

Royal Wootton Bassett and Cricklade Highways Matters Event

Wednesday 13th March 2024

Pre-submitted questions and answers

1.

**Question:**

**Projects.**

What is the estimated time frame in relation to a project being agreed and a decision made to proceed?

Does Wiltshire Council have a specific time frame in relation to the commencement of work following the initial assessment? i.e. drawings/spec etc being produced passed to contractors.

**Repairs.**

Potholes, Signage, Fixtures such as railings etc.

Does Wiltshire Council have a specific time frame as to when such repairs should be carried out following issues being 'logged' on to the system/Officer inspection.

Next day, One week, One month, As and when workforce available?

Pothole repair.

If a container of 'instant tarmac' is not sufficient or repeatedly 'comes out' and there is a need for a more substantial repair how are such repairs entered into the system and what is the time frame before the work is carried out?

**Work carried out by Gigaclear.**

We are all familiar with the work carried out by Gigaclear in relation to laying cables in the highway and pathways.

In many areas this work has been completed for over a year now to which some of the surface infill is deteriorating, especially on the highway with 'potholes' forming.

Who is responsible for the repairs to the highway and pathways following the work carried out by Gigaclear?

Should they be reported on the Wiltshire Council App?

**Answer:**

Projects - There is no fixed timeline for a project from inception to delivery. Each project is looked at individually and a project plan drafted. Timelines can change however when for example a Traffic Regulation Order consultation is required as the level of interest generated can impact on the amount of work required to be undertaken. Projects undertaken at the request of the LHFIGs can also be subject to changes to timeline due to decisions taken by the Group, such as other projects coming forward that are considered to be higher priority.

Utility defects and repairs - Reinstatements for utility works should be carried out by the Utility provider. The Council passes on reports of defects to the Utility companies for them to action. Where no action is undertaken the Council will undertake the repair and can recharge costs. Defects should be reported on the MyWilts App. If the utility company is known, it is helpful to include this in the App report.

Repairs - When dealing with reports of defects on our road network, we utilise our Highway Inspection Manual to categorise and prioritise defects and repairs.

Link to Inspection Manual:

[Roads, road care and cycle lanes - Wiltshire Council](#)

2.

**Question:**

Can you introduce a permanent speed camera installation on Calcutt Street please?  
Can you introduce a zebra crossing at the lower end of Calcutt Street near to the vehicle entrance of the school please? Sometimes the school parents need to park at the Rugby club and walk up but it is dangerous and difficult to cross over.  
Can you improve the yellow lines and parking restrictions along Calcutt Street as it is dangerous to walk along the pavement on the side of the school as vehicles park on the pavement to keep off the road?  
Can you introduce a narrow barrier type restriction to prevent the trucks from coming through Cricklade?  
Can you do something about the mini roundabout as the large trucks mount the inside of the kerbs at the roundabout when turning left up the high street? This is dangerous to pedestrians when they are walking there as the truck tyres damage the kerbstone and flick the kerbsides up.  
Calcutt Street is a 20mph zone and there is school there. Why are drivers regularly allowed to exceed it? One day there will be an accident and you will have blood on your hands. I only have to walk from the school to the high street and it gets dangerous with the speed of the vehicles and size of trucks, and the regularity of them.  
Regarding Bath Road, please can you install correct kerbs along the first few hundred meters? It is all mud and grass kerbs.  
Please can you install a proper road surface on the B4040? You have resurfaced it before, but it only lasts a few years. Do it properly.  
Regarding Bath Road again, please can you do something about motorbikes riding around the black gate that is across the road outside Heberden House? They mount the pavement even when people are walking there. One day a child or elderly person or anyone for that matter will be knocked down. There are CCTV cameras along that road, use them.

**Answer:**

Speeding concerns - The Council has an adopted process for dealing with speeding concerns. The first stage is to carry out a traffic survey to determine actual driven speeds by the completion of a downloadable online form. The completed form needs to be endorsed by the relevant Town or Parish Council and they will then forward to Wiltshire Council for processing. Full details of the process followed, and the downloadable forms are available on our website at [www.wiltshire.gov.uk/council-democracy-area-boards](http://www.wiltshire.gov.uk/council-democracy-area-boards) . The results of the survey will dictate if action is required to address any recorded speeding issues. Typically, initial action to speeding issues is in the form of Community Speedwatch (CSW) and Speed Indicator Device (SID) deployment. CSW is a Police led initiative whereby they provide support and training to local volunteers to enable them to undertake educational activities. Further details can be found at: <https://www.wiltshire.police.uk/article/782/Community-Speed-Watch> . Since 2015 the Council has delegated the deployment of temporary SID's to Town and Parish Councils in Wiltshire. You may wish to approach Cricklade Town Council direct to discuss this further with them and establish if they would be interested in deploying a SID. It should however be remembered that as speeding is a moving vehicle offence the enforcement authority is the Police and not the Council. Similarly, the deployment of speed cameras is a decision for the Police.

Defects - Damage to Highway infrastructure should be reported via the MyWilts App. The location will then be subject to inspection and intervention measures taken in accordance with the Inspection Manual.

