

COMMENTS

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
1	As there is no pedestrian walkway through the village, a reduced speed limit of 20mph through the village would slow traffic and reduce the risks of children bicycling, playing or walking on the streets. It would also reduce risks for adults and cyclists in the village. On a more personal level, the large part of our garden is across the road from our house, meaning we have to cross the road with our young son in order to use it. As there are blind corners on both sides and motorists speeding through the village at times, it is a risky and stressful prospect. We therefore fully support this proposal.	Support noted.
2	I am strongly in favour of a 20mph limit in Woodborough. I have a child attending Woodborough Primary School so regularly drive through the village and walk into the school. Cars are a particular danger to the children and adults walking to and from the school especially as the small pavement area near the school is frequently flooded or has a BT vehicle parked on it forcing people to step into the road. Many of the roads in and around Woodborough are extremely narrow so that cars are negotiating pedestrians, horses, parked vehicles and other hazards in very confined spaces, a reduction in speed can help to decrease the chances of another serious accident.	Support noted.
3	I strongly support this measure which will substantially reduce the risk to pedestrians and cyclists and also the risk to parents and children attending Woodborough School	Support noted.
4	A speed limit of 20mph is unrealistic on the two main roads through the village of Woodborough – except immediately around the school. Try driving at 20mph in our rural environment and one can appreciate how difficult and unrealistic it is. The other proposed 20mph roads are generally so narrow and cluttered that one already cannot achieve 20mph. The existing 30mph limit, particularly past my house fronting the C261, is constantly ignored and in the 35 years I've lived here I've never been aware of any speed monitoring. Is that likely to change if 20mph is introduced – I doubt it. So far as I'm aware the only speed checks made are occasionally around The Sands (C38) which is probably the most open stretch of road in the village and has relatively few pedestrians. Why is the roadside speed indicator device never used in the village- it would help draw driver's attention to their speeding?	An assessment was undertaken in 2015 to determine whether the roads in Woodborough met the criteria for a 20 mph speed restriction in accordance with Wiltshire Council adopted policy. This included the collection of speed data. It was identified that 85 th percentile speeds on the C261 were 21.7 mph and average speeds 17.9 mph. This is in line with a 20 mph restriction and as such implementation on the C261 requires no additional calming in order to regulate vehicle speeds. Speeds on The Sands were recorded at 34 mph 85 th percentile and 29.4 mph average speeds. As a result, traffic calming in the form of priority give-way build-outs is to be introduced to reduce vehicle speeds as part of the 20 mph limit. It is intended that 20 mph restrictions are largely self-enforcing and Wiltshire Council's adopted policy and assessment criteria have been produced in order to ensure 20 mph restrictions are introduced only where this is achievable.

