

## Comments Received and Officer Comments

Name/Organisation	Comment Received	Officer Comment
Objector 1	<p>The proposed weight Limits in Western Wiltshire that were advertised in 2007 included a 7.5 tonne weight restriction through Chapmanslade to replace the redundant 17 tonne restriction. Following consideration of the objections to the proposals, on 7<sup>th</sup> December 2010 Cllr Dick Tonge the Cabinet Member for Highways and Transport decided :</p> <p><i>“That the TROs in western Wiltshire with amendments (i.e. exclude B3089 One way Weight Restriction Order and A350 Furze Hedge Prohibition of Right-hand Turn for HGVs Order) be made but implementation be deferred until the Highways Agency’s preferred road safety scheme at the A303/A350 junction at Furze Hedge has been implemented. Implementation of the TROs would also be subject to the availability of funding.”</i></p> <p>The objector is therefore surprised that the proposed 18 tonne Weight Limit order does not include for revocation of the 7.5 tonne restriction in the Order made following the decision above.</p>	The 7.5 tonne weight limit referred to by the objector was not implemented and therefore cannot be revoked.
	Now that the A350 / B3089 junction has been improved, the objector does not understand why the ban on the right hand turn at the A350 / A303 junction cannot be introduced so that the whole of the proposed weight limits could be introduced as originally intended.	Whilst a safety scheme has been implemented at the A350 / B3089 junction, this does not significantly improve access for west bound HGV traffic from the A350. Implementation of the western Wiltshire weight limits is subject to the implementation of Highway England’s preferred road safety scheme at the A303/A350 junction.
	The objector understands that the proposed 7.5 tonne weight limit through Chapmanslade only attracted objections based on the overall proposals rather than specific objections to the weight limit through the village. The objector considers that a 7.5 tonne restriction could be introduced in isolation without causing the level of concern which the proposals for the B3092 through	Due to the likely re-assignment of HGV traffic, a 7.5 tonne weight limit for Chapmanslade is likely to increase the HGV traffic through Maiden Bradley and/or Corsley Heath, both of which have similar issues with HGVs as Chapmanslade. Therefore, a weight limit that is made in isolation in Chapmanslade (or indeed either of the other

	Maiden Bradley attracted.	two aforementioned settlements) is considered to be inappropriate.
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Objector 2	Firstly, the Council has already made an order two or three years ago introducing a 7.5 tonne limit through the village. This is a much more appropriate weight limit on a road which is for all intents and purposes a residential area. We were lead to believe by our County Councillor that it was only a matter of time before the 7.5 tonne weight would be implemented.	The introduction of the previously advertised 7.5 tonne weight limit in Chapmanslade is dependent upon Highways England's preferred road safety scheme at the A303/A350 junction at Furze Hedge being implemented. At the time of writing, the improvement has not been made
	Secondly, we have been lead to believe that any 7.5 tonne weight limit through Chapmanslade is dependant on improvements to the A350/A303 junction, which is the responsibility of the Highways Agency. It stretches the imagination to think that traffic flow from this junction is somehow connected with the A3098!	The series of weight limits proposed in western Wiltshire increase the demand for HGVs to turn right from the A350 on to the A303. There is already a recognised safety issue associated with this manoeuvre. The Council does not want to exacerbate the existing road safety problem at this junction.
	Thirdly, Chapmanslade suffers increasingly from heavy traffic flow, speeding vehicles, school parking obstructing the highway, and over-weight vehicles using the A3098. The Council and our County Councillor have done very little to improve the highway problems in the village, so it would be nice to see the Council making this small action to implement the 7.50 tonne weight limit, instead of making matters worse.	The proposed 18 tonne weight limit will help address to a degree many of the points raised.
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Objector 3	The Order ought to carry forward, but Article 4 of the draft Order does not, the exemption for vehicles to and from Row Farm Nursery contained in the existing Order (which I presume to be The County of Wiltshire (A3098 in the Parish of Chapmanslade in Wiltshire and the Parish of Selwood in Somerset)(Weight Restriction) Order 1994, referred to in Article 1 of the draft Order).	Row Farm Nursery has not submitted a comment on the proposed weight limit. Further investigations by officers concluded that the nursery has closed and therefore no exemption is required.

	<p>It is unclear to the objector how the council can lawfully make the proposed Order without first (or by an addition to Article 1) also revoking all or parts of The County of Wiltshire (Various Roads, Chapmanslade and Corsley)(Weight Restriction) Order, made on or about 9 February 2011; a process which, it seems to the objector, must require a further Public Notice inviting comments on that proposal too.</p>	<p>The weight limits referred to by the objector were not implemented and therefore cannot be revoked.</p>
	<p>There was of course the further stuff in 2013 under your reference HSB-006-13 - 18 Tonne Weight Limit Proposal, A3098, Chapmanslade, but it is unclear from [6],[8], [9], and [13] of the Report whether the author of it fully understood the existing position; if he did, then I am uncertain why it is still necessary to revoke The County of Wiltshire (A3098 in the Parish of Chapmanslade in Wiltshire and the Parish of Selwood in Somerset)(Weight Restriction) Order 1994 in Article 1 of the current draft Order.</p>	<p>The 17 tonne weight limit through Chapmanslade has not been revoked. The proposed 18 tonne weight limit now provides an opportunity to revoke the redundant 17 tonne weight limit.</p>
	<p>In respect of an e-mailed note from Martin D Aldam, Senior Transport Planner, to Cllr Fleur De Rhe-Philipe in March 2014, I understand that the circumstances on the A303 (at Willoughby Hedge?) do now allow a 7.5 Tonne weight limit on the A3098.</p>	<p>The introduction of the previously advertised 7.5 tonne weight limit in Chapmanslade is dependent upon Highways England's preferred road safety scheme at the A303/A350 junction at Furze Hedge being implemented. At the time of writing the improvement has not been made.</p>