

MINUTES

Meeting: Melksham Area Board
Place: On-Line Meeting
Date: 4 November 2020
Start Time: 7.00 pm
Finish Time: 9.05 pm

Please direct any enquiries on these minutes to:

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

In Attendance:

Wiltshire Councillors

Cllr Phil Alford, Cllr Pat Aves, Cllr Nick Holder, Cllr Jon Hubbard, Cllr Hayley Illman and Cllr Jonathon Seed (Chairman) and Cllr Ian Blair-Pilling

Wiltshire Council Officers

Peter Dunford – Community engagement Manager
Kevin Fielding – Democratic Services Officer
Steve Wilson - Major Highways Project Engineer
Louise Cary – Head of Community Development
Suzanne Gough - Senior Project Manager Strategic Asset & FM
Natasha Gumbrell - Business Manager – Campus and Hub Build

Total in attendance: 97

<u>Agenda Item No.</u>	<u>Summary of Issues Discussed and Decision</u>
138	<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"> • National Restrictions – The Chairman gave details of Council services which remained operational and those which were again suspended due to the deteriorating public health situation. • Melksham Community Response Hub - Cllr Hubbard reported that the response hub remained operational. Thanks were given to Melksham Without Parish Council for loaning staff and to other volunteers for getting involved and donating their time and effort.
139	<p><u>Apologies for Absence</u></p> <p>There were no apologies for absence</p>
140	<p><u>Minutes</u></p> <p>Decision</p> <ul style="list-style-type: none"> • That the minutes of the meeting held on Tuesday 8 September 2020 were confirmed as the correct record
141	<p><u>Declarations of Interest</u></p> <p>Cllr Hubbard declared a non-pecuniary interest in agenda item 12. (Atworth Youth Club requesting £5,000 towards replacement of toilets and construction of disabled access).</p> <p>Young Melksham had been carrying out some partnership working with Atworth youth club.</p> <p>Even though the interest was non-pecuniary, in this instance he declared that he would not vote on that application.</p>

142	<p><u>Police and Crime Update</u></p> <p>Angus Macpherson – Police & Crime Commissioner gave a brief presentation.</p> <p>Points made included:</p> <ul style="list-style-type: none"> • That both the Commissioner and Deputy Commissioner had remained in post for a further 12 months due to the pandemic. • That an updated police & crime plan and annual report had now been produced. • Operation Uplift - the national announcement of a further 20,000 police officers to be achieved by March 2023. The police service had been asked to introduce 2,000 extra officers by March 2020, rising to 6,000 extra officers by March 2021. • Policing during the pandemic - The Government had provided the police service with additional powers to police regulations issued because of the pandemic. The detail of these powers had changed on a number of occasions, Wiltshire Police followed the College of Policing guidance to Engage, Explain and Encourage, only Enforcing as a last resort. <p>All Fixed Penalty Notices issued were scrutinised both for correct use of the legal powers and for proportionality. Wiltshire had led the way in the latter, and in the transparency it demonstrated in reporting this. Only a small proportion of the FPNs had been rescinded</p> <p>The Chairman thanked the Commissioner for his update.</p>
143	<p><u>A350 Bypass Consultation</u></p> <p>Steve Wilson – Major Highways Project Engineer, Wiltshire Council gave a general overview of the A350 Melksham Bypass Public Consultation. (The power point presentation is attached to these minutes).</p> <p>The full range of options were briefly outlined</p> <p>This consultation provided the opportunity to gather additional information on the scheme and its potential effects and help identify mitigation measures where required.</p> <p>It should be noted that the consultation was not a public ‘vote’ for the most popular route or option. A wide range of factors had to be taken into account in determining a preferred option.</p> <p>That there would be other formal consultation stages in the future, including at</p>

the planning application and in connection with the statutory orders, but it was considered that early consultation was a vital stage in developing major projects.

Views were requested by Monday 30 November 2020.

Further information could be found at:

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

Points made included:

- That the importance of the A350 to the local economy had long been recognised by Wiltshire Council
- That this was the primary north-south route between M4 & Dorset Coast
- That the route was one of Busiest Routes in Wiltshire connecting principle settlements
- That sections of the A350 were subject to high traffic volumes, congestion and delays
- That funding from DfT to prepare Outline Business Case (OBC) was available
- That the scheme was currently at an early stage. It had many stages and statutory consultations to go through before construction could start.

That the aims of this non-statutory consultation were to:

- Engage with stakeholders & potentially affected land owners
- Encourage involvement
- Build strong open relationships
- Raise awareness
- Inform about the option assessment process
- Understand concerns, issues and suggestions
- Receive feedback on the options to allow us to develop the scheme further

- Prepare for the statutory consultation phases

Next Steps

- Ongoing technical investigation and review works, Ecology / environment walk over surveys
- Consultation to be launched at Melksham Area Board Meeting (4th Nov 7pm) Runs to the end November 2020
- All suggestions and comments would be welcomed and would be considered
- Responses would feed into option consideration process
- Sifting of options to progress from long list to short list
- Further consultation mid 2021
- Adoption of preferred route & submission of Outline Business Case

The Chairman thanked Steve Wilson for his informative presentation.

