



## Sustainable Development and Travel committee minutes

### Minutes

From the committee meeting at 7pm on Tuesday 16 June 2026

At United Church, 10 St Margaret's Street, Bradford on Avon

---

### Decision making

The **decisions** made by the committee at this meeting are at minute [2](#) & [6](#).

---

### Present

#### Councillors:

- James Atkinson
- Kate Bessant
- Sam Blackwell
- Kevin Elliott
- Ben Reed
- Ghika Savva
- Chris Spence (Chair)
- Katie Vigar
- Jack Vittles

#### Town Council Officers:

- Ian Brown - Chief Executive & Town Clerk
- Sarah Hawkins - Accountant

#### Meeting clerk:

- Sarah Howe – Committee Clerk
- 

### Apologies

From Councillors unable to attend the meeting:

- Andy Gordon (Vice Chair)
- Alex Kay

Presentation given by BoA High Street project – summarised at Appendix B.



1. Agenda item 3 - Declarations of interest

Councillor Elliott declared he is a resident of the Culver Road area regarding Agenda item 8.

2. Agenda item 4 - Minutes from the previous meeting of the committees: Town Development 17 March 2026 and Sustainable Travel 24 February 2026

Proposed by Councillor Vittles

Seconded by Councillor Elliott

And with all in favour it was **resolved**: that the minutes of the last committee meetings of Sustainable Travel and Town Development held on Tuesday 24 February 2026 and 17 March 2026 respectively be accepted as a true record of the meetings.

3. Agenda item 5 - Matters arising

None.

4. Agenda item 6 – Chairs Update

The Chair provided a verbal update. The town council has engaged a professional planning advisor to assist with the council response regarding the 'Beehive Field development' off the Trowbridge Road. Outline planning permission is being sought by the landowners. Wiltshire Council has approved an extension for the consultation deadline for this application.

5. Agenda item 7 –Comments on planning applications from the town council's delegated planning meetings

The minutes and decisions were noted from meetings held on 1 & 15 April, 6 & 20 May and 3 June 2026.

6. Agenda item 8 – Local Highways and Footpaths Improvement Group (LHFIG)

- (i) Revised process – the committee clerk introduced the recommendation as supplied with the agenda. A request that wording around new requests being considered twice a year be changed to 'at least twice as year' was agreed. It was also agreed that new requests are circulated to councillors two weeks before the



relevant committee meeting to allow plenty of time for councillors to view sites if needs be.

Proposed by Councillor Spence

Seconded by Councillor Blackwell

And with all in favour **resolved**: to approve the revised process for the consideration of new LHFIG requests.

- (ii) New Requests – the new requests as outlined in the report were considered by councillors

Culver Road – suggest H bar marking across the driveway with financial contribution from the resident. Councillors felt the problem described and subsequent request has been generated as a result of the LHFIG works. Councillors agreed LHFIG should resolve with the resident and preferably by installing the H bar at LHFIG's expense.

Proposed by Councillor Spence

Seconded by Councillor Blackwell

And with all in favour (Councillor Elliott abstaining from the vote due to declaring his interest) **resolved**: to forward the request to LHFIG and propose LHFIG resolve the issue at the group's own expense.

Pedestrian crossing on Moulton Drive/Rowden Lane – forward to Wiltshire Council to advise on potential options.

Proposed by Councillor Reed

Seconded by Councillor Spence

And with all in favour **resolved**: to forward to LHFIG to consider best options for a pedestrian crossing on Moulton Drive or Rowden Lane.

The next two requests were discussed; it was agreed that additional information is required from the Wiltshire Council traffic engineers.

Waiting restrictions on Huntingdon Rise – leave for now as local support unclear but check the rules around parking obstructively on junctions/corners.



Mythern Meadows – forward to Wiltshire Council for advice from traffic engineer again around obstructive parking nearby and causing problems.

(iii) Current requests – current requests were noted.

Bath Road speed assessment. LHFIG has requested the town council make a contribution of £1,375 towards the cost of a speed assessment along the Bath Road. LHFIG and Monkton Farley Parish Council will also be making contributions. The total cost is £3,250.

Proposed by Councillor Blackwell

Seconded by Councillor Atkinson

And with all in favour **resolved:** to agree to contribute £1,375 towards the cost of a speed assessment along the Bath Road from Ashley Road up as far as the county line at Sally in the Woods. The cost of the whole stretch is commensurate with potentially shorter sections above 2.5km.

