

Reference	Comment	Officers Response
	<p>Winsley Parish Council</p> <p>Winsley Parish Council supports the lowering of the speed limit to 40 mph on the B3108 in accordance with the reasons provided in the notice.</p> <p>Winsley Parish Council does not support the proposal which restates the 50 mph speed limit along the B3108 to the junction with Murhill for the following reasons:</p> <ul style="list-style-type: none"> • Since the B3108 was first designated a 50 mph speed limit road its use has changed dramatically. This has meant an increasing number of vehicles are stopping on, turning from or on to the B3108 at various points together with most residential properties in the Winsley Parish having access along this stretch of road. <p>Notably these include:</p> <ul style="list-style-type: none"> • Bradford on Avon Rugby Club. • The change to the D1 bus route led to establishing 2 bus stops by the Rugby Club. • The D1 bus enters and leaves Tynning Road. • Hartley Farm shop and cafe together with other light industrial use has led to increased traffic and pedestrian activity at the lane opposite Dane Rise (in July 2019 a vehicle a minute either entered or left the lane during daytime). • There are holiday rental cottages and a Farm Camp located at Church Farm. All generate turning traffic and non-vehicular access. • The junction with Limpley Stoke Road provides access to Dorothy House Hospice which has significant daily traffic movements. • The Limpley Stoke junction provides the main access to various Winsley facilities. Notably: Bowls Club, Cricket Club, Pub, 2 Churches and the Village Hall. • Avonpark Retirement Village access is on a bend in the road, pedestrians (elderly) must cross the road for the bus stop. • Opposite is a lane to Conkwell where there is limited visibility when accessing the B3108. Vehicles include horse boxes. • This stretch of the B3108 dissects an area of outstanding natural beauty with a 	<p>The support for the implementation of a permanent 40mph speed limit as advertised is noted.</p> <p>With regard to the request to extend this to encompass all of the existing 50mph speed limit, Wiltshire Council is currently undertaking a review of the B3108 between Winsley Hill and the roundabout with the B3108 following a number of concerns relating to vehicle speeds and difficulties faced by pedestrians. The speed limit on this section will be reviewed and addressed by that study.</p>

	<p>myriad of footpaths and country lanes. These are heavily used by cyclists, walkers and horse riders all of whom are entitled to safely cross a road where speed is commensurate with the use to which it is put. Elderly, disabled and those pushing accompanying young children are particularly vulnerable.</p> <p>There is no merit in a 50 mph speed limit in terms of reduced journey time and certainly not in terms of vehicle emissions.</p> <p>Towards Bath vehicles must slow down to enter the 40 mph limit then slow down further as they navigate the single line / alternate access under the railway bridge then again wait at traffic lights to enter the A 36.</p> <p>Towards Bradford on Avon traffic will slow down in the residential area from Downs View to the A363.</p> <p>Wiltshire Highways has in hand a review of the B3108 in Winsley which includes traffic management and pedestrian issues in the Area of Dane Rise, Tynning Road and the lane to Hartley Farm. This is an ongoing agenda item within the Community Area Transport Group (CATG).</p> <p>CONCLUSION</p> <p>Winsley Parish Council proposes that the entire length of the B3108 from a point 120 metres west of its junction with Downs View, Bradford on Avon to 40 metres east of its junction with Murhill be subject to a speed limit of 40 mph</p>	
	<p>Cllr Johnny Kidney, Member for Winsley and Westwood Division</p>	
	<p>Many thanks for the opportunity to comment on the proposal to make the new 40mph speed limit between Winsley and Downs View, Bradford-on-Avon, permanent. As the local councillor who originally proposed the reduction to 40mph on this stretch for the safety of young people from Winsley walking and cycling to school in Bradford, I wholeheartedly support the introduction of a permanent limit of 40mph on this stretch as proposed in Order 1. It will benefit young people, vulnerable older residents and will contribute to improved air quality. It will also prepare drivers for the installation of the permanent shared cycle and footway being constructed on this</p>	<p>The support for the implementation of a permanent 40mph speed limit as advertised is noted.</p> <p>With regard to the request to extend this to encompass all of the existing 50mph speed limit, Wiltshire Council is currently undertaking a review of the B3108 between Winsley Hill and the roundabout with the B3108 following a number of concerns relating to vehicle</p>

