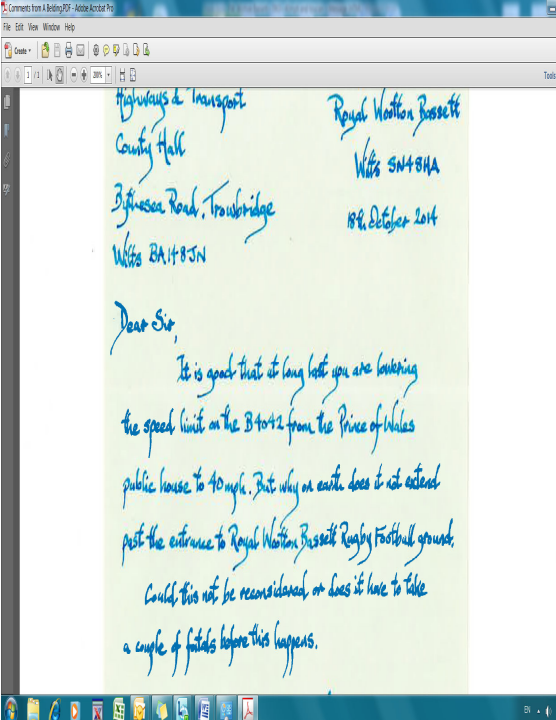


COMMENTS

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
1	<p>Why is the speed limit not being extended to beyond the existing entrance to the rugby club? The majority of traffic leaving the rugby club turns right back towards Wootton Bassett/Swindon/M4 J16 and trying to turn across the main road is difficult at busy times with traffic travelling at speed. If the 40 mph speed limit stops before the rugby club entrance, traffic on the road will be accelerating, making it difficult to judge whether there is time/space to exit the club. There are regularly over 200 children at the club involved in physical exercise & activity. The club takes great strides to make sure they are in a safe environment whilst playing, please don't make leaving the club the most dangerous part of their day!</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>
2	<p>This speed limit must be extended to include the entrance to Ballards Ash Sportsground and beyond. With the number of children and adults in and out of the site regularly the speed of current traffic is dangerous and an accident waiting to happen.</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>

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3	<p>Hi, I am concerned that the proposed speed limit restriction does not include the entrance to RWBRFC car park. I have on many occasions had to avoid speeding vehs from both directions when turning right from the car park towards Bassett. I believe that the 40 mph limit should extend beyond the bad bend towards Brinkworth. Thank you.</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40,mph.</p>
4	<p>Please in the name of common sense extend the speed restriction of 40 mph currently planned for 480 metres from Coped Hall Roundabout onto the B4042 to a distance that will incorporate the entrance/exit of Royal Wootton Bassett Rugby Club and a suitable distance beyond to enable the safe entry and exit of this facility.</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>

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5	 <p>Highways & Transport County Hall Business Road, Trowbridge Wills BA14 8JN</p> <p>Royal Wootton Bassett Wills SA18HA 18th October 2014</p> <p>Dear Sir,</p> <p>It is agreed that at long last you are lowering the speed limit on the B4042 from the Prince of Wales public house to 40 mph. But why on earth does it not extend past the entrance to Royal Wootton Bassett Rugby Football ground. Could this not be reconsidered, or does it have to take a couple of miles before this happens.</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>
6	<p>Having seen the above proposal to extend the speed limit to the entrance of the new Sports Association Playing facilities (currently under construction) I find it incomprehensible that this falls well short of the common sense position of being at or near the Ballards Ash Care Home / Ballards Ash Farm. The reason for this is the fact that RWB Rugby club site entrance does not fall within your proposed extension. The Rugby club has numerous traffic entering and exiting the site particularly at weekends from both directions of the B4042, which is currently at a 60 mph limit often exceeded, which can lead to tailbacks onto the road itself. I know that in determining the need and positioning of speed limits National Criteria & Guidelines are followed but in this instance I feel strongly that the thoughts and knowledge of locals ought to be considered and common sense prevails in that the speed limit should be extended further to include the Rugby Club Ballards Ash Playing Fields site. This is particularly more important given the increased traffic generated by the new Sports Association facilities.</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>

