

– Comments and Officer Response

Support		
Ref	Comments	Officer Response
S1	<p>Communities want traffic speed to be compatible with community life and survivability. 30mph is no longer fit for purpose in shared spaces, streets and roads where we have vulnerable users and traffic mixing. The most common public complaint is 'traffic going too fast'. Support is overwhelming for slower speeds in villages and towns.</p> <p>As a member of Cycle Friendly Devizes, we engage with people who chose to cycle in Devizes and they tell us that they 'don't feel safe', that they 'don't want to get crushed by a lorry' because of the traffic and the speed its going. With the town centre as a 20mph zone it will make people feel safer and therefore more inclined to use a bicycle to get into and around town for the short journeys. Substituting a bike ride for a car journey will reduce traffic and air pollution.</p> <p>Devizes has a problem with air pollution and most of it coming from traffic. Putting in a 20mph free zone is a step in the right direction towards reducing air pollution as the traffic is more likely to flow and there is not the acceleration off and on, creating more pollution.</p> <p>At 20mph, there is a reduction in crashes of 20%, this is great value for money through returns to society by crash and casualty reductions. 20mph brings door to door improvements with long lasting changes to a community and people’s habits, for a one-off cost. 20mph improves safety, perceptions of risk and encourages healthier travel choices.</p> <p>The community are asking for these changes, and it has support across the board. Wiltshire Council should respect the communities wishes, show leadership and make the right choice to implement 20mph in Devizes</p>	<p>The comments in support of the proposal are recorded.</p>

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<p>S2</p>	<p>I support the reduction in speed around the town. My only reservation is that a lot of speeding occurs evenings, so are these people likely to be apprehended? A few days ago my husband and I saw two cars speeding from the Market Place, along St John's Street to Long Street, well over the 30 mph speed limit. This was very dangerous, especially as the road narrows by the Town Hall. I don't think police are out and about much in the evenings, to spot these things. Are these drivers going to stick with 20 mph when they don't with 30 mph limit?</p> <p>I live just off Victoria Road, again a road where some drivers don't observe the speed limit. The path from the canal across to Sedgefield Gardens has the view obscured by a vehicle being able to park legitimately, nearby. The double yellow lines there should be extended. I try to be very cautious in case a child should run out from the footpath.</p> <p>Another gripe is cyclists on pavements who speed around corners and often go the wrong way along one-way streets, e.g. Maryport Street, Monday Market Street or Sidmouth Street. Are cyclists now allowed to cycle along The Brittox? There used to be a 'no cycling' sign there.</p>	<p>The comments in support of the proposal are noted.</p> <p>20-mph speed limits require the majority of vehicles to be travelling at or below 24-mph to be considered suitable. There will be a proportion of society who may accidentally or purposefully ignore speed limits. The Police remain the enforcement agency for speeding concerns and have developed a Community Speed Watch initiative to support their enforcement activity. Community Speed Watch can be undertaken in 20-mph speed limits should it be needed. More details can be found on the website of the Police & Crime Commissioner https://www.wiltshire-pcc.gov.uk/get-involved/volunteer/community-speedwatch/</p> <p>Where additional lengths of waiting and parking restrictions are considered necessary, these should be brought to the attention of the Town Council in the first instance. If supportive they can request amendments to restrictions through the Local Highway Footway Improvement Groups.</p> <p>Cycling on the footway or in contravention of restrictions should be brought to the attention of the Police. Wiltshire Council, acting as the Highway Authority, do not have powers to enforce against these activities. With regard to cycling in The Brittox, Wiltshire Council holds no Traffic Regulation Orders prohibiting its use by cyclists. If a desire exists to restrict use, this should be raised with Devizes Town Council in the first instance.</p>
<p>S3</p>	<p>As a resident of Victoria Road, I fully support the implementing of a 20mph speed limit.</p> <p>I have frequently seen cars and lorries speeding dangerously along the road. It is narrow with many parked cars, making it very difficult for drivers to see pedestrians intending to cross the road. Sedgefield Gardens is a cross over to the canal and a popular spot for pedestrians, children and dogs to cross. A slower speed limit would allow time for drivers to observe pedestrians in the street.</p> <p>On a daily basis there are many lorries and trucks delivering goods to the</p>	<p>The comments in support of the proposal are noted.</p>

