

Holistic Review of Semington Road

Technical Note

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Walk Wheel Cycle Trust

Walk Wheel Cycle Trust is the charity making it possible for everyone to walk, wheel and cycle.

We work directly with communities to make change happen. Then we evidence the impact to influence policies to push those changes further.

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Introduction

Semington Road is an important road linking Semington and Melksham. It provides access for local residents and businesses, carries a key bus route, and forms part of National Cycle Network route 403. Semington Road was the previous alignment of the A350 before a bypass was constructed. Traffic calming measures were installed following the creation of the bypass – see Figure 1, however the village has since continued to grow.



Figure 1. Photo of existing traffic calming on Semington Road

Significant residential development has already taken place along Semington Road in recent years, with more at various stages of the planning and development process. These developments introduce new vehicle access points onto Semington Road and increase the number of people using the corridor, raising traffic volumes. This project is being taken as an opportunity to review whether the existing highway infrastructure meets the needs of all users along the route, and local aims for accessibility, active travel and road safety.

This report will take a holistic approach to the assessment of the Semington Road Corridor – see Figure 2 for the scope area. It will review the existing highway environment alongside current and planned developments and local transport quality improvement aspirations. It aims to understand where existing desire lines, issues and opportunities are, raised by stakeholders and identified on a site audit.

The report also considers opportunities to make use of available developer contributions, including Section 106 funding associated with recent housing developments. The recommendations are intended to provide an evidence-based framework to help prioritise future investment, inform discussions with the highway authority, and support the development of projects that improve connectivity, accessibility and the overall quality of the corridor for existing and future communities.

