

**COMMENTS RECEIVED ON THE
PROPOSED 40MPH SPEED LIMIT AT C18 FREES AVENUE, MARLBOROUGH**

TABLE OF COMMENTS IN SUPPORT OF THE PROPOSALS

Comment Ref. No.	Comment	Officer Response
1	Just to confirm that Marlborough Town Council supports and welcomes the proposed TRO for C18 frees Ave, Hyde Lane, Marlborough, Preshute, and Ogbourne St Andrew.	Comments of support are noted.

TABLE OF COMMENTS OBJECTING TO THE PROPOSALS

Comment Ref. No.	Comment	Officer Response
1	Reduction of the speed limit from National Speed Limit to 40 mph for a long stretch of Frees Avenue in order to reduce danger to road users is unnecessary. This stretch of road, whilst unmarked, has plenty of room for two large vehicles to pass each other safely, long sight lines allowing cyclists to be passed by vehicles safely and few houses or farm entrances. As a user of this road for many years - as a commuter in a car, leisure cyclist, pedestrian, parent taxi for taking children to Swindon for sports and a rugby player - I'd consider very few pedestrians would choose to walk along this stretch of road rather than use one of the many pathways through the Marlborough Downs. I cannot recall the road being an accident blackspot and haven't felt unsafe when being passed by traffic at 60 mph when on my bike or walking. The current positioning of the 40 mph limit as you reach Marlborough (heading South along Frees Avenue) signifies to drivers that an increase in road users of all types is likely and in my experience appears to be observed by the majority of vehicles. I would fear that having a long stretch of road which has been National Speed Limit for many years reduced to 40 mph without significant change to the road usage (no new housing, schools, leisure facility or shops) would mean that drivers would not have any reinforcement of any reason for the reduction in speed and continue further into Marlborough at higher speed (after allowing speed to increase to match expectations for the road rather than a 40 mph limit). Roads which are used by school children and cyclists within Marlborough would benefit more from improvement to reduce danger and give a better return on any money spent.	<p>The recommendations for the section of road between Marlborough and the junction leading to Rockley for a reduction to 40mph could be considered, based upon an assessment of the measured speeds of vehicles, and analysis of the Police Collision database which recorded 10 collisions within the 6-year period prior to the assessment. All but one occurred at two locations. 8 of the 10 collisions were recorded in 2015 and 2016 so it is possible that some actions have been undertaken to address the collision rate.</p> <p>Guidance within Department for Transport Circular 01/16 Setting Local Speed Limits is clear in that speed limits should not be used to address isolated clusters of collisions</p> <p>The concerns of the Marlborough LHFIG relate to an extension of the existing speed limit, a distance of approximately 100m to the northwest incorporating the cemetery access.</p> <p>Ensuring that speed limits accord with the surrounding environment is an important factor in achieving compliance. The comments raised in the objection are considered valid, in that the minimal environmental factors for a substantive proportion of the route don't justify the need for a lower speed limit.</p>