

**Minutes of the Property and Amenities Committee Meeting held at  
Corsham Town Hall on Wednesday 25 March 2026**

**Present** Councillor H Belcher OBE (Vice-Chair)  
Councillors S Abbott and J Brook

**In Attendance** J Whittleton (Head of Technical Services)

**P&A 66/25 Apologies**

Apologies received from Councillors T Ellis, J Coward, G Ward, N Brakspear and G McCaffery.

**P&A 67/25 Public Question Time and Petitions**

Representations were received from the local resident who submitted the request to install a hard surfaced path at Beechfield Nature Area (*agenda item 6*). The resident stated that the path became waterlogged in winter. This resulted in it being difficult to negotiate for older or less able persons and that people either had to trapse through the muddy path or take a wider line and effectively widen the area that was walked upon. He stated that the installation of a path would accord with the Town Council's aim of making provision for an aging population and allow elderly or less able persons to access the area throughout the year.

Representations were received from a member of the Corsham Active Travel Group in support of *agenda item 11iii, request for a new traffic-free section along the Corsham-Chippenham cycling route*. He stated that the proposed new section would start just north of Westrop and could either proceed along the current signed road or go along Sparrows Lane and finish at the junction of the Chequers to Notton Road. He stated that the Active Travel Group's preference was for the Sparrows Lane route as it was shorter, connected better with the Easton Lane traffic-free section and would not require a new section of cycleway along the Chequers to Notton Road.

**P&A 68/25 Declarations of Interest**

There were none.

**P&A 69/25 Matters Arising from the Minutes of the Property and Amenities Committee meeting held on 21 January 2026**

Minute P&A 58/25 – 20mph Limits in Corsham and Neston:

The Committee noted that the informal meeting to discuss potential changes to the 20mph limit areas had been postponed to await Wiltshire Council's revised

policy on setting local speed limits. Councillor Belcher stated that she had seen a draft copy of the new policy and that it would simplify the procedure for introducing 20mph limits. She stated that in terms of setting other speed limits, the amended policy would pay attention to the views of the local Wiltshire Councillor. Town Councils would be expected to meet some of the cost of speed limit changes (TROs, signage etc). She added that the new policy could be signed off by the end of April 2026.

Minute P&A 61/25 – Update on Local Highway & Footway Improvement Group (dropped kerbs across Newlands Road near the Bences Lane junction):

The Head of Technical Services reported that he had undertaken a site visit with Wiltshire Council's Traffic Engineer to ascertain the most suitable point and materials for dropped kerbs to aid the crossing of Newlands Road near the Bences Lane junction. He stated that a costed proposal was expected to be submitted to the LHFIG meeting on 6 May 2026.

Minute P&A 61/25 – Update on Local Highway & Footway Improvement Group (Lacock Road verges):

The Head of Technical Services reported that Wiltshire Council's Highway Engineer did not like the Committee's suggestion for putting down gravel in the verge as gravel can clog roadside drains and can be slippery underfoot. They suggested that white marker posts might be a better alternative. The Head of Technical Services would look into the history of efforts to address this issue, the difficulties finding a way forward and to provide the Committee with an update at the next meeting.

**P&A 70/25 Guide Hut and Arnold House Feasibility Study (*Minute P&A 57/25 and others*)**

There had been a delay finalising the feasibility study and cost plan for the Guide Hut/Arnold House project. This had been caused by the Quantity Surveyor requesting additional information from the Structural Engineer. Assuming that there are no further questions or pieces of work arising from this, it was expected that the architect would attend the 27 May committee meeting to present the final Feasibility Report.

**Resolved**

To note the update.

**P&A 71/25 Request to install a path at the Beechfield Nature Area**

Consideration was given to a request to install a hard surfaced path around Beechfield Nature Area. The Head of Technical Services had asked a contractor for a price for a 1.5m wide path with a 100mm type 1 sub base and a top dressing of 50mm self-binding gravel. This had come in at approximately £35,000 plus VAT.

Issues discussed included:

- That a hardstanding path would appear to accord with the Town Council's aims to make provision for an aging population;

- That the Town Council had a number of other capital projects and that there was not an infinite amount of funding available for them;
- That there might be s106 funding made available through a nearby housing development or grant funding through an outside scheme; and
- The views of local residents and the Pickwick Association.