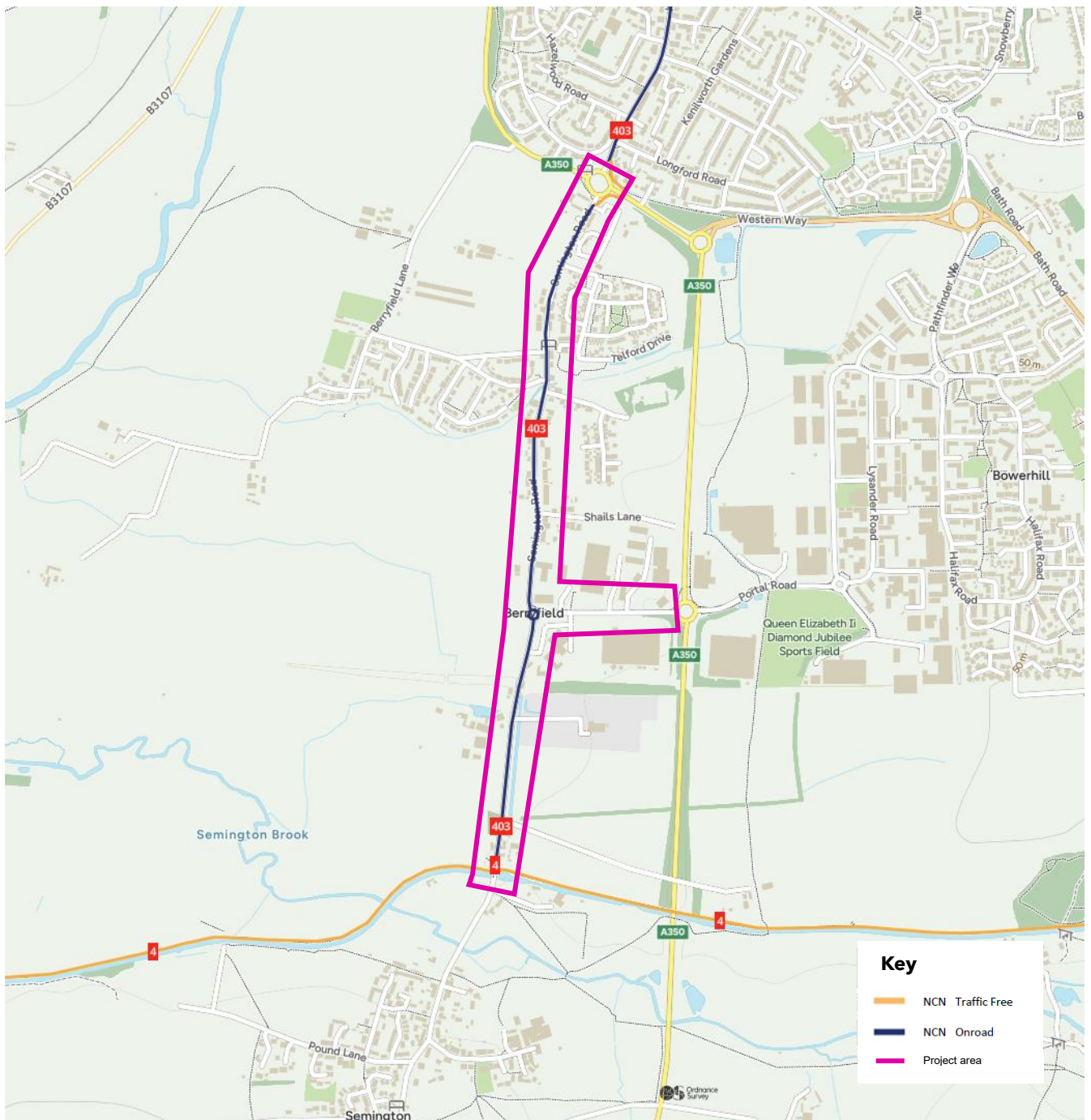


Figure 2. Map showing project scope

Desk study

A traffic survey was commissioned at the northern end of Semington Road for the week commencing 20th June 2026 and undertaken by Traffic Survey Partners (TSP). This traffic data has been assessed against Local Transport Note 1/20 (LTN 1/20) guidance, which is the Department for Transport's national guidance for designing high-quality walking, wheeling and cycling infrastructure. See Figure 3 for a summary of key results.