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
	<p>The tragic accident several years ago in front of the school is often quoted as a reason for speed restrictions, however that incident was caused by 'road rage' and not speed. A 20mph speed limit around the school is probably essential – especially the way many of the parents seem to drive in the vicinity, and past my house.</p> <p>We do not need a blanket 20mph limit for the village as it will never be enforced and we shall have to put up with a plethora of new road signs to further spoil our rural environment.</p> <p>I am very much in favour of speed limits so long as they are realistic and enforced. The blanket scheme proposed is unrealistic and unnecessary and a more sympathetic analysis of the speeding problem in the village is needed before any new scheme is adopted.</p>	<p>Additional signing will be kept to a minimum to lessen the impact upon the rural environment.</p>
5	<p>I live on a stretch of road that would be covered by the new limit and just wanted to voice a note of support for the proposal to reduce the speed limit through Woodborough to 20mph.</p> <p>There are no pavements for pedestrians in the village and this makes it inherently dangerous - the more so as vehicle speed increases. Many vehicles go too fast through the village and any reduction in speed would be welcome - we'd benefit through greater safety, lower noise levels, improved ambience.</p> <p>The exponential rise in levels of injury for small increases in speed (if there were a collision with a pedestrian) are well known. Clearly, the lower the speed, the less likelihood of serious injury or death. Speed awareness training for speed limit offenders make this very clear.</p> <p>The new restriction would benefit all villagers (and visitors), pedestrians, drivers and other road users (we have a lot of cyclists and horse riders) - making it safer for all.</p> <p>My feeling is that at present we have a 30mph limit and cars go faster. A 20mph limit will slow them somewhat, I'm sure. Could speed bumps be introduced at strategic places to help 'enforce' the new limit?</p>	<p>It is intended that additional traffic calming in the form of priority give-way buildouts be installed on The Sands.</p>
6	<p>It has just been brought to our notice your proposed 20mph speed restriction in Woodborough. We are concerned that the restriction starts at the village end of the Sands and not from where the village starts at the North End. We are the first house in the village and feel strongly that we should benefit as well from this and would like to know why we are not. It does not seem proper for the restriction not to cover the whole village. The north end of the village with</p>	<p>Wiltshire Council's adopted policy relating to 20 mph speed restrictions determines that such restrictions may only be considered on roads that are currently subject to a 30 mph speed limit.</p> <p>It is intended that additional traffic calming in the form of priority give-way buildouts be installed on The Sands within the 20 mph restriction in order to achieve compliance with the restriction at that point.</p>

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
	<p>respect should be covered too.</p> <p>I would just like to add my previous letter the concern about speeding in the village and how you are proposing a drop from 40mph to 20mph in a very small stretch of road and how you are going to ensure that this is upheld. The whole village should be the same speed limit to ensure there is no confusion.</p>	
7	<p>Re the 20 mph in Woodborough.</p> <p>Please confirm to me that only the 30 mph signs that are present at the moment will be changed to 20mph and that NO additional ones will be erected.</p> <p>How will the new speed limit be monitored?</p> <p>Do let me know as we don't want the village to have any additional signs at all.</p>	<p>Additional repeater signing will be required; however, this will be kept to a minimum and locations considered to ensure minimal impact upon the rural environment.</p>
8	<p>Woodborough Parish Council would like to make the following observations on the proposals:</p> <p>1.It would be good if the 20mph zone could be extended east on the C261 at least as far as Free Trade/the Triangle, (Woodborough's boundary) if not as far as the existing 30 mph entry point by the garden centre complex.</p> <p>2.It would be appropriate to take this opportunity to resolve the illogical and confusing variation of speed limits in place on the C68 south of the existing 30 mph village entry point, over the railway bridge and past the Beechingstoke T junction, and into Hilcott.</p>	<p>The original 20 mph assessment request did not include this section of the C261. The initial request was for the assessment to include the C261 as far as 'West End'. Through the course of the assessment, it was determined by officers that it would be beneficial to begin the 20 mph restriction in the vicinity of Brow Cottages as the section of road between Brow Cottages and West End meets the criteria for such a restriction in terms of speed and frontage development.</p> <p>With regard to the section from Brow Cottages to Free Trade, the frontage development is more sporadic and set back from view by hedgerows with a large gap between this area and further residential development in the village. Due to this environment, it is likely that there would be significant level of non-compliance with a 20 mph speed restriction and this could have a negative impact upon compliance with the limit when drivers enter the centre of the village. It is therefore felt that it would not be appropriate to extend the 20 mph restriction further. However, the parish council may make representations to Pewsey Community Area Transport Group/Area Board for an additional 20 mph assessment to be undertaken should it wish to do so.</p> <p>A review of the speed limits on the C38 was previously undertaken on behalf of the Pewsey Community Area Transport Group. The review concluded that the current speed limits (outside of the area in which the 20 mph restriction is proposed) are appropriate and no changes should be made.</p>
9	<p>We strongly support the scheme and we would like to request that the council extends the 20 mph zone beyond its current, proposed eastern boundary.</p> <p>Specifically, we believe that if the 20 mph zone should continue beyond the proposed eastern end/start point (currently just to the east of 1 and 2 Brow Cottages) to include the section of</p>	<p>The original 20 mph assessment request did not include this section of the C261. The initial request was for the assessment to include the C261 as far as 'West End'. Through the course of the assessment, it was determined by officers that it would be beneficial to begin the 20 mph restriction in the vicinity of Brow Cottages as the section of road between Brow Cottages and West End meets the criteria for such a restriction in terms of speed and frontage</p>