Requests for new infrastructure (Zebra crossings, new kerbs etc) - Suggestions can be raised using a similar process as for speeding concerns. First stage is completion of a downloadable form. This is sent to the relevant Town or Parish Council for endorsement and then forwarded on to the Local Highway & Footway Improvement Group (LHFIG) for

prioritisation and funding. Full details are available on the website at:  
[www.wiltshire.gov.uk/council-democracy-area-boards](http://www.wiltshire.gov.uk/council-democracy-area-boards)

Surfacing - The B4040 will be subject to inspection and appropriate action to keep it safe.

Motorbikes - As a moving vehicle offence the concerns expressed should be raised with the Police as the enforcement authority.

**3. Question**

Firstly, the sheer numbers and size of articulated vehicles that transit both ways on Calcutt Street and the High Street.

These vehicles are far too big for these roads and there are continual blockages and queues because they cannot pass each other on Cricklade's narrow roads particularly at the Clock roundabout.

Secondly, the weight of these lorries continually damages the road surfaces and the kerbs as they have to mount them to gain passage.

This is most damaging, again, at the Clock roundabout as they turn left to enter the High Street where the kerb and road are most affected. The damage was repaired recently and by the next day the apex was back as bad as it was.

There is a similar problem with these vehicles coming along the Chelworth Road and then onto the High Street or Malmesbury Road. The road surface at this junction is an appalling state and, again, although some repair was carried out recently, within days the surface was almost back to its previous state. In my opinion this is due entirely due to the excessive weight and frequency of heavy cargo vehicles.

It is my understanding that these vehicles are supposed to use the Spine Road but don't.

Be that as it may, there needs to be a total ban on vehicles over 3 tons (7.5 tons for delivery in Cricklade itself) from entering or transiting Cricklade at all and a bypass built if a ban is not feasible.

All the above combine to create a danger for, not just vehicular road users, but cyclists and pedestrians as well.

**Answer:**

The option of implementing a weight restriction through the town centre has been considered in all the studies undertaken regarding Cricklade and have subsequently not recommended restrictions be applied. The latest report (commissioned by the Town Council) also concludes that whilst a restriction might be feasible; "The introduction of highway regulatory measures that restrict vehicles, especially those of HGVs, are unlikely to be successful without a realistic alternative route around the town" Calidus (2021)

Wiltshire Council do consider weight restrictions as part of the suite of freight mitigation measures that we can implement. However, in this instance such a restriction would not be supported without a viable alternative route. It should also be noted that environmental weight restrictions would be 'except for access' and given that a large proportion of HGVs are known to be accessing the Chelworth Industrial estate, such a restriction would be extremely difficult to enforce and unlikely to be supported by Wiltshire Police.

A study undertaken in 2005 in the Cricklade area established that the majority of HGV's travelling through Cricklade serve local needs. Consequently, the representatives of the Cricklade/Ashton Keynes/Leigh Freight Quality Partnership Working Group agreed that it is

	<p>legitimate for HGV's serving these local needs to pass through Cricklade and imposing a weight limit in Cricklade, or designating alternative routes albeit advisory, is not considered an appropriate mechanism to address the number of HGV's in Cricklade. It is likely this would have little effect in the town centre itself and lead to the exacerbation of problems for communities on other routes in the area, for example on the B4696. Wiltshire Council did however, as a subsequent result of this study, implement some small-scale improvements in Cricklade to alleviate the impacts of HGV traffic. You will note that on Wiltshire's HGV Route Network, the B4696 is only designated as an advisory local lorry route to the Cotswold Water Park (west).</p> <p>The following studies have been undertaken:</p> <ul style="list-style-type: none"> <li>• Cricklade HGV Registration Survey (2001)</li> <li>• Wiltshire Freight Quality Partnership-Cricklade Ashton Keynes-Leigh Freight Management Study (2004)</li> <li>• Cricklade HGV Traffic Management-Report of Consultations and Preliminary Designs (2005)</li> <li>• Cricklade HGV Survey (2012)</li> <li>• Cricklade Neighbourhood Plan-Report on Road Transport Mitigation Schemes (2015)</li> <li>• Cricklade Town – Traffic Study – HGV, (Calidus, 2021).</li> </ul> <p>All of the above surveys and reports have confirmed and informed the council's assessment of this issue.</p> <p>In 2012 Cricklade High Street was discounted from the FAPM process because numerous studies had already been undertaken with appropriate mitigation applied and as the studies had found, the majority of HGVs on the route had local origins and destinations.</p>
<p><u>4.</u></p>	<p><b>Question:</b></p> <p>Can you please confirm when the traffic calming measures will be implemented at the entrance to Purton Stoke village.</p> <p>Can you also confirm exactly what measures are being implemented.</p> <p>Since the closure of Hayes Knoll Road a couple of years ago, exiting the junction of Purton Stoke has become a real danger to cars, horse riders, cyclists, pedestrians (including schoolchildren) needing to use the bus shelter on the opposite side of the road, horsebox trailers and milk transporters alike.</p> <p>I myself have almost been hit by the volume of vehicles travelling way too fast past the entrance whilst trying to cross the road with my dogs on more than one occasion.</p> <p><b>Answer:</b></p> <p>There are no plans at the present time to implement formal traffic calming measure in Purton Stoke Village. I am pleased to inform you that a proposal has been approved via the Local Highway and Footpath Improvement group (LHFIG) to implement sign and road marking improvements on the B3553 Cricklade Road at the junctions with Newth's Lane and Stoke Common Lane, with delivery programmed for Spring 24.</p>
<p><u>5.</u></p>	<p><b>Question:</b></p> <p>B4553 - Junction of Packhorse Lane/Bentham/Cricklade Road between Purton and Cricklade.</p> <p>The impact of closing the Hayes Knoll Road C70 between Broadleaze and Cross Lanes has resulted in several road accidents of varying severity at the junction noted above, including the continuation of accidents at Cross Lanes.</p>