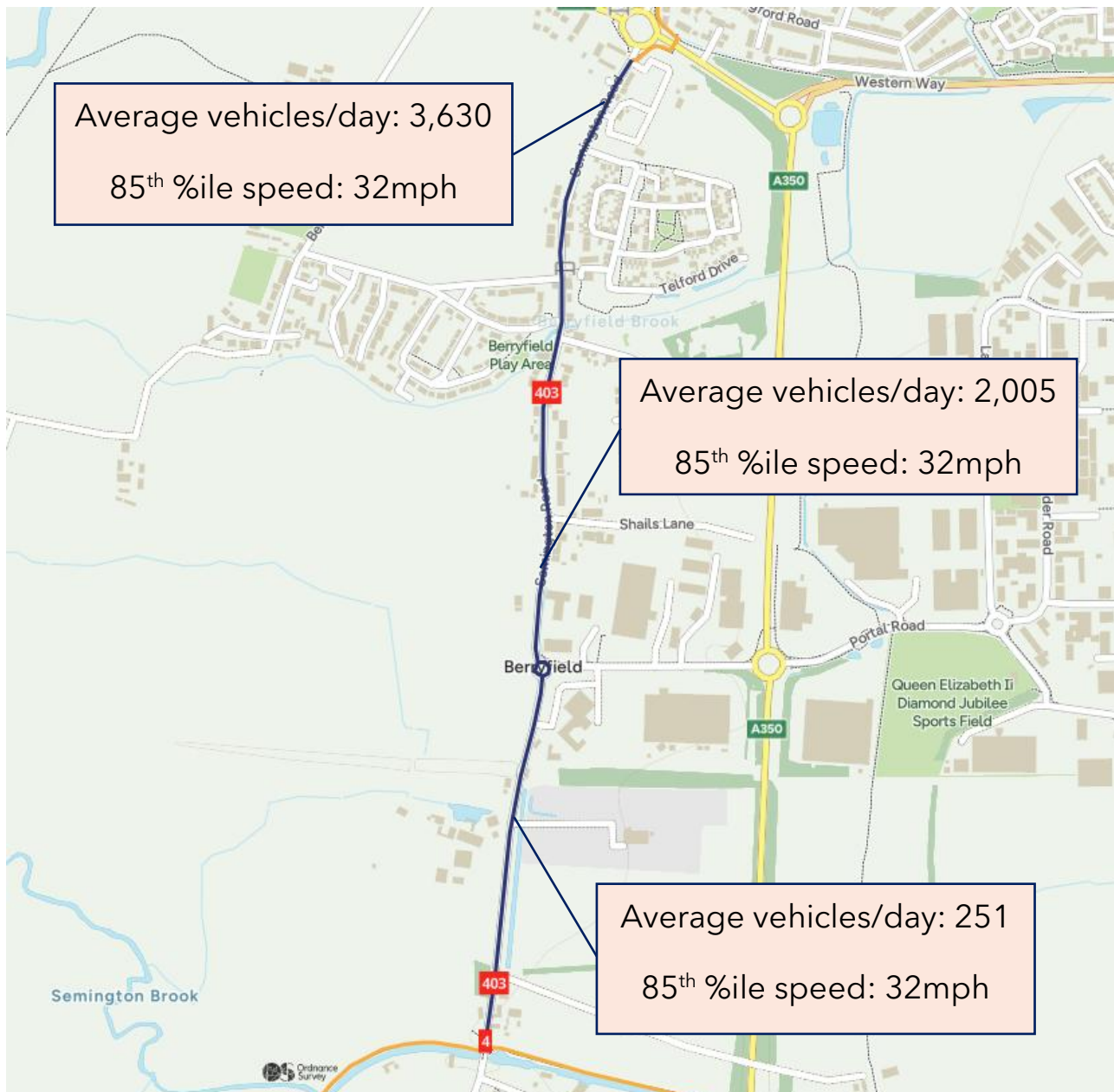


Figure 3 - Automatic Traffic Count - results by location

The results recorded an 85th percentile speed (the speed at or below which 85% of vehicles are travelling) of 32mph and an average daily flow of 3,630 vehicles on the northern stretch of Semington Road. Based on these conditions, cycling in mixed traffic falls within the “red” category (see Figure 4), indicating “provision suitable for few people and will exclude some potential users and or have safety concerns” - see box A in Figure 4. A reduction in speed limit to 20mph moves into the “orange” category “provision not suitable for all people and will exclude some potential users” (box B in Figure 4). It’s worth noting that if traffic flows increase due to additional development this may fall in the “red” category even with a 20mph speed limit (box C).

Speed Limit ¹	Motor Traffic Flow (pcu/24 hour) ²	Protected Space for Cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph ³	0					
	2000					
	4000					
	6000+					
30 mph	0					
	2000					
	4000					
	6000+					

B
C
E
D
A

Figure 4. Extract from LTN 1/20 Figure 4.1 for assessing protection from motor traffic for people cycling

On the southern section of Semington Road (north of Hampton roundabout) the results recorded an 85th percentile speed of 32mph and an average daily flow of 2005 vehicles. Based on these conditions, cycling in mixed traffic falls within the “red” category (see box D in Figure 4), indicating “provision suitable for few people and will exclude most potential users and or have safety concerns”.

However, if traffic speeds were reduced to 20mph along this stretch the volumes would be appropriate for mixed traffic cycling, scoring green “suitable for most people” in Figure 4.

On the section south of the Hampton Park Way Roundabout the traffic volumes are very low - just 251 vehicles per day but the speeds are still high at 32mph. Based on these conditions, cycling in mixed traffic falls within the “orange” category (see box E in Figure 4), indicating “provision not suitable for all people and will exclude some potential users and/or have safety concerns”.

Road Safety

There have been 4 “slight” severity collisions within the project area in the 5 years 2020 to 2024, spread along the length of the route according to Crashmap data, which highlights a need to review existing road safety conditions.

Footway widths along the vast majority of Semington Road are narrow, with many people seen walking in the carriageway, including with buggies, due to lack of space.

LCWIP

The project team has reviewed the existing LCWIP recommendations for the route. It is noted that there is a proposal for a modal filter in the LCWIP, which would likely enable mixed traffic cycling for the full length of Semington Road if traffic speeds were reduced to 20mph. However, this would involve further investigation, and extensive community engagement to develop.

The LCWIP also recommends a crossing on the western arm of the A350 roundabout at the northern end of Semington Road and widening the existing footway into the verge south of the Hampton Park Way roundabout. Beyond these measures, the LCWIP does not identify any significant improvements for people walking or wheeling north of the Hampton Park Way roundabout.

Whilst the proposed modal filter would improve conditions for cycling, additional measures such as widened footways, improved crossing facilities and accessible pedestrian infrastructure would still be required to create a route that is suitable for people of all ages and abilities.

Review of Planned Highway Changes

A review of planned highway changes within the study area identified relatively few committed schemes that would substantially alter the operation of Semington Road. The most significant changes are associated with planned and ongoing residential developments, which present opportunities to improve active travel connections both within the development sites and onto Semington Road. These opportunities are discussed further within the recommendations section of this report.

In addition, the proposed Melksham section of the Wilts & Berks Canal restoration project has the potential to alter the local highway environment,

particularly in the vicinity of the Berryfield Park access onto Semington Road. However, proposals for this section of the canal remain at a high level, and there is currently insufficient detail to assess the implications for walking, wheeling and cycling or to identify any specific infrastructure requirements.

Trip attractors and desire lines

A map of key local destinations the project team have noted can be found in figure 5.



