APPENDIX 2

Limpley Stoke, Woods Hill – Experimental Prohibition of Driving - Summary of Comments

Ref	Support/ Object	Comment	Made by	Officer response
1	Object	Woods Hill will not be closed but simply become a private road for residents at public expense.	1, 69	*The road would remain open to public access from Lower Stoke. There would be no change in the Highways maintenance commitment.*
2	Object	The experimental closure has increased traffic volume in Church Lane and Crowe Lane with drivers experiencing greater difficulty and increased risks in negotiating the junction at the A36.	1	*The A36 / Church Lane junction is provided with a right turn facility and is therefore preferable to the Woods Hill junction where no such facility exists. Visibility for vehicles emerging from Church Lane is superior to that at Woods Hill due to the more open nature of the junction.*
3	Support	The junction of Woods Hill with the A36 is dangerous, with near misses and hazardous manoeuvres being observed.	2, 5, 6, 9, 10, 14, 15, 17, 21, 23, 24, 25, 26, 27, 29, 31, 33, 34, 36, 37, 40, 41, 47, 50, 51, 54	*This is part of the motivation for the experimental prohibition.*
4	Comment	Manoeuvres at the junction of Woods Hill with the A36 should be restricted to left in only.	2	*This is a compromise worthy of consideration; however, the number of vehicles executing such a manoeuvre would be slight compared to those wishing to turn right from the A36.* *A physical barrier would not be practicable, and it would therefore be necessary to impose a right turn prohibition for north bound drivers. It is likely that such a prohibition would be disregarded by many drivers wishing to use Woods Hill as a short cut.*
5	Support	Increased volume of traffic displaced to other local roads is unfortunate but acceptable.	2, 3, 4, 29, 31, 37, 37, 41	*It is acknowledged that displaced traffic would migrate to other local roads. The circumstances would need to be monitored with a view to mitigating against any disbenefits relating to*

				pedestrian safety and vehicle speeds.
6	Support	Woods Hill junction with A36 should remain closed.	3, 9, 10, 15, 17, 23, 24, 25, 26, 27, 29, 31, 33, 34, 36, 37, 40, 41, 47, 50, 51, 52, 53, 54, 55, 56, 58, 62, 64, 71	*Comment noted.*
7	Comment	Woods Hill should be one way, downhill.	5, 7, 16, 18, 19, 20, 21, 28, 32, 42, 43, 48, 70	*This is a compromise worthy of consideration; however, several respondents have commented on the fact that northbound vehicles waiting to turn right are vulnerable due to the lack of a right turn facility.*
8	Object	Displaced traffic causes additional local congestion and, specifically, delays at the Viaduct junction.	1, 5, 7, 8, 22, 57, 63, 66, 67	*It is acknowledged that displaced traffic would migrate to other local roads as well as increasing, to some extent, the queue lengths at the Viaduct signals. The circumstances on local roads would need to be monitored with a view to mitigating against any disbenefits relating to pedestrian safety and vehicle speeds. It is understood that National Highways (formerly: Highways England) has been requested to review signal timings at the Viaduct; further representation to NH would determine whether any modification is feasible.*
9	Object	Removal of Woods Hill connection with A36 leads to increased journey times.	5, 48	*While the use of Woods Hill may be deemed acceptable for local access, the journey times for through traffic should be based on the use of designated through routes. Loss of time due to network saturation should be offset by allowing extra times for journeys.*
10	Support	While traffic uses Woods Hill to access the A36 the risk to vulnerable road users remains high.	10, 14, 15, 27, 47, 52	*This is part of the motivation for the experimental prohibition.*
11	Support	Instances have occurred of large goods vehicles becoming stuck when using Woods Hill to access the A36.	6, 25	*This is part of the motivation for the experimental prohibition.*

