivers and warning them about their excessive speed.**

The use of Civilian Deployed ANPR cameras is supported and included in the Practise Note that can be found on the Road Safety pages on the Council's website.

<https://www.wiltshire.gov.uk/transport-road-safety>

21. The UK Government stated that 'cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030'. The estimates for Corsham are 31% of journeys are walked and 2% are cycled. What is the plan for Corsham to meet this stated aim?

In order to meet the national walking and cycling targets the government suggests that all local authorities should produce Local Cycling and Walking Infrastructure Plans (LCWIPs) for their areas. The draft Wiltshire LCWIP sets out a timetable for developing LCWIPs for the county's towns. The intention is for the Corsham LCWIP to be published by the end of 2025. The LCWIP will identify the walking and cycling infrastructure required to create safe and accessible routes for active travel in the town.

22. According to the last census Corsham has 13% of households with no car/van while 41% have 1 car/van, 35% have 2 cars/vans and 11% have 3 or more cars/vans. Given the need for our society to be more active for health and wellbeing and the need to reduce carbon as part of climate action, why is there priority for the expansion of the A350 etc? Surely this will increase car ownership and journeys through induced demand

Since early 2022, National Highways has been undertaking a detailed strategic study to identify how connectivity can be improved between the M4 to Dorset Coast. Over this period engagement has taken place with key stakeholders and has involved assessed of a wide range of data, including journey time, delay, safety and environmental information across a number of different corridors in the study area.

This work looks to:

- Identify which road corridor should form the main strategic north-south route
- Establish what improvements could be made to the road network to provide a high-quality link
- Understand what consideration may need to be given to trunking or detrunking
- Identify supporting measures (e.g. public transport, active travel) that should be considered

23. Other than the implementation of 20mph in a few areas in Corsham what active travel schemes in Corsham are currently being worked on?

The Corsham LHFIF is developing a number of active travel schemes including a footway along Bradford Road to link Park Place to Rudloe and Skynet Drive, pedestrian improvements along the A4 in Corsham, a footway scheme in Potley Lane, as well as a number of dropped kerb sites in Corsham and Colerne.

24. The Park Lane walking and cycling track has an end point at the A4. As the cycle track terminates on the wrong side of the road it provides an impossible access for the cyclist to

continue by road to Corsham. Can this junction/signage be redesigned to provide better options for cyclists?

Suggestions for changes to Highway infrastructure should be raised with the Town Council in the first instance. If they are supportive of the suggestion it will be passed to the LHFIG for further investigation, prioritisation, and implementation.

- 25. From the Alms Houses in Corsham, Lacock Road forms the first part of the Cycling route to Chippenham via Easton Lane. However, the speed limit on Lacock Road is 60mph and there is a significant volume of traffic which inhibits cycling and walking on the pavement. This Road also has a 20mph restriction around the school at certain times so would it make sense to reduce the limit from 60mph to 30mph?**

Requests for changes to speed limits should be addressed to the LHFIG through the relevant Parish or Town Council.

- 26. There are some very narrow pathways in Corsham that are situated next to busy roads (e.g. Pound Pill and A4) I have seen people pushing double buggies on the road in these places which suggests that the width of the pavements are not fit for purpose. Can the width of these pavements be increased as this would also be a good traffic calming measure.**

Suggestions for changes to Highway infrastructure should be raised with the Town Council in the first instance. If they are supportive of the suggestion it will be passed to the LHFIG for further investigation, prioritisation, and implementation.

- 27. Many pedestrians find the crossing of Pickwick Road between The Methuen and Station Road difficult due to traffic and road layout. Would a shared space solution be appropriate here which would extend into the area in front of the Methuen? An example of implementation would be Poynton in Cheshire shared space development.**

Shared space is no longer supported at a national level due to concerns raised by disabled & blind groups. Locations of concern such as this should be raised with the Town Council in the first instance. If they are supportive of the suggestion it will be passed to the LHFIG for further investigation, prioritisation, and implementation.

- 28. I would like to raise an issue with the repeated flooding in Corsham along the MOD Corsham boundary at the junction of Park Lane and Skynet Drive. This occurs during any heavy rainfall. There are no warning signs alerting drivers it is at times impassable by many vehicles, covers the Foot/Bike path. This has occurred due to the development of the Business Park and loss of natural soak away and absorption by soil from the original fields. With climate changes and levels of precipitation predicted to rise, this now threatens MOD Infrastructure. Does Wiltshire Council have plans to take action of this problem?**

The flooding at the junction of Park Lane and Skynet Drive is known about. Reactive maintenance activities, principally clearance and jetting of the gullies and pipe network, are

undertaken when required. The location is included in the forward list for more substantive works but the form of this and the timeline is not yet known.

- 29. The level of flooding around Park Lane, near the Skynet Drive junction, has been especially bad recently. This is likely to worsen if not addressed soon. As well as affecting road users, the adjacent MOD Corsham site has a nearby helipad and a mine entrance which need to be protected. Q. What can Wiltshire Council do to alleviate the flood risk along Park Lane near the Skynet Drive entrance?**

See response at 28

- 30. Speeding on the A4 through Pickwick - how can this be addressed - 20 mph (like in Bath on A4) and/or speed camera van regularly parked and/or other measures? But something must be done.**

The Council has an adopted process for dealing with local concerns, such as speeding, and any other suggestions for change that you would wish to raise. In terms of speeding a request can be made to carry out a traffic survey to determine actual driven speeds by the completion of a downloadable online form. The completed form needs to be endorsed by the relevant Town or Parish Council and they will then forward to Wiltshire Council for processing. Full details of the process followed, and the downloadable forms are available on our website at www.wiltshire.gov.uk/council-democracy-area-boards The results of the survey will dictate if action is required to address any recorded speeding issues. Typically, initial action to speeding issues is in the form of Community Speedwatch (CSW) and Speed Indicator Device (SID) deployment. CSW is a Police led initiative whereby they provide support and training to local volunteers to enable them to undertake educational activities. Further details can be found at:

<https://www.wiltshire.police.uk/article/782/Community-Speed-Watch> Since 2015 the Council has delegated the deployment of temporary SID's to Town and Parish Councils in Wiltshire. You may wish to approach Corsham Town Council direct to discuss this further with them and establish if they would be interested in deploying a SID. It should however be remembered that as speeding is a moving vehicle offence the enforcement authority is the Police and not the Council.

