

## Email Digest for Clark Hill / Banks

Email – 4 May 2022

Dave

Further to our other discussions earlier today

The note attached below was crafted by 20 residents asking for it to be read out and discussed by the PC at their meeting 8 March

We were told residents because of Covid they would not be allowed at the meeting and that any submission should be less than the allocated 3 minutes

We ensured that the content wasn't contentious and took only around 2 minutes to read - at the actual meeting (I have a record of the zoom meeting) when it came to discussion point on the agenda - the Parish Clerk declared the document as lengthy and the meeting agreed not to discuss at that meeting?

Interestingly at this same meeting Allison quotes that the result of the survey was 50/50 - she didn't disclose which they were and considering there were 4 options strange for such a result to be declared (or is my calculations?)

Sorry Dave if you are telling me that you are relying on these people to feed back to you local feelings and the villagers should submit their views to them - frankly trust from most people in the village in their efforts to assist in finding an equitable solution is poor, so from the people I have spoken to they do not trust forms or surveys (or their representatives) accordingly I suspect their will be little useful information that you will gain from them

With regards to Allison this is her response to when I offered to help with her version of survey monkey since then she is very noticeable by her absence in the village and with communicating via FB

What she did as an elected official was frankly at best naive and at worst ? - she told all the village they had 4 options - then for whatever reason blamed the software for the results and never (to the best of my knowledge) declared the results my offer to assist her with survey monkey was declined

Obviously all of this I can back up as I don't make idle comments - ever as you can see I have copied the relevant parties - no doubt they may feed back you

If you really are keen to find out people's opinion - you need to get one of the council staff out in the village on the ground and just knock on every 2 and or 3rd door along Hollow Way and seek their response - happy to help should you deem it correct

I now after our discussions earlier today I know you are well aware of the majority of people who live along Hollow Way after 3 months and goodness knows how long for resolution of the Banks this situation cannot be allowed to continue in the present format and I hope that at your meeting this coming Monday you can convey that information to your colleagues

Once again many thanks for your time

Regards

k

Hi k

Just picked this up.

The surveymonkey was something I have done in my capacity as local councillor to gauge opinion. These days I post on my own FB page and no longer share to other pages, although I know others do.

I intend to use my own FB page to update people and anybody can like that so I will speak to

Email – 4 May 2022 with Pictures

Good afternoon Parish Clark.

Please find attached images I've captured of vehicles that are going past the front of my property that are ignoring the 7.5t weight limit imposed by WCC on whatever the date was, for movement of vehicles up and down Clack Hill.

I'm passing these onto you as suggested by a local parish councillor.





This vehicle (18 Tonnes) at least had the courtesy of delivering in the village today, but then went through the village onto their next delivery, which means that they went down Clack Hill, ignoring the 7.5 tonnes weight limit.



Email – 4 May 2022

Hi

It's been suggested that you require pictures of vehicles using Clackhill illegally.

While I was jogging up Clackhill today about 10.20am this morning 4 May 2022. I must admit that I'm not certain how heavy this lorry is. When I spoke to the crew. They said they didn't know about the weight restriction.









Email – 5<sup>th</sup> May 2022

Hi

Please see attached photos from today 5th May at 14:25 hours well over the restricted weight for this road attempting to left turn at the top of clack Hill.





Email – 7 May 2022

I wrote to the head of Highways David Thomas about the traffic problem and I have forwarded his reply to you (see below) for the Parish Council. I have also attached the Lyneham Banks Proposal he sent which I suspect you should have already.

Dear Mr Thomas,

Your name has been passed to us by a Bradenstoke and Lyneham Parish Councillor.

Regarding the traffic problems in Bradenstoke owing to the collapsed road - we had the same thing in a village we lived in called Warfield near Ascot. There was constant damage through dangerous driving but the council and police would do nothing until someone was killed - they said it was just 'fender bender'. Then someone was knocked off their bike and killed - it took another six years to get traffic lights put in.

Perhaps we need the same here - traffic lights - several sets - the experts should know how, a speed limit of 20mph with speed cameras (inconvenient for us but so what). Some of these drivers are very nasty people as shown by the comments on the Bradenstoke Facebook page.

Traffic lights at the bottom of Clack Hill for traffic coming up, another set at the other end of the village plus whatever else is needed. Temporary 'Speed humps' and road narrowing fixtures as well possibly. The traffic lights need only be operational in the 'rush hour' parts of the day and need only be portable.

If there was a serious collision in what is effectively a single track village because of all the parking, the cars would soon stack up and police and emergency services would be unable to attend with the very difficult task of clearing the traffic.

I hope this is of some use.

Regards,

Thank you for the two messages you have sent and the suggestions made.

