

APPENDIX 3 – Comments and Officer Response

Ref	Comments received in support of proposal	Officer Response
1.	<p>Frequently, the traffic is already exceeding the 30mph speed limit by the time it reaches Brooklands and this is in both directions on the Holt road.</p> <p>We agree that the 30 mph speed limit needs to be moved further east along the Holt road and suggest it should be just beyond the junction with Cemetery Lane not as proposed west of Cemetery Lane junction. Our reasoning is as follows:-</p> <ol style="list-style-type: none"> 1. In the corner between Holt Road and Cemetery Lane there is access to a children's play area, faster traffic would be a danger. 2. Pedestrians walking along Holt Road and Cemetery Lane with Children and dogs going to the park off Cemetery Lane need a safe pathway. 3. Similarly, there should be safe crossing at the pedestrian island crossing to and from Kingston Farm woods to Cemetery Lane Park which is a designated walking route. 4. As 3 the same applies to those visiting the cemetery 5. Traffic turning into and exiting the retail area and Cemetery Lane need a clear view and slower traffic on the Holt Road. This is particularly important for those entering and exiting the retail park due to the sharp turn especially from the Holt direction. <p>Further to the above, consideration should be given to the speed limit of 50mph being reduced to 40mph from Cemetery Lane to "The Beeches". This part of the Holt Road is very narrow and twisty and it is doubtful if anyone could drive safely</p>	<p>The desire to extend the 30mph to a point beyond Cemetery Lane is recognised; however, the road layout and highway extents are such that there is insufficient space in which to site speed limit terminal signing. The advertised commencement point of the extended speed limit is the first opportunity at which terminal signing can be mounted on both sides of the carriageway with the necessary clearance and within the adopted highway.</p> <p>The proposed extension encompasses the pedestrian refuge island close to the cemetery entrance.</p> <p>The original request made to LHFIG did not seek a reduction of the existing 50mph speed limit between Cemetery Lane and Beeches Farm and as such, a formal review has not been undertaken as part of this proposal. It is unlikely that this section of highway would meet the criteria set out by the Department of Transport in 01/13 'Setting Local Speed Limits' for a 40mph speed limit. A review may be requested through the Local Highway and Footway Improvement Group process by completing the Highway Improvement Request form found here Local Highway and Footway Improvement Groups - Wiltshire Council and returning to Bradford on Avon Town Council for their consideration.</p>

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	<p>at 50mph in all road conditions and weather.</p> <p>The above is our considered views on the proposal to move the 30mph sign in order to ensure the safety of both drivers and pedestrians. We trust that you will take our views into consideration as local residents who use the Holt Road frequently for both walking and driving.</p>	
2.	<p>I approve of this step as the road is very narrow by the cemetery and I lost a wing mirror there caused by a van (which did not stop) travelling out of Bradford while I was travelling in.</p>	<p>Your comments of support are noted.</p>
3.	<p>I support extension of the 30mph limit under the above reference on the grounds it may make crossing the road in the vicinity of Cemetery Lane easier and safer.</p>	<p>Your comments of support are noted.</p>
5.	<p>The extension should go further - to the other side of the Cemetery Road / Garden Centre Junction to allow for a safer exit from here and the play areas.</p>	<p>The desire to extend the 30mph to a point beyond Cemetery Lane is recognised; however, the road layout and highway extents are such that there is insufficient space in which to site speed limit terminal signing. The advertised commencement point of the extended speed limit is the first opportunity at which terminal signing can be mounted on both sides of the carriageway with the necessary clearance and within the adopted highway.</p>
6.	<p>This is an excellent and much needed proposal. We have an allotment on the east side of the woods opposite the entrance to Cemetery Lane . We see many pedestrians, young, old, with children, with dogs etc crossing the road to access Cemetery Lane and the recreation field etc . Cars speed along there and it's not possible to see far enough to be sure there's not a speeding car approaching. It's probably much busier now because of 2 new housing</p>	<p>Your comments of support are noted.</p>