Note: That the Consultation has now been extended until 23:59hrs on Sunday 17 January 2021

Questions raised at the end of the presentation

(Note – the information provided below is a synopsis of the questions asked and answers provided – this is not a word for word transcription)

Q1. Cllr Jonathan Seed – Can the slides from tonight's presentation be made available as part of the consultation?

Response provided during the meeting:-

R1. The information pack on the website utilises a lot of information within presentation and expands upon it, however the slides will be provided as a standalone document as well.

Post meeting note – slides uploaded to web site Thursday 5th November 2020.

Q2. Tom and Mandy Pearce – Live in 600 year old listed house which would be

directly affected by option 10d. Would there be a need for compulsory purchase order to be placed on our property? The building has shallow foundations - what happens with increased vibration during construction and heavy traffic, who would be responsible and liable?

Response provided during the meeting:-

R2. Any option taken forward will be subject to a planning application and will be designed and implemented in compliance with current design standards and practices. One of the constraints to work through, and around, relates to listed buildings. The constraints plan available as part of the consultation information highlights all of the listed buildings that we are aware of within the Melksham area. This is not a unique issue and will be considered and feed into the route selection process. One key question is always in connection with the deliverability of routes and the impact that deliverability has. Issues such as this will need to be worked through as part of the scheme development, business case and planning application process.

Q3. Graham McNally – length of period of consultation is short given the size of the issue being considered and other wider matters such as COVID 19. Would have expected the consultation period to be longer.

Response provided during the meeting:-

R3. This is non-statutory consultation, which we are wanting to undertake in a timely manner to allow the route selection process to proceed. Ideally, we would not be in a COVID-19 lockdown situation and would prefer to undertake this type of engagement through face to face discussions in a Town or Parish Hall. Formal consultation will be undertaken as the scheme evolves and develops, so this is not the only opportunity for the public to engage and help shape the scheme. We are doing our best in very difficult circumstances.

Q4. Tom Turner – Understands that route 10d was not part of the original proposal. Sometime has been spent explaining the route this evening. Why has this been added when it crosses the canal, a key area for leisure and tourism and has impact on the countryside? Who suggested it and why has it been considered?

Response provided during the meeting:-

R4. The new route has come about following suggestions at the Melksham Area Board in March 2020 where a wider or longer version of Option 10C was suggested with a connection directly to the A361. We gave an undertaking at that Area Board to consider the suggestion and have done so. We believe the option has some merit, but it does need to be explored fully. The scheme could end up at a public inquiry and if that were to be the case then we would need to

ensure that we have undertaken all of the necessary investigations, and have documented and evidenced why potential routes have been discounted in the same way as we need to evidence why route are taken forward. There may be further suggestions / ideas coming through this consultation and if so, we will be duty bound to consider whether those have merit as well.

Q5. Ian Jones – Have we got plans to consider whether a bypass is necessary given changes to traveling habits i.e. working from home. Also, friends & neighbours were not aware of this meeting – need to look at communication on the consultation.

Response provided during the meeting:-

R5. Yes. Non-road based options are part of long-list being considered. These did not perform particularly well at the Strategic Outline Business Case stage, but we are considering and would welcome thoughts and views. In connection with changes to travel patterns, we need to assess routes in line with the rules set out by DfT through WebTAG, which is the formal way schemes such as this are assessed in traffic terms. WebTAG is updated from time to time, and we are anticipating an update early next year, in part, due to changes in travel patterns associated with COVID 19. We will assess route options in line with the rules at that time.

With regards to the consultation communications there are two press releases – one from a week or so ago advertising the Melksham Area Board and this agenda item, the other is due to be issued tomorrow in connection with the launch of the consultation. We are sorry that your friends and neighbours were unaware, but colleagues in the communications team have been working hard to advertise.

Post meeting note – there was also a press release regarding the launch of the consultation on 05/11/20 as well as those on 13/10/20 following Wiltshire Cabinet Meeting and on 27/10/20 advertising the Area Board Meeting.

Q6. Janet Giles (summary only of statement / questions) – Will recent correspondence submitted in advance of the consultation be taken into account? Who is involved with the route selection analysis, will Councillors be involved and how much will be in the public domain? What decarbonising targets have been used in the modelling process? Feels there is a bias towards 10d – is there a proposed housing development south of Bowerhill through which a contribution to the bypass would be sought?

The Area Board Chair requested the Mrs Giles submit her questions through him to allow for a full response to be provided.

Post meeting correspondence received form Mrs Giles (20:22 04/11/20)

with questions as follows:-

Can I clarify the time line for the consultation

Now you have officially launched a set of proposals for the A350 bypass with a budget cost of £135m the public have three and a half WEEKS to put forward any arguments or considerations viz until the end of November.

After this the team will go into analysis of the routes and will take into account any comments by the public but this will be done in closed meetings and will continue to mid 2021 when a preferred route will be selected by the team.

Once the preferred route has been selected the public will again be consulted before the route is adopted in October 2021 but only on the detail of that route.

So we have literally 3 ½ weeks. Here are my 3 brief questions Mr Chairman.

Will you take into account all of the recent correspondence about the A350 which has been addressed to the Council before the meeting tonight

Who will be involved in the selection and analysis? will it be purely officers or at what stage will councillors be involved and how many of the discussions will be in the public domain.

