Calne Without Parish Council

Road Safety Feasibility Study (Stage 2)

Study Area 2 – A4 corridor

April 2023

1.0 INTRODUCTION

In 2020, Calne Without Parish Council commissioned Entran to complete a Road Safety Feasibility Study for the parish. The Brief identified 16 locations and stated the problems that required investigating.

For each of the sites, the Brief requested options for addressing the problems, advice on whether the options would require consultation or traffic regulation orders (TRO), the likely effectiveness of measures, and the costs of each option.

The Brief requested an interim report identifying the key findings of the initial scoping and survey work and an outline of the anticipated outcomes. Entran completed site investigations for each of the sites and carried out a number of workshops with CWPC, and in October 2021 issued a document entitled 'Stage 1 report; Interim report – appraisal of evidence, initial findings and recommendations.'

The purpose of the interim report was to allow CWPC to prioritise the schemes to be taken forward for further analysis. In our fee proposal, Entran identified that to fulfil the Brief for each of the 16 sites would be likely to exceed the PC's anticipated budget and so our proposed scope of work included a short-listing of sites at Stage 1 to assist the PC in taking around eight sites forward to Stage 2. Upon completion of Stage 1, it was agreed to take 10 sites forward to Stage 2

The sites were split into four study areas, consistent with the Stage 1 Workshops; these are as follows:

- Study Area 1 - Derry Hill and Studley (sites 1, 2, 3, 4 and 5)
- **Study Area 2 – A4 (sites 13, 14, and 15)**
- Study Area 3 – HGVs (sites 2, 7, 11, 12 and 16)
- Study Area 4 – Wider area (sites 6, 8, 9 and 10)

The Brief provided by CWPC was clear that the issues raised are "*real problems experienced by residents*" and that the study is aimed very clearly at improving safety and convenience for all road users. The Brief stated that in some locations, standard solutions would be inappropriate and that environmentally sensitive alternatives should be explored rather than the more standard urban highway solutions. Clearly, given the purpose of the study, safety is paramount.

The Brief included the Hans Monderman quote *"If you want drivers to behave as they should in a village, make sure it feels like a village".* This is taken from the publication 'Traffic in Villages' which has informed the approach to this study, to improve safety for all highway users in the Parish.

This Stage 2 report should be read in conjunction with the Stage 1 report. This report covers Study Area 2, the A4 corridor.

2.0 STUDY AREA 2 – The A4 corridor

The Stage 1 report examined sites 13, 14 and 15 which represent Study Area 2, the A4 corridor. It stated that in each case, a common thread is the multiple speed limits between the Pewsham Way roundabout and Black Dog Hill. Over a distance of 3.75km the speed limit changes from 50mph to 40mph, to 50mph, to National Speed Limit (NSL), to 50mph and then to NSL again.

The Stage 1 report concluded that there was insufficient evidence to establish whether this series of speed limits has a positive or negative effect on driver speeds in each of the zones. The Stage 1 report recommended simultaneous speed surveys to be carried out at the mid-point of each speed limit to establish current driver behaviour, to inform Stage 2 of the study. This is illustrated in Appendix A.

The Stage 1 report stated that irrespective of the of the speed survey findings, further investigation should be made into amending the length and/or end section of the safety barrier to the west of the A342/A4 junction following a fatal road traffic accident in this location. This has since been included as site 16a in Study Area 3.

The Stage 1 report also stated that if funding is available for vehicle activated signs (VAS) then this length of A4 would be a suitable location to reinforce the speed limit ; however, the location (or locations) should be informed by the speed survey data.

Since completing the Stage 1 Report, Wiltshire Council as local highway authority (LHA) have undertaken their own speed limit review, including the length of A4 covered by Study Area 2. As a result, the speed surveys recommended in the Stage 1 report were not carried out as this would have been replicating work carried out by the LHA.

A review of the LHA speed limit review is set out in Section 3.

3.0 COMMENTS ON THE LHA SPEED LIMIT REVIEW

Wiltshire Council Speed limit Review 2021-2022

The LHA speed limit review findings for Study Area 2 are set out in a Technical Note entitled "A4 Chippenham (Pewsham) to Calne Speed Limit Assessment", included here as Appendix B.

The speed limit review was undertaken in a robust and methodical manner. In these forms of assessment, it is important to assess all road links in the same way with a common evidence base. The review is therefore a high-level objective review of data. Whereas this does achieve a common assessment methodology for all roads, it does not take account of any experiential evidence from local residents. For example, the assessment does not take account of sensitive receptors i.e. schools, pedestrian crossings, tension between different highway user groups etc. This can be assessed objectively as a desk-top exercise but can inform the sensitivity of a route rather than simply basing the speed limit on observed speeds and number of serious collisions.

The speed limit review was not based on automatic traffic counters (ATC) bus instead used journey time surveys. These can be unreliable compared to ATCs as they only allow for a small number of measurements to be taken rather than recording all vehicles over a 7-day period for example. The Technical Note states that the timed passes were repeated 'a number of times' but does not state how many, whether they were in daylight or at night, or whether the roads were dry or wet.

The benefit of this form of survey, if done correctly, is that it does provide a realistic assessment of actual driver behaviour. The disadvantages are that the observers are not permitted to exceed the speed limit and therefore if traffic is consistently speeding, the recorded mean speeds do not reflect the actual mean speeds. It can also only be a snap-shot, and it fails to record the highest speeds that are taking place on the road. It is those unrecorded speeding vehicles that contribute disproportionately to collisions.

The Technical Note does not state whether the speed surveys were 'all passes' or only 'unobstructed passes'. In short, as the speeds were recorded using the following-vehicle method, it is not stated whether the mean speeds were based on all recorded passes, or only those where they were not unreasonably obstructed. This is particularly important for those sections with junctions such as Section 3 (Studley Crossroads) and Section 5 (A4/A342 junction) because there is a high number of turning movements which can artificially suppress the speed of through-traffic. It is important in these instances to record the speeds of unobstructed through-vehicles.