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	<p>estates, several industrial buildings (staff frequently walk around the area at lunchtime and also cross the road from one site to the other) Without question it should be a 30 limit. We're surprised it's not already.</p>	
<p>7.</p>	<p>I propose the moving of the 30mph speed limit to the junction with Cemetery Lane (or just thereafter) due to the amount of pedestrian traffic in the area.</p> <p>I live here and have young children, who often want to scoot to either one of the play parks or to the open space provided, and we often have to cross the road where the 50mph limit is in place, which is very unsafe, especially given the bend in the road.</p> <p>Many people use the footpaths and public spaces provided, and with a housing estate on each side, it is unsafe to have the limit at 50mph until you are safely away from traffic.</p> <p>I have witnessed pedestrians walking along Holt Road to Five Zeros, which is incredibly dangerous, but there is no other provision if travelling by foot.</p> <p>The increase of traffic due to the two estates, the industrial buildings and the increased traffic flow in the area all lead to a much safer option of moving the 30mph limit to cover more ground.</p>	<p>The desire to extend the 30mph to a point beyond Cemetery Lane is recognised; however, the road layout and highway extents are such that there is insufficient space in which to site speed limit terminal signing. The advertised commencement point of the extended speed limit is the first opportunity at which terminal signing can be mounted on both sides of the carriageway with the necessary clearance and within the adopted highway.</p> <p>The proposed extension encompasses the pedestrian refuge island close to the cemetery entrance which provides a safe crossing points for pedestrians.</p>
<p>8.</p>	<p>From frequently walking in this area I think that the proposal is in the right direction, but, should be extended further east into the 50 mph limit.</p> <p>I suggest this because as at the moment the proposed extension ends at the difficult entrance into the BoA cemetery and Cemetery Lane which is opposite. Cemetery Lane has become very popular now that it is pedestrianised especially</p>	<p>The desire to extend the 30mph to a point beyond Cemetery Lane is recognised; however, the road layout and highway extents are such that there is insufficient space in which to site speed limit terminal signing. The advertised commencement point of the extended speed limit is the first opportunity at which terminal signing can be mounted on both sides of the carriageway with the necessary clearance and within the adopted highway.</p>

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	<p>with dog walkers, older people taking their walks and young families using to the children’s playground opposite and new park area.</p> <p>The only pavement on the road to the east of the cemetery entrance is also very narrow and unpleasant to walk along with fast cars.</p> <p>The new suggested 30 mph limit position is virtually at this potentially dangerous spot. Traffic would start to slow down as they enter this area, when they should be doing 30mph or less in this area. I would suggest moving the 30 mph further east by another 100 metres or so.</p>	
<p>9.</p>	<p>We live on the Kingston Farm estate and we think this extension is a good idea.</p>	<p>Your comments of support are noted.</p>
<p>10.</p>	<p>Being regular users of the footpath along this road, we strongly welcome the proposal to extend the 30mph limit. We are a family, with three young children all under 6 who cross this road regularly, making our way to the playground, playing field and making use of the cemetery lane road. Cars often come along Holt Road very fast, often ignoring the 30mph limit even in the current 30mph zone.</p> <p>This is a regular route for many pedestrians, however the spot to cross is a crossing island where the limit is 50mph. This feels exceptionally dangerous to cross and be left standing in the middle of the road as cars pass at 50mph. A fatal speed.</p> <p>This is a regular route for families and children walking to school, or across to the playground and playing field. Many staff from the new businesses also walk between sites across this road.</p> <p>I would strongly request the 30mph zone be extended slightly</p>	<p>The desire to extend the 30mph to a point beyond Cemetery Lane is recognised; however, the road layout and highway extents are such that there is insufficient space in which to site speed limit terminal signing. The advertised commencement point of the extended speed limit is the first opportunity at which terminal signing can be mounted on both sides of the carriageway with the necessary clearance and within the adopted highway.</p> <p>This location does not align with Wiltshire Council policy for the introduction of a 20mph speed limit due to existing average speeds being greater than 24mph and the road being classified as ‘main distributor – category 3A’. This means the route is classed as part of the major urban network or inter -primary link and therefore unsuitable for the introduction of a 20mph limit.</p>

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	<p>further to reach further beyond the end of Cemetery Lane and the entrance to the small industrial estate. Many walkers and children travel this route and often cross the road here into the cemetery. The current proposal would leave many still walking and crossing in a 50mph zone.</p> <p>Given the high amount of pedestrian traffic I would also recommend the limit being 20mph, rather than 30mph. Given the extensive evidence of the benefits of 20mph to safety of pedestrians in collisions and the environmental benefits from reduced emissions.</p> <p>I welcome the work to improve pedestrian safety and hope the zone can be extended slightly further.</p>	
<p>11.</p>	<p>It's fine as far as it goes but why not extend it to the other side of the Westdale estate junction to enable safer access and egress to it plus the cemetery.</p>	<p>The desire to extend the 30mph to a point beyond Cemetery Lane is recognised; however, the road layout and highway extents are such that there is insufficient space in which to site speed limit terminal signing. The advertised commencement point of the extended speed limit is the first opportunity at which terminal signing can be mounted on both sides of the carriageway with the necessary clearance and within the adopted highway.</p>
<p>12.</p>	<p>As local residents who walk across this road we support the movement of the 30mph speed limit. BUT we would like to see the speed limit moved further out of Bradford on Avon to a place at, or east of, Cemetery Lane junction, where there is the old sign for Bradford on Avon. We need traffic reduced to 30mph by the junction with Cemetery Lane. We use Cemetery Lane as our pedestrian route to the Holt Road and indeed that route is now part of the Bradford on Avon "Walking Wheel" . Traffic does still access the first part of Cemetery Lane and it is a "blind" junction. There is also a children's play park exit onto</p>	<p>The desire to extend the 30mph to a point beyond Cemetery Lane is recognised; however, the road layout and highway extents are such that there is insufficient space in which to site speed limit terminal signing. The advertised commencement point of the extended speed limit is the first opportunity at which terminal signing can be mounted on both sides of the carriageway with the necessary clearance and within the adopted highway.</p>

