

Calne Without – 50 mph and Toucan

Name	Address	Objection/ Support	OFFICER'S COMMENTS
Resident	Derry Hill SN11 9NY - letter	<p>Copy of correspondence available on request</p> <p>Summary:</p> <p>A 40mph limit is more appropriate and it should be extended.</p> <p>Move the crossing to the west</p>	<p>The design and layout of the crossing (including signage) has full technical approval by the term consultants, Atkins. The proposed speed limits have been fully considered by the Traffic Manager and Highways Development Control Officer to ensure that they adhere to current Government criteria.</p> <p>The crossing is located in a position to best serve the pedestrian movements to and from the new residential development as well as users of the bus layby and those seeking a safer crossing in the vicinity of the crossroads.</p> <p>The Cabinet Member at the time was consulted on the proposals</p>
Resident	Derry Hill SN11 9JT – email	<p>I am of the opinion that the proposed location of said crossing will be in an inappropriate and illogical position for the following reasons:-</p> <ol style="list-style-type: none"> 1. The proposed location appears to be purely based on placing the crossing at a halfway point of the proposed 50mph section 2. The proposed location is not conducive to pedestrians movement across the A4 in gaining access to Derry Hill village, church, school and Bowood etc. 3. The proposed location could lead to pedestrians risking crossing at the very busy junction of Studley Lane when they exit Bowood Gate development instead of walking up to the Toucan crossing <p>I strongly believe the crossing would be better placed at the western end of</p>	<p>The location of the crossing has technical approval and meets statutory requirements. The crossing is located in a position to serve the pedestrian movements to and from the new residential development, as well as users of the bus layby and those seeking a safer crossing in the vicinity of the crossroads.</p>

		<p>Chapel St where there is currently a footpath to the rear of properties 22-27 Chapel St and past the electricity sub-station, which leads directly to the hall, school, church, village etc. and on the Studley side of the A4 links directly to the public footpath currently in place.</p> <p>Having been a regular dog walker and needing to gain access to Studley I am well aware of the perils of crossing this section of the A4 and have seen many accidents there in the 10 years I have lived in Chapel St. I welcome the speed restriction but feel that the crossing must be placed in a more sensible location.</p>	
Calne Without Parish Council (Sarah Glen)	<p>Sarah.glen@calnewithout-pc.gov.uk - Email</p>	<p>Calne Without Parish Council considered the above Traffic Regulation Order and Pedestrian Crossing at its meeting on the 3 September 2018 and agreed the following resolution as a response to the consultation.</p> <p>The Parish Council supports the provision of a crossing and a reduction in speed limit. However, the Council has significant concerns of the adequacy of the proposed scheme regarding the siting of the crossing and the speed limit. The Council's preferred solution is a light controlled traffic junction with pedestrian crossing at the crossroads. The Council requests the provision of all the evidence used in the preparation of the scheme as presented and requests a meeting with Wiltshire Council officers to discuss the proposal.</p> <p>I would be grateful if you could arrange for the evidence supporting the decision to site the crossing in the location proposed together with the assessment that indicates a reduction to a 50mph limit for the distances proposed is sufficient to be made available to the Parish Council as a matter of urgency and for the appropriate Wiltshire Council Highways Officers to contact me to arrange a meeting.</p>	<p>Full consideration has been given by both Highways Development Control Officers and the Traffic Management Manager in regards to the location and application of speed limits and the crossing. The officers have many years technical experience and, as such, judged it unnecessary to undertake speed surveys. The Highway Officer has offered to attend a meeting with the Parish Council .</p> <p>The crossing is located in a position to best serve the pedestrian movements to and from the new residential development and located on the main desire line for these movements.</p> <p>Improvements or not to the current Studley Crossroads is not a matter for consideration under this consultation.</p>
Resident	Studley – online form	<p>A 50 mph speed limit on the A4 is still too fast for a crossing to be safe, so 40 mph should be in place, because cars coming over the brow of the hill will be unable to stop in time, especially if there is a queue at</p>	<p>The design and layout of the crossing (including signage) has full technical approval by the term consultants, Atkins. The proposed speed limits have been fully</p>