	<p>stretch next summer. Thank you for this proposal and I look forward to it being implemented.</p> <p>However, the excellent and warmly welcomed proposal in Order 1 must be extended to Order 2 (relating to the retention of the existing 50mph limit on the remainder of the B3108 in Winsley). I have been campaigning for many years to have the limit on this further stretch reduced to 40mph given the limited visibility at key junctions (Tyning Way, and Dane Rise/Hartley Farm). I have had assurances from the leadership of the Council in the past that this would be given proper consideration. With the increase in activity at BoA Rugby Club and Hartley Farm (a hugely popular community resource which recently secured planning permission to expand its operations), more and more residents are crossing the B3108 by foot, on bikes or on horseback to access these facilities on the north side of the B3108. This includes young families, groups of children from the village pre-school etc. At the same time, a marked increase in traffic levels have been noted on the B3108, particularly HGV traffic, following the introduction of the Clean Air Zone in Bath, rendering the B3108 the shortest diversion for traffic seeking to access the A4/46 from the A36. As a result, it is more important than ever before that the community’s repeatedly stated wish to see traffic speeds reduced to 40mph along the entire B3018, and to 30mph on Winsley Hill and over the Kennet and Avon canal, is more urgent than ever before. We must not wait until there is a fatality. We can no longer simply revert to a “computer says no” mentality. Now is the time to act, to deliver on the wishes of the community, and to reduce the speed limit on the B3108 to 40mph on its entire length from Downs View, through Winsley, and then to 30mph through the residential area of Winsley Hill and the residential/leisure zone in the vicinity of the canal crossing.</p>	<p>speeds and difficulties faced by pedestrians. The speed limit on this section will be reviewed and addressed by that study.</p>
	<p>Other comments</p>	
	<p>I propose the lowering of the speed limit from 50mph to 40mph on the B3108 from Bradford on Avon to the A36.</p> <p>I go on to the B3108 from Dane Rise either to Bath or Bradford on Avon and have on many occasions had cars nearly on top of me. The view from Dane Rise (opposite the road to Harley Farm) is limited. and the speed the cars are travelling does not give you</p>	<p>Wiltshire Council is currently undertaking a review of the B3108 between Winsley Hill and the roundabout with the B3108 following a number of concerns relating to vehicle speeds and difficulties faced by pedestrians. The speed limit on this section will be reviewed and addressed by that study.</p>

	<p>time to clear into the appropriate lane. You can only do 50mph on the A46 which is a main road. That is why the speed limit on the B3108 should never have been so high.</p>	
	<p>Please, please keep the speed limit to 40 mph.</p> <p>Every school day, my children walk from Winsley to St Laurence along this narrow path and back in the afternoon (in the dark in the winter). Please for children's safety keep the reduced speed limit. My nephew in the opposite direction to come to Winsley junior school.</p> <p>During the cycle path experiment, my 12 year old daughter slipped off the curb on her way to school, as it's so narrow. Luckily she slipped into a cycle lane and not what would previously have been 50mph traffic. She had a grazed knee rather than getting squished by oncoming traffic which is what will eventually happen to someone's child if you revert to 50mph on this stretch.</p> <p>My son has previously come off his bike (on his way to school) along this stretch, when it used to be 50mph and was very lucky not to be killed.</p> <p>It's been a death trap and a fatality waiting to happen, for the kids of Winsley for years. The difference in motorist journey times, to protect the school kids. I'd estimate that at least 50 kids use this stretch and often bustle for position on the pavement. They use this narrow footpath because they have no alternative that doesn't include either a bull in a field or a massive detour down single track country lanes. The alternative is parents will drive them and car emissions will go up and climate change worsen. I know I will.</p> <p>This reverting to 50mph terrifies me and is unnecessarily fast for this stretch of road. The older folk that have complained are still in bed when the school kids are walking in so have no idea of the risk - they are particularly interested in getting to BoA 0.5 seconds faster after 11am. Maybe a traffic light system of 30mph at school travel time, and reverting to faster speed outside school commute time would be the answer. I still think 40mph is fast enough though.</p>	<p>The comments of support are noted.</p>

	<p>We very much support the retention of the current 40mph limit on that section of the B3108 Winsley Road between the Bradford on Avon 30mph section and the roundabout at Winsley.</p> <p>The introduction of this limit led to a noticeable reduction in traffic speed with an improvement in road safety. When this section was 50mph there were regular instances of traffic emerging from Downs View narrowly avoiding accidents as traffic coming from the Winsley direction did not slow adequately on entering the 30mph zone.</p> <p>As we need to cross the road to walk via the pavement to Bradford on Avon we are also much happier, and feel safer, in having to cross a 40mph limited road rather than having to guess if vehicles are accelerating hard as they come round the bend from Bradford on Avon</p> <p>As nearby residents we have also benefitted from a reduction in noise pollution and disturbance, particularly at night, from the reduction in traffic speed and strongly urge the Council to retain the 40mph limit</p>	<p>The comments of support are noted.</p>
	<p>The reduction in speed from 50 to 40mph, in conjunction with the cycle-lane bollards has led to a reduction in speed generally, less overtaking, due to less space and fewer incidents of dangerous driving.</p> <p>There has been a reduction in noise levels.</p> <p>There is now an option for safer cycling on the road.</p> <p>All these are very positive reasons for retaining the 40mph speed on this section of road.</p>	<p>The comments of support are noted</p>
	<p>The route is well used by students walking and cycling to St Laurence School from Winsley</p>	<p>This comment is noted.</p>
	<p>I support the reduction of the speed limit from 50mph to 40mph not only along the cycleway between BOA and winsley, but also this reduction should be applied the rest of the B3018 along the Winsley bypass towards Limpley Stoke. There have been</p>	<p>The comment of support is noted.</p>

