

WANBOROUGH PARISH COUNCIL

Minutes of a SPECIAL meeting of WANBOROUGH PARISH COUNCIL held on Wednesday 19th October 2016 at 7pm at Hooper's Field Pavilion.

Present: Per-Axel Warensjo (Chairperson), Gary Sumner, Colin Offer, Roger Whitfield, Dave Hayward, Donna Stalker, Mark Simpson, Colin Hayes (Parish Councillors), Clerk and 57 members of public.

1. Apologies: Bob Biggs, Joe Smith (Parish Councillors), Mr B Carron, Mr C & Mrs B Parnell (members of the public)
2. Declaration of interest: None
3. Welcome and explanation of the purpose of the meeting
Per-Axel Warensjo welcomed everyone to the meeting and outlined the format of the meeting.
4. Redlands Application, and proposed access onto Wanborough Road
Gary Sumner gave an overview of the Redlands application, confirming that the application is due to be decided at SBC Planning Committee meeting in the next couple of months. A plan of the proposed access onto Wanborough Road for the Redlands development has been put forward and Gary Sumner ran through this proposal with residents (maps were displayed at the meeting for residents to see).
Key elements:-
 1. There will be a new footpath/cycleway along the edge of Wanborough Road. It will start on the northern side of the road at Covingham end, but then will cross over the road just after Wanborough House.
 2. Residents from the new housing estate will have priority onto Wanborough Road, with residents coming from Wanborough have to give way at a new T Junction.
 3. Proposed chicanes along the section of road from Horpit/Burycroft crossroads to the new T Junction.

Gary Sumner confirmed that he has been asked by Swindon Borough Council to gain the view of Wanborough residents on this proposed access, and also how the Parish can mitigate "rat running through the village". He put forward some ideas for residents to consider:-

1. During the construction stage, to have a "no left turn" onto Wanborough Road from the Redlands development, to prevent any construction traffic entering the village. This could also be extended to become permanent so that no vehicular traffic from the development can turn left onto Wanborough Road, however there would still be cycle and pedestrian access.
2. Removing white lines along the middle of Wanborough Road to give the feel that the road is a narrow rural road to slow traffic down;
3. No HGV's along Wanborough Road
4. At the T Junction, including a raised cushion at the turning towards the village on Wanborough Road to make people think twice and to slow traffic down.
5. Reviewing speed limit along Wanborough Road.

A resident felt that having a "no left turn" onto Wanborough Road would not be very welcoming for the new residents who will be moving into the Parish and paying towards services within the village.

Gary Sumner stated that, within the Local Plan, no development within the NEV was supposed to have access onto Wanborough Road; there was supposed to be infrastructure in place to

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take all traffic through the NEV, joining up with the Southern Connector Road (SCR). The Parish Council never wanted properties within the NEV to have access onto Wanborough Road. At the moment his proposal is only for construction traffic and he would like to hear from residents as to whether they feel this should become a permanent request.

Residents raised queries in relation to the status of the Redlands application; why it has been brought forward and whether they can do anything to stop the application.

Gary Sumner confirmed that the application is due to be considered at SBC's Planning Committee meeting in the next couple of months; he explained SBC's 5 year housing supply shortage. A discussion took place in relation to whether residents should be sending in objections but it was confirmed that this has already been done during the planning application consultation period. SBC have received all the objections which they will consider at the Planning Committee meeting.

Suggestions put forward by residents:-

- 1. Dedicated cycle path along Wanborough Road; increase the width of the cycle path along Wanborough Road, making Wanborough Road narrower.*
- 2. Close Wanborough Road off at Redlands.*
- 3. No HGV's along Wanborough Road.*
- 4. No left turn onto Wanborough Road for construction traffic; most residents were in favour of this.*
- 5. No left turn onto Wanborough Road to become permanent so that no traffic from the Redlands development has access through the village.*
- 6. To design the road at the T Junction so that it is difficult for HGV's to turn towards Wanborough*
- 7. Traffic lights at the proposed new T Junction on Wanborough Road; traffic lights can be installed with cameras which can then be used to help with enforcement.*
- 8. At peak times only "No left turn" onto Wanborough Road, i.e 6am -9.30am in the morning and 4pm – 6pm in the evening, as most of the "rat running" through the village is during this time. This can be done by using traffic light and camera technology.*
- 9. Once the NEV infrastructure is in place, the access onto Wanborough Road to be closed off.*

Residents did not favour speed bumps due to the noise and impact on vehicles. A resident did not feel that removing white lines along the road would help, giving Pack Hill as an example where it was felt that the road has become far more dangerous since the white lines were removed.