It was noticeable at the presentation to Seend PC that the bias was heading towards option 10d unintentional or not and is this because Wiltshire Council feel they might pack in several thousand houses south of Bowerhill and use the resulting Community Infrastructure Levy to fund their share of the A350. Are you able to categorically deny that your council has discussed this?

Finally who has got the Major Scheme Business case for the Melksham bypass or any WebTag analysis?

Post meeting response to these questions as follows:-

The Consultation is scheduled to close on 30th November 2020.

Yes. Recent correspondence received ahead of the launch of the consultation will be considered.

The consultation responses received will be analysed and summarised in a report to the Council's Cabinet which will be publicly available. The information collected will help to inform the development of the detailed proposals, which will be the subject of further consultations. As part of the options assessment process, our Consultant and Client Officer team will engage in the development of an Options Assessment Report, which will form the basis of any recommendation made to Wiltshire Council Cabinet regarding the preferred route and will be publicly available alongside the OBC. The adoption of a Preferred Option will be a matter for Wiltshire Council's Cabinet. It should be noted that the statutory orders to construct the scheme are likely to be the

subject of a Public Inquiry, the results of which will be considered by the Secretary of State.

There is no bias towards option 10d (unintentional or otherwise). All options will be considered on their own merits. The current exercise to consider and assess options is as much about being able to evidence why options are not viable as it is about demonstrating viability. Option performance is being modelled and assessed in line with WebTAG.

Only currently committed developments have been considered in developing route options. Potential housing development sites will be considered through the Local Plan process, but currently these are not sufficiently developed or certain enough to be considered as constraints on route options . The previous Strategic Outline Business Case reports are available on the consultation website.

Q7. Phil Chipper (summary only of statement / questions) – Expresses confusion regarding the extent of options being considered, and understood that following SOBC there were only two options remaining. Believes there has been misinformation presented to DfT at SOBC stage. If a bypass is such a good idea why is there a need to invent a case for funding? WC have to make a funding contribution to the OBC works – where is this coming from?

Response provided during the meeting:-

R7. The SOBC is the starting point for developing a scheme such as this, during which a high level assessment is undertaken in order to establish a concept and the need for scheme. The SOBC process establishes that need, and whether there is a scheme to be found which may “stack up” in terms of Benefit Cost Ratio (BCR). It is an exercise in its own right. At OBC stage you look in more detail, revisit and reassess, undertake more analysis and more design work. Beyond this, again, further assessment, design and development is needed to get to the Full Business Case position. We are following the process in line with Government guidelines and requirements.

Q8. Steve Dagnall (summary only) – What percentage of traffic load increase is perceived? Westbury had failed bypass requirement 9 years ago. Westbury needs to be considered – is a bypass at Westbury being considered as part of this business case?

Response provided during the meeting:-

R8. The percentage increase in traffic will be in line with what is required through the WebTAG assessment, which determines what growth rates are applied, and what future developments are to be considered. The slide presented depicts graphically the change in traffic between 2018 and 2036

during the AM peak hour. Westbury is probably beyond the scope of what can be responded to tonight.

Area Board Chair requests submission of Westbury questions through him to allow for a full response to be provided.

Post Meeting response:

It is hoped to bid for funds to improve the A350 at Westbury, but this scheme will fall into a further round of government funding, which is unlikely to begin until 2025.

Q9. John Freeman – Agree with Westbury comment, and the passing of traffic further along the A350 towards Westbury. Costs in the order of £150m have been muted - what happens when the cost increases and who picks up tab?

The Area Board Chair requested that questions be submitted to him to allow for a full response to be provided.

Post Meeting response:

It is hoped to bid for funds to improve the A350 at Westbury, but this scheme will fall into a further round of government funding, which is unlikely to begin until 2025.

Wiltshire Council would not be able to fund a scheme of this type from its own resources. It would be necessary to bid for funding from the Department of Transport (DfT) and to make the case for the scheme by preparing a business case which would include the cost and economic benefits.

The decision regarding funding for the scheme would be made by the DfT after considering the business case. If approved, and depending on the choice of route, the scheme could cost in the region of £135 million.

There will be a need for local contributions to the cost of the scheme, and typically DfT require 15% local contributions.

The Outline Business Case submission will need to set out the economic case for the scheme. This will consider the cost compared to the benefits through reduced accidents and reduced vehicle operating costs. A more expensive option may have higher benefits and may be a better investment.

At this early stage of the scheme development a risk allowance is included in the estimated scheme cost to provide a contingency item and to allow for unknown costs. As the scheme design progresses the costs become better defined and the risk element reduces. At the construction stage any cost overruns are likely to have to be met by the Council, which is why care is taken to ensure the cost

estimate is as accurate as possible prior to construction starting.

Q10. Michelle Donelan MP - As the local MP, wants constituents views to be heard. Echoes concerns regarding the length of consultation period and that this is taking place during lockdown. Indicates that in reality this will bring forward housing development which will see Melksham potentially double size. Believes this should be discussed more so local people can provide input. Wants the option that will work best for the local community.

Is there a possibility of extending consultation due to new circumstances?

The Area Board Chair requested indicated that the MP may wish to approach the Leader to discuss further.