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7	<p>Because soon there will be several entrances heavily involving children on this stretch I feel the speed limit should be 30 mph and that it should not finish until past the Rugby Club entrance, which is very dangerous at the moment.</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>
8	<p>I write as a director of Learning Curve Day Nursery and also as a resident living on the B4042 Brinkworth Road. I welcome the proposal to extend the 40 mph limit along the B4042 but I would make the following comment: The site notice (http://www.wiltshire.gov.uk/site-notice-40mph-091014.pdf) shows the extended 40 mph limit terminating at the entrance to the new Sports Hub, but some 300-400m short of the entrance to the Rugby Club. It makes no sense to me why this point was chosen. Surely it would have been in the best interests of safety to have the limit starting beyond the Rugby Club entrance?</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>
9	<p>Just heard that the 40 mph restriction on the B4042 is to be extended. The proposed extension falls short of the Rugby Club which seems ludicrous as it is a nightmare trying to get out of the site. Please pass on my concern and request that the restriction is extended to include the rugby club</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground</p>

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	entrance.	<p>cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>
10	<p>The 40 mph speed limit needs to be extended beyond the rugby club entrance. This is to make safe exit from the site especially when turning right. It needs to be extended to at least 800m, not the proposed 480m from coped hall roundabout.</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>
11	<p>I coach Under 8's rugby at Royal Wootton Bassett Rugby Football Club. The club is a thriving enterprise and has an excellent reputation to the extent that membership is increasing, particularly in the younger age groups. While I applaud the extension of the 40 mph zone to the proposed 596m from Coped Hall roundabout, running SW towards the club, it is a missed opportunity in its current state. Please extend the zone to around 780-800m such that the 40 mph zone includes the entrance to the rugby club. Currently,</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity</p>

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	<p>cars speed into and out of RWB and entering and exiting the club causes a traffic hazard. With so any young children attending, and the need for visiting coaches to enter and exit the club, a reduced speed limit of 40 mph adjacent to the rugby club would be far more appropriate, and give the rugby club the same benefit as the Buxton Sports Hub. Please give this due consideration.</p>	<p>of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>
12	<p>As a member of the Royal Wootton Bassett RFC. A Parent and coach I was pleased to hear that the 40 MPH was being extended as part of the new sports complex being built. However I was saddened to hear that it would not extend far enough to encompass the entrance RWBRFC which is only metres away. I often feel that I am having to take a huge chance pulling out of the entrance due to the high approach speeds some drivers are passing the entrance. What I would like to see is that the 40 mph limit is extended to beyond the bend on the other side of the rugby club bend.</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>
13	<p>I have looked at the proposed reduction in speed limit as detailed in the above proposal and feel very strongly that this reduction should be extended further along the road beyond the entrance to the Rugby club. This is an entrance off a busy road used by adults and children alike and with the proposed toucan crossing in the vicinity having the traffic slow down further in advance would seem sensible also.</p> <p>The footfall and traffic to the town and also the current rugby club and the new sports hub should be taken into account and the slower 40 mph speed limit should be implemented in</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right</p>

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	<p>my view. I would request you to please take into account the safety of the residents and users of these facilities</p>	<p>turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>
14	<p>As a regular user of the Ballards Ash Sports Ground when trying to exit the site I am invariably concerned by the speed at which vehicles travel along the B4042. Extending the 40 mph speed limit from Coped Hall round about makes absolute sense. Not continuing this restriction for a few extra metres so it includes the entrance to Ballards Ash makes no sense. There is an opportunity to make a positive contribution to road safety by extending the speed limit. Please do not miss the opportunity.</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>
15	<p>I think the proposal to extend the 40 mph zone is a very good one, especially given the new sports facilities currently under construction. However, I understand that the 40 mph zone will end some distance short of the rugby club entrance. It would seem logical to extend that little bit farther, in order to reduce the high risk of accidents at this very dangerous exit at the same time.</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>

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16	<p>I must first declare my position, while I am a resident of Royal Wootton Bassett I am also currently Vice Chairman Royal Wootton Bassett Rugby Club, although write not on behalf of the Club but from a personal view point.</p> <p>In knowing for some years the Sports facility was to be built opposite Ballards Ash Sports Ground the now home of Royal Wootton Bassett RFC, I have always been of the opinion that to establish a roundabout giving access off one way to the Rugby Club and the other to the Sports Facility together with speed limits imposed would, while costly, have been the most appropriate for traffic control on the B4042. The road is fast and the opinion of many is that it is only a matter of time before a serious accident occurs. Cars approaching RWB from Malmesbury direction approach around a relatively sharp right hand bend with the view towards RWB and the now multi -sport area not in their field of vision.</p> <p>Given the proposed extension of the speed limit and it ending RWB side of Ballards Ash, this will do nothing to warn drivers or slow their speed when travelling towards RWB from the Malmesbury direction. In my opinion to enhance the safety for all people using this road and the sports facilities a further extension of the speed limit than currently proposed, taking it around the sharp bend and in view of oncoming traffic would be far more sensible. Those cars travelling towards RWB would then meet a 40 mph speed limit before entering what is and with what will be with increased traffic an enhanced hazardous traffic area at hopefully a lower speed and reducing the risk of a serious accident occurring.</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>
17	<p>1. The 40 mph limit should extend along the B4042 to include the Rugby Club entrance, and perhaps further still to where there are dwelling driveways and bus stops (51.5573992,-1.9038056).</p> <p>2. The Toucan crossing is needed, and will be of benefit to the villagers of Lydiard Tregoz. I hope they are being</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access</p>

