

**Notes from the Public Meeting held at 7pm on Friday 23rd May 2025 to discuss the report
by Wiltshire & Swindon Road Safety Partnership on the B4005 Brimble Hill/ Marlborough Road, Wroughton**

Present:

Wroughton Parish Council (WPC):	Cllr John Hewer	Chair
	Cllr Gayle Cook	
	Cathy Martyn	Deputy Clerk

Wiltshire & Swindon Road Safety Partnership	Perry Payne
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Swindon Borough Council (SBC):	Cllr Gayle Cook
	Cllr Matty Courtliff

Residents:	36
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1. Welcome & Introduction

Cllr Hewer welcomed everyone to the meeting and introduced the people named above.

2. Report into the B4005 Brimble Hill/ Marlborough Road, Wroughton.

Perry Payne introduced himself, Wiltshire & Swindon Road Safety Partnership and his role in that organization as Chair of the Delivery Group and a member of the Strategic Group.

The Police & Crime Commissioner had asked him to look into the concerns raised by a resident about safety on the B4005 Brimble Hill/ Marlborough Road is. He has captured those concerns into the report, so the parish councillors could understand residents' concerns. Legally the Parish Council can't do much as they don't have the responsibility or the budget. The Road Safety Partnership has no responsibility either, that sits with Swindon Borough Council (SBC) and SBC is financially challenged.

Perry Payne took the meeting through his report. Roger Blythin (Police) had picked up the same issues back in 2002 – they have been ongoing for years. The report contains information which evidences residents' concerns. Perry explained that it's for WPC to put the risks and evidence to SBC, and it's for SBC to explain what they can or cannot do and why. WPC is here to help residents. He explained that the B4005 Brimble Hill/ Marlborough Road was not an official diversion route when the M4 was closed.

Perry then took the meeting through the options outlined in the summary.

He suggested residents could ask their own MP for help and involve Heidi Alexander in her capacity as Secretary of State for Transport.

Perry explained about 'Op Snap', which allows residents to use the national 'Op Snap' portal to upload any digital footage of vehicles breaking road traffic law. Just over 80 people were prosecuted last year using such evidence. It cannot deal with road traffic collisions.

Cllr John Hewer took the meeting through the options set out in the summary. He explained that WPC is not responsible for road safety, but will lobby SBC direct, and also via the ward councillors, to respond to these concerns and make road safety improvements, also that WPC has recently requested SBC resurface the road, but that request has been refused at this time.

3. Questions and Comments from residents:

- i. *Cars and lorries don't break at the junction of Brimble Hill with Wanshot Close, which makes it unsafe for residents trying to exit Wanshot Close. There is no visibility when turning out of Wanshot Close in either direction. The speed limit coming up the hill/ southbound is 30mph. The speed limit driving down the hill/ northbound is 50mph until it reaches the roundabout. Some motorists don't even stop or slow down at the roundabout. This junction is unsafe.*
- ii. *Residents see vehicles drive over the Wanshot Close roundabout at more than 30mph. Perry advised that WPC could ask SBC to put down speed strips, and he would ask the Police to do the same.*
- iii. *If a 20mph speed limit is required to keep children safe around schools, it should also be used to keep children safe walking to school. Brimble Hill/ Marlborough Road needs a 20mph speed limit, particularly having such narrow pavements (and a single pavement on one stretch).*
- iv. *Residents have tried themselves to get the drains on Marlborough Road/ Brimble Hill cleared, but nothing happens, SBC advises they have other priorities. This causes surface water flooding. SBC currently only has 1 road sweeper and only 1 person who can drive it.*
- v. *Concerns about why it's taking so long for SBC to resolve the issues over the collapsed wall and the issues experienced when the temporary traffic lights stop working.*
- vi. *Why can't the WPC road sweeper be used to clean the road? Cleaning this road is SBC's responsibility. It's unsafe for WPC to use their roadsweeper currently due to the temporary traffic lights. An email response had already been sent in response to this question.*
- vii. *SBC need to take responsibility for this road. HGVs drive over the pavements and this causes damage to the underground services. HGVs should be banned from using this road.*
- viii. *The road needs to be stopped from being used by HGVs as a test & training route. If a driver mounts the pavement during a test, they fail. So why is it acceptable for LGVs to do this on a daily basis in order for LGVs to pass each other? WPC had previously tried to stop use of the road by test & training vehicles- Cllr John Hewer advised he would invite Sean Donovan (DVSA) to walk the route with him so the DVSA understands residents' concerns about safety.*
- ix. *Could speed bumps/ engineered traffic calming be used to reduce speed on the road? Perry advised this was possible, but they can cause noise issues as vehicles bump over them. This would be a decision for SBC.*
- x. *Residents don't feel heard by SBC. Why didn't SBC send an officer? WPC invited the SBC Cabinet Member for Transport and the Environment, but he was unable to attend.*
- xi. *Why doesn't SBC keep the road signs clean and why do they pass this responsibility onto WPC? Nothing gets done and nothing ever changes.*
- xii. *Can traffic survey strips be put down to understand the vehicles using this road and speeds on this road? Did SBC put speed strips down in 2023? Can we get data?*

