

From:

Sent: 15 October 2024 18:01

To: Developmentmanagement <Developmentmanagement@wiltshire.gov.uk>

Subject: FW: PL/2023/09142 MOTO Service Station

For the attention of Olivia Trieste New Material Evidence provided by Linda Pryde 25, Brimble Hill, Wroughton, Wilts SN4 0RQ.

Please see below photographs and comments. Details from Official Safety Risk Assessment requested by Police Commissioner Philip Wilkinson OBE on behalf of myself and other residents. Concerning access to and from J15-16 traffic generated from the proposed Moto Service Station.

New Evidence

In February this year the Police Commissioner for Wiltshire and Swindon obtained funding for a Risk Assessment for the roads mentioned in the MOTO planning application. This section of the B4005 Marlborough Road/Brimble Hill mentioned in the report is a serious material consideration regarding road safety. The environmental impact on the village would be catastrophic. Although the above roads are technically on the other side of the village they will be continually utilised by vehicles travelling from and to J15 or Marlborough direction. Historically this is a known and recorded fact. Also affecting traffic volume is that these roads are an unauthorised traffic diversion route for accidents from J15-17 the most frequent areas for accidents. The Risk Assessment is lengthy and comprehensive and is supported by official SBC incorrect diagram (source SBC). Police Report detailing fatal accident due to narrowness of above roads. The reports as its own photographs. And I quote the conclusion as follows...

"Marlborough Road, Brimble Hill is reported as a dangerously unsafe road in need of immediate remedial action. It presents foreseeable and avoidable on-going risk of further collisions, serious harm or potential fatality, particularly to vulnerable road users. The likelihood of this is very high".

Omitted from the report due to the unknown danger at the time it was composed, is the damage to a live gas pipe. The damage done to the pipe being hit numerous times. Due to the narrowness of the unsuitable use by heavy goods vehicles and even larger agricultural machinery. (Please see photographs below). The volume of LGVs vehicles are forced to mount the pavement, in order to navigate passed each other. Contrary to the Highway Code Code February 2002 that offers protection to non motorised vehicles. There is an abundance of evidence supporting the fact that the unsuitable large vehicles have repeatedly damaged the historic walls. A large section of wall has recently collapsed on Marlborough Road after being struck by an LGV due to the confinement of the road. Said vehicles are caged in on either side by high drystone walls. This also adds to the build up of carcinogenic pollutants.

The roads have been taken off the authorised LGV Driving Training Route classed as not being fit for purpose. Inexperienced unqualified drivers add to the danger. Currently there are no restrictions on the roads nor in the near future. The Lead Cabinet Member for Planning & Highways Chris Watts has communicated the following

"although we have many request and schemes that currently sit outside the LTP we will seek to prioritise and line up additional schemes if funds become available.

Our annual Highways budget is 5 million a year and we estimate a backlog in the the region of 120 million.

The Local Government Association has estimated that the backlog in Highways work nationally exceeds 14 billion and if the the money was available tomorrow, it would take 10 years to catch up".

Any additional traffic from this development would adversely affect the condition of the roads and the high level walls. Without the finances to repair them.

The historic constraints of these roads put predesterians at risk of serious injury or even death.

Linda Pryde BSc Hons

Former Chair Wroughton Residents Association

Wichelstowe Forum Member











Above Left: Drivers cleaning debris from road. No injuries this time when tree trunk fell from high dry stone wall (above right).



Above Right. Side effect on road with severe camber. The top of a large vehicle can lean up to 25cm (approx 10inches). Drivers need to 'choose position' to ensure it will not collide with buildings, other vehicles or street furniture. NOTE you can see from the end of trunk that the tree was alive. The road is too narrow for driver to choose position of lorry therefore has to cause damage. SOURCE Safediving for Life, partner of DVSA.



Left: Shows that HGVS do not have recommend passing width.