There is no information about variation in directional speeds. For example, Section 1 (Chilvester Hill) is reported to have a mean speed of 29.8mph; however, as it has a steep gradient there may be significant variation in speeds up and down the hill. The same would apply to Section 4.

4.0 CONCLUSIONS OF THE LHA SPEED LIMIT REVIEW

Wiltshire Council Speed Limit Review 2021-2022 recommendations

The reviewers have stated that *"it is not recommended that the speed limit changes too frequently on a route".* The PC made this point in their response to the LHA consultation on the traffic regulation orders for the Toucan Crossing and associated 50mph speed limit on the A4, which were implemented as part of the Crest Nicholson development known as Studley Gardens at Studley Crossroads; however, at that time the LHA did not take account of the PC's consultation response and implemented the 50mph speed limit without altering the NSL to the east and west.

This stated principle of limiting the number of changes in speed limit has led to the recommendation for two NSL lengths of the A4 to be reduced to 50mph, specifically, Section 4 and Section 2. This would result in a consistent 50mph speed limit from Chilvester Hill to the A4 junction with the A342 at Pewsham.

The LHA speed limit review recommends retaining the 50mph speed limit at Studley Crossroads (Section 3) as well as the 40mph speed limit west of the A342 junction (Section 5).

There is no indication in the Technical Note as to whether the LHA considers the rationalization of the series of varying speed limits is likely to result in better adherence to the speed limits, or whether it would have any adverse effects on the vehicle speeds within those sections where the speed limit remains unchanged.

The assessment also takes no account of sensitive receptors and the potential for future incidents.

The recommendations of the LHA speed limit review is based on observed vehicle speeds and PIC collision data. This only reflects the experiences of drivers. The sections of A4 that dissect Derry Hill and Studley and run through Pewsham, have a material impact on pedestrians and cyclists and the amenity of local residents. There is no indication that the LHA's study took these experiences into account, but they are critical in deciding an appropriate speed limit on any road which runs through or adjacent to a residential area.

It is important to note that since the LHA speed limit review was completed, a tragic, fatal collision occurred on the A4 immediately to the east of Studley Crossroads. The full details of the incident are not known at this time, but the incident involved a pedestrian crossing the A4 close to the crossroads.

5.0 ADDITIONAL EVIDENCE

Local community consultation

The LHA speed limit review did not include any local community consultation prior to drawing its conclusions. Its recommendations are therefore based solely on empirical vehicle speed and PIC accident data; no consideration has been given to the experiences of the local community. For this reason, Calne Without Parish Council consulted the local community and asked for experiential evidence in relation to the A4 corridor.

A wide range of comments were received demonstrating the fears and concerns of the local community who use the A4 as drivers, pedestrians and cyclists. The full list of residents' comments is included as Appendix C; however, for ease of reference, the comments have been summarised and listed in order of the number of people making that comment.

Findings

The A4 imposes a high degree of severance between various parts of the local community. It divides the villages of Derry Hill and Studley and separates facilities as the Bowood Sports Ground and the Black Dog pub from their general residential catchment. The A4 also serves employment sites such as Vastern Timber, Forest Gate and its two neighbouring automotive sites; the nature of the A4 in this location is a key contributory factor in whether those employees choose to walk or cycle to work.

The summary of community comments demonstrates that the most common statement was that the speed limit on the A4 in the vicinity of Studley Crossroads is too high and should be lowered to 40mph or even 30mph. The local experience is that many people are deterred from walking or cycling across (or along) the A4 in this location due to safety concerns. This runs contrary to the objectives of the Local Transport Plan as well as local and national policy which seeks to promote walking and cycling as the first choice for shorter journeys.

The second most common comments relate to the difficulties for drivers emerging from Derry Hill and Studley onto the A4. The stated issues include obscured visibility splays and volume of traffic, but in all cases these issues are exacerbated by the speed of vehicles on the A4. A recurring comment (in this evidence but also in the original Stage 1 evidence review) is that drivers become frustrated by the delays and take unnecessary risks when emerging onto the A4.

Entran previously measured the stopping sight distance to the Toucan Crossing for eastbound traffic approaching from Chippenham and found it to comply with the DMRB requirements for a 50mph speed limit; however, the local community have witnessed a number of drivers failing to stop at a red light when travelling in that direction, or braking very late which has associated safety implications. This indicates that remedial measures are necessary, either in terms of additional safety features or a reduction in the speed limit.

5.0 ADDITIONAL EVIDENCE (continued)

It is remarkable that when asked for comments relating to the A4 corridor between Calne and Chippenham, more comments were made about the speed limit at Studley Crossroads or safety concerns about the use of that junction, than all other comments combined.

One respondent stated that they considered the 50mph speed limit to be correct, compared to 67 separate comments stating that the speed limit should be lower in that location.

Conclusions from the local community consultation

The additional evidence from the local community consultation serves to fill the gaps in the LHA speed limit review, allowing for the effects of the speed limits on all road users to be taken into consideration rather than vehicle drivers only.

The evidence demonstrates that the overwhelming majority of the local community who have concerns about the A4 would support a reduction in speed limit from 50mph to 40mph through Studley Crossroads. This would serve to allay some concerns about driver to driver intervisibility and stopping sight distances, but would also address concerns about vulnerable road users being intimidated by a high speed road severing the local community.

When taken as a whole, the evidence base used to inform the LHA speed limit review and the additional experiential evidence from the local community, clearly make the case in favour of the PC's recommendation to reduce the speed limit along the A4 Section 3.

In addition to the above, there is also a strong case to review the boundaries to each of the speed limits. It is important to ensure the gateways are consistent with other visual information, informing drivers whey there is a reduction in the speed limit. For example, a transition from NSL to 50mph or from 50mph to 40mph must be in a location where there is change in character such as a settlement boundary or significant road junction. Speed limit boundaries placed in arbitrary locations reduce driver confidence in the need to reduce their speed and can have a detrimental effect on their inclination to adhere to any subsequent speed limits along that corridor. By contrast, well placed speed limit boundaries in logical locations that make it clear to drivers why they need to adjust their speed, are more successful in delivering the desired driver behaviour.