7. Agenda item 9 – Traffic management scheme and new river crossing

Councillor Blackwell provided a verbal update; awaiting the completion of the outline business case for the bridge which is due in the next few months. There will be a review in the autumn at which point any forthcoming bridge design will be shared.

The bus contraflow assessment on Silver Street, views from Wiltshire Council have been shared with the council, who are seeking further clarification. The town council still wish to pursue 20mph for the whole town.

8. Agenda item 10 – South Western Railways full timetable refresh

Councillor Blackwell provided a verbal update. Prior to 2021 there was a South Western Railways (SWR) service between Bristol (via Bradford on Avon) and London Waterloo. This service has been withdrawn and ‘replaced’ by 3 GWR services connecting Bradford on Avon and Bath.

South Western Railways are engaged in a consultation ahead of a timetable refresh in 2027. Councillor Blackwell sees there are operational opportunities to potentially link cross regional services together which could lead to the re-introduction of a direct service to



London Waterloo. Proposed by a member of the West Wiltshire Rail User Group existing Bristol-Salisbury and Salisbury to Waterloo services could be linked up with the benefit that once GWR and SWR are renationalised becoming part of Great British Railways many existing constraints will be removed. The reinstatement of the service is also an objective in the Wiltshire Council Local Transport Plan.

Councillor Blackwell would like to highlight this proposal in the SWR survey. <https://www.southwesterntimetable.com>

Councillors agreed to support Councillor Blackwell's proposal.

9. Next meeting

The next committee meeting is arranged for Tuesday 22 September 2026.

---

**End of the meeting**

The meeting finished at 8.20 pm.



Appendix A: There were 18 members of the public present (mostly for the presentation), and 3 committee meeting questions were asked.

[Q1] A resident asked what was happening with the One Campus proposal.

Councillor Vigar explained that Wiltshire Council did have some money to investigate this for the station carpark and surrounding land. Unfortunately, there were too many stakeholders involved and not sufficient will to progress the idea. It has been dropped.

[Q2] A resident asked if the new LHFIG requests could be considered 3 times a year by the town council to match the cycle of LHFIG meetings.

The Chair confirmed the requests are considered twice a year currently based on volume and administrative time available. It was agreed to add that requests could be considered at least 2 times a year as part of the review of the LHFIG process at Agenda item 8.

[Q3] A resident asked if LHFIG can see all the new requests submitted to the town council, not just the supported ones.

Councillor Blackwell confirmed that Wiltshire Council (LHFIG) realistically only has time to consider supported requests.



Appendix B – Presentation – BoA High Street Project – Klas Hyllén

Klas representing a collective of local business owners and residents are concerned the Neighbourhood Plan review for Bradford on Avon does not go far enough in developing infrastructure for the town for the coming century, which is likely to see an increase in residential development in line with the current national strategy.

Bradford on Avon had hardly expanded at all until the middle of the nineteenth century when the railway arrived. However, since the Second World War there has been rapid expansion in housing stock but very little in infrastructure improvements to support the growth.

Initial thoughts include expanding the Neighbourhood Plan, additional bridges spanning the Avon in the town centre and the removal of vehicles from some town centre roads. The collective hope is to set up an exhibition space in town and engage with residents and develop ideas for 2038 (the end date for the Neighbourhood Plan) and beyond.

Klas offered to answer any questions. Several questions centred on some specific development details. Klas reiterated that at this stage there are no details and the project is hoping to get the conversation started with the wider community.

There was a question regarding commitment from the Town Council including funding. The Chair confirmed the town council are pressing on with the Neighbourhood Plan even though funding has been withdrawn. However, the initiative deserves consideration and support.

There was a debate over population growth and whether the increase in housing stock was likely to come through in the coming decades. It was agreed that housing targets exist now and are more ambitious than have been for some time. Pressures to build are already there from population numbers and movement which will lead to infrastructure issues.

Councillors agreed this was a strategic look at the future, where currently the principal authority does not have a habit of considering infrastructure provision in line with growth. A positive attitude to growth makes a lot of sense and encourages the community to be more ambitious. It was agreed the Neighbourhood Plan could potentially support a vision of this type.

The Chair thanked Klas for his presentation adding the planning process needs to take a longer-term view too.