Ref	Comment Received	Officer Comment
	<p>unclassified road running immediately south west such that the revised 20 mph zone would end/begin at a point just to the north of the 'triangle' junction immediately north of the railway bridge (i.e. close to the entrance to Nursey Barns) (the suggested extension being referred to below as the "Additional Section").</p> <p>As residents living on this Additional Section we strongly believe that such an extension of the 20 mph would be in the interests of highway safety and would increase the amenity of local residents. We say this for the following reasons:</p> <ol style="list-style-type: none"> 1. At present, given it comprises a relatively straight section of road, vehicles routinely travel at excessive speed along the Additional Section despite (a) the 30 mph zone currently in force and (b) the fact that the section is bordered by houses all along the western side. This endangers the safety of people and pets and results in excessive traffic noise, especially early in the morning (7-9am). Extending the 20 mph zone as proposed would alleviate such problems. 2. If the 20 mph zones ends just to the east of 1 and 2 Brow Cottages (as currently proposed), traffic travelling west to east will inevitably speed up considerably immediately after rounding the sharp bend to the east of 1 and 2 Brow Cottages. The entrance to our property is the first on the right (i.e. west) for this direction of travel and we believe there will be a serious danger of accidents (e.g. as we pull out of our drive) due to traffic accelerating on leaving the 20 mph, especially given it will immediately encounter the straight and wider stretch of road on this part of the Additional Section. 3. Furthermore, for traffic travelling east to west, on rounding the bend to the east of 1 and 2 Brow Cottages (a blind corner), it will immediately encounter the 20 mph zone which could lead to excessive braking. We suggest that if the 20 mph starts sooner, such that the initial 20 mph zone sign is visible from further away, then traffic will slow down in a more gradual and hence safer manner. <p>We hope the Council will extend the 20 mph zone as requested and we would be happy to provide further input to the process as required. If the Council is not minded to agree to our request we would ask that consideration is given to traffic calming measures on the Additional Section in consultation with the adjoining residents.</p>	<p>development.</p> <p>With regard to the section from Brow Cottages to Free Trade, the frontage development is more sporadic and set back from view by hedgerows with a large gap between this area and further residential development in the village. Due to this environment, it is likely that there would be significant level of non-compliance with a 20 mph speed restriction and this could have a negative impact upon compliance with the limit when drivers enter the centre of the village. It is therefore felt that it would not be appropriate to extend the 20 mph restriction further. However, the parish council may make representations to Pewsey Community Area Transport Group/Area Board for an additional 20 mph assessment to be undertaken should it wish to do so.</p> <p>A request for consideration of traffic calming can be submitted to Pewsey Area Board/Community Area Transport Group by using the Area Board issue system. This can be found online at:</p> <p>http://services.wiltshire.gov.uk/Forms/area_board/report_issue.php?area_board=Pewsey</p>