Any proposed changes to the speed limits between Calne and Chippenham, need to include a review of the speed limit boundaries, taking account of local community experiential evidence rather data related solely to driver behaviour.

6.0 RECOMMENDATIONS

Calne Without Parish Council Road Safety Working Group

At its meeting on 5th December 2022, the working group considered the LHA speed limit review and concluded that the PC would support the recommended reductions from NSL to 50mph across Sections 2 and 4, but would request a further reduction from 50mph to 40mph for the section through Studley Crossroads (Section 3), on the basis of:

- Presence of complex staggered cross-road junction (Studley Crossroads).
- Presence of Toucan crossing.
- High incidence of PIC collisions.
- Presence of well used bus stops.
- Direct frontage access.
- The safety implications of all of the above in close proximity to each other

The number of collisions has been taken into account in the LHA speed limit review, from which the assessors will have drawn a view as to whether Studley Crossroads is considered a significant hazard; however, the local community who use this junction on a regular basis are very aware of the complex and conflicting vehicle movements at this junction and the high incidence of 'near miss' incidents, over and above the recorded PICs.

There are well used bus stops on a number of the lengths of road included in the LHA study area; however, the presence of bus stops either side of Studley Crossroads, in close proximity to the new Toucan crossing, at a junction with difficult conflicting turning movements, is a contributory factor in the complex and challenging nature of this location.

It should be noted that a reduction from 50mph to 40mph on Section 3 would appear to run counter to the objective of rationalizing the number of speed limits along this length of the A4 but is clearly necessary to address the wide range of concerns raised by the local community.

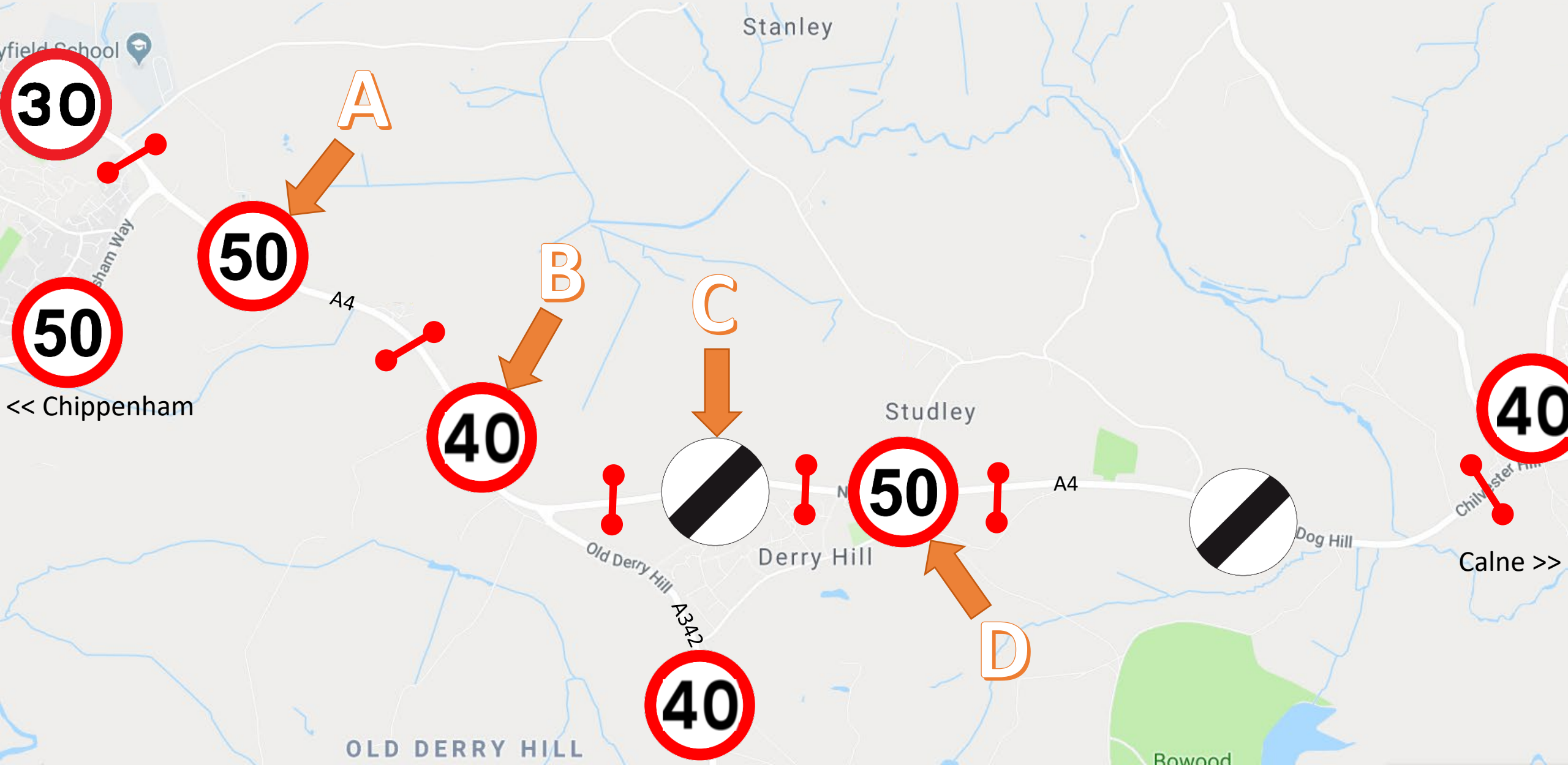
Since the LHA speed limit review was completed, a tragic fatal accident occurred close to Studley Crossroads (07/02/2023). The incident involved an older pedestrian and a car travelling along the A4 (Section 3). At this stage full details are not known, and it is therefore unclear whether the speed of the vehicle was a contributory factor; however, the fact that the incident took place close to but not at the Toucan crossing indicates that the complex collection of junctions, crossings and bus stops in close proximity is a challenging environment for drivers and pedestrians (and cyclists).