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	<p>residents of Needham House residential home at the end of Victoria Road. The road is narrow and the trucks come very close to pedestrians, some of whom have disabilities and use mobile scooters. A 20mph speed limit would be a great improvement to the safety of pedestrians and residents of the street.</p>	
<p>S4</p>	<p>A good proposal. However, as joy riders are a recurrent and dangerous problem (particularly late evenings) how do you propose to police the limits? The Constabulary are unlikely to have the personnel to monitor the streets. Have you considered radar traps? Smiley faces are intrusive and no deterrent to joy riders!</p>	<p>The comment in support of the proposal is noted.</p> <p>20-mph speed limits require vehicles to be travelling at or below 24-mph to be considered suitable. There will be a proportion of society who may accidentally or purposefully ignore speed limits.</p> <p>The Police remain the enforcement agency for speeding concerns and have developed a Community Speed Watch initiative to support their enforcement activity. Community Speed Watch can be undertaken in 20-mph speed limits should it be needed. More details can be found on the website of the Police & Crime Commissioner https://www.wiltshire-pcc.gov.uk/get-involved/volunteer/community-speedwatch/</p>
<p>S5</p>	<p>This is an excellent scheme. Traffic speeds can be far too high, especially on Long Street and Station Road. It would be great if it could be extended to pedestrianising Sidmouth Street, Maryport Street and High Street, with access to Central Car Park from Sheep Street. How will it be enforced? Speed humps seem to be discredited, and the painted slaloms which were applied in Brickley Lane were a waste of money, as people just drove over them. Parked cars are a much more effective traffic calming measure. Allowing more parking in Long Street would slow the traffic, but might cause undue congestion. Maintaining the 30mph limit on New Park Street may encourage more traffic to go that way, adding to the serious congestion already there, which feeds back into Bath Road and London Road. A better to bus service and more walking and cycling opportunities might reduce the volume of traffic.</p>	<p>The comment in support of the proposal is noted.</p> <p>20-mph speed limits require vehicles to be travelling at or below 24-mph to be considered suitable. There will be a proportion of society who may accidentally or purposefully ignore speed limits.</p> <p>The Police remain the enforcement agency for speeding concerns and have developed a Community Speed Watch initiative to support their enforcement activity. Community Speed Watch can be undertaken in 20-mph speed limits should it be needed. More details can be found on the website of the Police & Crime Commissioner https://www.wiltshire-pcc.gov.uk/get-involved/volunteer/community-speedwatch/</p>

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<p>S6</p>	<p>Lowering the speed limits through town and near residential areas would be brilliant. I have young children and would love to cycle with them but the roads are simply not safe.</p>	<p>The comment in support of the proposal is noted.</p>
<p>S7</p>	<p>Hello it's great to have these speed limits around town in Devizes, as it does become a race course at times.</p> <p>But London Road could do with speed cameras to stop the speeders that I see every day, and at times people overtake you.</p> <p>I have had this happen to me 3 times.</p> <p>I sit in the garden and can hear squealing brakes being pressed hard when the traffic lights goes red. Its frightening as a day will come a child or adult will be knocked down.</p> <p>Lorries at night speed down London Road in Devizes this is.</p> <p>The noise is getting worse here now.</p> <p>Bikes and cars seem to use it as a racetrack late at nights and early mornings.</p> <p>Something needs to be done.</p> <p>It's everyday speeding for some.</p> <p>Lorries take longer to break and going past 30 will take longer!!</p>	<p>The comment in support of the proposal is noted.</p> <p>The Police remain the enforcement agency for speeding concerns and have developed a Community Speed Watch initiative to support their enforcement activity. More details can be found on the website of the Police & Crime Commissioner https://www.wiltshire-pcc.gov.uk/get-involved/volunteer/community-speedwatch/</p>
<p>S8</p>	<p>This is an excellent plan. Evidence from other schemes suggests that it will reduce pollution and accidents and encourage walking and cycling. A period of enforcement may be necessary to establish the new limit.</p>	<p>The comments in support of the proposal are noted.</p>
<p>S9</p>	<p>I am totally in support of this proposal, particularly hoping that it will stop people driving at dangerous speeds up Long Street.</p>	<p>The comments in support of the proposal are noted.</p>
<p>S10</p>	<p>First of all I would like to say how delighted I was to learn that you have resurrected the 2003/04 plan for a 20mph zone in Devizes as that excellent scheme was blocked by the council at its final hurdle, as you will be aware, in the most suspicious of circumstances which were never explained to the public. A copy of the plans for the 2003/04 scheme is attached for reference.</p> <p>I have studied your new proposal and have the following comments if I may:</p>	<p>The comments in support of the proposal are noted.</p> <p>The extents of the proposal have been put forward following consideration by Devizes Town Council, and the assessment completed on this basis. The Town Council specifically requested consideration of a 20-mph Speed Limit.</p> <p>The proposal relates to introduction of a 20-mph speed limit, rather than a 20-mph Zone and therefore will be reliant upon motorist abiding by the repeater signing that will be provided within its extents.</p>

