

Objectors to insufficient restrictions on northern length of superseded A350

Mr. A.F. Gould
491A Semington Road
Melksham

Mr. W.R. Ash
506 Semington Road
Melksham

Mrs. B. Chambers
512 Semington Road
Melksham

All the objectors are concerned that:-

1. Insufficient measures are proposed for the section of the "old road" between Townsend Farm and Hampton Park, and that the residual traffic will be greater than originally envisaged because of "rat-running" to/from or via Hampton Park industrial area.
2. The weight restriction with "except for access" will be abused and with access permitted to the Waney Edge Café there will be many heavy vehicles using the road. One objector suggests closing the café.
3. Residents of Berryfields wishing to travel south are to be allowed to travel via Hampton Park Estate rather than being forced to travel north to Townsend Farm and use the diversion route.
4. The objectors consider there should be a closure of the road north of Hampton Park as well as south. They state the Government agreed the funding for the diversion on the basis that Semington Road, as well as Semington, would be relieved of traffic.
5. One of the objectors is concerned that vehicles from the Hampton Park Estate will park on the old A350, and parking restrictions should be provided.
6. The objectors were told that when the new diversion was constructed the existing access to the Hampton Park Estate from the "old" A350 would be blocked off.

Comments

1. The measures proposed are a 7.5 tonne weight restriction and two pairs of priority narrowings. The area is shown on the plan at **Appendix 3A**.

2. The weight restriction has to be "except for access" rather than "except for loading" as it is not within the powers of the County Council to prevent goods vehicles accessing the existing café that currently caters for goods vehicle drivers without incurring compensation. Signs will be erected at the northern end indicating that access is not available for heavy goods vehicles to the Hampton Park Estate.
3. The three objectors reside south of Berryfields so would benefit if access to Berryfields were only from the north. Residents fronting the road north of Berryfields are likely to be disadvantaged by Berryfields traffic if the access were available only from the north.
4. A closure (except for buses) would prevent cars using the route to access the Hampton Park Estate but it is considered that leaving it open and allowing Berryfields traffic to exit in either direction is appropriate. The opening of the new diversion will remove a considerable proportion of the current traffic. The matter can be monitored once the road is open and the traffic pattern has settled down.
5. The possibility of introducing waiting restrictions in the area will be considered once the parking pattern has settled down after the opening of the new road. However, if parking were to take place on the "old" road it would act as a deterrent to its use as a through road.
6. When the Hampton Park Estate was developed it was indicated that access would become available from the new road when that was built, but there was no proposal for the existing access to be closed.