On the basis of the above, and having reviewed the additional evidence, we would endorse the PC's recommendation that the speed limit on Section 3 is reduced from 50mph to 40mph. The resultant speed limits are illustrated in Appendix D.

Appendix A

Stage 1 speed survey recommendations

4 x ATCs annotated A-D; each approximately midway between speed limit entry points.
Speed limit entry points shown as
Each ATC to record speed and volume over 14-day period



Appendix B

LHA speed limit review

Technical Note – A4 Chippenham (Pewsham) to Calne Speed Limit Assessment

References:

1. Department for Transport Traffic Advisory Leaflet 1/04 – Village Speed Limits
2. Department for Transport Traffic Advisory Leaflet 2/06 – Speed Assessment Framework
3. Department for Transport Circular 01/2013 – Setting Local Speed Limits
4. Speed Limit Strategy – Wiltshire County Council July 2007
5. Atkins A4 Chippenham (Pewsham) to Calne speed limit assessment drawings numbered 5215073-ATK-DR-040 & 041 (sheets 1 & 2).

The team used the information above to produce the framework drawing indicated at Reference 5 in accordance with the DfT Traffic Advisory Leaflets and Circular. The calculation in the table based on government advice produces assessed speed limits as shown. Recorded injury collisions are a significant part of the assessment process according to the DfT. There is then the opportunity for the experienced engineers to use that assessed limit and other information, such as environmental factors (layout of the road, number of accesses onto the highway, nature of the traffic, etc.) to produce a recommended speed limit.

Traffic volumes were measured over a week and vehicle injury collision data obtained from the police records for the most recent six years.

There were a total of thirty-one injury collisions over the six-year period, one resulting in fatal injuries, six in serious injuries, the other twenty-four involved slight injury. Most of these collisions resulted in more than one casualty, but the numbers shown on the table are for collisions, not casualties.

The mean speed of traffic is measured in accordance with the requirements in the documents above. This is achieved by undertaking journey time surveys. Each section of the route is timed whilst following other vehicles to gain a true reflection of how the road is driven by the general public. This is repeated a number of times to determine an average journey time and hence the mean speed is derived.

The following are comments explaining the recommended speed limits:

Section 1: The existing speed limit is 40mph, the measured speed of traffic was 29.8mph, the assessed limit is 40mph. It is therefore recommended that the speed limit should remain at 40mph.

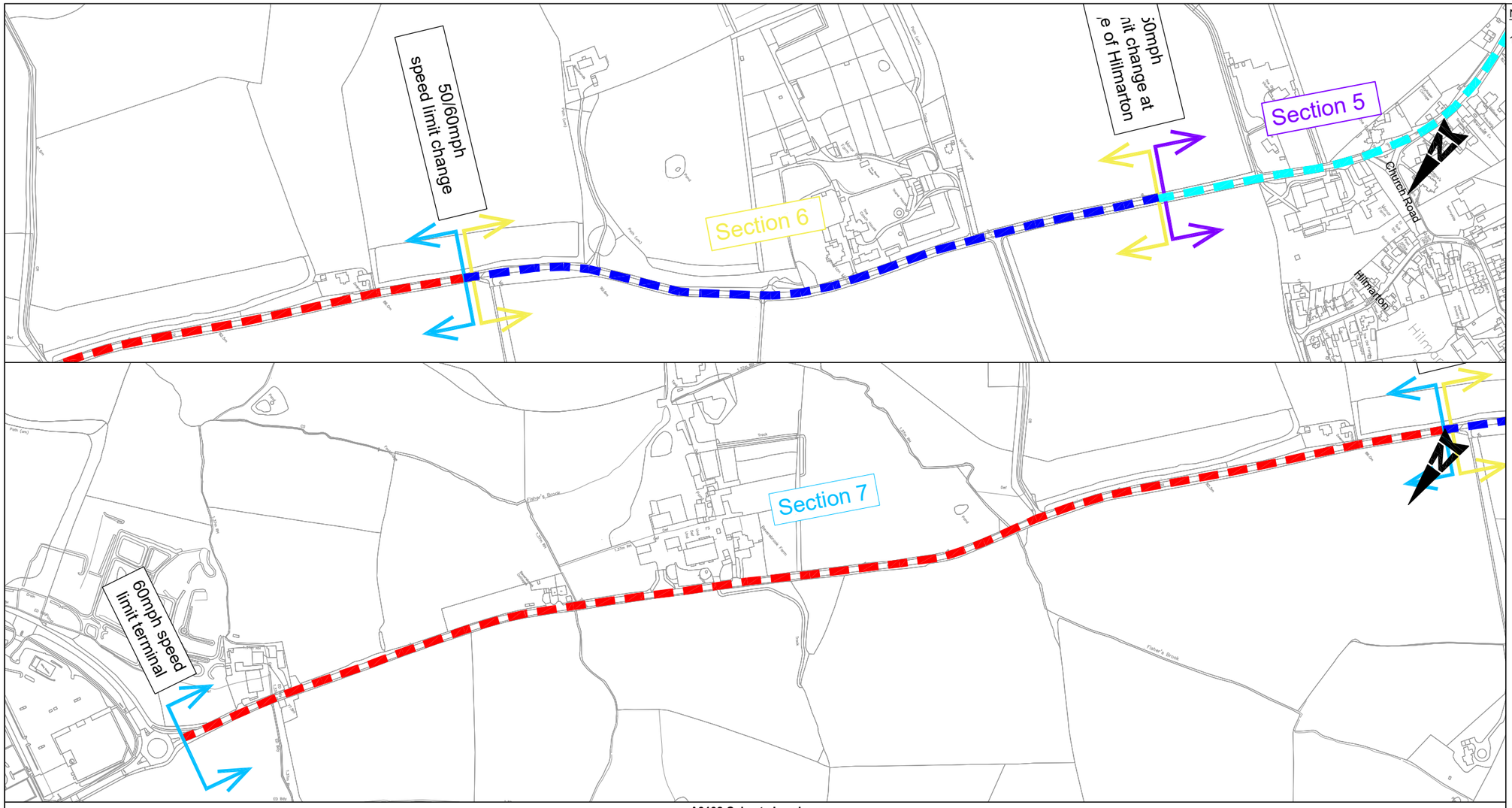
Section 2: The existing speed limit is 60mph, the measured speed of traffic was 48.0mph, the assessed speed limit is 60mph. It is recommended that the speed limit is lowered to 50mph to try to reduce the number of injury collisions. The existing speed of traffic fits in with this speed limit and it will reduce the number of speed limit changes on the route. It will also encourage drivers to keep to a lower speed either side of this section, especially the approach to Studley Lane crossroads.