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	<ul style="list-style-type: none"> I see that the 20mph limit in Long Street does not extend south as far as the Southbroom roundabout as previously suggested but that its southern limit is 13m north-west of the Hillworth Road junction. I would deign to suggest that this is a “negative improvement” on the previous scheme and I would urge you to reconsider making the whole of Long Street part of the 20 mph zone. The map which you have published so far does not show in the same detail as the one attached of the 2003/04 scheme how you are proposing to enforce this scheme. This is clearly shown on the map attached. Can you please confirm that there will be sleeping policemen installed and where they will be? Without such measures adherence to the 20mph limit will be scant in my opinion. <p>Thank you again for resurrecting this scheme which is long overdue.</p>	<p>There is no plan to incorporate physical traffic calming within the proposed extents. 20-mph speed limits require the majority of vehicles to be travelling at or below 24-mph to be considered suitable, and this has been confirmed through a comprehensive assessment.</p> <p>The Police remain the enforcement agency for speeding concerns. Where a need may arise to undertake enforcement activities, they have developed a Community Speed Watch initiative to support their enforcement activity through local community assistance. More details can be found on the website of the Police & Crime Commissioner https://www.wiltshire-pcc.gov.uk/get-involved/volunteer/community-speedwatch/</p>
<p>S11</p>	<p>Traffic often moves too fast at present. Will be much safer for pedestrians, mobility scooters and cyclists at 20mph.</p>	<p>The comments in support of the proposal are noted.</p>
<p>S12</p>	<p>I strongly support this reduction in speed limits on the roads in Devizes. Reducing the speed of road traffic can significantly improve safety for other road users, including pedestrians and cyclists. We need our lifestyles to be radically lower carbon, and therefore should be encouraging and incentivising active travel in any way possible.</p>	<p>The comments in support of the proposal are noted.</p>
<p>S13</p>	<p>As a resident of the town centre I support the proposal to reduce the speed limit to 20mph in Devizes centre.</p> <p>I would also like to suggest the inclusion of Gains Lane and the start of Estcourt Street to the Roses roundabout.</p> <p>The pedestrian crossing near Chivers Stove store has seen many 'near misses' of cars not stopping for the red lights as they come at speed around the corner and the lights come as a surprise.</p> <p>Likewise cars coming from the roundabout often don't stop in time and go through the lights or emergency stop.</p>	<p>The comments in support of the proposal are noted.</p> <p>The extents of the proposal have been put forward following consideration by Devizes Town Council, and the assessment completed on this basis.</p> <p>Requests to extend further to other areas of the town can be made to Devizes Town Council for its consideration and request to the Devizes Local Highway Footway Improvement Group (LHFIG).</p>

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	If the limit was 20mph then those cars prone to speeding may at least be doing 30 and have a better reaction time for the lights.	
S14	It would be better to be consistent with 20mph roads/zones, as changing the speed limit every hundred yards or so encourages drivers to ignore limits completely. Needs to be marked on the roads as well as on signs! Slow but consistently moving traffic is better than stop-start.	<p>The ability to correctly sign both 20-mph Speed Limits and Zones is provided to Highway authorities by the Department for Transport, as whilst the restrictions place the same maximum speed, they remain different types of restriction.</p> <p>The signing of speed limits requires the use of repeater signs to reminder motorists of the restriction in place. This enables the use of carriageway roundels to be provided to supplement the vertical signing, and their use will be considered during the implementation phase.</p>