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	<p>consulted on the optimum position for this.</p>	<p>has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>
18	<p>The provision of a toucan crossing seems to be a good idea. Currently there is no reason to cross this busy main road so when the sports centre opens it will be necessary. Will pavements be constructed and will these and the crossing avoid the protected verge which runs alongside the road from Ballards Ash. Do we assume that the crossing will lead directly into the sports fields or what? These days pedestrians and cyclists are reliant on the goodwill of some motorists when trying to cross etc, they the motorist do not show much if any goodwill towards us as other road users.</p>	<p>A shared footway / cycleway is being constructed to connect the site to the signalised toucan crossing. At the toucan crossing motorists will have to give way to cyclists/ pedestrians when the signal states. The protected verge issue has been covered by discharged planning conditions.</p>
19	<p>Thank you and entirely agree.</p>	
20	<p>I am a regular user of this road either to visit friends in Brinkworth or mainly to attend the Rugby Club and feel it is imperative that the 40 mph speed limit is extended further along the road and past the entrance to the rugby club. This is used by many of the local community and ALOT of children and the turn can be a dangerous one. If the 40 mph limit was in place here it would be SO much safer and in due course, when the new sports facility is fully open it will allow a much safer use of the crossing. There is a visitors lake, a childrens nursery just before the club and so to extend the 40 mph limit just a few hundred yards makes absolute perfect sense and is crucial to the safety of many people.</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge.</p>

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		This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.
21	<p>I very much support the reduction in the speed limit and additional crossing to the new sports hub.</p> <p>One of the questions a number of Wootton Bassett residents have raised with me regarding the lower of the speed limit along the Swindon Road, B4042 is why it doesn't seem to extend to the entrance of Royal Wootton Bassett Rugby Club.</p> <p>Could you perhaps let me know if a small extension of the 40 mph could still be achieved to take account of the entrance of the Rugby Club.</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>
22	<p>As I understand it, the 40 mph speed limit will end a few metres short of the Royal Wootton Bassett Rugby Club entrance which makes no sense to me at all - for the sake of a few more metres. I would actually argue that 40 mph is still too high a limit for being in the vicinity of what will be one of the largest sports hubs in Wiltshire once complete. When turning right out of the rugby club, there are effectively two blind bends in either direction - along which traffic currently travels at or above the limit - despite all the construction 'slow' notices. I would have expected to see the limit imposed until after the bend - before the M4 underpass. Please therefore consider extending the limit. Thank you.</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>

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23	<p>As a parent and regular user of RWBRFC car park please can I add my comments to those of other concerned parents. Exiting onto the MALMESBURY/Wootton Bassett road is extremely hazardous due to the speed of traffic coming from the left. I urge you to consider proposals for some sort of speed reduction that would slow down traffic from the MALMESBURY direction before the entrance to the rugby club. This seems only common sense to me.</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>
24	<p>I note the speed limit is being introduced "In the interests of highway safety" for a distance of 596 metres from Coped Hall roundabout. I assume this is because of the new sports hub being built. My concern is that the limit does not include the entrance of the Rugby Club at Ballards Ash. Surely if it is deemed in the interest of safety for the sport hub then it should also include the families using the Rugby Club.</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>
25	<p>The distances shown on the scheme do not appear to include the road at the entrance of the Wootton Bassett Rugby Club, which is on the left hand side heading towards Malmsbury. Can you confirm that the speed restriction WILL include the area of road at the Rugby</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground</p>