The official diversion route remains the A3102 and A4 and this is the signed route. I can advise that a comprehensive diversion route signing scheme involving the installation of over 60 new signs is in place. No other route will be signed for diverted traffic but we do recognise that there will be some residual traffic movement on local roads, by motorists using local knowledge, but we are seeking to balance this across the network so that no one community has to take all the traffic.

In terms of local traffic using Hollow Way, Clack Hill and other roads to the north and south we have developed a 3 phase plan to deal with this and we are liaising with all the Parish Council's affected by the Lyneham Banks closure. We have asked for feedback on how the closure is impacting on the local communities as we need to strike the right balance in controlling / removing through traffic movements whilst retaining the ability for local residents to get about. You will note that the closure of Clack Hill is included within the Phase 2 proposals. We have installed traffic counters on the roads in the area to enable us to better understand any rerouting that is taking place. The traffic counts will be repeated at regular intervals to help inform future temporary traffic management decisions. I have attached a copy of our Temporary Traffic Management Plan for your information.

Your suggestion of using temporary signals in Bradenstoke is noted as is your suggestion for a new road at the bottom of the banks, in effect bypassing the slipped area. The form of permanent repair has not yet been determined as we need to undertake detailed soil investigation and interpretation to identify an appropriate solution. We can only do this once the landslip has stopped moving but unfortunately our monitoring shows that this is not yet the case with movement still continuing to occur.

The road network in the local area is subject to weekly inspection by our Local Highways Teams who are monitoring any deterioration and damage and actioning repairs as and when necessary.

I would encourage you to keep in touch with your Parish Council to enable them to accurately represent the local view.

I hope you find this response helpful for now.

Regards

David M Thomas I.Eng MICE  
Head of Highways Asset Management & Commissioning  
01225 713312



Email – 8 May 2022

Hello there

I'm forwarding on some images I have taken of lorries through Bradenstoke. No doubt you will already have some of these but sending them in just in case.

Thank you for your help in collating these.







Email 9 May 2022

Good morning Derek and James

I am sorry Derek that you feel that you have not seen or heard anything from me. I have very much been around and about – I visit the village several times a week - and am monitoring various Facebook pages and am aware of what is going on from all aspects.

I did take a week off on holiday last week and have taken in some Ukrainian refugees which has taken up a fair bit of my time over the past few weeks.

When there is something to report I report it. At the moment the situation is as last reported, that the new signage has all be installed and sadly there are some drivers still ignoring it and improved enforcement is required.

The Parish Council has been gathering additional feedback which will be presented at tomorrow night's Parish Council meeting.

Officers are meeting today and I will have an update soon after, I am anticipating that there will be an increased focus on enforcement of the traffic regulations and am aware that a further traffic count will be taken starting next week to monitor the effect.

I will update later this week.

Kind regards

Allison

## Safety for the Residents of Bradenstoke

We are certain that all residents in the village would like to be assured that the Parish Council would consider their safety and needs first and foremost above all else, before entering into any discussion about any changes that may be necessary.

Clearly after the closing of the B4069 by “Force Majeure” almost 4 weeks ago - much has changed in the village and we understand the scale of the problem that Wiltshire Council faces both practically and financially.

However the increase in volume of traffic is untenable - private cctv - the road surface deterioration in days for example, comprehensively confirms this. Bradenstoke is still a village akin to horse and carts (as can be witnessed regularly) and certainly not B road classification.

Safety for those living in the village must not be compromised because of problems elsewhere.

The following are some “first hand” observations from the centre of the village during the past 18 days

During this period there have been a significant number of occasions when the centre of the village has been “Gridlocked” primarily Monday through Friday - periods during the morning - mid day - early evening.

Some observations of these two “pinch points” Centre of Village and Narrowed Section prior to MOD

- A      There are periods when traffic can be waiting 15 minutes or more trying to traverse the centre of the village, should an emergency vehicle require access there is likely to be a considerable delay.
- B      Motorists going East attempt to drive as quickly as they can on the wrong side of the road in the centre of the village to avoid being held up by another vehicle traveling West
- C      Remonstrating with other motorists and then driving off at “break neck speeds”

To help identify the separate problems Hollow Way effectively runs East to West along the entire length of the village and can be broken down into 3 distinct areas

Area 1 East	Starting from Lillybrook to Boundary Close	circa 200 plus residents
Area 2 Centre	Boundary Close to just beyond the top of Clack Hill	circa 125 plus residents
Area 3 West	West beyond the top of Clack Hill	circa 200 plus residents

Each area has been affected to some degree or another, but perhaps not all in the same way or magnitude

Let's remember that probably over three quarters of the population are either retired or working from home and their need to traverse the village in safety (or have others be able to assist them) is paramount without having to encounter traffic (probably unfamiliar to the area) using the village as a short cut

Each, as we are sure, you will hear during the course of the debate, has a view - thought, opinion, or problem BUT the common aspect is that they all have the right to carry out their life in realistic safety

To conclude our view is now simple, in the light of the last 18 days' experience, “Doing Nothing”, one of the four options put to the residents, must be rejected.



