

APPENDIX 2

Comments Received

<u>Ref</u>	<u>Comments Received</u>	<u>Support/ Objection</u>	<u>Officer Comment</u>
1	<p>Resident accesses Grange Barrow House, off the A4 and experiences regular overtaking in either direction even though they are waiting to turn into drive. This is very dangerous and there are no signs to warn drivers cars may be turning. They would like to see a 30mph speed limit for a length of 500m off all the arms of the roundabout and a 40mph speed limit for at least 500m thereafter.</p> <p style="text-align: center;">- <i>Resident living off A4</i></p>	Comment – wants more	<p>During the speed limit assessment carried out by Atkins, it was recorded that the existing speed of traffic in the vicinity of Beckhampton Roundabout is slightly less than 50 mph, therefore it was appropriate to recommend a speed limit of 50mph on approach to the roundabout.</p> <p>Department for Transport guidance states that the recommended length of a speed limit should not be less than 600 metres to avoid continually changing speed limits along the same stretch of road. In addition, speed limits should not be used to solve the problem of an isolated hazard, such as a hidden turning due to difficulties with enforcing restrictions over a short length.</p> <p>The preferred method of dealing with isolated hazards is to implement engineering solutions which mitigate the hazard, such as ensuring an access is located where adequate visibility is achieved, kept clear of obstructions such as walls or fence lines, or changes to road markings and the introduction of signs highlighting any dangers. The addition of measures on the highway which meet this need can be requested through the Marlborough Area Board and Community Area Transport Group (CATG).</p>
2	<p>Very concerned about the speeds of vehicles entering and exiting Beckhampton roundabout, including lorries going at speed, made worse by the Compton Bassett Tip. Regularly crosses the racehorses associated with the stables nearby and has to stand in the middle of the A4 to cross the horses around 8 times a day. There are regular near misses because</p>	Comment – wants more	<p>There is already a warning sign indicating “accompanied horses or ponies likely to be on the road ahead”, this is shortly followed by an additional warning sign signifying the presence of a roundabout ahead and warning drivers to “Reduce Speed Now”.</p> <p>With the presence of two warning</p>

	<p>vehicles approach the brow of the hill too fast and struggle to stop in time. (states approx. 5 times a week)</p> <p>In addition, the resident has to turn off the A4 to access Grange Barrow House, moving into the middle of the vertical white lines and waiting for a gap in traffic coming from Calne. There is no signage to warn drivers there is a turning and cars overtake from both directions – this is very dangerous and has caused a loss in confidence in driving to some of their visitors after near misses.</p> <ul style="list-style-type: none"> - <i>Resident living off A4 and employee of Beckhampton Stables</i> 		<p>signs in close proximity already in this area, there is a risk that the addition of another warning sign to make drivers aware of a hidden turn, may undermine the effectiveness of any signs in the area.</p> <p>It is often the case that if too many signs are placed in one area, drivers may not pay attention to them at all. Reducing the speed limit from the National Speed Limit to 50mph will assist in creating additional gaps in traffic to aid turning movements.</p> <p>The proposed 50mph will encompass the horse crossing area; However, it does not include the property entrance to Grange Barrow. At this location the environment is such that introducing a speed restriction risks motorists failing to identify the cognitive triggers which encourage adherence. It is likely the 50 mph will be ignored if it is placed too far back from the roundabout.</p> <p>Representations can be made to review signs and lines in the area through the Marlborough Area Board and Community Area Transport Group (CATG).</p>
3	<p>The speed which the cars come in and out of the Beckhampton roundabout at all 4 exits is ridiculous and dangerous. Turning out of my drive is lethal and trying to turn back in is virtually impossible.</p> <ul style="list-style-type: none"> - <i>Resident of Beckhampton</i> 	Comment	See comments from point 2.

