

REGULATORY COMMITTEE  
10<sup>th</sup> SEPTEMBER 2003

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**MELKSHAM-SENINGTON DIVERSION -  
OBJECTIONS TO TRAFFIC ORDERS**

**Purpose of Report**

1. To consider objections to the Traffic Orders and to recommend the advertisement of minor amendments.

**Background**

2. The report to the July meeting of the Regulatory Committee advised that the various Traffic Orders associated with the construction of the new diversion were being advertised.

**Objections**

3. As a result of the advertisement six letters of representation have been received. Two refer to the location of the closure, one to the location of the zebra crossing and three to the fact that insufficient measures are proposed on the northern length of the superseded A350.
4. Full copies of the letters are available in the **Members' Room** and from the Environmental Services Department prior to the meeting.
5. The representations, comments thereon and proposed actions are summarised in **Appendix 1** regarding the closure, **Appendix 2** relating to the crossing and **Appendix 3** for the measures on the northern section of the superseded road.

**Main Considerations for the Council**

Closure of the superseded A350

6. The comments in **Appendix 1** indicate that following a meeting with the objectors the location of the closure could be moved from south of, to a point just north of, their properties without impinging on the overall effect of the closure, whilst meeting their requirements to have access to and from Semington, rather than Melksham. It is considered that it would be appropriate to advertise the amended location which is shown on the plan at **Appendix 1A**.
7. If this revised location is pursued it will also be necessary to alter the location of the length of footway that requires conversion to joint footway/cycleway from adjacent to the previously advertised "closure" to a length adjacent to the new location.

#### Zebra crossing - superseded A350

8. The comments in **Appendix 2** indicate that the crossing could be relocated to a point north of the advertised location, which would overcome the objectors' concerns, whilst still providing an acceptable pedestrian route. It is considered appropriate to advertise the amended location shown on the plan at **Appendix 2A**.

#### Measures on northern length of superseded A350

9. The comments in **Appendix 3** indicate that it is considered appropriate to introduce the measures proposed on this length, which are shown on the plans at **Appendix 3A**, and monitor the effect.

#### **Environmental Impact of the Proposal**

10. The suggested relocation of the point of closure and the zebra crossing will have no significant impact on the overall effect of the whole scheme, but will result in a reduction in the impact on the property of Wing Commander Jones (Retd), outside which the crossing was originally proposed.
11. As indicated in **Appendix 3A**, the substantial reduction in the volume of traffic on the northern length of the superseded A350 will considerably improve the environment of this area which was one of the main benefits of the Melksham-Semington Diversion.

#### **Financial Implications**

12. The cost of the proposals is included in the overall budget for the scheme.

#### **Options Considered**

13. "Closure" and Zebra crossing:-
  - (i) Implement the proposals for the closure and crossing as advertised.
  - (ii) Advertise the revised locations to overcome the objectors' concerns.
14. Northern length of superseded A350:-
  - (i) Implement measures as advertised.
  - (ii) Pursue additional measures.

#### **Reasons for Recommendation**

15. The revised locations for the closure and the crossing overcome the objectors' concerns but do not detract from the effectiveness of the overall proposals.
16. The measures proposed on the northern length of the superseded A350 are considered sufficient to restrict the use by heavy vehicles and to discourage through traffic, whilst still allowing reasonable use of the highway.

## **Recommendation**

17. That:-

- (i) The proposed advertised closure south of Outmarsh be not implemented and revised Orders with the same exemptions be advertised and, subject to no objections, implemented at a revised site north of Outmarsh Farm.
- (ii) The proposed zebra crossing south of Townsend Farm be not implemented and a revised location for a crossing north of the access to the Mobile Home Park be advertised and, subject to no objections, be implemented.
- (iii) The proposals for the length of the superseded A350 north of Hampton Roundabout be implemented as advertised, and the situation monitored.
- (iv) The conversion of the footway to joint footway/cycleway south of Outmarsh Farm, approved by Minute 03/78, be rescinded.
- (v) The footway between a point 180 metres and 205 metres south of the centre of Hampton Park West roundabout be extinguished under Section 66(4) and a joint footway/cycleway be "constructed" under Section 65(1) of the Highways Act 1980, over the same length.
- (vi) The objectors be informed accordingly.

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**The following unpublished documents have been relied on in the preparation of this Report:**

Letters of objection.