

**COMMENTS**

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
	<b><u>C8</u></b>	
	<p><b>Comment 1</b> I am a resident of Allington, being the owner-occupier of the private residence called Chestnuts which is situated at the South-west extremity of the hamlet.</p> <p>My comments on the proposal are as follows:</p> <ol style="list-style-type: none"> <li>1. The "main" road between Horton and Alton Barnes skirts the hamlet but has five private houses with driveways opening directly onto the road, all of which present hazards for both egressing and "through" traffic; it also has three blind bends and has a long history of frequent traffic accidents - so far, thankfully, none fatal. In view of these conditions a 30 mph limit on the main road is far more appropriate than the proposed 40 mph limit. In fact, given the nature of the blind bends it is almost impossible to exceed 40 mph and stay on the road - as many drivers (and some residents with houses/gardens on the road) have found to their cost!</li> <li>2. If it weren't so serious it would be laughable to even think that a 40 mph limit will suffice for the loop road which goes through the centre of Allington. This is a single track road with 18 private houses, one chapel and a very large, very busy farm at its centre. (The farm now incorporates one of the largest automated dairy installations in the country.) There are no footpaths, therefore pedestrians including children, mobility scooters and animals all use the road as well as private cars. Add into this mix, farm tractors and trailers, large and cumbersome farming equipment - combine harvesters, muck spreaders, crop sprayers, not to mention HGVs, some of them articulated, delivering and collecting from the farm. Driving through the hamlet at 30 mph is near suicidal never mind at 40 mph. <b>Surely</b> it has to be a 20 mph limit within the hamlet.</li> </ol> <p>I do urge you to seriously re-consider this proposal in the light of these points above. The additional costs are minimal and the consequences of getting it wrong horrific.</p> <p><b>Comment 2</b> I live at Wansdyke Cottage, Allington, at the sharp bend at the eastern edge of the village and have serious concerns about this proposal,</p> <p>While I support the idea in principle of a 50 mph speed limit along the Horton- All Cannings road, I have serious reservations about the idea that this restriction be applied to the section of the road that goes though Allington. I live at the sharp bend at the</p>	<p><b>Response to comment 1(part), 2, 3(part), and 4.</b></p> <p>The criterion for a 30 mph limit is based on the amount of frontage development with a requirement for 20 or more houses over a minimum length of 600 metres. This length may be reduced to 400 metres when the level of development density over this shorter length exceeds the 20 or more houses criterion and in exceptional circumstances a reduction to 300 metres is permissible. If there are just fewer than 20 houses then the Highway Authority is able to make extra allowance for key buildings. The measurement of frontage development is based only on those houses that front onto the main road. It does not include groups of houses that access the main road from a side road. Frontage development density has to achieve an average of 3 houses per 100 metres throughout the length but particularly at the entrances to the limit. This ensures appropriate reinforcement of a village environment to the motorist.</p> <p>On the length of the C8 subject to the proposed 40 mph speed limit the number of frontage properties does not meet the above criteria.</p> <p>As set out above there is a requirement for the frontage development to be consistent throughout the length of the restriction to reinforce to motorists the appropriateness of a 30 mph restriction.</p> <p>Neither the number of frontage properties nor the density criteria are met over the length requested and therefore a 30 mph limit cannot be recommended.</p> <p>Circular 01/13 advises that speed limits should not be used to attempt to solve the problem of isolated hazards; for example, a single road junction or reduced forward visibility such as a bend, since speed limits are difficult to enforce over such a short length. Other measures, such as warning signs, carriageway markings, junction improvements, super-elevation of bends and new or improved street lighting, are likely to be more effective.</p> <p>An investigation of the Police Collision database shows that there have been no recorded injury collisions in the last three years on the C8 at Allington.</p> <p>A key factor when setting a speed limit is what the road looks like to the road users, such as its geometry and adjacent land use. Drivers are likely to expect and respect lower limits, and be influenced when deciding on what is an appropriate speed, where they can see there are potential hazards, for example outside schools, in residential areas or villages and in shopping streets.</p> <p>If a speed limit is set in isolation, or is unrealistically low, it is likely to be ineffective and lead to disrespect for the speed limit. As well as requiring significant, and avoidable, enforcement costs, this may also result in substantial numbers of drivers continuing to travel at unacceptable speeds, thus increasing the risk of collisions and injuries.</p>