Figure 5 - Map of the wider local area showing trip attractors and destinations

Residential Developments

- Confirmed / under construction

- Bowood View: 150 dwellings - occupied
- Buckley Gardens: 144 dwellings - half occupied
- Townsend farm 1: 50 dwellings - not occupied
- Townsend farm 2: 53 dwellings - not occupied

- At planning stage
 - Planning application - 68 dwellings
 - Pre-application stage - 200 dwellings

Assessment of existing conditions

To understand how the Semington Road corridor currently functions, after the desk study, a site audit and small stakeholder workshop was undertaken. The assessment considered the needs of people walking, wheeling, cycling, using public transport and travelling by motor vehicle, alongside the context of the recent and planned development.



Figure 6: notes from stakeholder workshop

A site audit was undertaken to observe the existing highway environment, identify physical constraints, assess user behaviour and record opportunities for improvement. This was complemented by a stakeholder workshop, where local representatives discussed the issues they experience when travelling along the corridor and highlighted locations where improvements are most needed - see Figure 6. Observations from the site audit and stakeholder workshop are shown in Appendix A - Issues and Opportunities Plan.

Together, these activities identified several recurring themes across the corridor.

Walking Environment

Pedestrian provision is inconsistent and below standard throughout the study area – see Figure 7 for an example photograph. Footways are frequently narrow, uneven or absent altogether, which is not accessible for wheelchair users, people with pushchairs and those with limited mobility. For other users, it creates an uncomfortable environment that discourages walking. In some locations, street furniture, bus stops and other obstructions further reduce the effective width of the footway.



Figure 7: Varying footway widths on Semington Road

Cycling Environment

Other than the parallel zebra crossing at the northern end of the study area, cycling provision is generally limited to on-carriageway cycling. Traffic speeds and volumes did not feel comfortable for this, and stakeholders explained that the traffic calming does little to slow vehicles down.

Hampton Park Way has an existing dedicated shared use path on the north side, although this is below the 3m minimum width recommended in LTN 1/20. At side roads, crossings are uncontrolled with wide corner radii – which makes them unsuitable for all users and/or results in safety concerns.

Crossing Opportunities

There is only one controlled crossing point and three informal crossing opportunities along the 1.1 km stretch of Semington Road between the Hampton Park West roundabout and the A350 roundabout to the north, resulting in limited opportunities for pedestrians to cross Semington Road safely. This level of provision is not suitable for existing and forecast demand, as recent and planned residential development has increased, and will continue to increase, movements between communities, schools, bus stops, local facilities and Melksham town centre. There is also a controlled crossing on the eastern arm of the A350 roundabout – see Figure 8; however, there is no equivalent crossing on the western arm, which is the primary desire line for students walking or cycling to Aloeric Primary School and the town centre.



Figure 8: Signalised toucan crossing over A350 on eastern roundabout arm

Traffic Conditions

Although Semington Road no longer serves as the primary A350 route, it continues to experience moderate traffic volumes and relatively high vehicle speeds. There is anecdotal evidence that the corridor is also used as an alternative route when congestion occurs on the A350, contributing to concerns about rat-running. These traffic conditions reduce the safety and attractiveness of both walking and cycling.

Opportunities

Recent and planned development provides the potential to better integrate new neighbourhoods with existing communities through improved walking and cycling links. Available developer contributions and future funding opportunities could help deliver targeted improvements that support wider connectivity objectives.

The parallel A350 Semington Bypass means that there should not be a need for Semington Road to carry high volumes of motor traffic.

Recommendations

See Appendix B for Recommendations Plan showing locations of proposed interventions and solutions.

Design Principals

Walk Wheel Cycle Trust uses a range of design guidance documents to inform design recommendations. Key guidance documents relevant to this project are:

- Local Transport Note (LTN) 1/20 - Cycle Infrastructure Design
- The Traffic Signs Regulations and General Directions
- Manual for Streets 1 and 2
- Traffic Signs Manual
- Inclusive Mobility
- Guidance on the Use of Tactile Paving Surfaces
- Local Transport Note LTN 1/07 - Traffic Calming

Traffic calming

Reducing vehicle speeds to approximately 20 mph is fundamental to improving safety, accessibility and the overall quality of the Semington Road corridor for active travel. Small reductions in speed alone are unlikely to deliver the step change required to create an environment that is comfortable for people walking, wheeling and cycling. Achieving operating speeds close to 20 mph would create a more attractive and inclusive street, reinforce the residential character of the area, discourage the use of Semington Road as a through-route when the A350 is congested, and contribute to a healthier and safer environment for people living alongside and travelling along the corridor. This is also consistent with LTN 1/20, which states that the 85th percentile speed should be no more than 10% above the posted speed limit if a street is to achieve the categories of mixed-traffic provision shown in Figure 4.

