

COMMENTS

<p align="center">Comment Received</p>	<p align="center">Officer Comment</p>
<p align="center"><u>C12</u></p>	
<p>Comment 1 I live in Stratford Tony. The proposal for a 50 mph limit across the crossroads here is worrying. Traffic already goes at speed but usually less than 50. The road is winding and the crossroad only visible on arrival. This means we have to edge out and everyone reports near misses. We request a 20 limit for the stretch round the adjacent bends or at the very least better signage warning of the emerging traffic which includes cyclists and horses, and 40 max elsewhere.</p> <p>Comment 2 Your communication addressed to Cawden Cottage in Stratford Tony has been forwarded to us as owners/residents of Floral Cottage ,Stratford Tony who care very much about the state of the roads and traffic on the C12' especially at our junction/crossroads.</p> <p>I wrote to you several years ago about this as we have been residents there for 12 years. We have seen the traffic increase greatly over that time but that junction was always dangerous. You replied then that the matter would be looked at in 2013 so we are very glad you have finally looked at it.</p> <p>We have to nose out in a car when attempting to join or cross the C12 in either direction, or to cross over it towards the racecourse. Cars come very fast in both directions. My daughter and I also have to do this when on horseback, which is even more scary/dangerous.</p> <p>We fail completely to understand why you think that a speed limit of 50 mph will solve the problem. This would only encourage drivers to go at that speed.</p> <p>We desperately need a much lower limit for that stretch, ideally 20 mph to let drivers know there is a junction and people/cars /animals/horse riders coming out of it as visibility for them is also poor. Many visitors to us coming from Coombe Bissett miss the turning altogether first time they approach. It would be helpful to have one of those smiley signs to give further alert.</p> <p>Please do not settle on 50mph on this stretch but go for 20 or at most 30 mph for all our sakes.</p> <p>Comment 3 I write as Chairman of the Meeting of Stratford Tony Parish Council.</p> <p>I have discussed this proposal with a significant number of the residents of Stratford Tony village, and we are all of the opinion that introducing a 50 MPH limit would serve no purpose whatsoever, and possibly be counter-productive.</p> <p>The principal concern of the residents is the speed at which vehicles drive past the cross-roads. This is a very hazardous junction, where there have been a number of</p>	<p>Response to comment 1, 2, 3, and 4 The section referred to is C12-15 where a 50 mph limit is proposed, the existing limit being 60 mph.</p> <p>In relation to the Stratford Tony crossroads mentioned Circular 01/13 advises that speed limits should not be used to attempt to solve the problem of isolated hazards, for example a single road junction or reduced forward visibility such as a bend, since speed limits are difficult to enforce over such a short length. Other measures, such as warning signs, carriageway markings, junction improvements, super-elevation of bends and new or improved street lighting, are likely to be more effective.</p> <p>An investigation of the Police Collision database shows that there has been one recorded injury collision in the last six years at this junction. However, this did not involve vehicles on the side roads.</p> <p>If the Parish Council wishes to see changes to the junction it should raise this as an item for consideration by the South West Wilts Area Board. The request will be passed from the Area Board to the South West Wilts Community Area Transport Group (CATG) for further detailed analysis. The CATG is a sub group of the Area Board that specifically deals with highway issues. Representation at the CATG is through the local Parish Council and it would be for a parish representative to attend the group and endorse the concerns and suggestions being made. Further investigation would then be prioritised along with other received requests and if a suitable solution is identified, a funding allocation made to allow the solution to be delivered. Further details can be found at http://www.wiltshire.gov.uk/council/areaboards.htm</p> <p>A key factor when setting a speed limit is what the road looks like to the road users, such as its geometry and adjacent land use. Drivers are likely to expect and respect lower limits, and be influenced when deciding on what is an appropriate speed, where they can see there are potential hazards, for example outside schools, in residential areas or villages and in shopping streets.</p> <p>If a speed limit is set in isolation, or is unrealistically low, it is likely to be ineffective and lead to disrespect for the speed limit. As well as requiring significant, and avoidable, enforcement costs, this may also result in substantial numbers of drivers continuing to travel at unacceptable speeds, thus increasing the risk of collisions and injuries.</p> <p>It is a common misconception that an effective method of resolving concerns regarding poor adherence to a limit is the introduction of a lower limit. In truth the reduction in the limit will only serve to exacerbate the problem and can result in further issues.</p> <p>On site observation and the recorded mean driven speed indicates that a 50 mph limit aligns with the actual driven speed of the majority of motorists and provides a restriction that will provide a greater degree of adherence. The</p>