### **Resolved**

To ascertain the views of the Pickwick Association and local residents and consider these views at a future meeting.

### **P&A 72/25 Biodiversity Action Plan Progress Report (*Minute P&A 18/23 and others*):**

Consideration was given to the Biodiversity Action Plan Progress Report.

Issues discussed:

- The Committee noted that the Town Council was fortunate to have a full-time employee (the Environmental Project Officer) focusing on biodiversity and the Council's response to the climate crisis;
- That it would be useful to have an annual report on progress against the Biodiversity Action Plan: and
- The Committee noted that the Town Council had won a National Association of Local Councils' Star Council Award for its response to the climate crisis.

### **Resolved**

- i) To note the report; and
- ii) To commend all those officers and volunteers who had contributed to the winning of the Star Council Award.

### **P&A 73/25 Asset Management Plan (*Minute P&A 36/22 and others*)**

Consideration was given to the latest version of the Asset Management Plan which set out progress against the findings of the 2022 condition surveys conducted at Arnold House, the Town Hall and the Guide Hut. The Head of Technical Services pointed out that approximately £85,000 had been spent on tasks at Arnold House and that most of the tasks relating to the masonry, pointing, chimneys and external drainage had been completed. Officers had been awaiting the findings of the Structural Engineer (working on the Guide Hut Arnold House project) to ascertain the condition of the roof timbers. Once this was known, defects in this area could be addressed if needed and other issues, such as the plasterwork in the attic space at Flat 2, could be addressed in turn. The Head of Technical Services also highlighted completed works at the Town Hall including repairs to the flat roof at the rear of the building, the replacement of the fire escape, stonework at the right-hand gable end, insulation of the roof spaces and the installation of secondary glazing.

Issues discussed included:

- That the Council needed to make provision for asset management in its Earmarked Reserves; and
- That it would be useful to have an annual update on progress against the Asset Management Plan and that this would be especially useful ahead of the budget setting process.

### **Resolved**

To note the updated Asset Management Plan and progress made to date.

### **P&A 74/25 Public Realm Update (*Minute P&A 43/25 and others*)**

The Committee noted that the Strategic Planning Working Group had met on 12 February and had agreed that the proposed raised junction at the Newlands Road/Pickwick Road junction should be taken forward with Wiltshire Council. The Working Group felt that this element of the Town Council's Public Realm Strategy should be prioritised over the proposed raised junction at the top end of Station Road. The Working Group noted that Wiltshire Council's Senior Traffic Engineer had expressed concern about the Station Road proposal due to its proximity to a listed building and the possible impact on foundations, the lack of space for cycle lanes and the fact that the proposal envisaged through traffic using South Place/Pickwick Road giving way to crossing traffic.

The Head of Technical Service had emailed Wiltshire Council's Traffic Engineering Manager to ask how the Newlands Road/Pickwick Road junction might be taken forward.

The results of pedestrian surveys carried out along Newlands Road had recently been shared with the Town Council. The surveys did not justify the creation of a new formal crossing, but they did show that there was a concentration of pedestrian movements across Newlands Road in the vicinity of the Royal British Legion/public toilets. Wiltshire Council's Senior Traffic Engineer had stated that the LHFIFG could look at installing dropped kerbs at the busiest location to aid crossings.

### **Resolved**

To submit a Highway Improvement Form asking the LHFIFG to look at installing dropped kerbs at the busiest location identified by the pedestrian surveys.

### **P&A 75/25 Update on Local Highway & Footway Improvement Group (LHFIFG)**

The Committee received an update on LHFIFG issues and noted that waiting restrictions at Park Lane were in the process of being marked, that the Neston SID site had been programmed in and that a costed proposal for dropped kerbs at Newlands Road near the Bences Lane junction would go to the next meeting of the LHFIFG on 6 May 2026.

## **Resolved**

To note the update.

### **P&A 76/25 Requests for Highway Improvements and Traffic Surveys (*Minute P&A 62/25 and others*)**

- i. Church Rise, Neston – Request to improve the footpath along Church Rise.