- 31. Highway edge/verge maintenance alongside large field adjacent to Bradford road turning, to ensure path can be walked, to improve look of Pickwick/Corsham from the West.**

The location has been added to our scheduled mechanical flail cutting.

- 32. Response to drain blockage reports on Middlewick Lane, this area is currently flooded, these blocked drains have been reported by residents numerous times and still nothing has been done to clear them, when it freezes it is very dangerous to walk along Middlewick.**

The issue with drainage at this location relates to a structural issue with the system, options are currently being looked at to provide a solution. However, it is possible that other locations may take priority when allocating funds.

33. Need for enhanced crossings on A4 at Middlewick Lane and Woodlands entrances, any update on this?

Through the LHFIG there is a live project currently being looked at for pedestrian improvements on the A4, including potential crossings/dropped kerbs/refuges/buildouts

34. The increasing risk on the B3109 near the private junction with the Wadswick Country Stores.

Further information is requested to understand the concerns being raised.

The introduction of the 40mph speed limit on a section of this road and will the flashing warning lights at school travel times be introduced at the same time?

Yes, that is the intention.

Police involvement, when the SIDs indicate a proportion of speeding traffic on the A classified roads in Box.

This requires a Police response.

Responsibility for enforcement of double yellow lines and parking restrictions.

Parking enforcement is carried out by the Council's Parking Enforcement team.

Advice from a Highways Engineer regarding restricted access to emergency vehicles on Hazelbury Hill Box.

Suggest raising with the LHFIG for an allocation of officer time.

DoT guide lines, Atkins reports and local opinion.

Question not understood

Individual councillors may wish to ask other questions, including drainage and Highways Flooding issues.

35. Air / Environment Quality: All public buses should not be powered by internal combustion engines and be electrically powered as a start point. Phasing out / penalising older internal combustion vehicles would be beneficial, starting with commercial vehicles (including delivery vans). Infrastructure and vehicles for widespread private use are not yet available and should be part of a long term (5-10 year) target.

Wiltshire Council has recently submitted a bid to the Department for Transport through its ZEBRA2 (Zero Emission Buses Regional Area 2) funding to help local bus operators to introduce more zero emission buses across the county. However, the cost of brand new

electric buses is significantly more than diesel buses, hence many bus operators are unable to afford to introduce these type of vehicles at present. In addition, many bus operators (other than the much larger operators) do not currently have the charging infrastructure available to charge these type of vehicles, and again, there is a significant cost to introducing it at their depots. As well as this, the mileage range of electric buses is not currently suitable for the sorts of distances being undertaken by buses in a rural authority such as Wiltshire, hence electric buses might not always be suitable for the journeys being made.

- 36. Speed Limits: These are inconsistent and would benefit from a county wide policy as to where certain speed limits could / should be applied. There is apparently random application of 20 / 30 / 40 / 50 mph limits which leads to confusion and therefore breaches and danger. Something along the lines of 20mph limits in housing estates and in towns and village road which were not through roads, 30 mph for through roads in towns and villages and 40 or 50mph of other roads depending on road surroundings and conditions should be considered.**

Speed limits in Wiltshire are set in accordance with DfT Guidance. Requests for reviews of speed limits are dealt with by the LHFIGs

- 37. Potholes and Road repairs: It appears that potholes are predominantly the result of 'patching' often of poor quality by utility companies and others. The Council should consider introducing a policy that requires routine road repairs to be notified and require a license/approval from the Local Highways Authority should meet the Authorities declared standard and be warranted by the repairer for a period of 12 months. Urgent repairs could be carried out but would require post event application and reinstatement to the routine standard within say 30 days.**

It would be even better if the Highways Authority introduced standard which would dictate a minimum repair size which would be at least the distance between the kerb and the centreline of the road or the full width of the pavement and 1 metre long, properly compacted, level (within 5mm) with the surrounding road/path way and fully edge sealed. This should save a significant amount of money and resources.

It is acknowledged that reinstatements of road surfaces following works undertaken by Public Utilities can accelerate the deterioration of road surfaces. Works such as this are done so under a permit scheme that is administered and controlled by Wiltshire Council. There are standards and specifications that are national documents that Utilities need to adhere to. Wiltshire Council does undertake compliance testing of such works.

- 38. I would like to put my concerns across about the speed limit on the Bradford Road especially outside the entrance to the Corsham school and Dickens Gate, the speed limit of 50 is an absolute nightmare, not only is it unsafe for the children going in and out of school , when you are walking on the pavement the lorry's, buses and cars that are doing that speed or more, makes you feel so unsafe. I feel it should be at least a 20 or 30 limit certainly not 50.**

Changes to the speed limit in this area have recently been promoted by the Council. The changes include a lowering of the limit on the B3109 to 40mph and the use of an Advisory

20mph limit at school times. These changes will be introduced on the ground early in the new financial year.

- 39. Are there plans to extend the 30mph limit on the A4 from the junction with Park Lane, west past the Bradford Road junction (a dangerous junction) and along Bath Road past the Copenacre development (the character has changed to a built-up area)?**

See Response at Q1.