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<p>near accidents and at least one actual accident. Introducing a speed limit of 50 MPH will not help in any way. A speed limit of 30 MPH would make this junction safer, and even one of 40 MPH would help to slow cars down. In any event, there should be SLOW signs in both directions.</p> <p>In addition, a 50 MPH speed limit along the stretch of road either side of Stratford Tony would, at best, have no significant effect, as to exceed this speed at almost any point would be considered by any reasonable driver to be reckless. Indeed, introducing a 50 MPH might encourage drivers to believe that that was a safe speed at which to travel.</p> <p>On behalf of the residents of Stratford Tony, I urge you to reconsider your proposal.</p> <p>Comment 4 I have recently moved from Stratford Tony to Coombe Bissett. Having lived in Stratford Tony for eight years your proposal for a 50 mph speed limit across Stratford Tony cross roads is totally useless. It is incredibly difficult to emerge from Stratford Tony Hamlet onto the C12 road because the visibility is grossly restricted in both directions by the banks and the curvature of the road.</p> <p>You must appreciate that view that you get from the seat of a normal family saloon car is not the same as a person of average height would see if standing at the same spot. On several occasions I have been aware, after pulling out from the hamlet that cars have come into view after I had started to cross and have had to brake to avoid hitting me. In wet weather a car traveling at 50 mph would not be able stop if they applied brakes on passing the existing cross roads signs. A thirty mile an hour speed limit at the cross roads would increase safety.</p> <p>As an economic compromise I would suggest that a 40 mph speed limit along the whole of the C12 roads would be a much cheaper option to implement as it would only require the installation of the smaller 40 mph repeater signs. The existing large 40 mph roundels at the beginnings and ends of the existing 40 mph speed limits could be transferred the north side of Stratford Tony cross roads on the roads leading down from the race course.</p> <p>I urge you to go for the simplest, cheapest option, that will improve safety and reduce accidents by extending the existing 40 mph speed limits.</p>	<p>introduction of any restriction which does not provide correlation between the environment and the posted restriction will result in poor levels of compliance.</p>

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<p>Comment 5</p> <p>The Parish Council have discussed the proposed 50 mph limits and feel that this is still too high and request that the limit between Homington and Coombe Bissett be set at 40 mph. This road has no pavement and is used regularly by dog walkers, pedestrians walking to the local services in Coombe Bissett and horse riders.</p> <p>In addition they also request that the 40 mph speed limit on the Stratford Tony Road (C12) from the Coombe Bissett village sign to the A354 be lowered to 30 mph.</p> <p>There are 11 houses along this stretch of road, which has no pavement, and residents walk into the village here around a blind S- bend and a long straight stretch of road along which many drivers travel at speed. In addition this is a rat run for lorries between the A 3094 and the A354 when they should be taking the road through Harnham. The C12 and associated roads are so narrow that HGVs have to drive off the road to pass each other.</p>	<p>Response to comment 5</p> <p>Due to a drafting error on the advertisement plan the length of the C12 referred to (C12-18) is to be the subject of re-advertisement as part of the proposal to introduce a 20 mph speed limit at Coombe Bissett on part of the length ref C12-17. The comments made by the Parish Council will be considered as part of this.</p> <p>The criterion for a 30 mph limit is based on the amount of frontage development with a requirement for 20 or more houses over a minimum length of 600 metres. This length may be reduced to 400 metres when the level of development density over this shorter length exceeds the 20 or more houses criterion and in exceptional circumstances a reduction to 300 metres is permissible. If there are just fewer than 20 houses then the Highway Authority is able to make extra allowance for key buildings. The measurement of frontage development is based only on those houses that front onto the main road. It does not include groups of houses that access the main road from a side road. Frontage development density has to achieve an average of 3 houses per 100 metres throughout the length but particularly at the entrances to the limit. This ensures appropriate reinforcement of a village environment to the motorist.</p> <p>On the length of the C12 (C12-16) subject to the existing 40 mph speed limit the number of frontage properties does not meet the above criteria.</p> <p>As set out above there is a requirement for the frontage development to be consistent throughout the length of the restriction to reinforce to motorists the appropriateness of a 30 mph restriction.</p> <p>Neither the number of frontage properties nor the density criteria are met over the length requested and therefore a 30 mph limit cannot be recommended.</p>

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<u>C20</u>	
<p>Comment 1</p> <p>Market Lavington Parish Council at its meeting on the 17th March 2015 noted the intention of Wiltshire Council to introduce a speed limit of 50 mph on the section of road between the Black Dog cross roads (A360) and Worton lying within the parishes of Market Lavington and Worton.</p> <p>Market Lavington Parish Council considered that there was little justification for the introduction of such a speed limit on a road that has a very low accident record and thus the public authority costs of introduction of the speed limit were inappropriate. Traffic on this road has been observed to self regulate its self on the bends and sections of road that are not appropriate for speeds up to the national limit of 60 mph.</p> <p>If finance is available for the purposes of improving the safety of this road then attention should be directed to improvements at the Black Dog cross roads. Previous representations have been made to improve the vision splay when exiting from the Broadway onto the A360 in a northerly direction, at a junction where there have been numerous accidents.</p> <p>Trusting you will give these comments due consideration.</p>	<p>Response to comment 1</p> <p>The proposed 50 mph limit on section C20-06 from Worton to Black Dog was proposed in response to suggestions made by Worton Parish Council to address concerns about collisions on this length of the C20.</p> <p>A review of the personal injury collisions recorded by the Police for the most recent six year period shows that there have been five recorded collisions on section C20-06. Of these collisions two are recorded as single vehicle loss of control with travelling too fast for the conditions listed as a contributory factor. The other collisions do not have speed as a contributory factor.</p> <p>Whilst there is a degree of self regulation it is considered that the DfT criteria for a rural 50 mph are met. These being <i>'For lower quality C and Unclassified roads with a mixed function and high numbers of bends, junctions or accesses 50 mph may be appropriate'</i>.</p> <p>Through the Council's Safety Scheme programme Black Dog crossroads has been identified as a location of for further investigation and action in 2015-16 to address concerns at this location. Funding for this is separate from that used for speed limits.</p>