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
10	We fully support the proposal of a 20mph limit within the proposed zone. Many cars drive at excessive speeds through the village which is alarming and dangerous, especially given that there are so many families and small children who use these roads on foot and bicycle (and that there is no footpaths to escape from the path of speeding traffic).	Support noted.
11	My family very much support this initiative. We regularly walk to school and the roads are busy and traffic is fast especially at these times. We also have a lot of (necessary) farm vehicles on the roads who have to negotiate small roads and tight passing of other vehicles. Slowing all traffic will be safer for all concerned.	Support noted.
12	I think this is an excellent proposal and fully support it. The reason being that vehicles travel at great speed through the village (with exception of the controlled traffic area by the school) at all times of the day. This is dangerous for walkers, cyclists and riders and their animals. A speed restriction would enhance the village by make it safer for all. It seems to be working well in Lockeridge so it can work in Woodborough too.	Support noted.
13	I am in favour of this speed limit as the roads through and around the school are busy but also narrow carrying a large volume of traffic including big lorries and agricultural vehicles.	Support noted.
14	I fully support the introduction of a 20mph speed limit zone in Woodborough, as this will help with road safety for pedestrians and cyclists, particularly for children travelling to school, as well as making the area much calmer and pleasant. However, I would like to see the 20mph zone extended eastwards on the C261 around the corner towards Free Trade Bridge and the garden centre, as this is a blind corner where drivers often turn too quickly. In relation to the 30mph speed limits on surrounding roads, I feel strongly that this includes the stretch of C38 Broad Street between Woodborough and Bottlesford, including the Beechingstoke turning and the railway bridge. Many drivers accelerate past Woodborough School and my own house when they see the 40mph sign, yet this is unsuitable as a 40mph zone and deters (or endangers) pedestrians and cyclists wishing to travel to school and elsewhere.	<p>The original 20 mph assessment request did not include this section of the C261. The initial request was for the assessment to include the C261 as far as 'West End'. Through the course of the assessment, it was determined by officers that it would be beneficial to begin the 20 mph restriction in the vicinity of Brow Cottages as the section of road between Brow Cottages and West End meets the criteria for such a restriction in terms of speed and frontage development.</p> <p>With regard to the section from Brow Cottages to Free Trade, the frontage development is more sporadic and set back from view by hedgerows with a large gap between this area and further residential development in the village. Due to this environment, it is likely that there would be significant level of non-compliance with a 20 mph speed restriction and this could have a negative impact upon compliance with the limit when drivers enter the centre of the village. It is therefore felt that it would not be appropriate to extend the 20 mph restriction further. However, the parish council may make representations to Pewsey Community Area Transport Group/Area Board for an additional 20 mph assessment to be undertaken should it wish to do so.</p> <p>A review of the speed limits on the C38 was previously undertaken on behalf of the Pewsey Community Area Transport Group. The review concluded that the current speed limits (outside of the area in which the 20 mph restriction is proposed)</p>

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
		are appropriate and no changes should be made.
15	<p>1. I would like to see the proposed 20 mph limit extended further east on the C261 towards the village entry point, and at least as far as the Triangle (Bottlesford) at the Free Trade end of the village.</p> <p>2. There is an illogical mixture of speed limits (30 and 40 mph's) on the C68 just south of the railway bridge, and between the Beechingstoke junction and the southern village entry point - it would be good to rationalise these various speed limits</p>	<p>The original 20 mph assessment request did not include this section of the C261. The initial request was for the assessment to include the C261 as far as 'West End'. Through the course of the assessment, it was determined by officers that it would be beneficial to begin the 20 mph restriction in the vicinity of Brow Cottages as the section of road between Brow Cottages and West End meets the criteria for such a restriction in terms of speed and frontage development.</p> <p>With regard to the section from Brow Cottages to Free Trade, the frontage development is more sporadic and set back from view by hedgerows with a large gap between this area and further residential development in the village. Due to this environment, it is likely that there would be significant level of non-compliance with a 20 mph speed restriction and this could have a negative impact upon compliance with the limit when drivers enter the centre of the village. It is therefore felt that it would not be appropriate to extend the 20 mph restriction further. However, the parish council may make representations to Pewsey Community Area Transport Group/Area Board for an additional 20 mph assessment to be undertaken should it wish to do so.</p> <p>A review of the speed limits on the C38 was previously undertaken on behalf of the Pewsey Community Area Transport Group. The review concluded that the current speed limits (outside of the area in which the 20 mph restriction is proposed) are appropriate and no changes should be made.</p>