Section 3: The existing speed limit is 50mph, the measured speed of traffic was 37.7mph, the assessed speed limit is 50mph. All seven of the reported collisions on this section occurred at or very close to the Studley Lane crossroads. Further analysis of these collisions and engineering recommendations may be able to reduce the incidence of injuries at this location. The recommended speed limit is 50mph.

Section 4: The existing speed limit is 60mph, the measured speed of traffic was 50.9mph, the assessed speed limit is 60mph. It is recommended that the speed limit is lowered to 50mph. The existing speed of traffic fits in with this speed limit and it will reduce the number of speed limit changes on the route. It will also encourage drivers to keep to a lower speed either side of this section, especially the approach to Derry Hill junction and also Studley Lane crossroads.

Section 5: The existing speed limit is 40mph, the measured speed of traffic was 36.5mph, the assessed speed limit is 50mph. Partly because of the Derry Hill junction in this section, it is recommended that the limit remains at 40mph.

Section 6: The existing speed limit is 50mph, the measured speed of traffic was 44.9mph, the assessed speed limit is 60mph but it is recommended that the speed limit remains as existing at 50mph.



Notes

1. Limits of work are approximate and are to be agreed on site with the Engineer.

A3102 Calne to Lyneham

Road Sections	Description	Section Length (Metres - Taken from AutoCAD OS Tile)	Existing Speed Limit (Miles per Hour)	AADT (Average Annual Daily Traffic - Taken from Traffic Counts)	Collisions		Collision Rate (per 100 million vkm)	Mean Speed (Miles per Hour)	Assessed Speed Limit (Miles per Hour)	Recommended Speed Limit (Miles per Hour)	Comments
					All	KSI (Killed or Seriously Injured) (Fatal or Severe)					
Section 6 - 00023	40/50mph speed limit change at the village of Hilmarton to 50/60mph speed limit change	876	50	8321	4	1	25.060	40.900	50	50	The existing and assessed limits are both 50mph with the mean speed comfortably below that. It is recommended that the speed limit should remain at 50mph.
Section 7 - 00019	50/60mph speed limit change to 60mph speed limit terminal	1660	50	8321	2	0	6.610	51.800	60	50	Although the assessed limit is 60mph, it is recommended that the existing limit is retained as it works well.

Postal Area: SN15 4EE to SN11 9FQ
USRN: 83800009
OS Grid Ref: 402264 178298 to 400590 172876
Philips Street Atlas: P.60 A1 to A2, P.73 E1 to F8, P81 D6 to E8
Road Speed Limit: Various

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS
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(ENTER 'NONE' IF APPLICABLE)
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(ENTER 'NONE' IF APPLICABLE)
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(ENTER 'NONE' IF APPLICABLE)

Rev 1.0
Drawing Number 5215073 - ATK - C - DR - 052
Status S2

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A3 (0, 10, 50)

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Stat	Purpose of Issue	Date	Auth	Rev	Description	By	Date	Chk'd	Auth
S2	For Information	7/10/22	KNB	1.0	First Issue	FC	7/10/22	AP	KNB

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Project: Speed Limit Reviews 2021 - 2022

Title: A3012 Calne to Lyneham
Sheet 3

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	N.T.S	FC Date 21/09/22	AP Date 7/10/22	KNB Date 7/10/22

Status	Drawing Number	Rev
S2	5215073 - ATK - C - DR - 052	1.0

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Rev 1.0

Drawing Number 5215073 - ATK - DR - 040

Status S2

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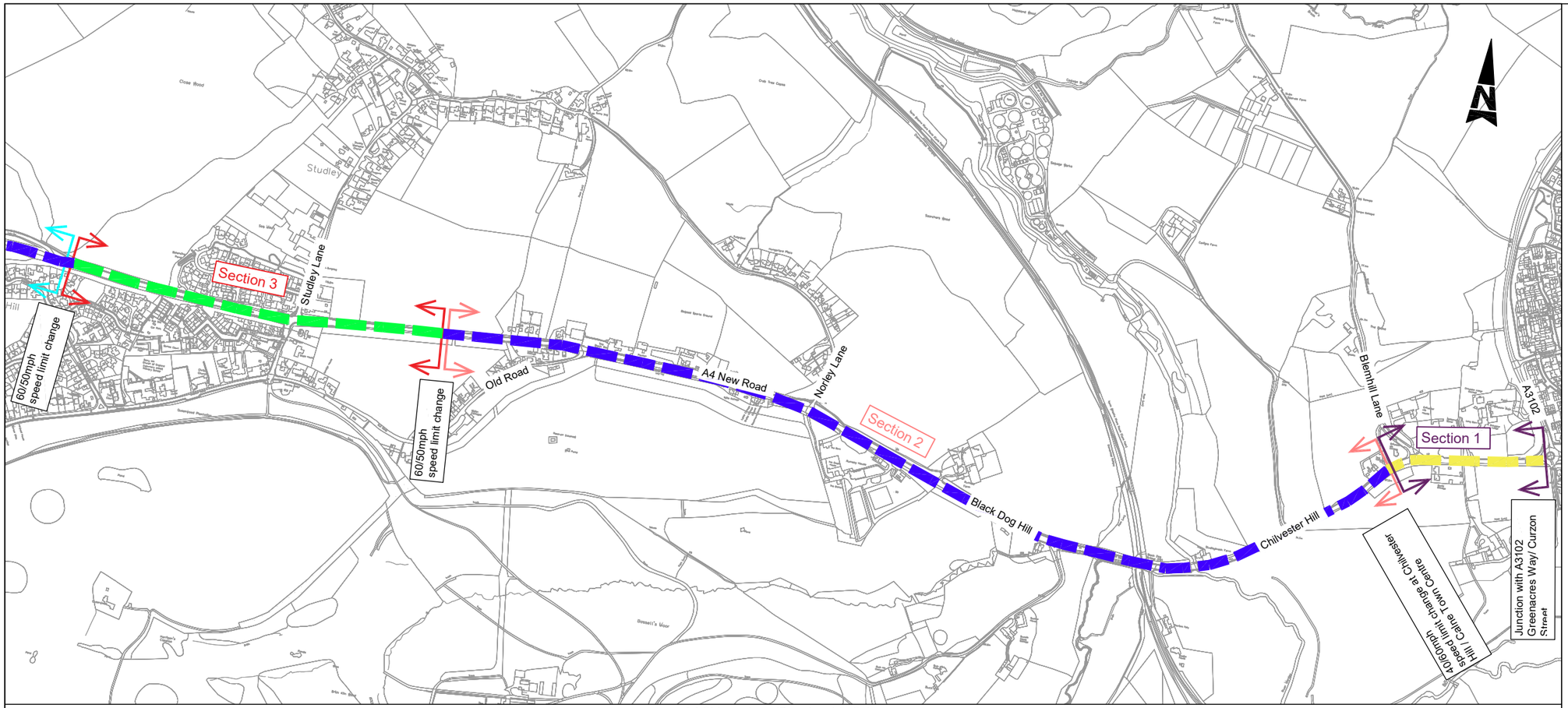

