

## 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](http://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.