Post meeting response:

This non-statutory consultation is due to run until 30th November 2020. Further opportunities for public engagement will come forward as the scheme progresses, including statutory consultations. We will monitor the response rate to the on-line questionnaire and other correspondence over the next few weeks and consider if it would be appropriate to extend the consultation period. This does, however, need to be balanced against the programme requirements for the completion and submission of the Outline Business Case work to the Department for Transport. As always, we want to make meaningful and timely progress to help remove uncertainty surrounding route choice as quickly as possible.

Additional written question received by Cllr Seed form Mark Jeffery:-

Received 20:52 05/11/20:-

1. Michelle Donelan said that she expected that Melksham would double in size as a result of this bypass .Having read the scheme Q&A I can see no reference to this other than some “jargon “re local plans ,Core Strategy etc .For transparency ,central to the Boards and Councils stated aims ,can this be clarified. The prospect of a doubling in the size of Melksham is an unwelcome and raises bigger questions re sustainability and infrastructure.
2. I understand a budget of £135m has been allocated. If the cost was greater than this who would pay the difference and how would this be funded?

Post meeting response:-

The future housing allocations in the county will be determined through the

	<p>emerging Local Plan process which is currently underway. At this stage there is no certainty about the level of housing needing to be accommodated in Melksham or in the other towns. The bypass proposals will need to be considered in the context of any confirmed housing allocations in due course.</p> <p>A specific budget has not been allocated for the scheme. The initial work carried out indicated that a scheme costing £135m could be viable. The cost of the scheme would be compared to the potential economic benefits, taking into account the environmental impacts, before the scheme is finalised. It is possible that a more expensive option may offer better benefits and could be a better investment than a cheaper one. The Outline Business Case would be considered by the Department for Transport before deciding whether to award funding.</p>
144	<p><u>Melksham Community Campus update</u></p> <p>Introduced Cllr Ian Blair-Pilling - Cabinet Member for ICT, Digitalisation, Operational Assets, Leisure and Libraries who advised that:</p> <ul style="list-style-type: none"> • The Melksham community should focus on the prize, it will be worth the inevitable disruption caused during the construction phase. Good communication will be important between all parties • That the Melksham campus was the first Wiltshire Council campus being built from the ground up. <p>Louise Cary – Head of Community Development, Wiltshire Council</p> <p>Project Update and Design Changes</p> <ul style="list-style-type: none"> • That Pellikaan Construction, a leisure specialist contractor, were appointed as Principal Contractor via the UK Leisure Framework in early 2020 • That the Project team had been developing the designs and construction plan. • That COVID-19 had significantly impacted the council’s human and financial resources. A review of the council-wide capital programme had taken place and spend re-profiled, which had slowed the pace of the project for a period. • The council reaffirmed its commitment to deliver this project. • Construction would commence early next year.

- That Pellikaan has appointed a leisure specialist Architects, Roberts Limbrick Architects, to work with them on developing the building design.
- That design changes had been made, but these were all considered improvements in terms of impact on adjacent residential properties; operational functionality; sustainable credentials and increased community spaces.

Suzanne Gough - Senior Project Manager Strategic Asset & FM, Wiltshire Council

Access Update – A350 Challenges

When the campus achieved planning, the intention was for construction access to enter the site via Western Way (A350).

As proposals have developed, concerns about safety, disruption and deliverability have emerged:

- Safety and Disruption - Steps to make the access route safer have been considered, but would result in significant disruption to the A350 and its tributaries.
- Programme - Creating an access road via the A350 has had a significant impact on the programme, increasing this by circa 6 months.
- Deliverability - The A350 access point can only be utilised for 55% of the construction programme, due to the proposed location of the campus building.
- For the remaining period the only way to deliver the project is through the Market Place.

Access Update

- Following a series of positive meetings with the Area Board members, we are now intending bring all construction traffic into the site via the Market Place.
- Construction vehicles would enter and exit the site from either Spa Road or King Street.
- All Campus construction vehicles would avoid the town centre.

Next Steps

	<ul style="list-style-type: none"> • Design Changes - Non-Material Amendment submitted • Access Changes - Section 73 notice submitted to change the access to the site, with flexibility via Spa Road and King Street Extend construction period by half an hour, Monday – Friday Discharge of Construction conditions. • Construction - Detailed design work continued, contracts were being finalised. • A number of site surveys would be undertaken including archaeological works. • Construction was due to commence on-site in early 2021. • That the roof of the sports hall was now slightly lower than the initial plans. <p>Questions</p> <p>Had there been any surveys of the impact on town car parks during the construction phase? Response: Parking Services had been consulted. Signage would be provided. A Wiltshire Council press release would be released highlighting any the parking changes.</p> <p>Concerns re the roof for badminton – what is the floor to roof? <i>Floor to roof height is 9 metres, which will enable competitive levels of badminton to take place.</i></p> <p>The Chairman advised that he was excited to see the campus on the starting blocks.</p> <p>The Area Board thanked all Wiltshire Council officers involved in this project.</p> <p>The Chairman thanked Cllr Ian Blair-Pilling, Louise Cary and Suzanne Gough for their presentations.</p> <p><i>Note: written reports were included as part of the agenda pack</i></p>
145	<p><u>Neighbourhood Plan Regulation 16 consultation</u></p> <p>Cllr Richard Wood – Chair, Melksham Neighbourhood Plan Steering gave a brief update.</p>