	<p>numerous RTAs along this stretch over the years and excess speed is a contributing factor. Add in the increase in pedestrian and cyclist activity along here (eg crossing to the Hartley farm shop) by children and adults, the current 50mp is a dangerous.</p>	
	<p>Please register my support for a permanent speed reduction between Bradford-On-Avon on Avon and Winsley. I support a reduction to 40mph or even 30mph as a resident of nearby Downs Close.</p> <p>Since the reduction was brought in temporarily it has improved safety when walking or cycling that stretch. It has also reduced noise and improved air quality in my opinion and it has made it safer to use the Downs View junction and bus stops.</p>	<p>The comment of support is noted.</p>
	<p>I would like to offer my <u>support</u> for the reduction in the speed limit to 40mph on the stretch of B3108 from Winsley into Bradford on Avon.</p> <p>I do feel that the council have given a false choice with this consultation though as the whole of the B3108 deserves a reduced speed limit and 40mph is still too fast. Lower speed limits:</p> <ul style="list-style-type: none"> • Reduce emissions from vehicles • Reduced noise from vehicles • Enable cycling and walking by making people feel safer • Reduce the risk of collisions • Reduce the chance of severe outcome of a collision • Reduce damage to the road • Improve the range of all vehicles especially electric vehicles (EVs) and hybrids <p>I will address each of these points in more detail:</p> <p><u>Reduced Emissions:</u></p> <p>The B3108 runs extremely close to where hundreds of people live, reducing the speed limit will have a significant reduction in harmful emissions, reducing the burden on the NHS and helping to reduce greenhouse gases.</p>	<p>The comments of support are noted.</p> <p>Wiltshire Council is currently undertaking a review of the B3108 between Winsley Hill and the roundabout with the B3108 following a number of concerns relating to vehicle speeds and difficulties faced by pedestrians. The speed limit on this section will be reviewed and addressed by that study.</p> <p>This section of the B3108 does not meet the criteria set out by the Department for Transports Circular 01/2013 ‘ Setting Local Speed Limits’ or the adopted Wiltshire Council policy for the provision of 20mph speed restrictions. A 20mph speed limit cannot be considered for the B3108 at this time.</p>

<p>https://www.20splenty.org/emission_reductions</p> <p>A vehicle accelerating from a junction or house to 40 uses 4 times the energy (fuel) of a vehicle accelerating to 20.</p> <p>In West Dorset, the most polluted road in the country had roadside concentrations reduced by a (non enforced) reduction in speed limit https://www.bridportnews.co.uk/news/19291528.speed-limit-changes-chideock-hill-made-permanent/</p> <p>The only microsimulation modelling study of emissions (i.e. considers accelerations and braking of vehicles) estimated enforced 20mph would reduce roadside NO2 concentrations by 60% https://www.aqconsultants.co.uk/CMSPages/GetFile.aspx?guid=d2c734f6-be6f-4ec6-8d6c-ca363b36c66a</p> <p><u>Reduced Noise</u></p> <p>The economic harm of noise from roads is equivalent to that from collisions (around £9billion per year) https://www.gov.uk/guidance/noise-pollution-economic-analysis</p> <p>The health damage is huge https://www.thelancet.com/journals/lancet/article/PIIS0140-6736(13)61613-X/fulltext</p> <p>Because vehicles at 20 have considerably less kinetic energy and use less energy during acceleration, the noise from the road is reduced. Numerous studies have found noise from 20mph roads are half that of 30. Reductions from 40 would be even greater.</p> <p>A German study found the introduction of 30 kmh (20 (mph) zones into residential streets allows a reduction up to 3 dB(A) https://www.lk-</p>	
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starnberg.de/media/custom/613_4453_1.PDF A 1999 Swedish study found that having an urban environment with combined 50kph (30mph) and 30kph (20mph) zones produces a more “jerky” traffic flow than blanket 30kph (20mph) and consequently more noise (2-4 db increase) <https://www.diva-portal.org/smash/get/diva2:673292/FULLTEXT01.pdf%20>

The RAC produced a graph of noise plotted against speed https://www.researchgate.net/figure/Engine-noise-and-rolling-noise-as-a-function-of-speed_fig6_305445882

Enabling Cycling and Walking and Reduced Risk of Collisions

My 7 year old son and wife have cycled for work, education and recreation considerably more on that stretch of road since the reduced speed limit has been in place. Studies have shown that a reduced speed limit increases the take up of active travel such as cycling.