		<p>the crossing. The plan is not very clear, but it looks like the crossing will either cut across shelter lane or the cyclists will end up in the bus shelter. The cross roads is already an accident black spot and this can only make things worse.</p> <p>To sum up, the A4 at Studley urgently needs a 40 mph speed limit and if a crossing is still deemed necessary then it should be positioned away from the brow of the hill, the shelter lane and the bus shelter or it will cause still more accidents.</p>	<p>considered by the Traffic Manager and Highways Development Control Officer to ensure that they adhere to current Government criteria.</p> <p>The crossing is located in a position to serve the pedestrian movements to and from the new residential development, as well as users of the bus layby and those seeking a safer crossing in the vicinity of the crossroads.</p> <p>The current footway on the south eastern side will be widened to accommodate cyclists. Ongoing conversations are being had with the developer to ensure the current bus stop can be accommodated.</p>
Resident	Studley Lane, Studley – online form	<p>SUGGESTIONS</p> <p>1. The speed limit needs to be 40mph.</p> <p>2. The toucan crossing needs to be located so as:</p> <p>a) not to reduce the length of middle lane for traffic turning right into Derry Hill</p> <p>b) Linking up pedestrian and cycling access from the Bowood Gate site to the</p> <p>(i) the bus stop and</p> <p>(ii) existing cycle and pedestrian access to the village.</p> <p>3. Traffic lights or mini-roundabout is required.</p> <p>REASONS</p> <p>The reasons for my suggestions are as follows:</p> <p>1) Better integration of pedestrian, cycling and public transport.</p> <p>2) Encourage pedestrians and cyclists away from the Crossroads which is already dangerous to use due the range, heavy volume and multiple directions of traffic.</p>	<p>The proposed 50 mph limit meets current central government guidance . The geometry and the surrounding environment of the road does not allow for a lower speed limit.</p> <p>The location of the crossing has technical approval and meets requirements. The crossing is located in a position to serve the pedestrian movements to and from the new residential development, as well as users of the bus layby and those seeking a safer crossing in the vicinity of the crossroads.</p> <p>The development does not have the level of vehicle movements associated with it to warrant a change to the current junction arrangements.</p>

3) The increase in traffic usage at the junction from 53 houses means a potential 106 vehicles (more where there are teenage/young drivers in families). This increase require a refuction in traffic speed to 40mph to enable traffic to get across the cross roads. This will not cause any problem with traffic flow since the speed limit is 40mph at the bottom of Derry Hill woods slightly west of this location and approx 1.5 miles east of this location.

3. It would in fact prevent slight bottling up of traffic at the eastern side of Black Dog Hill as it speeds towards Calne and then reaches the roundabout for Calne/Lyneham/M4.

4. It would reduce dangers at the bottom of Derry Hill woods on the A4 where traffic hurtling down the hill westbound often has to break for traffic trying to get out from the Old Derry Hill Road/Melksham traffic, and likewise traffic turning right from the A4 into that road has to deal with hurtling traffic from down the A4 from Bowood Gate direction.

5. Site-line coming out of Studley Lane onto A4: there is a slope. Traffic cannot have sufficient site line looking east even with no hedges/trees because of the slope. Thus when you move across the A4 to turn right or straight across thinking it is clear oncoming vehicles are suddenly upon you. Crossing vehicles are at constant risk therefore: the blaring of carhorns and screeching of tyres and sound of furious/laboured engine acceleration many times a day indicate the number of potential collisions daily. 53>106 vehicle increase will raise this danger yet further.

6. A mini-roundabout or traffic lights at the cross roads is the solution.

		<p>When there temporary traffic lights there for gas pipe works some months ago the traffic flowed smoothly, no hold ups, no blaring horns, no screeching of tyres. And people I spoke to (incl.non residents/deliveries to my home) commented how much better and less dangerous and threatening crossroads was to use.</p>	
Resident	Church Road, Derry Hill SN11 9NR – online form	<p>Having rejected the obvious solution for a crossing place at Studley X Rds in conjunction with traffic signals, it seems that the proposed toucan location is in a position suited to no one. If remote from a signalled junction it should at least be coincident with the westbound bus stop, thus providing better pedestrian access and leaving sufficient space for vehicles to be properly slowed before accelerating toward the crossroads. My view is that you are creating additional danger for all road users rather than providing a safe haven</p>	<p>The design and layout of the crossing (including signage) has full technical approval by the term consultants, Atkins. The proposed speed limits have been fully considered by the Traffic Manager and Highways Development Control Officer to ensure that they adhere to current Government criteria.</p> <p>The crossing is located in a position to serve the pedestrian movements to and from the new residential development, as well as users of the bus layby and those seeking a safer crossing in the vicinity of the crossroads</p> <p>The current footway on the south eastern side will be widened to accommodate cyclists.</p> <p>The development does not have the level of vehicle movements associated with it to warrant a change to the current junction arrangements.</p>
Derry Hill Management Company	- Email	<p>- Footpath Ownership - It emerged at the meeting that part of the planned pedestrian and cycle way access to and from Derry Hill requires suitable alterations of the existing footpath running between the west boarder of the Chapel Street development and the east boarder of the Petty Lane development from the A4 to the Lansdowne Hall car park. Whilst a public right of way exists</p>	<p>The obligation for the developer to widen the the current footpath CALW65 to a cycleway cannot be legally delivered because the applicant does not have control over the land required. However, the developer has agreed to</p>

with this footpath, ownership of this land transferred from the Chapel Street developers (CG Fry & Sons) to the Derry Hill Management Company Ltd in 2009. At present we are disappointed not to have received any communication or consultation from the Council or the Bowood Gate developers and as such request this is commenced with immediate effect. It is our belief that whilst the current condition of the footpath is more than adequate for pedestrian traffic only, it is not currently suitable or safe for mixed pedestrian and cycle traffic.