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	Club entrance.	<p>cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>
26	<p>Please consider extending this proposal beyond the Wootton Bassett Rugby Club entrance, perhaps to beyond the turning for Flaxlands and the road up to Cricklade? The rugby club has a large following and a number of parents & children have to exit rapidly to avoid collision with cars at 60 mph (or accelerator to 60 mph).</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>
27	<p>While I welcome the proposed reduction in speed limit and crossing I wish to object to their location. SPEED LIMIT - It would seem that little risk assessment has been performed on site as the reduced speed zone stops short of the entrance to RWB Rugby Club. As a regular user of this exit and road I can assure you that traffic approaching this position around a corner at 60 mph has little time to see and react to cars crossing to turn right out of the club. More importantly as a driver exiting the club you must gamble as you pull away.</p>	<p>The toucan crossing is a requirement of planning related to the Sports Club and has been located accordingly. It is not related to any other planning application. With regard to cyclist / pedestrian connectivity between the Sports Club and Rugby Club. The Sports Club is under no obligation to provide a footway / cycleway connecting the two sites. During technical approval a connecting facility was not negotiable. The distance between the two sites is quite significant. The centre lines of the two entrances is 190m, plus additional distance to car parking needs to be considered. Walking along the verge will also not be conducive to encourage pedestrian movements. There is no</p>

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	<p>Even if the road appears clear traffic approaching at high speed cannot be seen until you have committed to your manoeuvre. To leave this dangerous situation in place when this proposed speed reduction could be used to reduce the risk is negligent. This situation will become more acute when the additional risk of cars turning across the oncoming traffic to turn right into the new sports campus. CROSSING - Again whilst I understand that the crossing is located to facilitate safe crossing from the new Tesco development to the town no account has been taken of foot traffic crossing between the sports grounds. It is entirely conceivable that parents will have children doing both sports and will want to cross the road. Also car parking at the rugby club does not meet demand parents will park in the campus and wish to cross to the rugby club. To ignore this issue is to knowingly create risk of serious injury or death. Therefore either the proposed crossing should be moved, a second crossing introduced, or a pavement be provided from each entrance to the proposed crossing with appropriate barriers to prevent dangerous crossing.</p> <p>I hope these risks will be recognised and addressed by simple amendment of this proposal, as our sports amenities are moved out of the town centre the provisions that keep us and our children safe must move with them.</p>	<p>crossing facility provided at the entrance to the Sports Club it is a traffic island or splitter island. It is not a pedestrian refuge. If this issue does become apparent in the future, the Council will need to assess accordingly.</p>
28	<p>This is really good news about the proposal to extend the 40 mph speed limit from the Coped Hall roundabout for a distance of 480 metres in preparation for the installation of a 'toucan' crossing as part of the WSA facilities across the road from the rugby club, Royal Wootton Bassett.</p> <p>However I am very concerned that this falls short of the entrance to the rugby club by only a few metres- which seems completely incomprehensible as a regular user of the rugby club 4/5 times a week I feel I have to play Russian Roulette every time I turn right</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p>

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	<p>out of the club to return back into Royal Wootton Bassett and back home.</p> <p>Surely the council are not waiting for the inevitable scenario: 'until there is an accident nothing can be done.'</p> <p>It only makes sense to extend the 40 mph speed limit to past the rugby club and preferably beyond the blind bend so that cars have the opportunity and distance to reduce their speed well before the entrances to both sporting facilities.</p> <p>Please dont wait for a fatality to happen!!</p>	<p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>
29	<p>As my family, friends and I regularly use the facilities at Wootton Bassett rugby club, I can't understand why the 40 mph proposed speed limit will not extend around the corner, past the houses and upto the bridge. It can be very dangerous turning out of the rugby club and if people are trying to cross the road as well, albeit with a crossing, it won't be long before there is an accident there.</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>
30	<p>This proposal seems a little ridiculous in my view. The reduction in the traffic flow is to cease before the entrance of a busy sports and social club, where traffic will be turning from both sides of the road.</p> <p>It is used by children as there is a large participation by the mini's section, there is a large youth section and with no footpath cycling to the club may not be to safe either.</p> <p>So my question is..... Why is the speed reduction not in place till after the</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no</p>

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	motorway bridge.	<p>recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>
31	<p>I presume the proposed change to the speed limit is to accommodate the new Sports Hub on the B4042. The plan shows it extending just past where I believe the proposed entrance will be located - I am not aware of any changes to the road layout to accommodate turning traffic (ghost road island?) - however it seems a shame not to extend the speed limit further along the road past the very active sports club at Ballards Ash and to even go beyond the sharp bend by "Little Ash".</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>
32	<p>The 40 mph speed limit should be extended to the bend in the road in the Malmesbury direction. Trying to exit the rugby club in the direction of Wootton Bassett is very hazardous. Often cars are going so fast that whilst they are not in view when one exits the club they have to brake hard to avoid shunting your rear.</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge.</p>