<https://www.cyclinguk.org/campaign/20-mph-lower-speeds-better-streets>

The B3108 has been the location of around a dozen serious accidents over the last 20 years or so (according to crashmap.com) and dozens more accidents. A lower speed limit would have undoubtedly reduced this number and make other road users

Winsley residents cross the B3108 frequently at a number of points, particularly the crossing to Hartley Farm which is an important amenity for villagers. 40mph is still very fast for small children to cross the road safely and without rushing and potentially falling.

Reduce the Risk of Severe Outcomes of Collisions

Reducing the speed of collisions also considerably reduce the kinetic energy of the impact which means that the outcome is likely to be less severe as this calculation

shows:

- The energy of an average weight vehicle (1400kg) at 40mph (kinetic energy (J))
= $1/2 \times \text{mass}(\text{kg}) \times \text{velocity}(\text{m/s})^2 = 0.5 \times 1400 \times 18^2 = 226,800\text{J}$
- The energy of an average weight vehicle (1400kg) at 20mph (kinetic energy (J))
= $1/2 \times \text{mass}(\text{kg}) \times \text{velocity}(\text{m/s})^2 = 0.5 \times 1400 \times 9^2 = 56,500\text{J}$

If a vehicle at 40 hits a pedestrian or a cyclist that vehicle has 4 times the energy of a vehicle at 20.

Reduces damage to the road

Because a vehicle at 20mph has 4 times less energy it also dissipates 4 times less energy through the tyres and the road when accelerating and braking. This is one reason why road damage is lower with lower speed limits.

Tower Bridge in London is the only ANPR enforced 20mph zone in the country. It is in place as 20 reduces vibrations through the road <https://www.london-se1.co.uk/news/view/3101>

It says a lot that enforcing 20mph to preserve a national monument is deemed more important than reducing injuries and saving lives (the reason for the rest of the 20mph zones in the country).

Increases range of electric vehicles and Hybrids

20mph is the most energy efficient speed for a car shaped/sized vehicle, it is only the gearing of internal combustion engine that means that a speed between 35-60mph is the most efficient cruising speed (not stop start speed) for a conventional car. For EVs 20mph is the optimum speed even on motorways, see graph from a blog by Elon Musk <https://www.tesla.com/blog/model-s-efficiency-and-range>, as EVs become more common speed limits should be reduced to maximise efficiency.

	<p>In urban areas 20mph will increase range of all vehicles due to reduced acceleration.</p> <p>20mph should be implemented across urban areas. Sticking to 20mph also means hybrid vehicles can drive on the battery for longer.</p> <p>There is no question the speed limit should be reduced from 50mph, but why only to 40mph?</p> <p>The only possible benefit of higher speed limits is that someone gets to their destination faster</p> <ul style="list-style-type: none"> • 1km at 40mph takes around 1minute • 1km at 20mph takes around 2minutes <p>The B3108 is approx 6km in length, surely the few extra minutes that it would take at a speed below 40mph would be worth it for all the above benefits.</p> <p>I hope you will consider my points above and issue a revised consultation in the future for a much lower speed limit.</p>	
	<p>I wish to register my objection to the 40mph speed limit that is proposed to be made permanent for the above road. I can see no valid reason to impose such a reduction. I will also take this opportunity to raise an objection to the cycle way that was installed, somewhat confusingly for 'social distancing' but now claimed to also to be made permanent? I really have to question the benefit of such a short stretch of 'enabled' road when it doesn't lead to anywhere, such as St Laurence School or Bradford on Avon? And to what benefit? It made a safe road very unsafe! Just how many accidents or injuries have there been on this road? And the same comments refer to the intention to reduce the speed limit. Just why? Is it just because there seems to be a thing to reduce limits? When will we be back to a body walking in front with a red flag?</p> <p>Similar comments apply for the consideration for the Winsley bypass to reduce the</p>	<p>The objection to the introduction of a 40mph speed limit is noted. The reduction of the speed limit to 40mph is to improve perceived and actual safety for users of this route, particularly vulnerable road users, to encourage walking and cycling in conjunction with improved pedestrian and cycle facilities.</p> <p>The temporary cycle scheme has now been removed; however, a permanent scheme creating a shared use path is to be provided. This follows requests for improvements from the parish council and local representatives as well as the consultation regarding the</p>