We do believe the footpath provides a logical and safe entry and exit route to village amenities but the DHMC Ltd are not resourced to make the necessary changes unless full funding or adoption by another party can be considered. In the light of this, we request the arrangement of a meeting with appropriate parties, to identify a series of options and a way forward.

- **Location of Toucan Crossing** - After reviewing the proposals we have in principle no objections but believe this does nothing to improve the overall safety of the crossroad junction between Studley on the north side and Derry Hill on the south side of the A4. The proposed location appears to significantly reduce the length of the Calne bound filter lane into Derry Hill which is a concern and has the additional potential for driver distractions as vehicles will need to decelerate significantly in a live lane before safely entering the filter lane. If a speed limit reduction cannot be achieved it has been suggested that the distances proposed will fall well below minimum safe limits.

Additionally this proposed location requires some adjustment to be made to enable cyclists to safely navigate the Bus stop, which is currently not possible without dismounting.

We believe in the absence of any traffic management plan to provide any form of traffic control to improve the safety of the crossroad junction, the optimum location for the Toucan crossing appears to be west of the Bus stop where the existing footpath referenced in point 1 above meets the A4.

re-surface the path to allow it to accommodate cycle use as well as foot traffic.

The design and layout of the crossing (including signage) has full technical approval by the term consultants, Atkins. The proposed speed limits have been fully considered by the Traffic Manager and Highways Development Control Officer to ensure that they adhere to current Government criteria.

The Cabinet Member at the time was consulted on the proposals.

The crossing is located in a position to best serve the pedestrian movements to and from the new residential development as well as users of the bus layby and those seeking a safer crossing in the vicinity of the crossroads.

Resident	Studley SN11 9LT – online form	<p>It makes no sense to have the 50 mph limit cease before the access from Norley Lane nor before the steep hill and sharp bend that precedes Calne's outskirts. They have witnessed a number of accidents. The end of the limit will encourage dangerous manoeuvres. The speed limit may as well extend to the edge of Calne.</p>	The proposed change of limit is to accommodate the introduction of the crossing and the development, there is no remit to look to change limits outside the limits of the vicinity.
Resident	Redhill Close, Derry Hill SN11 9NY – email	<p>. County of Wiltshire (A4 New Road, Studley, Calne Without) (50mph Speed Limit) Order 2018</p> <p>I question why the speed limit being proposed is 50mph, I feel this should be lowered to 40mph due to the increased traffic that will be going in and out of the Studley junction due to the Blounts Court development (Bowood Gate); vehicles from the Studley junction could increase by an additional 143 based on the number of parking spaces in the new development and this does not include visitors or delivery drivers. I am concerned that with the new Toucan crossing, which is currently being proposed just after the Studley crossroads, drivers will be focused on the lights rather than what may be happening around the adjoining junctions. Also more vehicles will be using the lane refuge to turn right (from Calne) into Studley, therefore a 40mph speed limit would help slow traffic down as vehicles are making their manoeuvres. There is a 40mph speed limit at the bottom of the A4 New Road where it meets the A342 and I feel that the speed limit at the A4 New Road Studley should match that.</p> <p>2. Pedestrian Crossing – A4 New Road, Studley, Calne Without</p> <p>The proposal is to place the Pedestrian Crossing where the crossing bollards are currently sited. This is close to Studley crossroads and the refuge lane for turning right into Derry Hill. As mentioned above I think drivers will be focused on the lights rather than the junction which will get busier once the Bowood Gate development is completed. Exiting from Derry Hill to Calne is not an easy manoeuvre to make due to the speed the traffic travels, having the Toucan that close to the junction gives an added distraction to drivers. It would be more sensible to have the Toucan near the footpath that comes out of Derry Hill from the village hall (beyond the bus shelter), thus moving it away from the crossroads. Moving the Toucan to that position would also limit the amount of time pedestrians and cyclists have to be on</p>	<p>The design and layout of the crossing (including signage) has full technical approval by the term consultants, Atkins. The proposed speed limits have been fully considered by the Traffic Manager and Highways Development Control Officer to ensure that they adhere to current Government criteria.</p> <p>The crossing is located in a position to serve the pedestrian movements to and from the new residential development, as well as users of the bus layby and those seeking a safer crossing in the vicinity of the crossroads.</p>