Notes

1. Limits of work are approximate and are to be agreed on site with the Engineer.

Existing 60mph Speed Limit

Existing 50mph Speed Limit

Existing 40mph Speed Limit

Section 1

Section 2

Section 3

A4 Chippenham (Pewsham) to Calne

Sections	Description	Section Length (Metres - Taken from AutoCAD OS Tile)	Existing Speed Limit (Miles per Hour)	AADT (Average Annual Daily Traffic - Taken from Traffic Counts)	Collisions		Collision Rate (per 100 million vkm)	Mean Speed (Miles per Hour)	Assessed Speed Limit (Miles per Hour)	Recommended Speed Limit (Miles per Hour)	Comments
					All	KSI (Killed or Seriously Injured) (Fatal or Severe)					
Section 1 - 00094	Between roundabout with A3102/ Curzon Street and 40/60mph speed limit change on the approach to Calne Town Centre	306	40	15718	4	0	37.970	29.800	40	40	The assessed speed limit and existing limit are both 40mph. This is the recommended speed limit.
Section 2 - 00083	40/60mph speed limit change on the approach to Calne Town Centre to 60/50mph speed limit change	1975	60	15718	11	2	16.180	48.000	60	50	Although the assessed limit is 60mph, the number of collisions on this section suggest that a reduction in limit would be helpful. A 50mph limit would also reduce the number of changes in speed limit on this route.
Section 3 - 00070	Between 60/50mph speed limit change	732	50	15718	7	2	27.780	37.700	50	50	The assessed speed limit and existing limit are both 50mph. This is the recommended speed limit.

Postal Area: SN11 0 RR to SN15 3RW
USRN: 83800024
OS Grid Ref: 398865 171215 to 393742 172167
Philips Street Atlas: P.79 B5 to F3, P80 A3 to F3
Road Speed Limit: Various

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Stat	Purpose of Issue	Date	Auth	Rev	Description	By	Date	Chk'd	Auth
S2	For Information	03/10/22	KNB	1.0	First Issue	FC	03/10/22	AP	KNB

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Project: Speed Limit Reviews 2021 - 2022

Title: A4 Chippenham (Pewsham) to Calne Sheet 1

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	N.T.S	FC Date 21/09/22	AP Date 03/10/22	KNB Date 03/10/22

Status	Drawing Number	Rev
S2	5215073 - ATK - DR - 040	1.0

File: 5215073 - ATK - DR - 040 A4 Chippenham to Calne.dwg
Date: Oct 05, 2022 - 5:12pm Plotted by: CHINGSES

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Rev 1.0

Status S2

Drawing Number 5215073 - ATK - DR - 041

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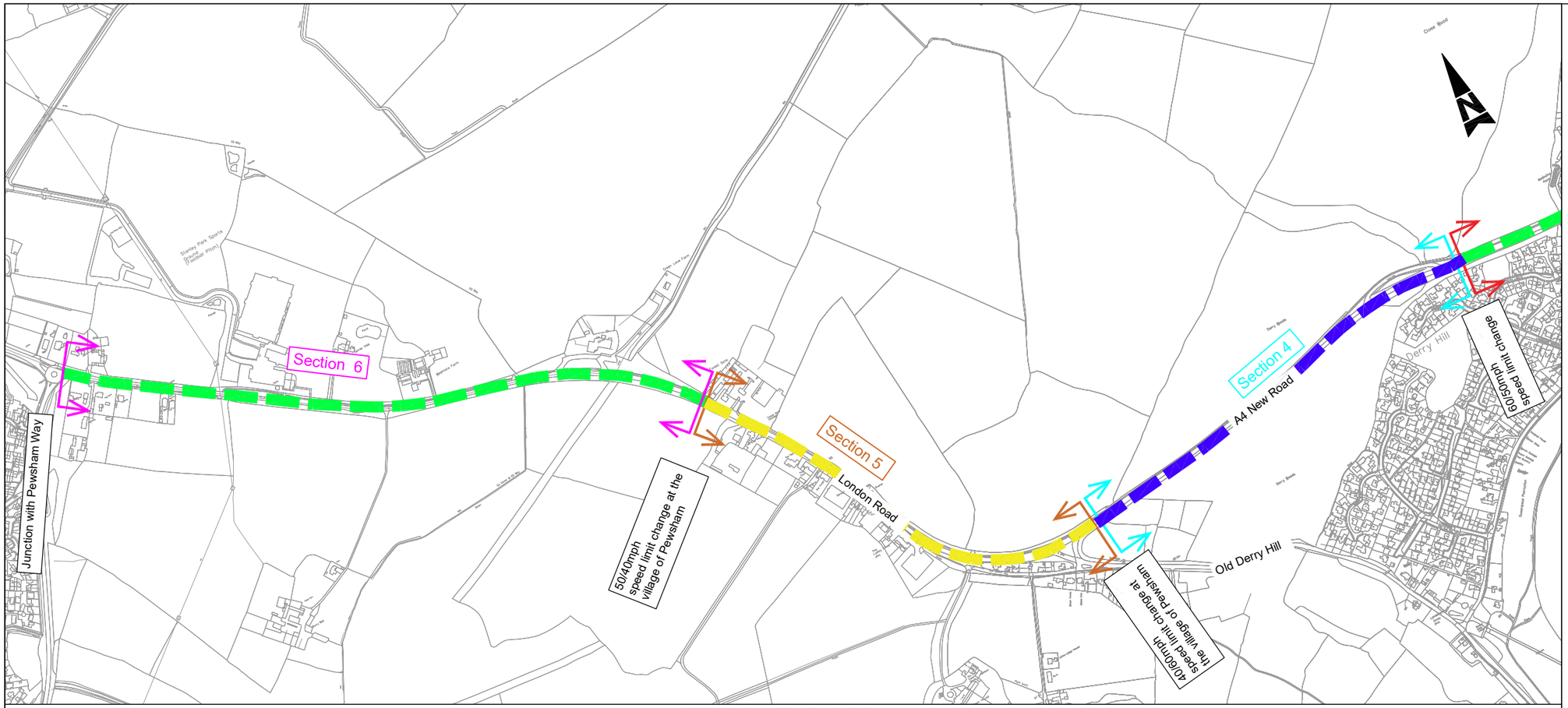