Objections		
Ref	Comment	Officer Response
O1	<p>20mph is getting us nowhere.</p> <p>1. The timing of this consultation is a typical attempt to minimize participation since it opened in the middle of the summer holiday period when significant numbers of affected people would be absent from the area and unaware of the consultation and any immediate press interest. Consequently, it could be said to be even more of a sham than these exercises always are. It is a tactic called CONsultation, whereby any decision has already been taken and any response other than acquiescence would be ignored.</p> <p>2. The alleged reasons for the proposed 20mph speed limits seem to consist solely of "concerns" raised by unqualified Devizes Town Councillors. Those concerns are not based on statistical evidence or quantified in any way. I can find no indication of anything that would lead me to conclude that there is a legitimate case for criminalizing safe driving at or below the</p>	<p>The consultation period is open for 3 weeks and the public, stakeholders can submit their comments either in writing or online. The timing of such consultation periods is not predetermined to clash with periods which may or may not be within the school term period, and not purposely done so to engender lower levels of comment. The consultation period finished on the 23 September and is outside of peak holiday period. The mechanism by which Traffic Regulation Orders are proposed and consulted upon are set out in accordance with the statutory process with the Road Traffic Orders Procedure 1984. All comments submitted are available for perusal by the Cabinet Member, and the level of correspondence recorded in the report.</p> <p>The Department for Transport updated its guidance on the setting of speed limits in 2013, with greater emphasis on the use of 20-mph speed limits. It is correct that the threshold for which they should be considered is 24-mph or less, and this is so that the limits remain in general self-enforcing and minimising the burden of enforcement. Previous studies within Wiltshire,</p>