	<p>Points made included:</p> <ul style="list-style-type: none"> • That the plan would shortly be entering the Regulation 16 process with Wiltshire Council, who would then examine the plan. • When the plan was approved by Wiltshire Council a referendum would be held. • That the plan was available on the Melksham Neighbourhood Plan website for all to view. • That some housing provision in Shaw & Whitley was included in the proposed plan. • Next development phase – so that local people could become involved in the process. • That the group were looking for new members to continue the work of the group. <p>The Chairman thanked Richard Wood for his update.</p>
146	<p><u>Health and Wellbeing Group</u></p> <p>Cllr Nick Holder – Chairman</p> <p>The minutes of the meeting held on Monday 12 October 2020 were agreed and noted</p> <p>That there were no recommendations for action</p>
147	<p><u>Community Area Transport Group</u></p> <p>Cllr Jon Hubbard – Chairman</p> <p>The minutes of the meeting held on Thursday 24 September 2020 were noted and agreed</p> <p>The recommendations detailed below were agreed and noted</p> <p>The following issues were now complete and can be closed:</p> <ul style="list-style-type: none"> • Issue 4966 – Seend High Street - crossing facility Phase 2 – request for coloured surfacing and / or bollards to highlight the crossing point. • Issue 3340 - Melksham Coronation Road area – request for 20 mph limit.

	<ul style="list-style-type: none"> • Issue 6574 – Broughton Gifford, Mill Lane – request for measures to control freight movement. • Issue 6932 - Steeple Ashton – request for dropped kerbs at Holmeleaze and Newleaze. • Issue 7176 - Redstocks – request for village nameplate and single track road sign. • Issue 7080 - Melksham Bath Road / Bell Court – request for sign to deter HGVs entering / turning • Issue 9-19-3 – Melksham Snarlton Lane – request for “No access to Snarlton Farm” sign. • Issue 9-19-5 – Seend High Street – request for pedestrian crossing sign on eastern side of “new” crossing point. • Issue 9-19-2 – Melksham Snarlton Lane – Request for safety features at crossing point. • Issue 9-19-10 – Beanacre Westlands Lane rail bridge – Request for warning signs of road narrowing for westbound vehicles. <p>The following issues could now be added to the priority list:</p> <ul style="list-style-type: none"> • Issue 9-20-4 - Keevil Towmead Lane – request for signs to deter use by motor vehicles. To recommend to the Area Board to add this to the Priority List and to allocate £400. • Issue 9-20-5 – Littleton, Stoggy Lane – request for no through road signs. To recommend to the Area Board to add this to the Priority List. • Issue 9-20-6 – Seend High Street – request for access protection markings. To recommend to the Area Board to add this to the Priority List and to allocate £100. • Melksham - Shurnhold and Dunch Lane. To recommend to the Area Board to add this to the Priority List.
148	<p><u>Written Partner Updates</u></p> <p>The following written updates contained in the agenda pack were noted:</p> <ul style="list-style-type: none"> • Wiltshire Police

	<ul style="list-style-type: none"> Dorset & Wiltshire Fire and Rescue Service
149	<p><u>Grant Funding</u></p> <p>Decision Atworth Youth Club awarded £5,000 towards replacement of toilets and construction of disabled access (Note: Cllr Jon Hubbard did not take part or vote)</p> <p>Decision Conigre Mead Volunteers awarded £590 to buy maintenance kit - an engine, brush cutter head and a strimmer lead</p> <p>Decision 2385 (Melksham) Squadron ATC awarded £900 towards Duke of Edinburgh IT support</p>
150	<u>Close</u>

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A350 Melksham Bypass Public Consultation