Notes

1. Limits of work are approximate and are to be agreed on site with the Engineer.

Existing 60mph Speed Limit

Existing 50mph Speed Limit

Existing 40mph Speed Limit

Section 4

Section 5

Section 6

A4 Chippenham (Pewsham) to Calne

Sections	Description	Section Length (Metres - Taken from AutoCAD OS Tile)	Existing Speed Limit (Miles per Hour)	AADT (Average Annual Daily Traffic - Taken from Traffic Counts)	Collisions		Collision Rate (per 100 million vkm)	Mean Speed (Miles per Hour)	Assessed Speed Limit (Miles per Hour)	Recommended Speed Limit (Miles per Hour)	Comments
					All	KSI (Killed or Seriously Injured) (Fatal or Severe)					
Section 4 - 00070	Between 60/50mph speed limit change to 40/60mph speed limit change at village of Pewsham	810	60	15718	1	0	3.590	50.900	60	50	It is not recommended that the speed limit changes too frequently on a route. The two sections to the east of this section will be 50mph and the one to the west is 40mph. 50mph is recommended for this section. The mean measured speed was close to 50mph.
Section 5 - 00064	40/60mph speed limit change to 50/40 mph speed limit change at the village of Pewsham	763	40	10960	2	1	10.920	36.500	50	40	The assessed speed limit is 50mph. Although this may be acceptable and would give a consistent speed limit in this area, it is recommended that the speed limit remains as existing at 40mph. This section includes the junction with Old Derry Hill.
Section 6 - 00057	50/40 mph speed limit change at the village of Pewsham to junction with Pewsham Way	1163	50	10960	2	1	7.160	44.900	60	50	The existing speed limit seems to be working satisfatorily so it is recommended that the speed limit remains at 50mph.

Postal Area: SN11 0 RR to SN15 3RW
USRN: 83800024
OS Grid Ref: 398865 171215 to 393742 172167
Philips Street Atlas: P.79 B5 to F3, P80 A3 to F3
Road Speed Limit: Various

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

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Appendix C

Local community consultation

Calne Without Parish Council - Road Safety Feasibility Study

Study Area 2, A4 Corridor - Community experiential evidence

Comment	Frequency
50mph speed limit too high at Studley Crossroads	37
40/30mph required through Studley Crossroads	27
Emerge from Derry Hill very difficult (long waiting times)	23
Emerge from Studley very difficult	22
Cars fail to stop at Toucan crossing due to high speeds	15
Pedestrians feel intimidated alongside A4 due to high speeds	15
Poor visibility for drivers emerging at Studley Crossroads (in summer)	13
Cars approaching Toucan crossing too fast from Chippenham direction	12
Narrow footway on Calne side of Studley Crossroads	9
Traffic lights needed at Studley Crossroads	8
Norley Lane speed limit should be reduced	7
Too much clutter (Bus stops, developments, vehicle and ped movements)	6
High volumes of traffic	6
Uncut verges	5
Bus stops East/Westbound positioned closed to Toucan Crossing	3
Possible Speed Cameras	3
A4 is 40mph at Pewsham and so is A342, but not through Studley Crossroads	2
Adding pedestrain crossing, cycle lane around Forest gate	2
Improve existing cycle way between Calne and Chippenham (NCN403)	2
Lack of provision for cyclists on A4	2
Road improvement layouts required in Derry Hill and Studley	1
20mph would be preferred on A4 through Studley Crossroads	1
Dangerous increase of speed limit from 20mph to 50mph and 60mph	1
Church Road saftey imporments required	1
A342 should be made to stop before the A4	1
50mph is the correct speed through Studley Crossroads	1

Responses to request for Users Experiences of the A4.