	<p>speed limit although there is more concern for the environment. It has been proved conclusively for many years now that engines are much more efficient and therefore less polluting at 50 mph. And as I live right next to the bypass, I want less pollution please! There is actually an issue of it being enforced too. Being next to it, I often hear vehicles and motorbikes, admittedly usually at night, that must be exceeding even the 50 mph limit so how do you think that 40 mph will be respected? And the rare number of accidents on the bypass have tended to have been at night too. I firmly believe that a more effective use of money is for automatic speed displays maybe together with flashing junction warnings for the Tynning Road and Dane Rise roads. This has been used to great benefit in other areas.</p>	<p>temporary scheme in December 2020. The objection to a permanent provision is noted.</p> <p>Wiltshire Council is currently undertaking a review of the B3108 between Winsley Hill and the roundabout with the B3108 following a number of concerns relating to vehicle speeds and difficulties faced by pedestrians. The speed limit on this section will be reviewed and addressed by that study.</p>
	<p>I wish to object strongly to the possible raising of the speed limit to 50mph again. As it is many people regularly exceed the limit including some very noisy motorbikes and unless a speed camera is installed it seems nothing is ever done to check the speed. It has at least been slightly better with the narrower road with the bollards in place and the 40mph limit.</p>	<p>The support for the introduction of 40mph speed limit is noted.</p>
	<p>3 points: A. Publishing a consultation with a <4 week response time during a holiday month is not the way to ensure proper consultation with affected people. B. The case for a 24/7/365 reduction to 40mph is not proven where the need is for reduced speed in the ~2 hours per school day. Alternative schemes should be considered such as used outside schools with short periods of light-controlled reduced speed limits just for those times (minimising the adverse impact on the majority of road users at all other times). C. I disagree with the additional call by Winsley Parish Council to reduce the whole bypass limit to 40mph. No evidence has been presented to show that such a restriction is needed. If excess speed is thought to be a problem, introduce speed monitors instead of further inconveniencing road users.</p>	<p>The legal advertisement ran from 6 to 31 August, with 32 items of correspondence received, indicating that press notices, site notices and publication of the legal advertisement on the Wiltshire Council website was successful in reaching those interested in this proposal.</p> <p>The reduction of the speed limit to 40mph is to improve perceived and actual safety for users of this route, particularly vulnerable road users, to encourage walking and cycling in conjunction with improved pedestrian and cycle facilities. This is a requirement throughout the day to cater for all, not just at the start and end of the school day.</p> <p>Light controlled advisory limits may be used outside of schools; however, this location, whilst used on the</p>

		<p>journey to and from school, is not directly outside of a school and therefore such a limit cannot be installed.</p> <p>Wiltshire Council is currently undertaking a review of the B3108 between Winsley Hill and the roundabout with the B3108 following a number of concerns relating to vehicle speeds and difficulties faced by pedestrians. The speed limit on this section will be reviewed and addressed by that study.</p>
	<p>I object to the Winsley Parish council's proposal (Order 2021) for an extension of the 40 MPH limit on the Winsley Bypass section of the B3108.</p> <p>I have lived in Winsley since 1984, which was prior to the bypass being completed, and have never experienced any problems with the 50 MPH limit on this road.</p> <p>Indeed apart from the Hartley farmshop traffic (which itself should be analysed due to the two-way traffic trying to use the narrow and indeed dangerous single track lane from opposite Dane rise on the B3108 to the farmshop) I honestly cannot perceive any real difference in traffic since the bypass was completed. The Di bus always used the bypass (albeit different sections of it), and the other reasons listed in the parish council's response to the order have not changed significantly in the last 30 plus years.</p> <p>No amount of traffic signs will slow down the boy racers and hence any changes will have no real effect on traffic flow and speed (the 40 MPH on Winsley hill and the lower sections of the B3108 leading to the traffic lights on the A36 are sensible and appropriate for the steepness and curvature of thar section, which themselves limit traffic speeds).</p> <p>I therefore suggest that the speed limits remain as they currently are and hence save some of the scarce financial resources of Wiltshire county council.</p>	<p>Wiltshire Council is currently undertaking a review of the B3108 between Winsley Hill and the roundabout with the B3108 following a number of concerns relating to vehicle speeds and difficulties faced by pedestrians. The speed limit on this section will be reviewed and addressed by that study.</p> <p>The advertised proposal does not include the implementation of a 40mph speed limit on the entirety of the B3108.</p>