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Minute Item 151

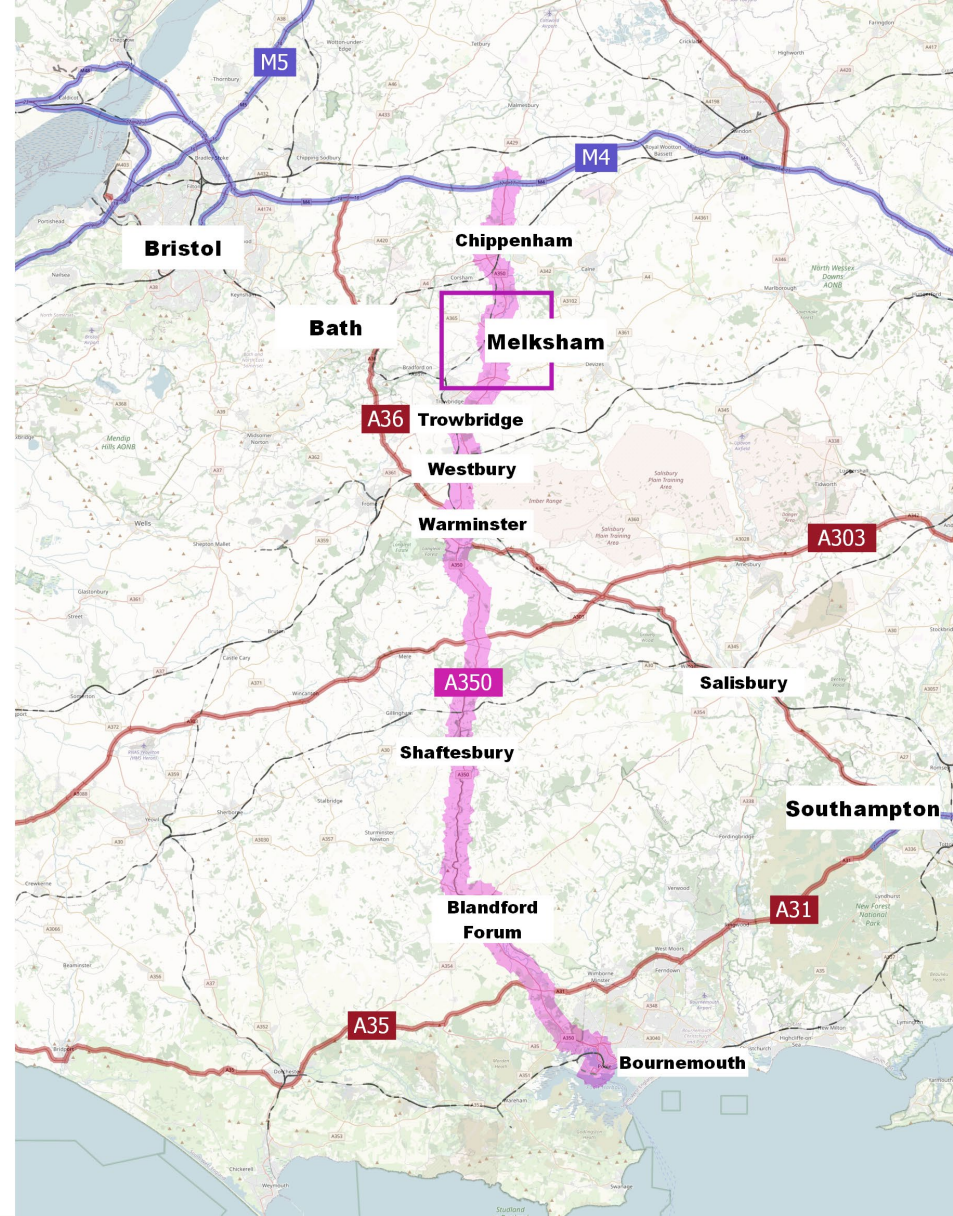
November 2020

Wiltshire Council

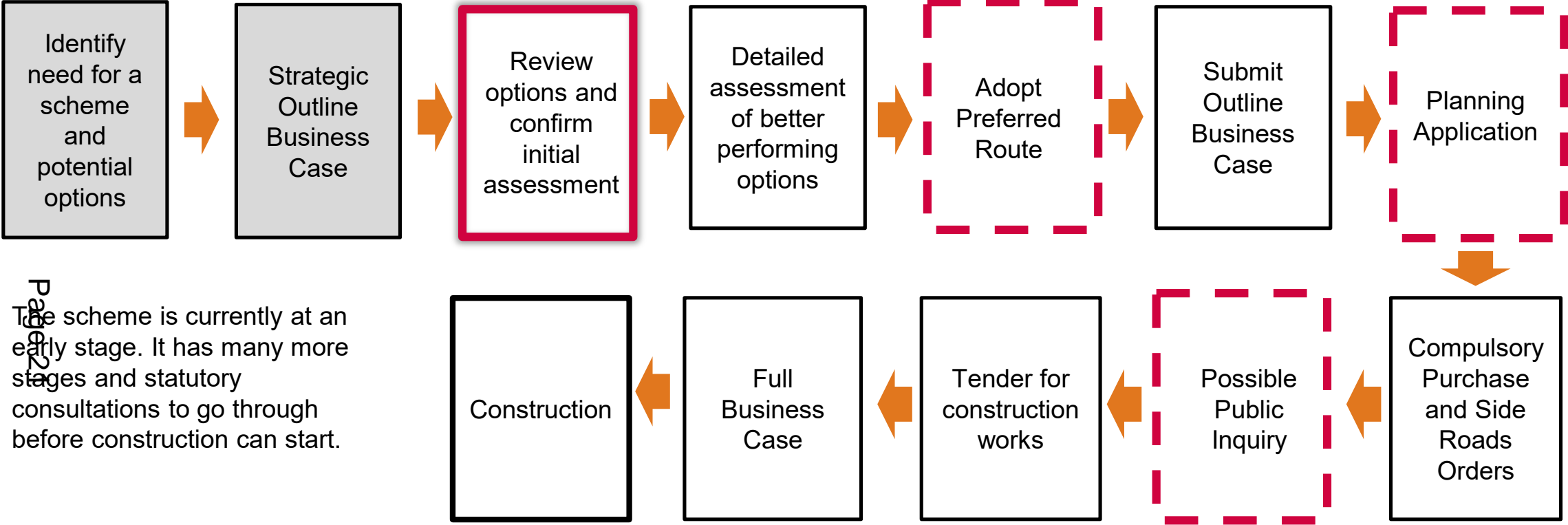
Background

- 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



Scheme preparation process



The scheme is currently at an early stage. It has many more stages and statutory consultations to go through before construction can start.

Completed

Current stage of consultation

Other prospective key stakeholder involvement

About this consultation

The scheme is at a very early stage of its development.