		<p>the footpath alongside a busy main road, which will include children walking to and from School or crossing to catch buses.</p> <p>If the Toucan is left in the current proposed position a yellow box or Keep Clear would need to be painted on the Derry Hill side of the carriageway to allow traffic to exit towards Calne or across to Studley, or exit from Studley to Derry Hill, whilst the lights are on red as traffic may back up and block the junction.</p>	
Resident	Studley Corner, Studley – online form x2	<p>1. Proposed 50mph speed limit. The length of the 50mph limit has been set at an arbitrary 820m. The commencement points and secondary signage take no account of the existing gateway features for Studley Crossroads. Strong, logical gateways which relates to the settlement boundary or other features, must be created for the 50mph limit to be effective. This was stated by the highway authority in their consultation response to the planning application for the Crest development. The current proposal cannot achieve those gateway features. The length of speed limit should be dictated by the best gateway locations, not the other way around.</p> <p>Consideration should be given to extending the 50mph limit towards Chippenham to the junction with the A342 to avoid excessive changes in speed limit. The current proposals would result in the length of A4 from Pewsham Way to Black Dog Hill being 50/40/60/50/60. This would be reduced to a far more legible and logical 50/40/50/60.</p> <p>The TRO for the 50mph limit should not be made until the gateway features have been properly considered and a full speed survey has been conducted to establish existing speeds and the</p>	<p>PLEASE NOTE THIS COMMENTATOR PROVIDED TWO RESPONSES IN ESSENCE THEY CONTAIN THE SAME INFORMATION SO I HAVE PROVIDED A COPY OF THE MOST COMPLETE ONE.</p> <p>The design and layout of the crossing (including signage) has full technical approval by the term consultants, Atkins. The proposed speed limits have been fully considered by the Traffic Manager and Highways Development Control Officer to ensure that they adhere to current Government criteria.</p> <p>The crossing is located in a position to serve the pedestrian movements to and from the new residential development, as well as users of the bus layby and those seeking a safer crossing in the vicinity of the crossroads.</p> <p>The current footway on the south eastern side will be widened to</p>

		<p>resultant design features necessary to ensure a safe speed limit.</p> <p>2. Toucan crossing. A Toucan is only required if there is a comprehensive cycle route on either side. The proposed location fails to deliver this. Cyclists will have to dismount at the bus shelter and as things stand will have to dismount to walk along CALW65. In the absence of a well designed and continuous cycle route only a Puffin crossing is required. The TRO for the Toucan should only be approved in conjunction with the conversion of CALW65 to a cycle route. It is dangerous to approve the Toucan in isolation without confirmation of the CALW65 conversion. The Toucan should also be relocated to the west of the bus stop to achieve a continuous cycle route on the natural desire line between Studley and the facilities in Derry Hill. This would avoid the need for cyclists to ride through the bus shelter, remove the need to reduce the length of the right turn lane into Derry Hill, and provide a safe separation between the crossing and the turning movements at the cross-roads. The proposed location is unsafe as pedestrians will still choose to cross at the cross-roads and will therefore be crossing in the most dangerous location, i.e. close to a controlled crossing. The crossing could also distract drivers at a location where turning into and out of both Derry Hill and Studley takes considerable care. This could endanger drivers, or those pedestrians and cyclists attempting to cross here.</p> <p>The TRO for the crossing should not be made until the crossing location has been chosen based on a proper evidence base including a detailed assessment of pedestrian and cyclist origins and destinations and desire lines. This evidence should be in the public domain.</p>	<p>accommodate cyclists.</p> <p>The obligation for the developer to widen the the current footpath CALW65 to a cycleway cannot be legally delivered because the applicant does not have control over the land required.</p>
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<p>Resident</p>	<p>Norley Lane, Studley SN11 9LN – online form and email</p>	<p>I feel that the proposal to reduce the speed limit does not achieve the element of control that will be required after the 53 houses have been occupied at Bowood Gate.</p> <p>I feel that this is a prime opportunity to investigate the Studley X Roads and understand the level of danger to motorists and pedestrians. The addition of the 40 / 50 cars at peak times and the need to look in 3 directions to cross, with the urgency to get to work, exacerbates the danger.</p> <p>The proposed speed reduction to 50 mph does not provide the safety margin that this busy road requires. The locally renowned 'Soho Straight' encourages speed and it is now the ideal opportunity to take action.</p> <p>There are 4 issues of risk assessment that I consider appropriate for change; The X roads need control to become safe, the A4 needs a speed reduction, pedestrians need a crossing point, the proposed Toucan crossing is in the wrong location</p> <p>A Toucan crossing positioned at the Studley X Roads would achieve all 4 elements of my risk assessment, and would be a sign of the Council pro-actively managing risk before the predicted increase in accidents.</p> <p>I have lived in the area for 11 yrs and in this time I have been aware of 7 accidents, but these stats. do not include small collisions where Public Services haven't been called. These are examples of personal experiences in the last 18 months (I use the crossing as little as possible approx. 4 x weekly);</p> <p>A neighbour has a dented wing after a low speed collision, another pulled out and was overtaken at high speed by a driver going around the traffic island, youth knocked off his bicycle</p>	<p>The design and layout of the crossing (including signage and lining) has full technical approval by term consultants, Atkins. The proposed speed limits have been fully considered by the Traffic Manager and Highways Development Control Officer to ensure that they adhere to current Government criteria.</p> <p>The crossing is located in a position to serve the pedestrian movements to and from the new residential development, as well as users of the bus layby and those seeking a safer crossing in the vicinity of the crossroads.</p> <p>Improvements or not to the current Studley Crossroads is not a matter for consideration under this consultation.</p>
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Resident	<p>– letter</p> <p>Resident of Derry Hill</p>	<p>Summary below (Copy available on request) PDF</p> <p>Supporting of the crossing and its ability to join two communities.</p> <p>The 40mph limit should be extended .</p>	<p>The speed limits have been applied to meet current central government guidance. There is no technical requirement to extend the 40 mph limit.</p>
Resident	<p>Derry Hill SN11 9PA – email</p>	<p>I am writing comment on the above proposal.</p> <p>Clearly a crossing of some sort is needed and is long overdue. My children use the #55 bus to/from school and getting to/from the bus stop on the far side of the A4 (Studley side) is dangerous. It is a very fast road and the presence of a crossroads makes it treacherous as you have to look all around whilst also judging safe distances.</p> <p>Even for drivers, coming out of Derry Hill (or Studley) to get onto the A4 can be dangerous. The new housing will increase the demand at the crossroads as well as increase pedestrian traffic.</p> <p>I think a 40mph limit on this stretch would be much safer for everyone. Especially considering that many drivers don't keep within the limit anyway. A crossing is also required, but I appreciate there is no ideal place to site this. I am concerned that all the conflict over where the crossing should be will mean we end up not getting one - that must not happen.</p>	<p>The proposed 50 mph limit meets current central government guidance. The geometry and the surrounding environment of the road does not allow for a lower speed limit.</p>
Resident	<p>Studley - email</p>	<p>Whilst I welcome both a speed limit and a crossing, I would like to note, as a member of the community who crosses this road currently on a regular basis that there may be a more sensible location for the crossing and also, that I feel the speed limit should be lower and extended.</p> <p>I live in Studley and therefore often cross</p>	<p>The proposed 50 mph limit meets current central government guidance. The geometry and the surrounding environment of the road does not allow for a lower speed limit.</p>