# Lyneham Banks Road Failure

## Proposed Temporary TM to prevent traffic using unsuitable routes

### 1. Background

Due to the road failure on the B4069 at Lyneham Banks , the road was closed on 17<sup>th</sup> February 2022. The extent of the failure has indicated that the road is likely to be closed for some time. This briefing note is to consider potential protective measures to prevent traffic avoiding the full diversion route (which is approx. 21 miles long), from diverting onto local routes which are considered unsuitable for the additional traffic.

### 2. Detail

*Traffic data for the B4069 from 2019 indicated hourly flows peaking around 280 vehicles with a weekday average combined of 5560 vehicles ( Eastbound 2757, westbound 2804)*

Wiltshire Council do not currently hold traffic flow data for the roads most likely affected , therefore tube counters have been arranged for Bradenstoke Hollow Way, Trow Lane, Bowd's Lane and Cheesely Hill. We have also requested counters for the C111 Beacon Hill off the A3102 toward Foxham as we suspect that may be another route effected by inappropriate diversion of traffic and we have already received complaints regarding increased traffic .

The counters commissioned are due to be deployed 14<sup>th</sup> – 20<sup>th</sup> March.

The Network Management Team have previous experience of the impact of road closures in this area following the 2014 road closure at Dauntsey Banks for the Network Rail works. Reacting to local feedback and closing some of the roads identified in Phase 2 of this plan resulted in extensive correspondence from the local community, so much so that we discussed a full time officer from Network Rail to deal with the complaints.

We received many challenges to the road closures on safety grounds , with FOI's asking for evidence based decisions. i.e. if the road is closed on safety grounds due to the increased traffic, at what point is the traffic flow deemed to impact on safety and how we will manage this going forward? what data did we have to support the action to close the road?

Lessons have been learnt from this about the importance of data gathering before implementing constrictive measures like road closures, particularly when they are likely to be of an extensive duration.

The Network Management Team have extensive experience of the impacts of rat running traffic during lengthy road closures and take this into account when considering planned works. However, it needs to be noted that this is particularly difficult for unplanned works/ closures, as there is often insufficient time to gather the data needed to make robust decisions.

The preferred and recommended approach is that measures are implemented on a phased considered approach. Experience has shown that for lengthy durations, restrictions should be implemented in controlled manner, commencing with advisory controls and only implementing formal restrictions if the advisory restrictions are proven not to be effective.

The following elements of this document identify the preferred measured approach to managing displaced traffic in a phased , managed response.

The situation would need to be continuously monitored as it is possible that the proposed measures will displace traffic onto other routes, not yet predicted.

### 3. Phase 1- Initial measures

Cllr Allison Bucknell is reporting a large number of complaints of excess traffic running through Bradenstoke, Hollow Way and Clack Hill. Clack Hill is a narrow single track lane, totally unsuitable for diverted traffic. Requests have been received to close Clack Hill, although it is understood that it is not fully supported by the local community.

Conversations with the local Police have indicated that they have received 2 complaints regarding increased traffic.

Closing clack hill will result in traffic diverting along Bowd's, Trow and Cheesely Hill. Therefore should a decision be made to closure Clack hill the proposals in Phase 2 will need to be implements, Resulting in a diversion for local traffic of approx. 5.5 miles.

The recommend approach therefore is to introduce a temporary 7.5 t weight limit on Hollow Way and Clack Hill and erect 'No Through routes signs' and both junctions with the B4069.

In addition, the erection of 'Unsuitable for HGV traffic' signs to be deployed at the locations shown below to deter traffic from the Foxham area.



### 4. Phase 2 – Road closures and other measures





Should this prove to be unsuccessful, Clack Hill Bradenstoke will need to be closed and the following measures shown below implemented.



Additional Measures required for Phase 2



Key

	30mph speed limit Whitehill Lane and Sodom Lane
	7.5t weight and 30mph restrictions – Bowds Lane and Trow Lane (Part), & Proh of RHT from A3102 into Bowd's lane
	Road closed – Clack Hill, Trow Lane part and Chesley Hill
	Proposed 7.5t weight restriction – Hollow Way, Lye Common, Friday Street, Station Road, New Zealand, Quakers lane & Beacon Hill

Details

Bradenstoke – Clack Hill

Proposed closure at junction with B4069. Hard closure to stop through traffic. Short length of closure under TTRN/O . Distance to be agreed to accommodate safe turning point. Signage needs to be sufficient to remain up for the length of time anticipated. Would suggest water filled barriers to prevent TM being moved. Additional signage at B4069 junction with Hollow Way to discourage through traffic. See plan below and notes re additional supporting signage.