The aims of this non-statutory consultation are to:

- Engage with stakeholders & potentially affected land owners
- Encourage involvement
- Build strong open relationships
- Raise awareness
- Inform about the option assessment process
- Understand concerns, issues and suggestions
- Receive feedback on the options to allow us to develop the scheme further
- Prepare for the statutory consultation phases

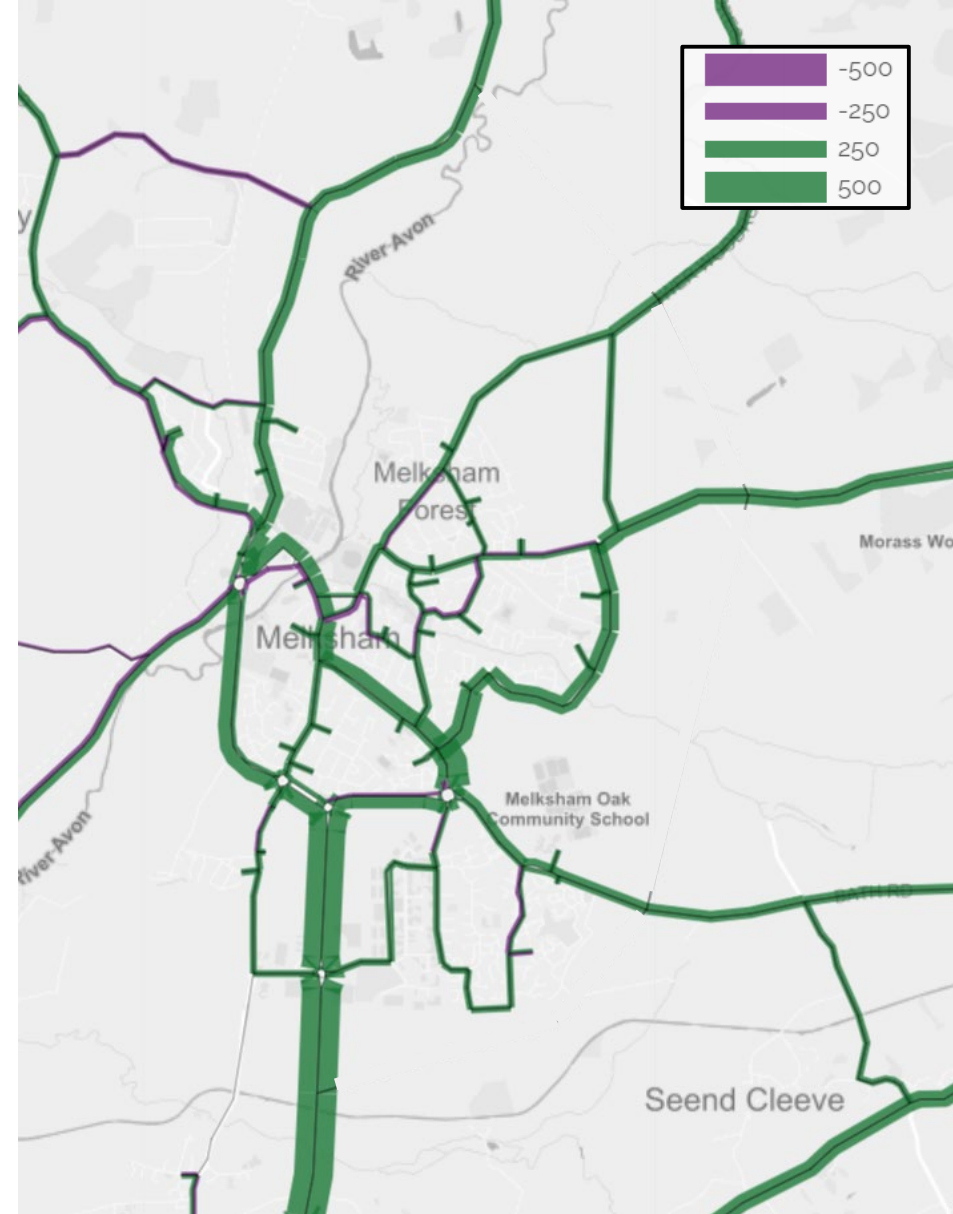


Existing A350 - issues

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

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



Full range of options

Non road-based options (Options 1 to 6)