	<p>I think that a 50mph speed limit here is dangerous. Where cyclists share a path with children walking 2 and 3 abreast and with frequent deer and badger crossings further accidents will occur unless the speed limit is reduced</p>	<p>The advertised proposal is to introduce a 40mph speed limit between Bradford on Avon and Winsley. This will be a reduction from 50mph.</p>
	<p>Feedback as advised by Johnny Kidney re. the Winsley to Bradford on Avon temporary road and cycleway scheme, and proposal to make it permanent:</p> <p>I think the 40mph speed limit should be retained and extended along the whole of the Winsley bypass. Since the old speed limit was created, we now have a very busy Rugby Club and also a very busy Farm Shop which have increased hugely the number of pedestrians crossing and also the number of cars entering and leaving the junctions, not to mention the frequent delivery vehicles.</p> <p>At both those locations, visibility for pedestrians seeking to cross is totally inadequate for the speed of the traffic. Ideally this limit should be 30mph, which means drivers will actually travel at 40 mph. The current 50 mph results in vehicles racing at very high speeds, and of course there have been collisions. However, the 40mph proposed is an excellent idea, if adhered to.</p> <p>The temporary cycle lane has been a disaster. It is under-used and results in a very narrow road width and anecdotally reports of many near-misses and some lost wing mirrors.</p> <p>It requires very good concentration and I have met quite a few cars and HGV's who have forced me to swerve between the temporary bollards to avoid crashing, as they meander across out of their lane. Wide HGV's simply cannot pass without using the lay-by or swerving between the bollards. Cyclists continue to use the road as well, and of course cannot be passed safely.</p> <p>Get rid of it.</p>	<p>Wiltshire Council is currently undertaking a review of the B3108 between Winsley Hill and the roundabout with the B3108 following a number of concerns relating to vehicle speeds and difficulties faced by pedestrians. The speed limit on this section will be reviewed and addressed by that study.</p> <p>The temporary cycle scheme has now been removed; however, a permanent scheme creating a shared use path is to be provided. This follows requests for improvements from the parish council and local representatives as well as the consultation regarding the temporary scheme in December 2020. The objection to a permanent provision is noted.</p>
	<p>Access from our drive [by lay-by] onto the B3108 is very dangerous when traffic speeding along & overtaking; so we support 40 mph as we often have to go to the by-</p>	<p>The comment of support is noted.</p>

	<p>pass roundabout and return along the B3108 to BoA.</p>	
	<p>We live just on the Murhill Junction, at the top of the inhabited section of Winsley Hill. If there was a speed camera, it would record large numbers of drivers racing both up and down the road, well over the current 40 mile limit that we live just inside. Daily, we see near misses as people try to negotiate the narrow turning into Murhill with traffic bearing down from above.</p> <p>Were the limit to be extended around the whole village, to Bradford on Avon, I think people would regard it as less of a free for all. It's not as if there aren't masses of junctions all the way along. All the houses, then Murhill, Blackberry Lane, Avon Park, the main road into Winsley, Church Farm, the road to Conkwell, the lane to Turleigh, Hartley Farm, Tyning Road, and then the roundabout. This is an awful lot of traffic coming on and off a 50 mile an hour road. It would be more appropriate to make the whole section a 40 limit, and review the possibility of making Winsley Hill a 30.</p>	<p>Wiltshire Council is currently undertaking a review of the B3108 between Winsley Hill and the roundabout with the B3108 following a number of concerns relating to vehicle speeds and difficulties faced by pedestrians. The speed limit on this section will be reviewed and addressed by that study.</p>
	<p>I'm writing in regard to the speed limit on the Winsley bypass B3108, as a resident of Dane rise and parent of two young children, the 50mph speed deeply concerns me. We are quite active people and use the lanes behind Hartley farm for recreational use, we also use the farm shop on a biweekly basis, accessed on foot, and we use church farm for swimming lessons, which we walk to. I also cycle up Hartley lane once or twice a week, which means I need to cross at the Dane rise junction. I avoid cycling on the by-pass as much as possible.</p> <p>Recently I came to cross the Hartley/Dane rise junction on my bike with my then 3 year old son on the tag-a-long bike, but he fell off and he was stranded in the middle on the road. My fellow cyclist who had her baby on the back of her bike put her self at risk by standing in the road to hold up traffic, while I grabbed my son and moved the bikes. It was a very traumatic experience and luckily there was not a collusion but it's only a matter of time.</p> <p>Every time we cross the road it's a challenge to get the timing right. Due to the curvature of the road and dip near the Tyning Road junction it doesn't leave you much lea way or time to get across. I've also seen this with my mum who is in her 60s and</p>	<p>Wiltshire Council is currently undertaking a review of the B3108 between Winsley Hill and the roundabout with the B3108 following a number of concerns relating to vehicle speeds and difficulties faced by pedestrians. The speed limit on this section will be reviewed and addressed by that study.</p>