12	Support	Vehicles queuing to emerge from Woods Hill can prevent entry to that road by other vehicles on the A36 waiting to turn right into the junction, thus rendering them vulnerable in the middle of the trunk road.	6, 17, 34, 51,	*This is part of the motivation for the experimental prohibition.*
13	Support	Satellite navigation is suspected of directing vehicles inappropriately along Woods Hill.	5, 10, 27, 30, 35, 36, 37, 41, 47, 50, 58, 62,	*This is indirectly part of the motivation for the experimental prohibition. There are no statutory powers to prevent the providers of satellite navigation from recommending traffic routes; however, if such recommendations bring about circumstances that are detrimental to road safety it would then be appropriate for the home traffic authority to consider ameliorating those conditions by any means at its disposal.*
14	Support	The behaviour of some drivers taking short cuts has compromised safety, particularly that of pedestrians.	10, 27, 34, 36, 37, 50, 52, 54, 56, 71	*This is part of the motivation for the experimental prohibition.*
15	Support	Some drivers using Woods Hill as a short cut have caused damage to property.	10, 36, 37, 56,	*This is part of the motivation for the experimental prohibition.*
16	Object	The closure of Woods Hill has caused inconvenience to residents.	7, 14, 28, 42, 43, 46, 65	*This is acknowledged but considered to be a fair concession in addressing the safety issues that have motivated the experimental prohibition.*
17	Object	More attention should be given to achieving observance of the speed limit on the A36 to mitigate the risks to traffic using the junctions on that road.	7	*This comment should be referred to National Highways.*
18	Support	Woods Hill is unsuitable for a high traffic volume and certain vehicle types.	9, 30, 50, 51, 52, 55, 56	*This is part of the motivation for the experimental prohibition.*
19	Support	The removal of through traffic from Woods Hill will lead to improvements in safety, air quality and general quality of life for residents' and local road users.	10, 27, 35, 52, 56	*This is part of the motivation for the experimental prohibition.*

20	Object	Driving in Woods Hill has never caused any difficulty.	5, 11, 16, 39, 48	*Several comments, based on personal perception, have been made, of which this represents one mode of opinion.* *There have been 4 personal injury collisions recorded at the junction of Woods Hill in the 6 years preceding this report, all of which occurred because of turning movements.*
21	Comment	The Viaduct signal timings should be reviewed to cater for displaced traffic.	14, 29, 31, 36, 37, 72	*It is understood that National Highways (formerly: Highways England) has been requested to review signal timings at the Viaduct; further representation to NH would determine whether any modification is feasible.*
22	Object	The problems concerning visibility and traction at the top of Woods Hill could be addressed respectively by modifying a boundary wall and reprofiling the carriageway.	22	*Modifications to highway boundaries are likely to involve land ownership negotiation and the possibility of land acquisition which would inevitably incur higher costs. The reprofiling of the carriageway would entail the creation of an earlier transitional gradient in Woods Hill that would be likely to impinge on accesses to private properties, thus introducing more complex engineering works at very significant cost.*
23	Object	The residents of Limpley Stoke were not consulted properly prior to the introduction of the experimental traffic order.	38, 39, 42, 43, 44, 45, 70	*The document:* ***Report on Findings, Woods Hill Experimental Traffic Order (Limpley Stoke Parish Council)*** *details the consultation process carried out prior to the introduction of the experimental traffic order.*
24	Object	Using Woods Hill is an effective way to reduce journey times.	16, 30, 39	*While the use of Woods Hill may be deemed acceptable for local access, the journey times for through traffic should be based on the use of designated through routes. Loss of time due to network saturation should be offset by allowing extra times for journeys.*
25	Object	There is no justification to prevent the use of Woods Hill by legitimate through traffic.	39	*Comment noted. However, local roads with the characteristics of Woods Hill (narrow, steep, and poorly aligned) are unsuited to the character of modern commuter and trunk traffic, regarding its volume, speed, and proportions.* *There have been 4 personal injury collisions recorded at the junction of Woods Hill in the 6 years preceding this report, all of*