the road to Derry Hill with my two children (5 and 9). As a 60 limit road, which is often traveled faster, I run the gauntlet when crossing. I therefore favour crossing at the island on the flat by the by the bus stop towards Calne rather than the bus stop toward Chippenham as you have placed it. This is because the crossing island by the bus stop towards Chippenham is on the brow of the hill and cars can come quickly and without noticing pedestrians. I appreciate the speed limit will be a little slower, but I still feel it will be more difficult for drivers to safely stop at the lights when coming up the hill.

Secondly, I walk with my children from our house in Norley Lane to the Soho bus stop (Outside The Black Dog Inn). This entails walking up the road on the very narrow pavement with cars travelling past at 60+mph. It is neither comfortable nor particularly safe. We have witnessed a crash as we waited to cross on one occasion and more than a few near misses. Why not take this opportunity to extend the speed limit along the road (which has roadside residences) all the way until the sign for the Studley boundary? This would encourage drivers to respect the speed limit as it would go on for longer and also benefit all residents of the area providing a safer environment for pedestrians.

Finally, is 50mph a low enough speed in a residential area where young children will be crossing daily for the school? Should we not have a 40mph or even 30mph zone along this area of the A4? There are many houses at the edge of the road - often with gardens which open onto the narrow pavement. There are well used bus stops along the road without alternative footpath routes or slower roads to enable people to reach them. It seems to me that 50mph is still too fast and taking the needs of the drivers using the A4 over those of the residents of Derry Hill and Studley, which you have chosen to class as a single village for planning purposes, but which cannot act as one when it is bisected by a fast main road. The few services our area has are located on the Derry Hill side of the road. For those in Studley, including the new houses being built, getting to Derry Hill on foot will still prove difficult.

Resident	New Road, Calne SN119LX – online form	50 mph, all the way, there is no need for the temptation for less responsible road users to "open up the throttle" for a brief stretch, which they do, notwithstanding the, safety, environmental considerations, etc	The proposed change of limit is to accommodate the introduction of the crossing and the development, there is no remit to look to change limits outside of the vicinity.
Resident	Studley– email	Having read your proposal I fully support the plans to introduce a reduced speed limit and toucan crossing at Studley crossroads. We are a young family with children at Derry Hill School that cross the A4 twice a day during peak traffic hours to get to and from school. Traffic can be relentless on this stretch of road, and crossing can be very treacherous. Since living here we have witnessed a number of serious accidents on this road. The new housing will likely increase both the number of vehicles using the stretch of road and also the number of pedestrians crossing, compounding the problem.	
Resident	New Road, Studley – online form	Further to your proposed 50mph speed limit for 820m I suggest increasing this zone as I can see increased speeding, past The Black Dog and all the other houses adjacent to the A4, as drivers accelerate up to the national speed limit after leaving the proposed new 50mph limit. This is exactly what happens coming west along A4 from Calne towards black dog hill. Why not maintain the new 50mph limit all the way to Calne? It would reduce the risk of accidents, of which there have been many along this stretch, and make it safer for cyclists and pedestrians alike.	The proposed 50 mph limit meets current central government guidance. The geometry and the surrounding environment of the road does not allow for a lower speed limit.
Resident	Studley – online form	I fully support the TOUCAN Crossing as the A4 stretch through Studley is very dangerous and cars drive far too fast. Residents particularly from the new development Bowood Gate would have little chance crossing the road to Derry Hill, accidents would be a high risk factor. I feel a 40mph	The proposed 50 mph limit meets current central government guidance. The geometry and the surrounding environment of the road does not allow for a lower speed limit.