As well as the increased volume of traffic, due to the C70 road closure, the 50-mph speed limit around the junction on a sweeping bend contributes to these accidents, particularly as traffic travelling from Cricklade to Purton has to cross over cars travelling up to 50mph with limited visibility. Traffic turning right from Purton to Packhorse also has to cross this speeding traffic.

Living, with farmland surrounding this junction, we regularly help passengers, with minor shunts to more serious accidents where the road has to be closed to recover vehicles and only one month ago the Air Ambulance had to attend a motor cyclist who had an accident at the junction.

We have been in contact with Purton Parish Council asking as to why the Hayes Knoll Road could not be reopened into a one-way road (recognising it is a smaller C road).

It does not appear to have been fully considered and would reduce the risk of the accidents occurring at Bentham/Packhorse junction, by cutting down at least half of the traffic crossing over the bend on the junction on a 50mph B road.

We are also very aware of the issues at the Purton Stoke junction and the same issue of speed on the B4553 makes this a very difficult junction to exit out of safely, having already resulted in the death of a youngster at this junction.

Residents and farmers with land along the Hayes Knoll Road would also have increased access at the Cross Lanes, thereby reducing their travel time and fuel use they currently use by having to travel back to Broadleaze, to access the B4553.

We would like to see a study take place on reopening a one-way system on the Hayes Knoll Road C70, before there is a death at the Packhorse/Bentham junction and would welcome a response from Highways on the matter.

**Answer:**

There are no plans at the current stage to reopen Hayes Knoll Road C70 to motor vehicles, including 'one way'. A proposal to formalise the current arrangement and make signing and road marking improvements at the junction of the B3553/ Tadpole Lane, has been approved by the parish council and the work is programmed to take place during spring/summer 24. A proposal has been approved via the Local Highway and Footpath Improvement group (LHFIG) to implement sign and road marking improvements at Purton Stoke on the B3553 Cricklade Road at the junctions with Newth's Lane and Stoke Common Lane with delivery programmed for Spring 24.

**6.**

**Question:**

Junction at the entrance to Mouldon View Estate in Purton.

As a resident of the estate, I am sure you are aware of the safety hazards posed by the current state of the junction. Despite assurances and the inclusion of this issue on the Area Board's funding list for approximately five years, it is disheartening that the necessary line markings and extended yellow lines to prevent parking at the blind T junction have not yet been implemented.

I am reaching out to request an update on the timeline for addressing this matter. Over the past couple of years, there have been promises indicating that it was of high priority, yet the situation remains unchanged. Can you please provide clarity on when we can expect the completion of the required lineage?

Additionally, once the markings are in place, it will be essential for both Wiltshire Council and the Police to enforce parking regulations rigorously. Unfortunately, recent observations suggest a lack of enforcement despite reports made through 101 and Wiltshire Council channels.

	<p>I kindly urge you to prioritize this issue for the safety and well-being of all residents and visitors to Mouldon View Estate. Improved junction markings and effective parking enforcement are crucial steps towards ensuring a safer environment for everyone.</p> <p><b><u>Answer:</u></b></p> <p>It was agreed at the January 2024 RWB &amp; Cricklade LHFIG meeting to implement give way lines at the junction of Mustang Way / Moulden View. The work will be undertaken as part of the council's routine road marking operations. Unfortunately, agreement was made when lining operations are suspended due to the weather (October to March). It is now estimated that work will take place in early spring 24. Please note, there are no plans at this stage, to implement changes to the existing lengths of no waiting at any time (double yellow lines) at the junction.</p>
7.	<p><b><u>Question:</u></b></p> <p>I am extremely concerned about the volume of heavy traffic which comes past my house at peak times.</p> <p>My concern is that because we have no pavements, a child or young person walking to school could very easily get injured. It is this thought which drives me to draw your attention to this problem. I would be interested to know your thoughts on this matter. In addition, I believe there is a weight limit for heavy vehicles going down Pavenhill. This is not policed in any way so frequent heavy vehicles use this route.</p> <p><b><u>Answer:</u></b></p> <p>The historic layout of Pavenhill and the limited width of Highway mean that a dedicated pedestrian provision, such as a footway, cannot be provided. It may be that other engineering measures can be introduced to help but this requires more detailed study. It is recommended that these concerns be raised with the Parish Council who in turn can ask the LHFIG to investigate further if deemed a priority by the group.</p>