				which occurred because of turning movements.
26	Object	The validity of before and after comparisons is in question because of factors such as: a. Gas works in Crowe Lane b. Subsidence on the A36 c. Closure of Cleveland Bridge in Bath d. Lockdown restrictions e. School holidays	7, 13, 28, 38, 44, 45, 59, 65, 66, 69	*The impact on traffic flow of the works listed is likely to be commensurate with natural fluctuations in the local area. It is not considered that these events would have unduly affected monitoring during the period in question.*
27	Comment	Ease of access for emergency services to properties in Woods Hill should be considered.	46	*Properties in Woods Hill are accessible from Lower Stoke.* *The emergency services are made aware of every traffic regulation order as part of the legal process and have not raised concerns.*
28	Support	Inconvenience to residents in respect of access and journey times is outweighed by the improvement to road safety.	23, 24, 51	*Comment noted.*
29	Comment	Crowe Hill should also be closed to through traffic except for local access.	53	*Comment noted.*
30	Object	The non-availability of Woods Hill to through traffic adversely affects traffic flow on the B3108.	60	*The traffic capacity of the classified road network cannot rely for relief on the local minor road network.*
31	Support	Traffic displacement to other roads in Limpley Stoke does not appear to be significant.	15, 25, 26, 35, 41, 50,51, 62	*Several comments, based on personal perception, have been made, of which this represents one mode of opinion.*
32	Object	Roads have developed over the passage of time for the benefit of local communities. This facility is highly valued; therefore, its closure would be detrimental to local amenity and to the traffic handling capacity at other locations such as the Viaduct junction.	65	*Inconvenience to residents of Woods Hill, specifically, and to the local community in general is acknowledged but considered to be a fair concession in addressing the safety issues that have motivated the experimental prohibition. The traffic capacity of the classified road network cannot rely for relief on the local minor road network.*
33	Object	The closure of Woods Hill benefits relatively few while inconveniencing many more who are faced with longer routes and increased journey times.	39, 42, 65	*Inconvenience to the local community is acknowledged but considered to be a fair concession in addressing the safety issues that have motivated the experimental prohibition. The traffic capacity of the classified road network cannot rely for relief on*

				the local minor road network.

34	Object	The traffic displaced from Woods Hill has exacerbated the existing congestion at the Viaduct junction leading to an increase in pollution.	11, 22, 65	*The traffic capacity of the classified road network cannot rely for relief on the local minor road network. Any increase in pollution at the Viaduct junction, where there are few adjoining residential properties, is an acceptable balance to the inevitable decrease in pollution at Woods Hill where the density of residential development is higher.*
35	Object	"The permanent closure of Woods Hill may benefit the Council in that upkeep and financial commitment will be reduced but it will have a huge and detrimental impact on the local community on a day-to-day basis."	65	*Several comments, based on personal perception, have been made, of which this represents one mode of opinion. There would be no change in the Highways maintenance commitment.*
36	Comment	The closure of Woods Hill should be accompanied by suitable engineering improvements to local roads having to bear the displaced traffic.	13, 64, 68, 69	*It is acknowledged that displaced traffic would migrate to other local roads. The circumstances would need to be monitored with a view to mitigating against any disbenefits relating to pedestrian safety and vehicle speeds.*
37	Object	The loss of an access/egress route such as Woods Hill increases inconvenience in the event of unplanned road works.	69, 70	*Roadworks, unless carried out as an emergency, are planned well in advance and the management of these works takes into account prevailing constraints on the local network.*
38	Object	Displaced traffic causes congestion and is detrimental to pedestrian safety on other local roads.	8, 28, 61, 68, 69, 70	*It is acknowledged that displaced traffic would migrate to other local roads. The circumstances would need to be monitored with a view to mitigating against any disbenefits relating to pedestrian safety and vehicle speeds.*
39	Comment	The experimental period for the ETRO should be extended due to the untypical traffic conditions brought about by lockdowns and the closure of Cleveland Bridge (Bath).	72	*The closure at Woods Hill is regarded as minor works, with limited impact on the overall network. It is not considered that the closure of Cleveland Bridge, or other changes on the local network, would have a significant impact on Woods Hill.* *It is not considered that an extension to the ETRO period would generate any useful, additional data likely to affect the overview of the traffic monitoring.*