A range of traffic calming measures should therefore be considered as part of the detailed design process. Potential interventions include:

- narrowing the carriageway, which has the additional benefit of creating space for wider footways;
- re-routing sections of Semington Road through future developments to become a less linear route for people driving;
- installing tighter and more frequent priority give-way features or chicanes – see Figure 9 for example;
- introducing speed humps where appropriate (which may be able to incorporate pedestrian crossing points); and
- retaining the existing priority give-way build-outs and supplementing them with bus and cycle friendly speed humps.

The most appropriate combination of measures will vary along the corridor depending on the surrounding land use, stakeholder perspectives, and available highway widths. It is therefore recommended that the final traffic calming strategy is developed collaboratively with Wiltshire Council, local residents, bus operators, emergency services and other stakeholders to ensure that the selected measures achieve an appropriate balance between speed reduction, accessibility and local character.



Figure 9 - Example tighter chicane traffic calming (Oxford)

New bus stop for Melksham Mobile Home Park

A new bus stop adjacent to the mobile home park should be explored to improve access to public transport for local residents. Although its proximity to the roundabout may initially appear to present operational constraints, the proposal warrants further discussion with the highway authority and local bus operators, as it may be possible to accommodate the stop without adversely affecting the operation of the junction. There have also been reports of buses making informal stops at this location, with no apparent adverse effects on the operation of the roundabout. This suggests that the feasibility of a formal bus stop is worth exploring.

If a new bus stop cannot be accommodated in the short term, consideration should be given to acquiring a narrow strip of land (approximately 1–1.5 m wide) from the adjacent mobile home park to enable the provision of a compliant, accessible footway. Subject to detailed design and topographical survey, to accommodate 2m wide footways on both sides of the road, although it may also be necessary to introduce a localised carriageway narrowing with an extended length of priority working to achieve this. Whilst further design work would be required to confirm feasibility, this would significantly improve pedestrian accessibility to the nearest bus stop to the south.

A350 Roundabout to Berryfield Park

This section experiences the highest traffic volumes, which are expected to increase with new developments. This is because it forms the principal connection between Berryfield and Melksham. It is also expected to accommodate increasing pedestrian and cycle demand as new development is completed.

Walking provision is recommended to be substantially improved through widened footways to 2m minimum where land is available, particularly where developer land can contribute additional width. Consider continuous footways across side roads, or other side road treatments that reduce vehicle turning speeds and pedestrian crossing distances and reinforce pedestrian priority – see Figure 10 for an example. Space around existing bus stops should also be reviewed to improve accessibility and reduce street clutter.



Figure 10 - Example raised side road treatment and footway widening (Llangollen, North Wales)

Separate cycle provision

Given existing and forecast traffic volumes, cycling should be accommodated on a separate cycle track. The preferred solution is a traffic-free route delivered largely through adjacent development sites, supplemented by widening of the existing footway where necessary. This solution results in high-quality active travel provision with minimal disruption for residents and the majority of which is likely to be delivered by developers at reduced cost to the council. As with any traffic-free route, detailed design should consider personal security, ensuring that the route is well overlooked by adjacent development, has appropriate lighting where required, avoids creating secluded spaces and is somewhere that feels safe at night.

Mixed traffic cycle provision

An alternative approach would be to provide mixed-traffic cycling by introducing a modal filter on Semington Road, broadly in the location identified within the Melksham Local Cycling and Walking Infrastructure Plan (LCWIP). A modal filter is a measure that prevents through traffic from using a

road while maintaining access for cycles, residents, businesses, emergency services and buses where necessary – see Figure 10 for an example. This substantially reduces traffic volumes and can create conditions suitable for cycling on the carriageway, provided vehicle speeds are also reduced to around 20 mph.

The principal advantage of this approach is that it creates a quieter street environment that benefits people walking, wheeling and cycling, whilst also reducing rat-running when the A350 is congested. It would also reduce the need for extensive new cycling infrastructure along the existing highway corridor.

The location of any modal filter would require careful consideration. It should be positioned to minimise severance for residents whilst ensuring that traffic volumes on either side of the filter remain sufficiently low to provide a comfortable environment for mixed-traffic cycling. The effects on access, public transport, emergency services and surrounding roads would also need to be assessed.