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		<p>This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>
33	<p>Firstly, of your 5 reference documents 4 of them refer to Corsham - so how are the public supposed to usefully comment on your proposals for Royal Wootton Bassett? Notwithstanding this administrative shortfall, in principle the idea, as I understand it having used my own maps, is an excellent one. The idea of combining 3 key Government initiatives - Health, Road Safety and Protecting the Environment together is to be applauded. Allowing local citizens to access the local sports grounds without running the gauntlet of speeding cars will encourage greater patronage of the sporting facilities and with reduced car speeds the environmental benefit is obvious. Without the correct maps it is not clear whether the reduced speed proposal extends to cover RWBRFC. Clearly, if the proposal does not include the Rugby Club serious questions regarding the thoroughness and understanding of your current plans would be raised.</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>
34	<p>The 40 mph limit must be extended to just beyond the entrance to Royal Wootton Bassett Rugby Club. the speed at which some cars drive down this road - both ways - is ridiculous and dangerous. A number of children who use the rugby club, and their parents, cycle to the club and the road is dangerous. the right turn out of the club towards Bassett leaves cyclists vulnerable and it will only be a matter of time before there is an accident and so the speed restriction must be extended. Hundreds of children attend the rugby club and play football on the weekends. If the speed restriction is not extended and there is an accident the parents of the child will know who to blame</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>

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35	<p>I agree with the proposal to install a toucan crossing & reduce the speed limit, but would prefer it reduced to 30 mph to encourage local residents to walk to both the Rugby Club & new sports facilities. Statistically a pedestrian is more likely to survive a car hitting them at this lower speed see link http://www.roadsafetygb.org.uk/news/1191.html</p>	<p>There is no justification to allow for a reduction of the current speed limit to 30 mph. Current statutory guidelines set out the criteria in regards to the design and context of a road in relation to the expected speed limit. This section of the B4042 meets the criteria for a 60 mph speed limit and after detailed consideration it has been decided to allow a reduction of the speed limit to 40 mph . The criteria deters any further reduction.</p>
36	<p>I have studied the plan and related documents and am surprised that the proposed location for the start of the restriction.</p> <p>The proposal for this not to extend well beyond the access to Ballards Ash Sports Ground seems ill founded particularly with the recent enhanced use already of Ballards Ash access by the Rugby Club and the proposed access for the new Wootton Bassett Sports Association Ground. Wiltshire Council have granted planning permission for an enlarged car park because of this additional use.</p> <p>Ballards Ash is also being extensively used by Wootton Bassett Football Club during the development of the new Wootton Bassett Sports Ground and this use will be transferred across the B4042 releasing pitches for hire for football and additional use for rugby i.e. a further increase in traffic using accesses off the B4042.</p> <p>Even with a special pedestrian crossing it is likely that people will cross this road from one sports ground to the other. Many will be young people who may not be as careful as adults. The consequences could be very serious indeed and do not bear thinking about but need to be.</p> <p>Traffic will be permitted to approach the suggested location of the 40 mph speed limit at the national permitted speed of 60 mph. The road bends in the direction of Brinkworth not far beyond the Ballards Ash access and vehicles exiting from the rugby club towards Coped Hall even when accelerating</p>	<p>There is no justification for an extension of the proposed 40 mph to the western side of the rugby ground access. To the driver entering an extended 40 travelling in an eastbound direction there would be no change of environment at the terminal point and a reduction in speed to 40 mph is unlikely. The road is of open nature with good forward visibility. The rugby ground cannot be seen from the road and the access has adequate visibility for the current limit. No footways are present and drivers will not interpret this length of the B4042 as anything other than 60 mph. There have been no recorded personal injury collisions in the vicinity of the rugby club access in the last 10 years.</p> <p>At the advertised 40 mph terminal point motorists will see the proposed ghost island right turn lane together with the pedestrian refuge. This, together with the other proposed developments (retail and residential) on this length of the B4042, will assist in motorists understanding the need for a 40 mph.</p>

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	<p>swiftly are frequently caught up by on coming vehicles.</p> <p>The restriction should be extended to a location approaching the bend (which is gentle enough to be taken at the national limit)towards the Motorway bridge.</p> <p>I urge you to reconsider your proposal.</p>	