	<p>not as fast on her feet. The thought of her taking my children across the road fills me with dread.</p> <p>The survey that was done at the junction with Dane Rise in June 2020 wasn't done at a time when the junction was particularly busy due to the pandemic, and since then the farm shop has expanded their shop part and their cafe area has more than doubled. This is contributing to more traffic. Also the clean air zone in Bath is diverting much traffic via the B3108 I have noticed a lot more heavy good vehicles.</p> <p>The speed and lack of proper crossing on the B3108 is the only negative part about living here.</p>	
	<p>I support the retention of the 40 mph limit on Winsley Road and I would like to see it extended to the remainder of the Winsley bypass round Winsley and down Winsley Hill.</p>	<p>The comment of support is noted.</p> <p>Wiltshire Council is currently undertaking a review of the B3108 between Winsley Hill and the roundabout with the B3108 following a number of concerns relating to vehicle speeds and difficulties faced by pedestrians. The speed limit on this section will be reviewed and addressed by that study.</p>
	<p>I am the Village Manager at Avonpark Retirement Village, and I would like to raise an objection to the proposed TRO reference LIB/TRO/WINS40. We currently have 70 residents over the age of 70 at Avonpark with a number using the bus stop at our entrance on to B3108. Either side of the entrance there are 2 blind corners with traffic regularly coming too fast around both bends. For the safety of our residents and their guests we are increasingly worried about the speeds and the volume of traffic which is using the B3108 to navigate around Bath. Please could you bear this in mind when making your decision at the end of August.</p>	<p>Wiltshire Council is currently undertaking a review of the B3108 between Winsley Hill and the roundabout with the B3108 following a number of concerns relating to vehicle speeds and difficulties faced by pedestrians. The speed limit on this section will be reviewed and addressed by that study.</p>
	<p>I strongly support this proposal, but would prefer a speed reduction to 30mph along the whole stretch between Bradford and Winsley. I live just within the Bradford</p>	<p>The comment of support is noted. Unfortunately, this location does not meet the criteria set out by the</p>

APPENDIX 3

	<p>30mph speed limit on Winsley Road, but cars are often still going quite fast making it harder to cross the road safely. I'm glad there are plans to provide a cycle/pedestrian path, and hope that this remains as wide as at present. For those of us living in the Downs View area, Winsley facilities such as the health centre, can be more convenient to access without a car (level route) than going into Bradford.</p>	<p>Department for Transport circular 01/2013 ' Setting Local Speed Limits' for a 30mph speed limit.</p>
	<p>I am writing to support the Winsley Parish Council in their wish to reduce the speed limit top 40 mph for the entire stretch of the B3108. The volume of traffic now using the B3108 has significantly increased and with the number of side turnings off this road the 40 mph speed limit is essential for the safety of local residents, children, young people, the elderly and drivers. The speed at which some vehicles travel is well above 50 mph and often dangerous. It is also important for the safety of residents at Avon Park crossing the road for buses or walking. It is not safe for vehicles to drive at a speed of 50 mph either up or down Limpley Stoke Hill with the bends, number of cyclists now using this road and the need to stop safely at the narrow bridge where vehicles coming from Bath/Limpley Stoke up Winsley Hill. The many reasons given by the Parish Council in having a 40 mph speed limit are both valid and compelling.</p> <p>I would like my views added to the consultation please. As a resident of the village for over 40 years, the safety of all village residents should be a priority for the Council when considering this speed limit.</p>	<p>Wiltshire Council is currently undertaking a review of the B3108 between Winsley Hill and the roundabout with the B3108 following a number of concerns relating to vehicle speeds and difficulties faced by pedestrians. The speed limit on this section will be reviewed and addressed by that study.</p>
	<p>I'm writing to raise my objection to the 50mph limit being reinstated along the Winsley bypass.</p> <p>The amount of local children crossing this road on a daily basis is high and it is difficult to do so safely - even with parental supervision - due to the speed of the cars and the short line of vision due to bends and inclines.</p> <p>It has always been an issue, but more so now that Hartley Farm has grown in its offering and the number of people and frequency of visits from the village is growing. It feels very unsafe for adults let alone children or the less able such as the many elderly residents who reside here.</p>	<p>The advertised proposal is to introduce a 40mph speed limit between Bradford on Avon and Winsley.</p> <p>Wiltshire Council is currently undertaking a review of the B3108 between Winsley Hill and the roundabout with the B3108 following a number of concerns relating to vehicle speeds and difficulties faced by pedestrians. The speed limit on this section will be reviewed and addressed by that study.</p>