		would be better and in line with Pewsham.	
Resident	Chapel Corner, Calne – online from	I support the proposed Speed Limit Order in principle but would welcome a reduction in the speed limit to 40 mph. The proposed 50 mph limit is too high to provide an appropriate level of highway safety given the characteristics of the road at the site, the nature of the traffic, the vulnerable nature of the crossing population and stopping distances. A 40 mph limit would be consistent with that in force in the adjacent village on the A4 (Pewsham) which has a significantly smaller population than Studley/Derry Hill.	The proposed 50 mph limit meets current central government guidance. The geometry and the surrounding environment of the road does not allow for a lower speed limit.
Resident	Studley SN11 9NF – email	<p>I have been a local authority highway engineer for over 37 years and have considerable experience in introducing controlled crossings and speed limits. I am very concerned that the council finds itself in a position where officers have not undertaken the usual surveys recommended as good practice in national guidance on the introduction of both speed limits and pedestrian crossings. I believe this failure has compromised the safety of the proposed crossing.</p> <p>These surveys of current vehicle speeds, the number of pedestrians and location of where they cross the road are very important in ensuring the safety of road users. A recent Freedom of Information request has confirmed that officers have not pursued these basic but vital surveys because the decision to have a controlled crossing on the A4, was made by a planning committee as part of a housing application (14/10457) and was taken against highway officers advice.</p> <p>From that point onwards officers have resisted calls for those surveys to be undertaken, presumably to avoid the embarrassment of the surveys confirming their previous views that a crossing was potentially dangerous and a lower speed limit was inappropriate. Wiltshire Council and the police have rejected previous requests for a 50mph speed limit through the council's regular speed limit reviews. It is clear from previous decisions and by observing current traffic speeds, that reducing the speed limit will have little</p>	<p>The design and layout of the crossing (including signage) has full technical approval by the term consultants, Atkins. The proposed speed limits have been fully considered by the Traffic Manager and Highways Development Control Officer to ensure that they adhere to current Government criteria.</p> <p>The crossing's location has been chosen to match pedestrian desire lines between Derry Hill and the new development.</p> <p>The current footway on the south eastern side will be widened to accommodate cyclists.</p> <p>Full consideration has been given by both Highways Development Control Officers and the Traffic Management Manager in regards to the location and application of speed limits.</p> <p>The Police have provided no concerns in regards to the proposals.</p>

impact on the speed of traffic. Without speed surveys of current traffic there can be little confidence that traffic will adhere to that new speed limit. In isolation, high proportions of drivers travelling significantly above a new but unrealistic 50mph speed limit, might be argued by some to be no more dangerous than current conditions. However the safety of the proposed Toucan Crossing is compromised because, in its proposed position, design and safety decisions have been based on the unrealistic assumption that drivers will adhere to a new 50 mph speed limit.

For example the proposed location of the crossing has meant that the existing east bound deceleration and right turn lane will have to be significantly shortened to the minimum safe length for 50 mph traffic. This represents a considerable safety risk as traffic will not be constrained to 50 mph, the characteristics and nature of the road will always mean that many drivers will perceive this as a 60mph road regardless of a new speed limit. The ineffectiveness of a new speed limit in reducing speeds to 50mph will leave the shortened deceleration lane dangerously substandard for the actual traffic speeds.

The siting of the Toucan Crossing to the east of the bus lay-by means that cyclists cannot cycle to and from the crossing because the bus shelter blocks the cycleway (see photo below). It seems ridiculous to introduce a Toucan Crossing which is designed to allow cyclists to cross without dismounting and then construct a 3m wide cycleway each side of a bus lay-by and shelter which is impassable to cyclists and potentially dangerous to both pedestrians and cyclists.

There is a practical solution to these and other safety issues - the crossing should be sited to the west of the bus lay-by, close to footpath CALW65. This would not require the right turn deceleration lane to be dangerously shortened and would provide a continuous cycle and pedestrian route on the natural desire line between Studley and the facilities in Derry Hill.