Given the scale of planned residential development along the corridor, future traffic flows should be modelled to understand how the modal filter would operate once all developments are complete. This assessment should be undertaken alongside detailed community engagement to ensure that the proposal balances the needs of residents, businesses and all road users.

The LCWIP identifies a modal filter as the preferred long-term intervention for this corridor, and further work should therefore explore whether this approach offers greater overall benefits than providing a separate off-carriageway cycle route, but it does have the drawbacks of the potential for strong local opposition.



Figure 11 - Example bus gate (Cumberland Road, Bristol)

Crossings

A signal-controlled toucan crossing should be provided on the western arm of the A350 roundabout to accommodate the established desire line to and from Aloeric School. This crossing was also identified in the Melksham LCWIP as a key intervention on the priority north-south active travel route. As Section 106 funding has already been secured for a crossing at this location, it is strongly recommended that this funding is used to deliver the proposed toucan crossing. Detailed design will need to consider the interaction between the proposed crossing and the existing merge arrangement immediately beyond the roundabout. The current merge length is shorter than standard, and the introduction of a signal-controlled crossing may require amendments to the junction geometry to ensure that driver attention is not divided between the merge and the crossing.

More safe crossing opportunities should be introduced along Semington Road. Gateway features, raised tables and carriageway narrowing should reinforce lower vehicle speeds while creating a stronger sense of identity for this stretch of route.

Berryfield to Hampton Park Way

South of Berryfield Park, traffic volumes reduce sufficiently for cycling to take place within the carriageway, provided vehicle speeds are significantly reduced.

Walking improvements should continue through widening existing footways wherever possible, aiming for a minimum width of 2.0 m where achievable. Consideration should be given to providing access for properties where there is currently no footway.

Cycling should be enabled through the creation of a low-speed street environment (Quietway), including a 20 mph speed limit, traffic calming measures, Quietway signing and cycle symbol markings.

Crossings should where possible be located on raised tables to act as traffic calming and be located on key desire lines, using materials that reinforce the residential character.

Hampton Park Way

Hampton Park Way has a different character to Semington Road, as it is home to more industrial functions, with higher proportions of HGV traffic creating a less safe environment for active travel.

Pedestrian improvements should focus on tightening junction radii (using over-runnable materials if necessary), introducing continuous footways or zebra crossings (depending on traffic volumes) across side roads and improving crossing opportunities on desire lines.

The existing shared-use path should be widened to a minimum of 3m to improve comfort for both pedestrians and cyclists sharing the same path.

Parking should be formalised on alternating sides of the carriageway to reduce obstruction and improve visibility while simultaneously narrowing the carriageway and reducing traffic speeds. Double yellow lines should be installed where parked HGVs currently obstruct visibility on approach to the roundabout.

Longer-term consideration could also be given to replacing the existing Semington Road roundabout with a priority junction if wider network changes are pursued.

South of Hampton Park Way

The existing bus gate on this section provides the perfect opportunity to create an attractive environment for people walking and cycling. Should vehicle speeds be reduced to 20mph this could feel like a comfortable space to be for most people. The character of this section of the route is different to the north of Hampton Park Way and therefore trees and boulders are proposed as traffic calming measures to be more in keeping – see Figure 12.

A longer-term aspiration to move the bus gate should be considered here to improve access to Wiltshire and Bath Air Ambulance Charity, whilst making sure this does not adverse impacts on walking, wheeling and cycling.

Public realm improvements including tree planting, seating, interpretation, landscaping and carriageway narrowing should reinforce the route as a community space rather than simply a road. Connections towards the canal and surrounding open spaces should be clear and inviting.



Figure 12 - Example tree traffic calming

Strategic Recommendations

Future development presents a significant opportunity to deliver improvements that extend beyond individual site boundaries.

Developments fronting Semington Road should be expected to:

- safeguard sufficient land to widen footways;
- contribute towards a strategic walking and cycling traffic-free route if this option is selected to be taken forward;
- provide direct, accessible walking and cycling connections into the wider network;
- deliver high-quality crossing facilities at site access points onto Semington Road, as well as other key locations;
- ensure routes are fully accessible for all users, including people with limited mobility;
- contribute Section 106 funding towards wider corridor improvements.

Where possible, new off-road walking and cycling routes should be delivered through development sites rather than alongside the carriageway, creating safer and more attractive routes with fewer conflicts between users.

Prioritisation

Table 1 provides a prioritised list of principal recommendations and associated high-level order of magnitude costs. These estimates are intended to support the prioritisation of future investment and should not be considered as detailed cost estimates. They have been derived primarily from Wiltshire Council highway works costs (April 2024), supplemented by professional judgement where appropriate.