	<p>I understand that the proposed combining of the existing cycle path and pavement has now been delayed until August 2022.</p> <p>This delay is extremely unfortunate ...it should have been implemented at the outset.</p> <p>This being the case, the present cycleway should be removed as a matter of urgency.</p> <p>Apart from the design being badly thought out at the outset it is now even more dangerous.</p> <p>The already narrow width between a raised kerb edge and protruding bollard feet is further diminished by weeds,overhanging uncut grass and fragments of unswept broken glass. In addition it is dangerous to use the pavement as a cyclist because of overhanging tree branches at the Downs View end.</p> <p>I make this observation as a regular cyclist who has tried to use the facility despite my reservations from the outset. I will no longer do so for the reasons stated.</p>	<p>The temporary cycle scheme has now been removed however a permanent scheme creating a shared use path is to be provided. This follows requests for improvements from the parish council and local representatives as well as the consultation regarding the temporary scheme in December 2020.</p>
	<p>We support this proposal as the stretch of road concerned is regularly used by walkers and cyclists and feels unsafe with cars driving at 50 miles an hour. They also often continue at speed when joining the 30 limit zone, and we hope a 40 mile an hour limit will reduce.</p>	<p>The comment of support is noted.</p>
	<p>I wish my comments to be included in this constant. I live in Trowbridge and travel several times a week to care for my elderly parents in Winsley. I travel at different times of day and different days. I have only once seen anyone using the new sectioned off piece of the road. That was pupils from St Laurence school, overtaking each other on foot and larking about.</p> <p>People leave the bypass, heading at speed into Bradford On Avon narrowly missing oncoming traffic. I have several near misses and it unsettles me on my journey.</p> <p>To be honest it's a waste of time, the majority of cars do not take heed of the speed limit of 40 and travel at exceeded speeds.</p>	<p>The temporary cycle scheme has now been removed however a permanent scheme creating a shared use path is to be provided. This follows requests for improvements from the parish council and local representatives as well as the consultation regarding the temporary scheme in December 2020.</p>

	<p>Please remove this unnecessary section and restore the road. The majority of pedestrians must be St Laurence school pupils, who use the pavement in a sensible manner.</p>	
	<p>This proposal is more than justified given the amount of traffic and the increasing size of lorries using this road. However, it is a straight, flat piece of road unlike Winsley Hill which will have the same speed limit, weight and amount of traffic. I would ask that urgent consideration be given to reducing the speed limit on Winsley Hill to 30mph</p>	<p>The comment of support is noted.</p>
	<p>Please turn this into a permanent cycle lane - one big pavement for walkers and cyclists. Reducing the speed limit would Also further enhance the safety of the children going to school</p>	<p>The temporary cycle scheme has now been removed however a permanent scheme creating a shared use path is to be provided. This follows requests for improvements from the parish council and local representatives as well as the consultation regarding the temporary scheme in December 2020.</p>
	<p>I strongly support keeping the speed limit 40 mph on this stretch of road. Myself and my neighbours regularly have to cross this road, to walk along the footpath and to catch the bus and drivers have a tendency to put their foot down on this straight stretch. Additionally with the possibility of the cycle lane continuing, the width of this road has been narrowed, which makes it all the more important to keep the speed limit reduced to allow for careful road use.</p>	<p>The comment of support is noted.</p> <p>The temporary cycle scheme has now been removed however a permanent scheme creating a shared use path is to be provided. This follows requests for improvements from the parish council and local representatives as well as the consultation regarding the temporary scheme in December 2020.</p>
	<p>I am writing in response to the proposal to restate the 50mph speed limit along the B3108 down to Murhill.</p> <p>The B3108 runs parallel to the village of Winsley and Hartley farm. Winsley is a family village with lots of families and small children riding bikes, using scooters or walking to cross the B3108 and using the pedestrian path.</p> <p>It is not appropriate that the speed limit is so high at the moment. It honestly feels like the council will only reduce the speed limit once there is an accident when it will be too late. There have been numerous requests by Winsley residents and the Winsley</p>	<p>Wiltshire Council is currently undertaking a review of the B3108 between Winsley Hill and the roundabout with the B3108 following a number of concerns relating to vehicle speeds and difficulties faced by pedestrians. The speed limit on this section will be reviewed and addressed by that study.</p>

	<p>Parish Council to reduce the speed limit but it feels the pleas are falling on deaf ears.</p> <p>I request that this section of the B3108 has the speed limit reduced.</p>	
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