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	<p>this corner. Thank you for consulting us on this change.</p>	
13.	<p>I understand you are asking for comments in relation to the consultation for the extension of the 30mph zone on Holt Road. I live on Benjamin Street and have to cross Holt Road on a daily basis to take my three young children to school and nursery. Crossing Holt Road at the junction near Middleton Drive always feels extremely dangerous as cars only start slowing down when they reach the 30mph sign so by the time they reach the crossing used by residents of Kingston Farm estate they are still doing 40/50mph. I would definitely be in favour of an extension of the 30mph zone as it would give cars more time to slow down before they get to the crossing. I worry every day about a car coming round the corner too quickly as I try to navigate crossing that road with small children.</p>	<p>Your comments of support are noted.</p>
14.	<p>I am in favour of the extension of 30mph</p>	<p>Your comments of support are noted.</p>
15.	<p>An excellent idea. But I would prefer for safety's sake that it was extended even further to cover the entry to Cemetery Lane. Being a keen walker and motorist i have often thought this should have been done long ago.</p>	<p>The desire to extend the 30mph to a point beyond Cemetery Lane is recognised; however, the road layout and highway extents are such that there is insufficient space in which to site speed limit terminal signing. The advertised commencement point of the extended speed limit is the first opportunity at which terminal signing can be mounted on both sides of the carriageway with the necessary clearance and within the adopted highway.</p>
16.	<p>Agree with the order. 30 mph limit should be imposed.</p>	<p>Your comments of support are noted.</p>

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Ref	Comments received objecting to the proposal	Officer Response
4.	<p>You indicate a change of speed limit from the junction with B3109 to a point of 59 metres west of the junction with Cemetery Lane on the Holt Road. Surely this speed limit should be changed to the junction on the Holt Road crossroads to Staverton and Woolley Green. Taking into account several entrances along this route. There is a business called Five Zeros Supercar Barn, a storage unit for high speed vehicles, and when vehicles exit from this facility the high speed vehicles tend to go well over the speed limit on this stretch of road.</p> <p>This change of speed limit for such a short distance will not be effective enough especially for people that use the pedestrian refuge crossing and vehicles entering and exiting onto this road. There is no real point in changing the speed limit for such a short distance. I have observed vehicles on this road, as soon as they have sight of the change of speed they increase their speed well in advance of the change of speed.</p> <p>The road in question has two pedestrian refuge crossings, and I have personally encountered standing on these crossing with vehicles speeding past which is quite dangerous. Traffic does not slow down whilst people are stood on the pedestrian refuge crossing which in itself is very dangerous for the elderly, people with pushchairs and young children.</p> <p>Please also note that the road cambers just outside A B Dynamics and I have seen several vehicles clip the refuge crossing because of the excess speed they are driving.</p> <p>You should take into consideration that the distance that you propose to change for the speed limit is not adequate, and I should imagine that funding for this short distance would not be justified from a tax payer point of view, and consideration should be made that the speed limit distance should be extended to the junction of staverton/woolley green.</p>	<p>The desire to extend the 30mph to a point beyond Cemetery Lane is recognised; however, the road layout and highway extents are such that there is insufficient space in which to site speed limit terminal signing. The advertised commencement point of the extended speed limit is the first opportunity at which terminal signing can be mounted on both sides of the carriageway with the necessary clearance and within the adopted highway.</p> <p>The proposed extension encompasses the pedestrian refuge island close to the cemetery entrance.</p> <p>The original request made to LHFIG did not seek a reduction of the existing 50mph speed limit between Cemetery Lane and Forewoods and as such a formal review has not been undertaken as part of this proposal. It is unlikely that this section of highway would meet the criteria set out by the Department of Transport in 01/13 'Setting Local Speed Limits' for a 40mph speed limit. A review may be requested through the Local Highway and Footway Improvement Group process by completing the Highway Improvement Request form found here Local Highway and Footway Improvement Groups - Wiltshire Council and returning to Bradford on Avon Town Council for their consideration.</p>