The costs are based on strategic assumptions and do not include allowances for detailed design, surveys, land acquisition, statutory processes, utility diversions, significant drainage works or inflation beyond April 2024. Individual schemes will require further feasibility work and more detailed cost estimates before progressing to implementation.

Table 1- Order of magnitude costs for principal recommendations

Order	Recommendation	Order of magnitude cost
1	20 mph speed limit with complementary traffic calming measures	£100,000-200,000 (a selection of speed humps and narrowing's)
2	Toucan crossing on the western arm of the A350 roundabout. (Assuming this can be delivered using existing restricted S106 funding earmarked for a crossing at this location.)	£140,000-500,000 (toucan crossing cost with uplift for potential junction remodelling)
3	Progressive widening of footways throughout the corridor (could be delivered in phases to align with funding availability)	£300,000-500,000 (footway cost x length of corridor, uplift for some works on both sides)
4a	A traffic-free walking and cycling route through predominantly future development land OR a modal filter on Semington Road north of Hampton Park Way roundabout.	£75,000 (footway cost x potential length not on developer land) <i>(excludes infrastructure delivered by developers)</i>
4b	Modal filter on Semington Road	£50,000 (engagement and enforcement camera installation estimate)
5	Installation of more crossing points over Semington road	£100,000-£200,000 (cost of 2 - 4 parallel zebra crossings)
6	Double yellow lines on Hampton Park Way	£10,000 (TRO plus uplift for time and associated works)

7	Smaller scale public realm enhancements, including seating, planting, bus stop improvements and placemaking features.	£10,000-£60,000 (misc. estimate - For example 4 x bus shelters may be £60,000)
8	Widening of shared-use path along Hampton Park Way and side road treatments.	£100,000 (footway widening x length of Hampton Park Way)

It should be noted that by the time schemes progress to delivery, construction costs will have increased due to inflation, and further design development may significantly alter the scope and cost of individual interventions.

Next Steps

To take the designs produced as part of this project forward to the next stage, it is recommended that Melksham Without Council and Wiltshire Council, consider taking the following steps:

- Engage with elected members and key stakeholders along the route such as businesses, and Local accessibility, disability and inclusion groups.
- Split the recommendations into distinct projects and determine their priority and phasing.
- Carry out community design workshops.
- Carry forward the projects to concept design stage.
- Commission surveys required to inform concept design such as topographic surveys, utilities surveys.
- Commission Road Safety Audits on the concept designs.

Walk Wheel Cycle Trust has extensive experience in carrying out this type of work and would be pleased to discuss specific projects further.

Deliverability and Phasing

The recommendations presented in this report vary in scale, complexity and dependency on external factors. While some interventions could be implemented independently through existing funds or available CIL or Section 106 funding, others will require coordination with future development, additional funding opportunities and more detailed design work.

As this study has been undertaken at a strategic level, the recommendations should be considered as a framework for future investment rather than a programme of fully designed schemes. Individual interventions will require further feasibility work, including topographical surveys, utility searches, ecological assessments, drainage assessments and road safety audits, before implementation.

Phase 1 – Priority Safety and Accessibility Improvements

Initial investment should focus on interventions that provide the greatest initial improvements to safety and accessibility for people walking, wheeling and cycling. These include the reduction of vehicle speeds along Semington Road, improvements to crossing facilities at key desire lines (particularly at the northern A350 roundabout), together with footway widening where possible. Associated improvements to junction radii, dropped kerbs and tactile paving should also be prioritised to improve accessibility for all users.

Phase 2 – Development-Led Infrastructure or Modal Filter

Many of the recommendations can be delivered most efficiently as part of future development. As new sites come forward, opportunities should be taken to secure land for wider footways, provide off-carriageway walking and cycling routes, improve crossings at site accesses and contribute towards strategic corridor improvements through Section 106 agreements or other developer contributions.

Alternatively, this phase could be used for the implementation of a new modal filter on Semington Road.