It has been said that the proposed location of the crossing was determined in relation to the layout of the development to serve walk and cycle journeys to facilities such

		<p>as the school and shop in Derry Hill. In truth a crossing in the advertised location requires about half the residents of the development to have to divert up to an extra 200m to use the crossing. By relocating the crossing to the west of the lay-by, no lengthy diversion would be necessary as the crossing would lie on the direct desire line between Studley, the new housing development and the village facilities in Derry Hill.</p> <p>There would also be a significant safety benefit in relocating the crossing away from Studley Crossroads. It is recognised that there are considerable additional risks to pedestrians who attempt to cross near to a controlled crossing. The proposed crossing is potentially unsafe as pedestrians that will inevitably still chose to cross at the crossroads to access other parts of Derry Hill and the Bowood Estate will be put at greater risk due to the distraction of the Toucan crossing. By relocating the crossing to the west of the lay-by the Toucan will not be close to any other junction or recognised crossing point and would not introduce any additional distractions or risks.</p> <p>I believe that without a proper evidence base of vehicle speeds and pedestrian and cycle desire lines, there can be little confidence in the safety of the advertised proposals. What we can be confident of is that the council's proposed crossing is neither the safest nor the most convenient crossing location to serve Studley and the new housing development. The alternative site west of the bus lay-by is safer, provides a more convenient direct walking and cycle route, is less costly and fully meets the requirements of the planning approval. I urge the council to re-advertise the Toucan crossing in the alternative position described.</p>	
Residents x 2	Norley Lane, Studley SN11 9LN – online form	<p>My wife and I strongly support the Toucan Crossing. The A4 at Studley Crossroads is becoming a race track and is far too dangerous to allow cars to join it from Studley Lane let alone people particularly school children trying to cross the A4 on foot from the new Bowood Gate development to their school in Derry Hill. However, I would recommend a 40mph limit similar to the A4 in Pewsham which doesn't even have</p>	The proposed 50 mph limit meets current central government guidance. The geometry and the surrounding environment of the road does not allow for a lower speed limit.

		small children trying to cross the road to school.	
Resident	Lansdown Crescent, Derry Hill SN11 9NU – letter	<p>Copy of correspondence available on request</p> <p>Summary:</p> <p>A 40mph limit is more appropriate and it should be extended.</p> <p>A light controlled crossing at the cross roads would benefite pedestrainas but also vehicles.</p> <p>If not at the crossroads then it should be moved more to near the bus stop on the Derry Hill side.</p>	<p>The proposed 50 mph limit meets current central government guidance. The geometry and the surrounding environment of the road does not allow for a lower speed limit.</p> <p>The location of the crossing has technical approval and meets requirements. Its location has been chosen to match pedestrian desire lines between Derry Hill and the new development.</p> <p>The development does not have the level of vehicle movements associated with it to warrant a change to the current junction arrangements.</p>
Resident	Norley Lane SN11 9LN – online form	I think the proposed toucan crossing is to be sited in the wrong location.if you are going to the cost of crossing with lights can you not spend a little more and provide traffic lights and crossing at the cross roads where urgently needed	<p>The design and layout of the crossing (including signage) has full technical approval by the term consultants, Atkins. The proposed speed limits have been fully considered by the Traffic Manager and Highways Development Control Officer to ensure that they adhere to current Government criteria.</p> <p>The crossing is located in a position to serve the pedestrian movements to and from the new residential development, as well as users of the bus layby and those seeking a safer crossing in the vicinity of the crossroads.</p>
Resident	Barry Place, Derry Hill SN11 9NX – email	The proposed location of the Toucan Crossing is closer to the very busy junction than it needs to be and seems to require a shortening of the turn-right lane, making turning right even more hazardous. The location also seems to preclude the provision of a continuous safe cycle route between the two	The design and layout of the crossing (including signage) has full technical approval by the term consultants, Atkins. The proposed speed limits have been fully considered by the Traffic

		<p>villages (a requirement of the planning permission).</p> <p>I believe that two key surveys would be expected before a decision on the siting of such a crossing - a speed survey, and a survey of where pedestrians currently tend to cross. My understanding is that these have not yet been carried out. I object strongly to any decision being made that is not based on such surveys.</p> <p>An alternative proposal has considerable support in the local community - that of siting the Toucan Crossing just to the west of the bus lay-by. This would place the crossing well away from the busy junction, avoid impacting the current turn right lane and give a direct safe route for cycles and pedestrians between Studley and Derry Hill. I urge you to consider this location instead of the one proposed.</p> <p>I would also like to ask that the Council explain why this important safety issue was not resolved before Crest were allowed to proceed with the development?</p>	<p>Manager and Highways Development Control Officer to ensure that they adhere to current Government criteria.</p> <p>The crossing is located in a position to serve the pedestrian movements to and from the new residential development, as well as users of the bus layby and those seeking a safer crossing in the vicinity of the crossroads.</p> <p>The current footway on the south eastern side will be widened to accommodate cyclists.</p> <p>The obligation for the developer to widen the the current footpath CALW65 to a cycleway cannot be legally delivered because the applicant does not have control over the land required.</p> <p>Full consideration has been given by both Highways Development Control Officers and the Traffic Management Manager in regards to the location and application of speed limits. These officers have many years technical experience and, as such, judged it unnecessary to undertake speed sureveys.</p> <p>There are planning obligations under which the developer is entitled to start work, it is acknowledged that these have been breached and the developer and site is currently under enforcement action.</p>
Resident	Studley Lane, Studley SN11 9NQ – online form	Whilst I welcome the proposal and review of the speed limit through the area specified, I do not feel it goes far enough to ensure adequate safety along	The proposed 50 mph limit meets current central government guidance . The geometry and the

