

**Notes from the Meeting held on Friday 22nd August to discuss the road safety issues
on the B4005/ Brimble Hill/ Marlborough Road, Wroughton**

Present:

WWPC: Cllr John Hewer
Cllr Gayle Cook (also SBC)
Cllr Holly Woodward
Emma Freemantle Clerk
Cathy Martyn Deputy Clerk

SBC: Cllr Chris Watts Cabinet Member for the Environment & Transport
Philip Martlew
Cllr Gayle Cook
Cllr Matty Courtliff

MP's Office: Danny Kruger MP
Ed

JH introduced everyone and explained the context surrounding residents' and WWPC's safety concerns re: the B4005/ Marlborough Road/ Brimble Hill. CW, PM and DK confirmed they were already very familiar with this stretch of road. The following were discussed:

- Width & weight restriction is the primary request which would make the road safer. PM explained SBC would need to investigate the impact on alternative routes which would be used by the displaced HGVs, and the impact on traffic through Chiseldon. Wouldn't they use the same roads which they would have used when the road was closed for 3 months whilst the data centre was being built?
Very few queries/ complaints received during that time, other than when HGVs tried to use Priors Hill which already has a weight limit which was ignored.
PM explained that any width/ weight restriction would require signage, probably from J15 to avoid HGVs having to turnaround at the petrol station and also at the Three Tuns roundabout to avoid HGVs turning into Marlborough Rd.
Also weight restrictions can only be enforced by the Police and they don't have the resource.
Weight restrictions don't apply to vehicles legitimately in the locale. Therefore in designing the restrictions you need to think through the boundaries, as the bigger the area, the more the HGVs would be allowed in.
- WWPC would also like to revisit the speed limit, particularly now Burderop development built. Could the 50mph be reduced and could the 30mph speed limit/ sign be moved to the top of the hill rather than the bottom?

- PM had contacted Perry Payne who had advised the report was a collation of residents' views, not his own.
It was explained that Perry Payne had written the report and subsequently attended the public meeting where he presented it to residents (after it had been completed, not the other way around).
DK asked what had Perry Payne advised were his own views? He hadn't.
- In 2008, 2 investigations had been carried out into the road and the cabinet member at the time took no action. The 2 fatal accidents had occurred prior to those investigations.
- CW/ PM explained it would not be a huge project to carry out a vehicle traffic survey similar to that on Kings Hill. SBC would need to gather data on vehicle types, where going from, where going to, how many driver training vehicles etc?
- CW explained he had asked officers to collect data using methods other than tubes as drivers tend to slow down when they see them. SBC can also use CCTVs as well as routine data gathering from satnavs which will give indicative average speeds on different stretches of roads during the course of a year. This can be overlaid on the tube data.
- Decision making process at SBC – the process for deciding whether a data survey would be a priority for SBC would be an officer/ highways engineer decision. The decisions on what actions to take following the results of that data would be made by the head of service in consultation with the cabinet member. This would need to be considered and prioritized against any other requests received.
- SBC is already intending to carry out a tube survey in September. This is part of SBC's routine data gathering exercises.
- CM advised the Parish Council had already requested speed surveys be carried out on the fastest section of Brimble Hill / Marlborough Road. HW requested that the tubes be located towards the lower end of Brimble Hill, just above the roundabout with Wanshot Close as this is where there was the biggest concern about speeding.
- The option of traffic lights for single lane shuttle working at the blind bend between Brimble Hill/ Marlborough Road was discussed. This would reduce speed and stop LGVs meeting head-on. It would be similar to the effect of the temporary traffic lights currently in use by the collapsed wall.
- Timescales: CW/ PM would advise in due course as it would depend on the options.
- CW/ PM confirmed there was still time for SBC to commission a camera survey for Sept/ Oct. These generally operate 7am-7pm as not effective whilst dark. This is already in train.