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4	<p>Reports continuous issues with the speed of the cars on the A4 to and from the Beckhampton roundabout towards Calne and Marlborough. They regularly access the road with tractors and the speed of the vehicles makes it very high risk.</p> <p>All of the exit roads from the roundabout are incredibly dangerous and its down to the fact that the cars can go full speed into them.</p> <p>It seems odd that a community such as Beckhampton is not protected by any speed restrictions.</p> <p>- <i>Resident of Beckhampton</i></p>	<p>Comments – wants more</p>	<p>Department for Transport guidance states that the recommended length of a speed limit should not be less than 600 metres to avoid continually changing speed limits along the same stretch of road. In addition, speed limits should not be used to solve the problem of an isolated hazard, such as a hidden turning due to difficulties with enforcing restrictions over a short length.</p> <p>The preferred method of dealing with isolated hazards is to implement engineering solutions which mitigate the hazard, such as ensuring an access is located where adequate visibility is achieved, kept clear of obstructions such as walls or fence lines, or changes to road markings and the introduction of signs highlighting any dangers. The addition of measures on the highway which meet this need can be requested through the Marlborough Area Board and Community Area Transport Group (CATG).</p> <p>It is accepted that the proposed reduction in speed limit to 50 mph is considered not enough for some residents of Beckhampton, the consultants recommendations take into consideration the criteria set out in the Department for Transport Guidance</p> <p>The majority of properties within Beckhampton are situated to the south of A4 / Beckhampton Roundabout. Here the environment changes and the carriageway alignment will encourage reduced speeds. Further reductions to the speed limit are not considered appropriate because they run the</p>

			risk of urbanising the area unnecessarily.
5	<p>There have been many road surveys over the years with little or no improvement. The traffic through the village gets louder and faster but the control of traffic is visibly less. Need fixed penalty notice cameras so people can see the consequence of their speeding. Resident has offered to personally contribute £100 to the cameras.</p> <p>- Resident of Rawlins Park, Avebury</p>	Comments	<p>The enforcement of speed limits remains the responsibility of the Police. This includes the use of camera enforcement. Concerns regarding enforcement and the use of cameras as a means to undertake this should be directed to them.</p> <p>As part of the Traffic Order Process, the Police have been consulted upon as a statutory consultee and raised no objections to the proposal.</p>
Ref	Comments Received	Support/Objection	Officer Comment
6	<p>Resident reports facing continuous issues with the speed of the cars on the A4 to and from the Beckhampton roundabout towards Calne. Turning out of their drive (which is 50m West of Beckhampton roundabout on the A4) is a death trap and trying to turn back in is virtually impossible.</p> <p>Cars approach the back of the school bus at speed when it is stopped on here too.</p> <p>All of the exit roads from the roundabout are incredibly dangerous and its down the fact that the cars can go full speed into them.</p> <p>It seems odd that a community such as Beckhampton is not protected by any speed restrictions.</p> <p>- Resident of Beckhampton</p>		See comments from point 4.

Objections received:

Ref	Comments Received	Support/Objection	Officer Comment
7	<p>There are a number of points that I would like to raise regarding road layout between Rabson Farm and Broad Hinton at an in-person site meeting to be discussed:</p>	Object	<p>The speed limit assessment carried out by Atkins assessed the section of road between Berwick Bassett bends and the existing 50 mph speed limit near Broad Hinton. It is</p>

	<ul style="list-style-type: none"> - speed - white lines (for differing hazards and for overtaking white arrows/non overtaking) - visibility due to undulating A4361 - visibility exiting the village of WB due to rising ground - bus stops on junction - high speed vehicles especially heavy SUVs and Motorcycles. <p>There have been many accidents at the junctions of Broad Hinton and Winterbourne Bassett. Would like the speed limit reduced in this area, objecting to the proposed 60mph speed limit. Would like the whole road from Beckhampton to Wroughton set as a maximum of 50mph (with lower speeds through the villages).</p> <p style="text-align: center;">- <i>Resident of St Katherines, Winterbourne Bassett</i></p>		<p>considered that this is a predominantly straight section of road, albeit with some changes in vertical alignment, has a limited number junctions of accesses, a limited personal injury collision record (six) in the preceding six year period. The assessment concluded there were no factors to determine a reduction in speed limit necessary and that it should remain at the national speed limit for single carriageway road (60mph).</p> <p>The village of Winterbourne Bassett is situated to the West of the A4361 and is currently subject to a 30 mph speed limit.</p> <p>Traffic issues regarding the villages of Winterbourne Bassett and Broad Hinton are now part of the Royal Wootton Bassett and Cricklade Community Area Board. The Parish Council have raised issues with the CATG and this is being investigated separately through this group.</p> <p>It is advised the resident should get in touch with the Parish Council in the first instance to discuss any matters of concern.</p>
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Support received:

<u>Ref</u>	<u>Comments Received</u>	<u>Support/Objection</u>	<u>Officer Comment</u>
8	<i>Resident of Avebury Trusloe</i>	Support	Noted.
9	<p>Strongly support proposals but would also like a reduction in the proposed 50mph limit down to 40mph particularly on the sections of the A361, A4361 and the A4 (both east and west sides) from the Beckhampton Roundabout.</p> <p>The wooden bus shelter adjacent to the Beckhampton turning has been demolished a number of times by drivers not expecting people to slow down off the roundabout to turn into Beckhampton village.</p> <p>There have also been a number of 'near misses' with residents entering and</p>	Support - wants more	<p>Support noted. See comment from points 1, 2 and 4.</p> <p>The Traffic Signs Manual - Chapter 5 Road Markings is clear in its guidance and states that the use of solid double white lines should be limited to those situations whereby overtaking visibility is poor, there is a hill with a climbing lane or a road with more than one traffic lane in each direction.</p> <p>The overtaking visibility on the A4 in the vicinity and on approaching</p>

	<p>leaving the turning for Avebury Trusloe. Speed limits should also be lowered to protect visitors who frequently can be seen walking on the carriageway or verges of the road around Avebury World Heritage Site.</p> <p>Resident also echoes the concerns of those accessing properties off the A4 near Beckhampton Stables, as well as expressing concern for the people and horses crossing the A4 in this area. Resident requests solid lines in this area to indicate that overtaking is not allowed.</p> <p>- <i>Resident of Beckhampton</i></p>		<p>Beckhampton Stables exceeds the minimum threshold outlined in the guidance.</p> <p>Introducing these types of road markings to locations where the carriageway width is wide and forward visibility is excellent, can have the potential to damage the effectiveness of Double White Line systems where they are justifiably needed.</p>
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10	<p>50mph would be appropriate for roads between the villages, but Winterbourne Monkton needs a 30mph speed limit. Resident has experienced many near misses when pulling out of Winterbourne Monkton junction onto the A4361. Resident requesting a speed camera.</p> <p>- <i>Resident of Winterbourne Monkton</i></p>	Support – wants more	<p>The village of Winterbourne Monkton benefits from village gateways on the A4361 at the boundary to the village, which serves as a reminder to drivers to be aware of a village environment. There are also warning signs indicating to drivers that a turning into the main village exists, and this is accompanied by on carriageway “SLOW” road markings.</p> <p>Whilst it is acknowledged that the proposed reduction in speed limit to 50 mph is considered not enough for some residents of Winterbourne Monkton, we have to take into consideration the independent assessment carried out by Atkins. The majority of properties are situated away from the A4361 and</p>

			<p>in the roads west of the A4361.</p> <p>Traffic Advisory Leaflet 01/04 (DfT, 2004) sets out the policy on implementing 30mph speed limits in villages. It outlines that the minimum criteria for a 30 mph speed limit is 20 or more frontage development properties, a minimum length of 600 metres and an average density of development exceeding 3 properties per 100m. The A4361 through Winterbourne Monkton does not meet this criteria and therefore consideration to 30mph restriction is not possible.</p>
11	<p>Supporting speed limit restrictions but requesting they are extended to Broad Hinton or Wroughton. Expressing concerns over the number of accidents at the Winterbourne Bassett turning because there is no view over the hill and people still speed and overtake at this point. Resident requests a lower speed limit and no overtaking signs.</p> <p>- <i>Resident of St Katherines, Winterbourne Bassett</i></p>	Support – wants more	See comments from point 7.