Issues discussed included:

- That this request had been considered a year ago and that the LHFIG had sent it onto the Highway Maintenance Team to clear the pavement of debris. The request was being resubmitted with a view to re-tarmacking the pavement and extending it to include the narrow grass strips by the kerb line; and
- That the pavement was presently too narrow to permit two people to pass and that pedestrians were obliged to take to the grass strips when passing, which had turned these areas into muddy eyesore.

## **Resolved**

To send the request onto the LHFIG, with the recommendation that the pavement be re-tarmacked and that the narrow grass strips be incorporated into the pavement, making a wider pavement sufficient enough for people to pass and eliminating the grass strips.

- ii. Station Road, Corsham – Request to install bollards to prevent illegal/inconsiderate parking.

Issues discussed included:

- That there were pedestrian safety concerns at this location which might be tackled by installing bollards; and
- That parking was at a premium in this location and that any restrictions may have a negative impact on local businesses.

## **Resolved**

To send the request onto the LHFIG and to recommend that a highway engineer be asked to consider safety measures (including bollards), whilst being mindful not to negatively impact on local businesses.

- iii. Corsham to Chippenham Cycling Route – Request to add another traffic-free section to the Corsham-Chippenham route.

Issues discussed included:

- The Committee could see the merit in making the Sparrows Lane route, the official/signed route. However, it was felt that some

consultation should be undertaken with the farmer and landowner before making a recommendation to the LHFIG.

**Resolved**

To contact the farmer at Easton Court Farm as well as the landowner to ascertain the vehicular use of this lane.

- iv. Priory Street-Arnolds Mead path – Request to permit cycling along the short section of path between Priory Street and Arnold’s Mead.

**Resolved**

To support the request and to send it onto the LHFIG.

**P&A 77/25 Update on Permissive Path to Hartham Park (*Minute P&A 56/25 and others*)**

The Head of Technical Services had received strong objections from the landowners near Church Farm (off Middlewick Lane) and to the northwest of the Cross Keys junction into enquiries about establishing a permissive path from Corsham to Hartham Park. With that being so, it was difficult to see how a new permissive path could be established which would aid pedestrian journeys between Corsham and Biddestone.

**Resolved**

To note the update.

**P&A 78/25 Improvements to Bus Stops (*Minute P&A 56/25 and others*)**

Consideration was given to Wiltshire Council’s update on improving bus stops and bus shelters. The Committee noted that a long-term contract had been awarded to replace bus stops and shelters across the county and that this would run until March 2030. They also noted that work had now started on the programme, which will upgrade existing facilities and install new shelters, timetable cases, flags, poles and other supporting infrastructure.

**Resolved**

To note the update.

**P&A 79/25 Speed Indicator Devices and AutoSpeedWatch (*Minute P&A 50/25 and others*)**

Since the Committee meeting on 21 January 2026, Speed Indicator Devices had been deployed at the following locations:

Elley Green (near the junction with Leafield Industrial Estate) – 12 January – 4 February:

Average speed incoming 21.38mph. Average speed outgoing 22.46mph.

Maximum speed incoming 47mph. Maximum speed outgoing 68mph.

Park Lane – 12 January – 4 February:

Average speed incoming 25.38mph. Average speed outgoing 25.4mph.

Maximum speed incoming 80mph. Maximum speed outgoing 78mph.

Valley Hill, Gastard – 18 February – 5 March:

Average speed incoming 25.94mph. Average speed outgoing 27.60mph.

Maximum speed incoming 62mph. Maximum speed outgoing 80mph.

The Head of Technical Services pointed out that data obtained from the SIDs suggested that average speeds had fallen by more than 2mph since the speed limit had been reduced from 30mph to 20mph. This was greater than anticipated – a 2018 Department of Transport study had found that on average the introduction of 20mph limits reduced the average speed by just under 1mph.

The Committee noted that the AutoSpeedWatch camera would shortly be deployed in Gastard as there was now sufficient sunlight to power the solar-powered unit.

### **Resolved**

To note the update.

The meeting began at 7.00pm and ended at 8.24pm. There were three members of the public present.

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CHAIR

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DATE