A resident stated that until improvements are carried out at Junction 15 (M4) and Commonhead roundabout, then traffic will still use Wanborough Road. Gary Sumner confirmed that work has commenced on Junction 16 (M4) and once this is complete then improvements are planned for Junction 15; work on Junction 15 cannot be carried out at the same time as junction 16.

A resident stated that Wanborough Road is a Roman Road and asked what is being done to protect this.

Gary Sumner confirmed that Parish Council do not want to see Wanborough Road urbanised and will not support street lights. It has been found that the scheduled monument at Lotmead covers a larger area than previously expected, therefore there should be archaeological assessments carried out on all areas next to Wanborough Road.

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5. SBC's Highways Report

Per-Axel Warensjo confirmed that SBC Transport Manager has produced a report (available to view on the Parish website), that considers measures which could address "rat running" through the village. He confirmed that he would run through the report in order and then ask for feedback from residents.

a. High Street – mini roundabout

SBC's response is to widen footpath on the southbound approach and provide better control on parking.

Residents supported this but also raised following points:

- *Roundabout is dangerous, especially due to visibility from Rotten Row. It was felt that the roundabout should be removed and a "Stop" sign introduced on High Street, so that the change in priority will slow traffic down along the High Street.*
- *Speed limit along High Street should be reduced to 20mph.*

b. High Street up to Callas Hill

SBC's response is for parking in specific areas to take away the straightness of the road.

Residents supported this and felt that parking should be staggered, with bollards to protect where they are parked.

Driving through the High Street needs to be made unappealing and traffic needs to be slowed down.

c. Kite Hill

SBC's response is that two cars can just pass, highlighting a potentially unresolvable constraint.

Residents felt that there could be pinch points at the narrow section of this road with priority going uphill.

Residents also raised a concern in relation to the road surface on Kite Hill. Gary Sumner confirmed that he is pushing SBC to get this done and it is hoped it will be done early in 2017.

d. Pack Hill

SBC's response – only cars can pass, not lorry and car – potentially unresolvable constraint, possible advance warning signage to be applied.

Residents felt that the top of Pack Hill it is very dangerous, mainly due to the corner which means visibility up and down the road is poor, plus the road surface at the edge is so bad it is not possible to use the full width of the road.

Residents felt that a traffic light system would be the best option at this location.

e. Burycroft

SBC's response – methods to rationalise parking may aid traffic flow.

Residents agreed that having parking areas to deter the speed of cars along Burycroft would be a good option, but this will not prevent the amount of cars they have "rat running" through.

The road is not suitable for HGV's and therefore should be restricted.

f. The Marsh

SBC's response – Sothorn Connector Road (SCR) will provide a more attractive alternative to The Marsh; the SCR to be developed to ensure the use of The Marsh is not made worse.

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A suggestion was made for a traffic light system at the two sharp bends along The Marsh. The road is not suitable for HGV's and therefore should be restricted. Residents supported a "no through road except for access" along Burycroft and The Marsh. There were 12 residents from Burycroft and The Marsh present at the meeting and all supported this proposal, provided it still allowed access to Great Moorleaze Farm. It was also agreed that buses should still have access.

g. Foxhill

Foxhill suffers additional traffic getting to M4 junction 14 to avoid traffic congestion on the A419 to junction 15. Traffic also travel across from Shrivenham to M4.

Foxhill crossroads

Residents suggested that a new 30mph speed limit at the approach to the crossroads should be implemented.

Foxhill to PGL

New footpaths needed along the edge of the road for Ridgeway walkers, plus PGL staff who walk to the bus stop,

6. Summary of main views of Parish Council and residents

Per-Axel Warensjo thanked everyone for attending the meeting. He confirmed that the minutes of this meeting would be available on the website. He also confirmed that Parish Council will review all the comments made before making a final submission to SBC; again this will be available on the website. If anyone has any further comments then they should e-mail the Parish Clerk.