		<p>the proposed route.</p> <p>Living on Studley Cross Roads and along the side of the A4, I have plenty of first-hand experience regarding the driving behaviours along this part of the A4. As I am sure you will be aware, this section of the A4 is relatively straight for approximately a mile in both Easterly and Westerly direction. This means, in general that vehicles using this stretch of the A4 are travelling at speed (often in excess of the current 60mph limit) when reaching the section in question. Due to the terrain (Studley Cross roads is at the top of a hill) leading up to Studley Cross roads and the proposed TOUCAN crossing site, I would be concerned at the increased risk of accidents along this stretch, with the increased traffic on Studley cross roads or a pedestrian using the crossing. Studley Crossroads is already problematic enough at busy periods, with numerous near misses and accidents (most recent in July 2018 resulting in a full road closure) and this will surely get worse following completion of the Bowood Gate development.</p> <p>I feel, that a 50mph limit does not go far enough to protect the users of the crossing or the cross roads junction and would favour a reduction to 30mph for the stretch of road in the proposal. Given that there would be residential properties on both sides of the carriage way and a Primary School nearby, I would feel this would be consistent with other stretches of the A4 (East out of Calne as an example).</p>	<p>surrounding environment of the road does not allow for a lower speed limit</p>
Resident	Studley – online form	<p>The length of the A4 affected by this draft Order is effectively a road through the middle of a housing estate created by the development of the Blounts Court site.</p> <p>The length of road is on the brow of a hill and includes two bus stops, and a very dangerous staggered junction. As well as the proposed Toucan crossing. A 50mph speed limit is ridiculous in these circumstances. It should be an absolute maximum of 40mph.</p> <p>There is, understandably, a 40 mph limit on the A4 near the Lysley Arms where the situation is no more hazardous to say the least.</p> <p>The proposer position of the Toucan crossing is completely wrong. People</p>	<p>The proposed 50 mph limit meets current central government guidance. The geometry and the surrounding environment of the road does not allow for a lower speed limit.</p> <p>The location of the crossing has technical approval and meets requirements. The crossing is located in a position to serve the pedestrian movements to and from the new residential development, as well as users of the</p>

		<p>cross either at the crossroads or at the public footpath to the west, which is the shortest route to the school, etc in Derry Hill.</p> <p>No one will use this crossing in this position.</p> <p>The crossing needs to be at one of the two aforementioned positions, together with a maximum 40 mph speed limit, to go at least some way to providing a safe way of crossing this road.</p> <p>I comment as a local motorist, cyclist and pedestrian who uses this area on a very regular basis.</p>	<p>bus layby and those seeking a safer crossing in the vicinity of the crossroads.</p>
Resident	Studley Lane, SN11 9NQ – email	<p>With reference to the above proposed 50 mph speed limit and advertisement of a pedestrian crossing, I write as a local resident with children who cross the road at this location a number of times every day for paper rounds and to catch the school bus. The very high speed of traffic at this location together with the high traffic flows is a continual concern to us, and we are always reminding the children to take extreme care crossing this road.</p> <p>The 50 limit and crossing are both essential and welcomed, given the new houses at Blounts Court which will increase the number of pedestrians crossing the road to reach Derry Hill facilities. I reiterate that for safety reasons it is essential that this scheme proceeds in some form.</p> <p>The crossing should however be located at the existing refuge island position slightly to the west of the proposed position. This would still pick up the desire line, but would avoid the need to shorten the right turning lane. The right turning lane already has insufficient capacity at busy times when large amounts of traffic are turning in to reach the Bowood estate (Bank holidays and some Sundays). The right turn lane should not be reduced in length.</p>	<p>The design and layout of the crossing (including signage) has full technical approval by the term consultants, Atkins. The proposed speed limits have been fully considered by the Traffic Manager and Highways Development Control Officer to ensure that they adhere to current Government criteria.</p> <p>The crossing is located in a position to serve the pedestrian movements to and from the new residential development, as well as users of the bus layby and those seeking a safer crossing in the vicinity of the crossroads.</p>