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	<p>eastern edge of the village and know only too well that it cannot be safely negotiated at speeds greater than 30 mph. The huge number of accidents outside our house testify to that fact. I think a 50 mph speed restriction would do more harm than good by encouraging the stupid and the reckless to think that they can speed through the village at 50 mph.</p> <p>I understand there to be procedural problems in instituting a 30 mph speed limit (until someone dies presumably) so until that is possible I think a 50 mph limit should not be imposed on the village as it would be dangerously misleading, and will if nonetheless imposed kill somebody sooner or later.</p> <p>Further comments Assuming a 50 mph limit for the rest of the road, 40 mph is clearly better than 50 mph for the stretch of the main road road going through Allington village. However since neither of the two road bends (and especially the eastern one outside our house) can be safely negotiated at speeds above 30 mph, I still think the proposed change dangerously misleading, so please include my comments for consideration.</p> <p><b>Comment 3</b> As an Allington resident for more than fifty years I would like to add my strongest support to the letter from Mr and Mrs Andrew Potts, quoted below.</p> <p>Road safety on the road round and through Allington has been a nightmare for many years and has now reached a pitch when it is safer for us to drive round the village to access the road to Devizes rather than use the west exit only 150 metres from our house.</p> <p>Some five or so years ago after our postman had told me that he "feared for his life" every time he turned right off the "main" road to enter the hamlet we asked for a police officer from the traffic division to come see what was concerning us and he agreed that at times it was dangerous. Regrettably I cannot recall whether any follow-up action was initiated, but what is quite clear is that speed along the Allington loop road should be limited to 20 mph and on the "main" road to 30 mph and I urge you to give this your support.</p> <p><b>Comment 4</b> Considering this proposal is in the interests of highway safety a speed limit of 30 mph would be more appropriate and would be consistent with other areas such as Horton and Bishops Cannings. Traffic is generally slowing down as it approaches the tight turns at Allington and I wouldn't consider the average speed to be much above 50 anyway so in this respect I'm not sure that a 50 mph limit would make much difference. If the council are taking the time and expense to apply a limit then be proactive and choose 30 mph before there is an accident and you choose to change it again; a limit of 30 mph seems more appropriate and will only result in a few</p>	<p>It is a common misconception that an effective method of resolving concerns regarding poor adherence to a limit is the introduction of a lower limit. In truth the reduction in the limit will only serve to exacerbate the problem and can result in further issues.</p> <p>On site observation and the recorded mean driven speed indicates that a 40 mph limit aligns with the actual driven speed of the majority of motorists and provides a restriction that will provide a greater degree of adherence. The introduction of any restriction which does not provide correlation between the environment and the posted restriction will result in poor levels of compliance.</p> <p><b>Response to comment 1, 3</b> Allington loop Prior to advertising the proposed 40 mph limit on the loop road the views of the Parish Council were sought as to the level of limit they wished to see introduced. The options considered suitable were:</p> <ul style="list-style-type: none"> <li>(i) National speed limit – terminal signs at the junctions with the C8 but no repeaters on the length of the loop.</li> <li>(ii) 40 mph limit – No terminal signs at the junctions with the C8 but repeater signs on the length of the loop.</li> <li>(iii) 30 mph limit – terminal signs at the junctions with the C8 and repeater signs on the length of the loop</li> </ul> <p>The Parish Council expressed its support for a 40 mph limit on the basis that this introduced the minimum number of signs and impact on the environment. On this basis a 40 mph limit was subject to formal advertisement. It is recognised that speeds are unlikely to approach 40 mph but using a limit of this level minimises the number of signs required and the consequent impact on the environment.</p>

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	<p>seconds delay (over the short distance) for drivers. As a resident of Allington who needs to exit his property directly onto this main road it would be a much safer experience knowing that I can pull out into the road and have less chance of a vehicle having to break hard to avoid a collision.</p> <p>I believe my comments are still relevant to the proposed 40 mph limit, that is, 30 mph is a more appropriate speed.</p>	