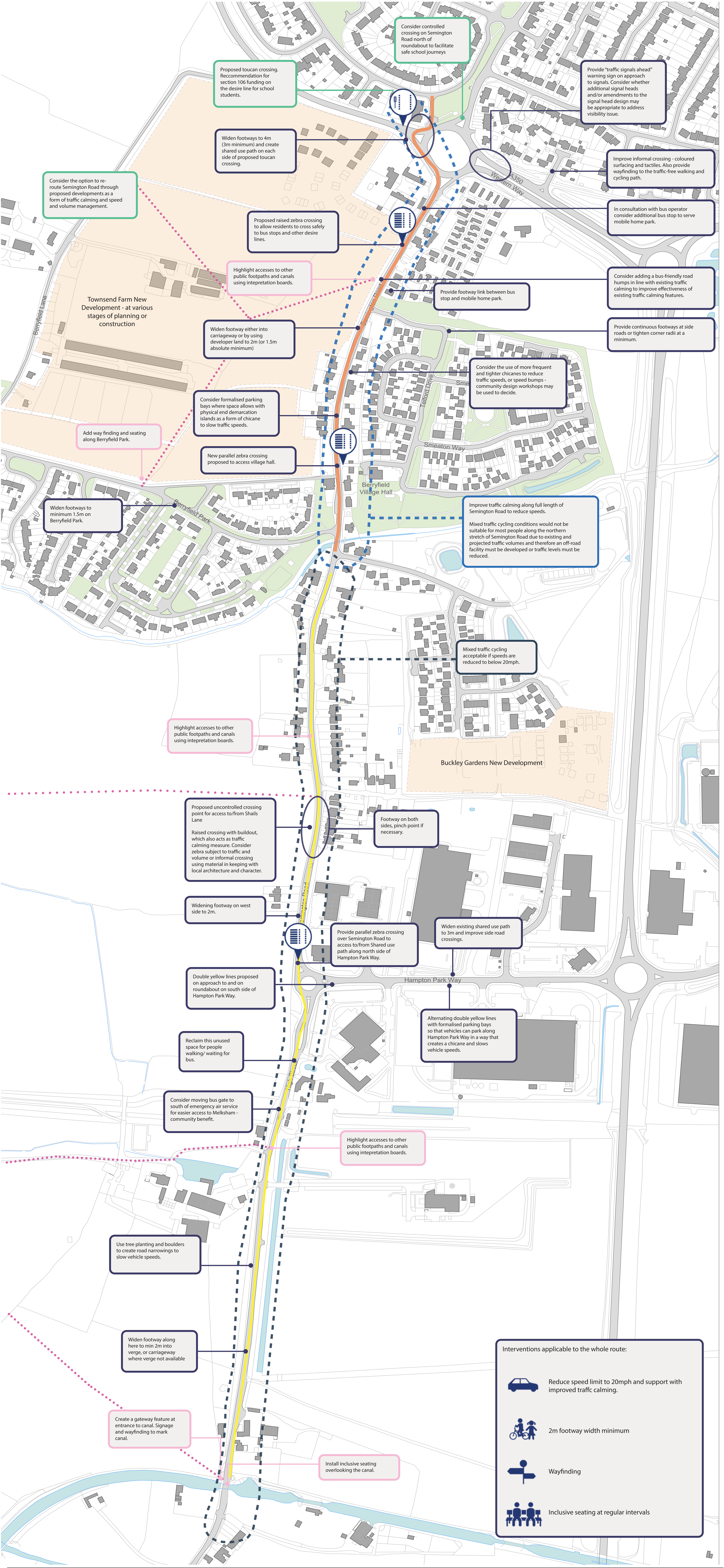
Phase 3 – Long-Term Network Improvements

Longer-term interventions should be considered as part of wider transport and movement strategies for Melksham. These include reviewing the function of existing junctions and road alignments and delivering wider public realm enhancements that reinforce the corridor's residential character. These measures have the potential to fundamentally change the experience of travelling along Semington Road but are likely to require further evidence gathering, stakeholder engagement and funding.

Overall, the highest priority throughout each phase should be interventions that reduce vehicle speeds. Slower traffic will improve safety for all road users while also making walking, wheeling and cycling more attractive. In many locations, widening footways provides the dual benefit of creating more inclusive pedestrian space whilst visually narrowing the carriageway, encouraging lower vehicle speeds without introducing as many intrusive engineering measures.

Appendix A - Issues and Opportunities Plan

Appendix B - Recommendations



Concept key Infrastructure Strategic/ connectivity Placemaking/ wayfinding/ benches Developments at various stages of planning/ construction		Line interventions key Parallel traffic-tree cycle route Mixed traffic cycling via 'Quietway' Existing paths Public right of way		Icons key Install parallel crossing Install toucan crossing		Refer to report 16327-ES-RE-01		Walk Wheel Cycle Trust Formerly Sustrans		Project: Semington Road		Title: Recommendations		Status: FOR INFORMATION		Version: 1.0		Date: 07/08/2026	
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