## Lyneham Banks - Bradenstoke Clack Hill - Potential Road Closure signage.



Sign No 1 - Road Closed. (Physical road closure point suggest water filled barriers). Advance signage (x2) needed on either of junction on B4069 advising of Road Closed Ahead with left and right arrows as appropriate

Sign No 2 – Road Closed ahead, no access to B4069. Advance signage (x2) needed on either of junction on Hollow Way advising of Road Closed Ahead with left and right arrows as appropriate.

Sign No 3 – Road Closed ahead, no through route. Advance signage (x2) needed on either of junction on B4069 advising of Road Closed Ahead with left and right arrows appropriate.

### U/C Bowd's Lane

- Road to remain open ( passing places were previously installed during NR works)
  - Temporary 7.5t weight limit with an exemption for agricultural vehicles – for its complete length.
  - Temporary 30mph speed limit for its complete length.
  - Prohibition of RHT from A3102 into Bowd's lane. This was previously introduced during NR works due to queuing traffic waiting to turn right into Bowd's and safety concerns raised by the police.

### C120 Trow Lane

- Full closure of Trow Lane from its junction with A3102 to its junction with Bowd's lane. Access to be maintained for residents and businesses within closure extents.
- Temporary 7.5t weight limit and 30mph speed limit on Trow Lane from its junction with Bowd's lane to its junction with Sodom Lane.

### C76 Cheeseley Hill

- Full closure of Cheeseley Hill from its junction with the A3102 to its junction with C108 Sodom Lane. Access to be maintained for residents and businesses within closure extents.

### C108 Whitehill Lane and Sodom Lane

- 30mph limit entire length. Previously there was reports to the police of speeding traffic when the B4069, Bowd's Lane Trow Lane and Cheessely Hill were closed.

### **Protection of Foxham from rat running traffic (reports already received of increased traffic levels)**

Implementation of Temporary 7.5t weight limit on the following roads. Plan below shows suggested first response, monitor and extend weight limit restrictions if determined necessary.

#### **Christian Malford – temporary 7.5 t weight limit on the following lengths of road.**

- Lye Common temporary 7.5t weight limit from its junction with Friday Street to its junction with Station Road.
- Friday Street C132 from its junction with B4069 to its junction with
- Station Road C118 from its junction with B4069

#### **Goatacre - temporary 7.5 t weight limit on the following lengths of road.**

- New Zealand from its junction with the A3102 to its junction with Quakers Walk
- Quakers Lane from its junction with the A3102 to its junction with Quakers Walk
- Beacon Hill C111 from its junction with the A3102 to its junction with Catcomb Street

*Blue dotted routes highlight suggested additions to temporary weight limit. ( Additional signage would need to be deployed to advise of weight limit ahead to avoid vehicle getting trapped in restricted roads. Wider restrictions need a more detailed investigation.*

## **5. Phase 3- Extended closures**

- If keeping Bowd's lane open creates additional issues - the phase 3 plan would be to close Bowd's Lane as well. The predicted traffic route would then be A3102 – Whitehill Lane to Grittenham to Sodom Lane ( approx. 11 mile route)

## **6. Additional Points of Note.**

- Success of all closures will be dependent on Police presence / enforcement. When these lanes were previously closed, we experienced a large volume of correspondence and the TM needed regular checks due to people moving barriers etc. Discussions with the Police on 9 March have indicated that this would be dependent on resources.
- Signage will need to be of a semi-permanent nature (i.e. not A-frames)
- Ringway will need to be tasked to carry out regular checks of TM ( brief would be needed to Atkins for TM design and Ringway to deploy?)
- As these measures will impact on the local community , for what might be a considerable length of time we strongly suggest that they are consulted to ensure they are supportive of the measures before implementing. Consultation meeting with suggested proposals should be held internally with Local Highways and the Police to discuss all options prior to consulting with local community. A lead officer responsible for managing this process throughout the life of the TM need to be identified with the Local Highways.

*Nb for information the estimated diversion routes are as follows:-*



Formal diversion route =21 miles  
Diversion using Bowd's lane = 5.5 miles  
Diversion via RWB/ Grittenham/ B4069 =10.7  
Clack Hill to Sodam lane jnct =1.1  
Foxham diversion = 12 miles

Joanne Heal - Traffic & Network Manager 10 March 22