- xiii. *Other roads in Wroughton have a 20mph speed limit. Why can't Brimble Hill/ Marlborough Road have the same?* Perry explained there is a difference between a single road with a 20mph speed limit, and 20 mph speed zones. 20mph zones are groups of roads which are supposed to be physically engineered so motorists can't speed, therefore there's no need for enforcement. Individual roads with 20mph speed limits are enforced by the Police. In addition, the Police can only enforce the School Safe Environment Zones (SSEZ) if there are 2 PCSOs on duty. They can't enforce it if they're on their own.
- xiv. *Vehicle activated sign (VAS) warning of 'sharp bend' on the corner of Marlborough Road/ Brimble Hill: This is below the entrance to The Pitches as you drive south/ uphill. There's a slight left hand bend at the entrance to The Pitches, then no further warning of the much larger left hand bend coming up at the entrance to Overtown Hill. Driving north/ downhill is the same issue – a VAS 'sharp bend' sign at the Thatched Cottage. We need better signage in the correct places, that do not have to be speed activated. The existing red triangle warning sign for the sharp bend driving north/ downhill needs a large 'Reduce Speed Now' under it (and it needs cleaning). If the VAS sign stays on that road it needs to be further up the hill, because if it is speed activated it does not give enough time for a speeding LGV to brake and slow down before the sharp/ blind bend, resulting in hard braking, a lot of noise and vibration. These red triangle signs do not require electricity and are on show to warn everyone not just speeding drivers.*
- xv. *Concerns about the effect of vibration from HGVs and LGVs on houses, particularly those which are old/ historic and were built without foundations. Traffic vibration causes homes to shake. A resident had requested SBC install traffic vibration monitors. SBC advised they hadn't heard of them and don't know where to source them. A resident advised they're used in construction for earthwork purposes so SBC should be able to source them.*
- xvi. *A resident reported that she walked the road with an SBC Highways Officer in 2019, and they experienced LGVs mounting the pavement in front and behind them. The officer took her folder of information and evidence back to SBC, therefore SBC is on notice of the risks.*
- xvii. *Length restrictions on vehicles should be added to a weight & width restriction.*
- xviii. *Dust from the road being so badly maintained gets into children's eyes when vehicles drive past and cause windforce which whips it up. Children are scared of walking on the hill and don't want to walk to school. This also means they are cut off from the rest of the village unless they are driven everywhere.*
- xix. *The speed reduction from 50mph to 30mph for the stretch to Alexandra Park (AP) needs to be taken back to the AP boundary so that vehicles are driving at 30pmh by the time they reach Whittingham Drive.*
- xx. *Would a weight & width restriction remove the road being a test & training route? It probably wouldn't stop it being a training route, but it would most likely stop it from being a test route. If it stopped being a test route, the HGVs may prefer to practice on the new test route.*
- xxi. *Could there be permanent lights between Overtown Hill and The Pitches to make that stretch single file traffic which could then allow the pavement to be widened?*

- xxii. *What's happening about the collapsed wall?* Cllr Matty Courtliff advised he had emailed the SBC Head of Legal Services, the SBC Head of Highways, and the SBC Head of Property that week to try to get action, as it's unacceptable the temporary restriction has been there for so long. Cllr Gayle Cook advised she had reported the issue to SBC many times to try to get the issue over ownership and responsibility for the wall resolved urgently. A neighbouring resident advised he had given copies of his deeds to SBC showing that SBC was responsible for that wall.
- xxiii. *Speed is the main problem. The 30mph signs are ignored. Speeding vehicles need to be caught and drivers need to be fined. It needs speed cameras with fines.* Perry Payne explained how Speedwatch works. Operators Licenses are used by the Traffic Commissioner to establish restrictions. Speedwatch can capture photos of overweight vehicles and these can be sent in to the Traffic Commissioner. It was explained that Speedwatch had been refused on this road as it was deemed too dangerous to stand on the pavement, due to the very narrow pavements and close proximity to passing traffic due to the narrowness of the road.
- xxiv. *There are over 12 storage & distribution companies working out of the airfield hangers. They travel up and down the road between 2am-6am which disrupts the sleep of residents.* Perry suggested that WPC and residents could request that road safety be taken into consideration as part of any relevant planning considerations. WPC already does this, but it's too late for anything to do with historic planning permissions for the Science Museum/ airfield.
- xxv. *One of the exits at Burderop Park has no pavement, so adults and children walk out of that access directly onto a 50mph stretch of road. This speed needs to be reduced significantly.*
- xxvi. *What about speed signs for Brimble Hill/ Marlborough Road, or illuminated signs thanking people for staying at the speed limit?* WPC has already agreed to purchase a speed sign for Church Hill, and could consider one for Brimble Hill/ Marlborough Road.

4. Next Steps

- a) **WPC will request a meeting with the 3 SBC Ward Councillors, Danny Kruger MP, and Heidi Alexander MP (Government Transport Secretary) to walk the road with representatives from WPC, and a small group of residents, with a view to requesting the MPs' support for SBC to make safety improvements to Brimble Hill/ Marlborough Road.**
- b) **WPC will invite Sean Donovan (DVSA) to walk the route and explain residents' concerns.**
- c) **WPC will then consider the options put forward in the report, together with all the comments and questions raised above by residents, and forward all they support to SBC, with a request that SBC carries out the improvements (and provide an indication of timescale), failing which SBC should be asked to explain their reasons for refusal.**

Perry Payne thanked WPC for being receptive and for holding this public meeting about the report. If speeding is found not to be an issue, there could still be other issues and therefore other ways to address the problems on this road.

Cllr John Hower thanked everyone for attending and closed the meeting.