Demand management and traffic management measures

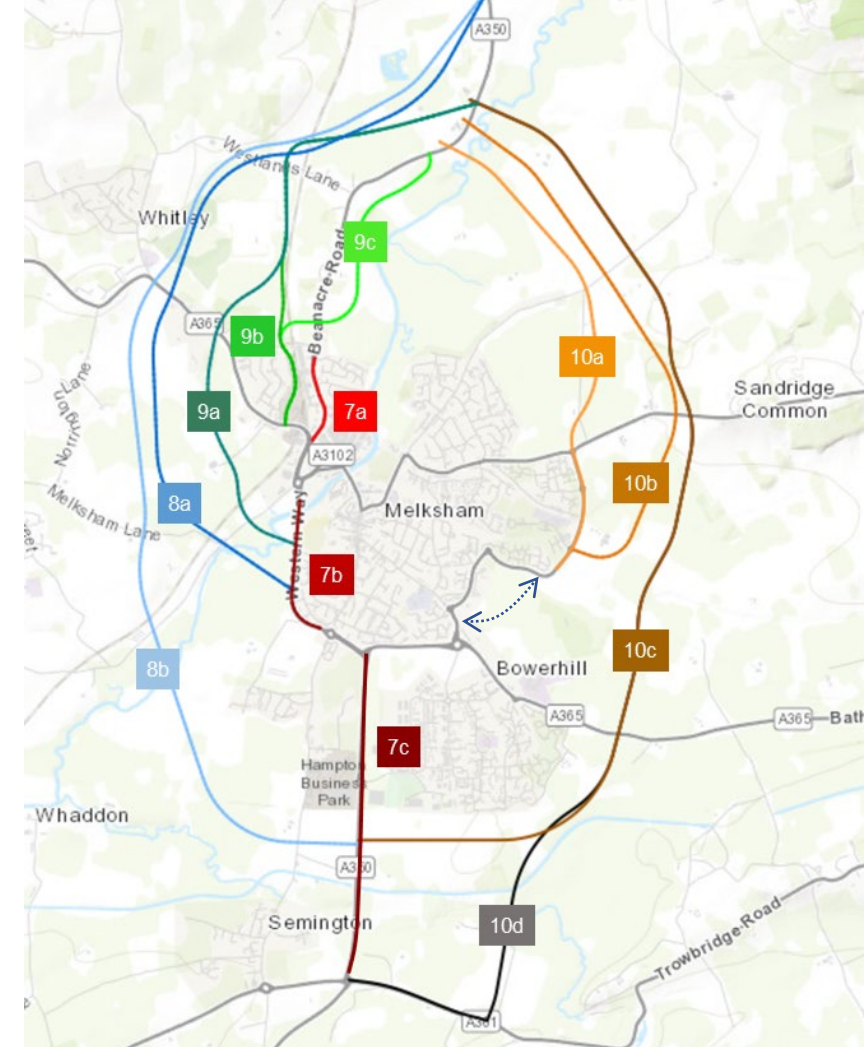
1. Workplace parking levy
2. Road user pricing
3. Heavy good vehicle restrictions

Public transport and active modes

4. Rail service / infrastructure
5. Bus service / infrastructure
6. Improved walking and cycling routes

Road-based options (Options 7 to 10)

- Improvement / upgrade to the existing A350 route
- Shorter / intermediate bypass options (east and west of the town)
- Longer (full) bypass options (east and west of the town)



Note - Indicative of potential route corridors only – this does not denote specific road alignment at this stage

Please give us your views by 30 November

A wide range of potential options have been identified, which would all have different impacts and benefits. Information on the options will be available from 5th November 2020 at:

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

Website will include:

- Information pack covering areas such as:
 - A350 route & need for the scheme
 - Objectives & assessment criteria
 - Key physical constraints & full range of options
 - Route information
 - Emerging findings
 - Potential for complementary walk & cycling improvements
- Online questionnaire
- Series FAQs

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Please give us your views by 30 November

This consultation provides the opportunity to gather additional information on the scheme and its potential effects and help identify mitigation measures where required.

The views of organisations with specialist knowledge of the area will be particularly important in helping to refine the proposals.

It should be noted that the consultation is not a public 'vote' for the most popular route or option. A wide range of factors have to be taken into account in determining a preferred option.

There will be other formal consultation stages in the future, including at the planning application and in connection with the statutory orders, but it is considered that early consultation is a vital stage in developing major projects.

Your views will help us develop the scheme, and will be taken into account.



How to give your views



You can give your views by visiting the Wiltshire Council website at:

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



Or by emailing:

MajorHighwayProjects@Wiltshire.gov.uk

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Or writing to:

Major Highway Projects,
Wiltshire Council,
Trowbridge,
Wiltshire
BA14 8JN

What happens next?

- Ongoing technical investigation and review works
 - Ecology / environment walk over surveys
- Consultation to be launched at Melksham Area Board Meeting (4th Nov 7pm)
 - Runs to the end November 2020
 - All suggestions and comments will be welcomed and will be considered
 - Responses will feed into option consideration process
- Sifting of options to progress from long list to short list
- Further consultation mid 2021
- Adoption of preferred route & submission of Outline Business Case
 - Say October 2021

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Indicative timeline

The outcome of this consultation and the options appraisal is expected to be reported to a meeting of Wiltshire Council's Cabinet next year in order to consider the adoption of a Preferred Option for the scheme, and the submission of an Outline Business Case (OBC) to the Department of Transport (DfT) for funding.

On the basis that the Outline Business Case is approved and that there is funding available for further development, the scheme would go through further detailed design and environmental assessment.

The scheme would require a planning application and all the related statutory processes would apply, including consultation and a full Environmental Impact Assessment.

A Full Business Case would then be submitted to central government for the final approval for funding. This typically follows planning consent.

It is currently anticipated that construction would commence in 2024, with scheme opening in 2027.

Oct '21

OBC submission to DfT
(approval to proceed)

Mar '22

Further design and
environmental assessment

Winter'22

Planning application

Spring '23

Full Business Case (approval
for funding)

Winter'23

DfT decision point

2024

Construction

2027

Scheme opening

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