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<p>normal 30mph threshold for urban or suburban areas. The Wiltshire Council "policy"(*) on 20mph itself concludes that the effect on average speeds is likely to be trivially small at less than 2mph and that 20mph limits are unlikely to be effective at all if the average speed is already greater than 24mph within an already 30mph limited area. You are therefore looking at significant expenditure, and criminalization of safe driving, based on average speeds already significantly lower than 30mph and probably therefore well below 24mph at times when traffic and pedestrian activity is higher and a lower limit might then have any justification on safety grounds.</p> <p>3. Many of the streets in these new orders are themselves extremely short, such that any speed above 20mph is unlikely to make any sense other than to idiots who would ignore any limit in order to display their infantile machismo and make a noise. Other, longer, streets are littered with on-street parking on one side, both sides or worst of all in staggered bays. 20mph limits on such roads are likely to actually <i>require</i> speeds greater than 20mph because of the operation of "priority to traffic on the unobstructed side of the road", given that by the time vehicle "A" has cleared the obstructed section, vehicle "B" cannot proceed because by then vehicle "C" has occupied that same section, meaning that vehicle "B" might be waiting all day to make any progress. Victoria Road in particular is a prime example of this nonsense. People living along that road perceive that traffic is "speeding" but they are perhaps trying to clear the obstructed length because someone they probably know is trying to go in the opposite direction and can't.</p> <p>4. The road - of various named sections - which comprise part of the A360 through the Market Place area and beyond is an important cross-town link which is for the most part wider and straighter than the above mentioned streets. This has several pinch points which self-limit the speed of traffic during much of the business day, particularly when both traffic and pedestrian movements are at their highest. The pinch points are the two</p>	<p>albeit within a more rural environment, have concluded that average speed reductions of approximately 2-mph can be achieved. Studies undertaken nationally have recorded similar reductions.</p> <p>The signing of speed limits requires the use of repeater signs to remind motorists of the restriction in place. This enables the use of carriageway roundels to be provided to supplement the vertical signing, and their use will be considered during the implementation phase. No additional traffic calming features are proposed as part of this proposal.</p>
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<p>pedestrian crossings, the sinuous passage of the Town Hall, the islands in front of the Corn Exchange and the on-street parking sections near the cinema and the museum. Between each of these points traffic speed is rarely able to reach much more than 20 mph when it might matter anyway. This leaves the southernmost section between the Bridewell Street junction and the Southgate roundabout. Along here the road is at its widest, straightest and most visibly straightforward as the only section where 30mph may reasonably be attained during the times of day when it might matter and even then it is often slowed by turning movements at Hillworth Road.</p> <p>5. Some of the streets in these proposed orders will in fact be an extension of existing "20mph zones". which are usually accompanied by various forms of "dis-infrastructure" (**). Typically in Devizes these are extremely poor examples of speed bumps, poorly engineered, high-maintenance-requirement but no-maintenance-delivery eyesores which cannot be traversed comfortably at any speed between 1 and 40mph, are particularly polluting in terms of particulates from tyre wear, braking and acceleration activity, are noisy, undignified and, most stupidly, they offer no benefit to pedestrians, since while they are often at pavement height and could provide safe crossing points they do not provide any priority. In other words they manage to insult both vehicle users and pedestrians. If any of these are likely to appear as a result of these new orders I object most vociferously. Since Devizes town centre is being seriously disrupted by the present re-installation of underground services we have a splendid opportunity to rid the town of these awful pieces of junk and replace them - in the most densely peopled parts of the town centre - with kerb-free pedestrian priority areas. Using pedestrians as the speed limiters makes far more sense where it really matters.</p> <p>6. These orders will do nothing to improve road safety or improve air or life quality. They merely further guarantee the decline of public confidence in local government, hasten the decline of Devizes Town centre as a shopping</p>	
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	<p>destination and further erode mobility. Devizes deserves better. It needs a bypass and a railway station, it needs smoother roads and it needs a lot less local government green-washing.</p> <p>* Policy should never be confused with reason.</p> <p>** Dis-infrastructure: installations which corrupt the prime purpose of a given piece of infrastructure.</p>	
<p>O2</p>	<p>I object to the proposals for introducing further 20mph speed limits within Devizes for the following reasons:</p> <p>1) Reducing the speed limit to 20mph will not improve safety for pedestrians or cyclists. As a cyclist myself, I know how unnerving it can be to have a procession of cars behind me, unable to pass because they are hindered by the speed limit (among other factors). Furthermore, 20mph is a difficult speed to maintain in a motorised vehicle, as the council must realise. The effort required to maintain this speed could divert attention from potential hazards, thus worsening safety conditions.</p> <p>2) A 20mph speed limit would cause a deterioration in air quality. The majority of cars need to be in low gear at 20mph. My own car, an automatic, will not change up to third until it exceeds 20mph. Engines rev higher in low gear, with a corresponding increase in emissions. This is another fact of which members of the council must surely be aware.</p> <p>I wish now to raise three related points.</p> <p>1) if you have a genuine environmental basis for wanting people to lessen their use of cars (which I take leave to doubt, as should you), then it behoves you to invest in public transport which is genuinely functional, instead of behaving punitively and making life more difficult - and</p>	<p>The proposal has been considered appropriate following analysis of existing vehicles speeds, which have determined that the majority vehicles are already travelling at or below 24-mph. It is not considered that imposing a 20-mph restriction will detrimentally alter how motorist drive within the areas where the limits are proposed, and consequently increase the likelihood of collisions occurring, or worsen safety of vulnerable road users.</p> <p>International studies of limiting vehicles speeds to 20-mph / 30-km/h have recorded that air quality improves with a reduction in vehicle speeds. Devizes town centre is identified as a location for routine monitoring of air quality, the impact of the changes will be identifiable should concerns around air quality be realised.</p> <p>Wiltshire Council continues to prioritise and invest in public transport, and work with operators to provide facilities, examples of which include the new Demand Responsive Bus Services, and work to deliver the Devizes Gateway rail station. Improvements to public transport are not short-term deliverable projects, but do remain the ambition of the Council.</p> <p>The news article referred to relates to a story published by an independent newspaper. Wiltshire Council was asked for comment and advised that the consultation had been completed, but made no reference to outcome of that exercise. Any insinuation was purely that of its author. The Council</p>

