

**COMMENTS**

<b><u>Ref</u></b>	<b><u>Comment Received</u></b>	<b><u>Officer Comment</u></b>
	<b><u>Redlands</u></b>	
<b>1</b>	<p>As reducing vehicle speed from 30 to 20 mph will increase the number of times the engines will have to rotate many more times which will inevitably increase vehicular exhaust emissions what action will be taken to neutralise this to prevent residents being subject to an increase in danger to health.</p> <p>As a retired Motor Mechanic I can't understand how any research can show that the increased volume of exhaust gas products can result in reduced pollution. If the concern is because of excessive vehicle speed in the area why hasn't action been taken against the culprits. Is this a case of treating symptoms rather than the illness that produces the symptoms.</p> <p>I live in one of the cul-de-sacs in the area &amp; although no more than 100 yards long some drivers still manage to exceed the 30 MPH limit &amp; have to brake hard to stop at either end, to me this is a case of idiot drivers and should never be used to justify 20MPH speed limits.</p> <p>It would seem to me that at the present time due to lack of or limited research on the subject of pollution that my reasoning is just as valid as any other</p>	<p>Limited studies have been undertaken on the effects of lower speed limits on pollution, much of which appears to be contradictory with each other.</p> <p>Whilst there is no clear or definitive answer, we would comment that fuel consumption, pollution and engine wear are primarily affected by driving style, with hard acceleration and braking contributing to an increase in these. 20 mph can reduce the level of braking and acceleration and also smooth traffic flow through junctions and as such could reduce overall levels of fuel consumption and general vehicle wear.</p> <p>Research also indicates that a reduced speed limit can reduce most forms of pollution generated by motor vehicles, including NOx and air borne particulates generated from brake and tyre wear.</p>
<b>2</b>	<p>This is an excellent proposal. As a resident of one of the named streets I support this proposal in full. A lower speed limit will make it safer for everyone and particularly children.</p>	<p>Comment noted.</p>
<b>3</b>	<p>I am writing to you in response to the Traffic Regulation Order (Ref : LJB/TRO/SBEN ) in regard to 20 mph areas within Chippenham.</p> <p>I am fully in favour of your proposed areas for 20 mph speed limit. However, there are some issues that I wish to raise.</p> <p>First of all, I notice that there is one Cul-De-Sac that remains at 30 mph Gaston's Road at its junction with Audley Road. This is a very small Cul-De-Sac and would most certainly benefit from this blanket 20 mph Order. I know that I have previously mentioned this, via phone conversation, and hope that some progress has been made into placing Gaston's Road into this Order.</p> <p>Secondly, I wish to bring up Park Avenue more specifically as this is the road in which I live. A 20 mph Speed Limit will be most welcome here. However, it has been brought to my attention, by residents, that many vehicles regularly exceed the present limit of 30 mph. Therefore I do feel that, at</p>	<p>Comment noted.</p> <p>Gaston's Road was not included in the Order because its short length already promotes low speeds and the introduction of a formal 20 mph limit was thought unnecessary. If residents favour a formal limit this can be considered in the future.</p> <p>The 20 mph limit being introduced is intended to be a sign only limit with no supporting features. The impact of the limit will be monitored to establish if physical features are required to control speeds. Park Avenue is a cul de sac and therefore not subject to through traffic. The majority of vehicle movements are therefore by the residents themselves.</p>

