

8 – B4069 Update

Why is the "rest" of the road only receiving patching? Why has it not been repaired to the same standard?

Whilst failures are evident further along the B4069 they are not to the same extent of the 2022 landslip. The installation of a piled retaining wall along the entire section of the banks would exceed the current budget available to repair and re-open the road. Patching is considered a suitable option to be able to open the road at this stage. Monitoring points will also be installed along the B4069 so Wiltshire Council can track any future movements in the area.

This is part of the national cycle route (I don't think it is) - why have you not added a dedicated cycle lane?

The installation of a cycleway was not within the scope of this project. Any installation of a cycleway along the current alignment of the B4069 would have required significant land purchase and ground engineering in order to provide a suitable cycleway that meets current requirements. This in turn would have cost significantly more than the available budget and would have also led to an extended delivery period whilst design and land purchase elements were undertaken.

When will Clack Hill be resurfaced?

Localised repairs will be undertaken to Clack Hill in the near future with further surfacing repairs hoping to be completed later in the year.

Will Clack Hill revert to 2-way?

Wiltshire Council will be consulting with the local parish councils shortly around the temporary traffic management measures including the current Clack Hill one way system.

Can there be a flashing sign to indicate to motorists that traffic is coming out from the bottom of Clack Hill?

Currently traffic exiting Clack Hill are not expecting to see traffic travelling westbound on the B4069, this has led to a situation where traffic exiting Clack Hill often continue out into the road without paying full attention to the give way requirements at the junction. Following the B4069 re-opening the amount of traffic using the road will again increase and driver behaviour is expected to adjust accordingly. At this stage, there are no plans to introduce any new signage at this junction.

When will the "illegal" building be demolished?

It was Wiltshire Council's intention to purchase the land south of the B4069 in order to demolish the existing structures and regrade the land. Unfortunately an agreement has not been reached with the landowner to date. The project has been delivered around the structures to enable the road to be re-opened.

What landscaping will take place ? Is there a possibility of a public access area?

Landscaping will take place in the form of new hedgerows being planted within adjacent fields and along the highway corridor and wildflower mix being applied where appropriate. There are

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no current plans to create a public access area. It is noted that footpath LYNE31 runs to the south of the site and provides a public walkway in the vicinity of the scheme.

Will the HGV weight limit be retained on the Banks?

A current signing study for the wider area is taking place, considering the route and the weight limits. It is expected that a weight limit will be retained on the B4069 through the Banks.

Will the Council use cameras to enforce the HGV limit ?

There are currently no plans for Wiltshire Council to install cameras to enforce the weight limit on this route.

How long is the design life of the structure and drainage elements of the project?

The concrete piled retaining wall has a design life of over 100 years.

The drainage elements in nearby fields are self cleansing and do not require extensive maintenance to keep them operational.

Drainage within the public highway and piped network will be maintained in line with current Wiltshire Council drainage arrangements.

How much is the scheme costing?

The repairs to the main landslip using a piled retaining wall are expected to cost in the region of £5m.