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	<p>dangerous - for everyone. Irrespective of what you might claim to have invested in public transport in recent years, the fact remains that bus timetables are extremely limited.</p> <p>2) A few weeks ago the Wiltshire Gazette and Herald ran a front page article with a headline something like: 'Speed limits to be slashed to 20mph'. I object to this because it deters people from noticing the fact that there is a 'consultation' in progress. While you may argue that responsibility for this lies with the WGH, I think it most unlikely that there are no connections between the editor of the WGH and senior members of the council.</p> <p>3) If Wiltshire Council cared about road safety, there would now be traffic lights at Black Dog crossroads. This has been the site of a number of serious accidents in recent years, including at least one fatality. Given the urban spread which is being permitted around Westbury, Trowbridge, Melksham and Salisbury, the council cannot plausibly claim that the installation of a few traffic lights would despoil a rural area.</p>	<p>makes no effort to influence how journalist report on items related to its activities.</p> <p>The junction of the A360 / C10 (Black Dog Crossroads), is a location the Highway Authority is aware of and has proposals in place to deliver an improvement. This is ongoing, but requires co-operation from neighbouring landowners, and the Council remains committed to delivering the preferred solution with the aim of reducing personal injury collisions.</p>
<p>O3</p>	<p>The proposed changes will negatively impact my daily commute to and from work as Long Street provides the shortest route for my journey. I normally travel before 0730 and after 1800 on weekdays, so at times when there is very low pedestrian use and low volumes of traffic. The changes will increase my commuting time with no recognizable benefit for me, so I do not support and object to the proposed changes</p>	<p>It is acknowledged that the reduction in speed limit may, at times of low traffic volumes, give rise to increased journey times. To travel through the proposed 20-mph restriction on the A360 (Long Street / Market Place) could increase the journey time, in traffic free conditions, by approximately twenty seconds.</p>
<p>O4</p>	<p>I feel this proposal poorly thought through.</p> <p>a) As I and probably most other permanent residents see it traffic through Devizes hardly moves above 20 mph anyway.</p> <p>b) In my opinion the first thing to do to make it safer for both pedestrians and law abiding motorists is to address the problem of not only regular double yellow line parking but more recently the regular occurrence of vehicles parking on pavements.</p>	<p>The extents of the proposal have been put forward following consideration by Devizes Town Council. 20-mph speed limits require the majority of vehicles to be travelling at or below 24-mph to be considered suitable.</p> <p>The enforcement of waiting and parking restrictions lies with Wiltshire Council. Concerns regarding the level of enforcement / contravention will be brought to the attention of the Council's Parking Enforcement team for its consideration.</p>

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General Comments		
Ref	Comment	Officer Response
GC1	<p>Along with the 20mph speed limit on certain roads in Devizes, we need cycle lanes to go along with them, and the limit needs to be enforced. We have had a 20mph speed limit in Avon Terrace, where we live, but hardly anybody observes it. I don't know what is the least costly and feasible solution, but personally I know that will definitely check my speed if I see an interactive radar sign flashing at me.</p>	<p>Wiltshire Council has consulted upon the Local Walking & Cycling Infrastructure Plan (LCWIP) and is currently assessing the response to the consultation ahead of publishing a draft proposal. This will incorporate infrastructure for cyclists.</p> <p>The Police remain the enforcement agency for speeding concerns. Where a need may arise to undertake enforcement activities, they have developed a Community Speed Watch initiative to support their enforcement activity through local community assistance. More details can be found on the website of the Police & Crime Commissioner https://www.wiltshire-pcc.gov.uk/get-involved/volunteer/community-speedwatch/</p>
GC2	<p>Looking at the documents associated with the proposed town centre 20mph speed limit for Devizes, it seems that the part of Long Street from the junction with Hillworth Road to the mini-roundabout at the junction with Southbroom Road will not be included in the 20mph limit. If this is the correct interpretation, I wonder if there is some technical reason for not being able to include it?</p> <p>I also see that Hillworth Road is not included in the scheme. I find this extraordinary. It is an important route for people going, often with small children, pushchairs, scooters, to Hillworth Park from the town centre. My husband, who is disabled and uses a large walker, and I often go there this way as we can no longer carry the large walker over the railway bridge at the far end of St John's churchyard. We often have to step into the road with the walker in order to allow a pushchair, mobility vehicle, or small children or dogs to pass safely on the pavement.</p>	<p>The extents of the proposal have been put forward following consideration by Devizes Town Council. This did not include the section of A360 Long Street referenced, nor Hillworth Road.</p> <p>Requests to extend further to other areas of the town can be made to Devizes Town Council for its consideration and request to the Devizes Local Highway Footway Improvement Group (LHFIG).</p>

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	<p>Traffic on Hillworth Road has greatly increased in recent years and will increase further if new development is allowed at its Western end. Many vehicles, including motor bikes, travel very fast along it.</p>	
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