40	Comment	Requests have previously been made to National Highways (formerly: Highways England) for revisions to signal programming at the Viaduct junction. Since this has not yet happened it is not possible to assess properly the impact of displaced Woods Hill traffic on that junction.	72	*Further representation to NH would determine whether any modification is feasible.*
41	Comment	Woods Hill, at its steepest, has a gradient of 25% and a width of approximately four metres. It serves as the pedestrian route to the village play area; if access were to be prevented from the A36 it would be necessary for vehicles in Woods Hill to turn in difficult circumstances, increasing the risk to pedestrians. The condition of the carriageway is poor and has been notified for resurfacing works; these works should be carried out while vehicular access from the A36 is still possible. A better point for the 'closure' would be south eastwards down the hill at the junction with the one-way loop.	12	*Should a permanent driving prohibition be imposed, supported by a physical barrier, it would become necessary for vehicles to turn around at some point in Woods Hill. If the prohibition were situated at the one way loop it would require the upper part of the hill to be accessed from the A36. Since there would be no possibility of turning vehicles within that length of road it would raise the prospect of vehicles having to reverse into, or out of the junction with the A36; these would obviously be unacceptable movements on the trunk road. It would therefore be preferable for vehicles to turn at the one-way loop, avoiding the risks of manoeuvring amongst free-flowing traffic at the A36 junction.* *The temporary barriers currently in place could be removed to allow access for highway maintenance works.*
42	Comment	"I haven't seen any evidence supporting the argument that Woods Hill is used as a rat run; because of its nature it is difficult to negotiate, and I wouldn't imagine that commuters are travelling this route on a daily basis. Having said that, turning right at the junction of A36/B3108 is difficult especially. How many commuters are travelling this route? Only the small number of commuters who live north of A366 or those	12	*Several comments, based on personal perception, have been made, of which this represents one mode of opinion.*

		people visiting Dorothy House from the South west."		
43	Comment	The speed limit in Church Lane should be reduced to 20mph to counter the effect of displaced traffic from Woods Hill.	64	*It is acknowledged that displaced traffic would migrate to other local roads. The circumstances would need to be monitored with a view to mitigating against any disbenefits relating to pedestrian safety and vehicle speeds.*
44	Comment	The speed limit on the A36 should be reduced to 30mph to provide a safer regime for increased turning movements involving displaced traffic; the precedent for this exists at Woolverton.	28, 64	*This is a matter for consideration by National Highways.*
45	Comment	A right turn filter lane should be provided at the Viaduct junction to manage the increase in volume due to displaced Woods Hill traffic.	11, 64, 68	*This comment should be referred to National Highways, but it appears that the width constraint imposed by the viaduct parapets would preclude such a measure.*
46	Support	The circumstances at the Woods Hill junction are part of a larger problem also involving the junction of Middle Stoke with the A36. The speed limit on the A36 should be reduced to 30mph. Those who complain that they cannot use Woods Hill are either selfish or short sighted.	17	*The experimental traffic order at Woods Hill was implemented to deal directly with conditions in that road. Circumstances at the Lower Stoke junction are a separate issue that would inevitably require consultation with National Highways.* *The speed limit on the A36 is a matter for consideration by National Highways.* *The point has been made by other respondents that using Woods Hill is a legitimate way to reduce journey time. However, the use of such amenity must be weighed against safety, quality of life and certain material considerations such as damage to property.*
47	Support	The red surface treatment patches at the start of the 40mph restriction on the A36, near Church Lane were not replaced after recent resurfacing works. This has diminished the visual impact of the change in speed limit.	28	*This is a matter for consideration by National Highways.*

48	Object	The integrity of the experimental traffic order is in question. By what criteria will the performance of the ETRO be measured? The ETRO should be suspended until such time as it can be assessed properly.	44, 45	*The Experimental TRO has allowed Wiltshire Council, the Parish Council, and residents to determine how well a permanent closure would work. The Parish Council has monitored the effect of the closure on the surrounding roads within Limpley Stoke for a period of 6 months from implementation. All interested parties have been able to comment on the ETRO during that 6-month period. Those comments, together with amassed traffic data have been taken into account in conjunction with local road safety considerations, to determine the future of the ETRO.* *It is not considered that suspending or extending the ETRO period would generate any useful, additional data likely to affect the overview of the traffic monitoring.* *The closure at Woods Hill is regarded as minor works, with limited impact on the overall network. It is not considered that the closure of Cleveland Bridge, or other changes on the local network, would have a significant impact on Woods Hill.*
49	Comment	It would be desirable to see Wiltshire Council's environmental impact assessment, including a projection of emissions arising from extended journeys.	48	*No formal environmental impact assessment is required on changes of this type, and the change in traffic flows would be small.*