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	<p>the earliest convenience, Wiltshire Council should take traffic calming measures at Park Avenue. Maybe a number of islands with bollards may be appropriate. This should take care of any unnecessary speeding above the proposed 20 mph limit.</p> <p>May I also suggest the installation of a Left Hand Turn-off Lane at the junction of Park Avenue and Bristol Road. This would help slow down the traffic from Bristol Road where the Speed Limit still remains at 40 mph.</p> <p>Thirdly, may I suggest that the speed limit on the Bristol Road, from its junction at Folly Crossroads to the Chippenham Sports Club should be decreased from 40 mph to 30 mph.</p> <p>This would increase safety for residents in Park Avenue, specifically, as vehicles turning into Park Avenue, from Bristol Road, would be travelling at 40 mph and would not necessarily compensate their speed down to the proposed 20 mph, especially up to the first right hand corner of Park Avenue. This would be most noticeable from vehicles turning left and so I hope that my suggestion of a Left Hand Turn-off Lane, at the junction of Bristol Road and Park Avenue, can be seriously considered along with a separate potential 30 mph TRO for Bristol Road.</p> <p>Finally, could I thank the Traffic Regulation Order Team for this most welcome move and hope that the 20 mph Order can be implemented as soon as is possible. I also hope that you can consider some of the measures that I have suggested for Traffic Calming at Park Avenue along with the suggestion of a Left Hand Turn-off Lane from Bristol Road into Park Avenue.</p>	<p>This type of feature is not considered appropriate in an urban area and is in any case unnecessary given the available width of Bristol Road.</p> <p>Bristol Road does not meet the criteria set out in DfT Circular 01/13 for a 30 mph limit.</p> <p>The Police collision database records that there have been no recorded personal injury collisions at the junction of Bristol Road and Park Avenue in the latest 10 year period. The speed required of a motorist to turn left from Bristol Road into Park Avenue is unlikely to be any different following the introduction of the 20 mph limit than at present.</p>
4	<p>I am for this proposal. Vehicles (particularly motorcycles) frequently do more than 30 mph along Redland, which endangers other road users and pedestrians. Speed bumps would be a good method of further reducing speed, especially around schools, shops &amp; junctions. The speed limit also needs to be enforced by traffic police mobile cameras.</p>	<p>The 20 mph limit being introduced is intended to be a sign only limit with no supporting features. The impact of the limit will be monitored to establish if physical features are required to control speeds.</p> <p>The DfT guidance on the use of 20 mph speed limit states that they should be self enforcing and not place any additional enforcement burden on the Police. The Police are able to enforce 20 mph limits but this is likely to be a low priority for them.</p>
	<b><u>Sutton Benger</u></b>	
5	<p>I have viewed the documents on the Wiltshire Council web site regarding this proposal, and find that the proposals are completely lacking in any detail. The documents consist merely of a list of affected roads, and a reason of interests of highway safety. This is grossly inadequate. I have previously been in communication with Martin Rose, Principal Traffic Engineer, Wiltshire Council, regarding my concerns over such a proposal, on grounds of detrimental impact on persons with Disability. (Ref communications of 16th February 2014 and 4th April 2014. I also spoke with Mr. Rose</p>	<p>The 20 mph limit being introduced is intended to be a sign only limit with no supporting features. Should a proposal for traffic calming features be brought forward in the future this will be subject to consultation at that time.</p>

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	<p>of 3rd March 2014)</p> <p>My specific objections are:</p> <ul style="list-style-type: none"> <li>- Introduction of engineering measures such as road humps or chicanes, either now or in the future, will have serious detrimental impacts on my Disability and Health.</li> <li>- Erection of traffic signs would add to the clutter of street furniture on the pavements and impede or restrict access for people with Disabilities.</li> <li>- The roads included on the schedule already have de-facto traffic calming features such as curving roads, and on-street parking with only short lengths between them and it seems unlikely that average road speeds are significantly above 20 mph in any case.</li> <li>- The location of these roads in a remote village location would make policing of the speed limit impractical, which would suggest that even if engineering measures were not made now, could be made at a later date if it were perceived that a sign-only deployment was not effective.</li> <li>- In view of the current financial restrictions on Wiltshire Council budgets, this seems to be an unnecessary use of limited funds for an implementation of questionable benefit, whilst causing serious detrimental impacts for Disabled persons.</li> </ul>	<p>The number of new signs will be kept to a minimum and it is intended to mount them on existing street furniture where possible. Where new posts are used they will be positioned so they do not impact on disabled persons.</p> <p>It is accepted that the layout and nature of the existing road network contains vehicle speeds. Whilst further speed reduction is likely to be small, the presence of the limit is likely to bring about an overall change in driver attitude and introduce positive community benefits.</p> <p>The 20 mph limit in Sutton Benger was requested and is supported by the Parish Council on behalf of the local community. Funding for the scheme comes from the delegated Highways budget available to the Area Boards and it is their decision to support a 20 mph scheme rather than use the funding on other highway matters.</p>
6	<p>Apologies for belatedly responding to your notification of the plan to put a 20 mph limit on Chestnut Road and the cul-de-sacs off to the south: your lamp post notification does not give an e-mail address and it is almost impossible to get through to Wiltshire Council by 'phone. I finally got your e-mail address by e-mailing customer services.</p> <p>About three years ago in response to a question in a Village Survey question 75% of those responding said that they were in favour of a 20 mph limit on those roads. Since then 80+ houses have been built on the Chicken factory site with more to come. The School has built another classroom, where already 40% of the children do not live in the village, and are now advertising vacancies for children outside the catchment area. All of these will increase traffic along Chestnut Road. There are signs that more traffic coming off the M4 is using that route to reach eastern Chippenham and the Calne area - avoiding Sutton Benger High Street and its hold-ups by turning into Chestnut Road to access Sutton Lane and the route to the Tythertons.</p> <p>So in sum I am even more in favour of the plan than three years ago - and I suspect that there are many more of the same opinion but who have not persisted in finding a way of communicating to you.</p>	Comments noted.