I'm writing to you with my views regarding the A4, specifically around the Studley/Derry Hill area. My initial comment is the speed limit is far too high. As a pedestrian I find myself using the inside of the pavement as the traffic races along that road, flicking up debris etc, and it feels very precarious when larger vehicles are driving at great speed a matter of feet away from you. It is worse on the Calne side of the crossroads as there is precious little in terms of pavement there at all. The crossing is not far from the brow of the hill from Chippenham, and if traffic hasn't passed through the 50mph gateway signs at 50mph or less then there have been times of red lights being run. My older children are too nervous of the road to use the crossing independently. Pulling out onto the A4 from Studley towards Chippenham or Derry Hill is truly awful, particularly at peak times, when one can wait a good few minutes for an opportunity. This leads to impatience and potentially dangerous or at least precarious decisions to be made. Visibility on the junction can also be impaired by the parking of vehicles on a driveway nearby. I'm aware it's lawful but at times it makes the oncoming traffic too difficult to see, and in the summer when the flower beds are left to grow wild you can't see fully down the road towards Chippenham. If the speed was significantly reduced then it would allow more processing time for driving decisions, be safer to be a pedestrian and also reduce the general traffic noise in the area.
To Whom it may concern, thank you for the opportunity to have our say. As a resident of Derry Hill and user of the A4 both as a motorist and as a pedestrian I believe something urgently needs to be done about the speed limit along this road especially through the Studley crossroads section. It is not uncommon to sit at the crossroads/junction waiting to turn on to the A4 for up to 10 minutes due to the sheer volume and speed of traffic. My son travels on the school bus and has to first cross the studley lane to get to the crossing over the A4 back in to Derry Hill. The traffic at 50mph is sometimes travelling too fast to stop at the crossing. This is another accident waiting to happen. There doesn't seem to be any continuity when it comes to speed limits.. the A4 at 'The Pewsham' pub end is a 40 as is the Devizes road driving out of Derry Hill. Arguably there are far less houses along both of these stretches so less need for a lower speed limit. As a built up area with peoples front doors within 3 metres of the road surely the speed limit should be at maximum 30mph along the A4 at the studley crossroads stretch?
Hello I live in Studley and wanted to give feedback of what traffic challenges we face. We find the traffic on the A4 goes a lot faster than it should. It feels very unsafe when i walk with my children, as the speeds could result in mistakes. I've seen accidents happen, traffic not stop on

red lights at the Studley Crossroads and a car smash into these traffic lights. The Crossroads feels very unsafe due to poor visibility and traffic launching at speed from all directions that even if there's a gap, by the time you move- the traffic is flying towards you.

The lights crossing on the A4 is such a concern that I do not allow my 11y old to get the bus to school, as it would require him to cross this busy traffic flow. We have seen cars fail to stop on red lights frequently. It feels totally unsafe.

How can the A4 traffic be slowed down to make things safer? Hopefully some kind of roundabout, traffic lights or ramp traffic calming system. I believe the A4 through the Studley Crossroads area should be 30mph. This would make it feel safer for families who live both sides of the crossing.

I believe the Norley Lane speed limits should also be reduced. 60 is too fast for a narrow road with no pavements, where families walk in the road. We have had some near misses when my children are on bikes.

The current speeding and road safety issues impair our family enjoyment for us, and is a constant worry.

Hello

I am writing to share my experiences of the A4 London Road in Calne Without. I live next to the Forest Gate section where the road turns from 50mph to 40mph as you enter the forest gate area.

Unfortunately drivers rarely take heed of this reduction in speed. I suggest it should actually be 30mph going forward, especially because of the number of pedestrians or runners looking to cross the road to access the walking paths and The Pewsham pub. We all know about the deaths of those young men driving around the bend at the bottom of Derry Hill.

I frequently walk down this section of road and find it quite frightening due to the speed of vehicles. I am now pregnant and would like to take my child out in the pram for walks. There are very few accessible paths and so the only choice is to walk next to the 40/50mph road.

Considering that Wiltshire council are looking to add a junction just up from Forest Gate, to meet the new distributor road, and the new solar farm at forest gate which by design has walking paths, and the canal trust will be connecting through to Stanley Lane, I strongly recommend a change in speed, adding pedestrian crossings, a cycle lane, and additional traffic calming measures to this particular section of the A4.

Many thanks

Good afternoon
Firstly this is my work email, if you reply to me please do so to

I see on Shout Out Calne this morning that you are keen for views of regular road users along this stretch.
Two real issues for me:

- The Studley crossroads area. In my opinion this is far too busy and area, too many things happening, too many distractions. The newly built estate and its close proximity to the A4 is a distraction and has caused far too much vehicular and pedestrian movement. The traffic lights and pedestrian crossing, the central reservations, the bus stops particularly the Calne side one where the bus driver doesn't pull in fully and therefore narrows the space to pass by the reservation.
- Cyclists. Often causing long tail backs up the three hills. This can result in driver irritation, frustration and the inevitable near miss, or potentially worse. There is a cycle track running between Calne and Chippenham. Improve the condition, make that more usable with more access and egress points. Get the cyclist off the road.

I hope this e mail is not an inconvenience to you , however , I thought that you would be the right person to contact regarding issues with speed and general traffic through Derry Hill and in particular the dangers caused by excess speed at the Studley crossroads.

You will no doubt be aware of the fatality at the junction on 7th February and also the second accident in just over two weeks on the 23rd February. Sadly, I predicted that these incidents would occur given the extra traffic at the junction from the development at Studley Gardens and the ludicrous 50 mph speed limit agreed by the authorities. Surely there now has to be some serious consideration to having the speed reduced to 40 mph (preferably 30mph). Given that we have increased footfall across the A4, a pedestrian crossing used more and fast traffic on the road it is little wonder that more incidents are occurring.

I know that you are particularly vocal when it comes to road safety in our village and have championed improvements for some time. I have also read with interest the survey commissioned to look at improvements in road layouts throughout Derry Hill and Studley and I look forward to seeing these actioned. However, throughout the whole of the survey there is no mention of any proposals to look at speed issues at the junction. Whilst I am aware that this will involve various changes and approvals by Wiltshire council and is more challenging to get passed, I am sure that it is not beyond the wit of man to see that the current state of affairs cannot be allowed to continue.

I hope that you will be able to use my concerns to leverage action in this area. I know that there are many residents who feel the same as I and I hope that they will also take the time to voice their concerns to you so that you have more in your armoury to take this matter forward.

We live in derry Hill and pulling out of this junction is so dangerous. Cars come very fast from the Chippenham direction and because of the hill you don't get a lot of notice. Cars from Calne direction are similarly going very fast. Although due to the straight road you do get more time, I have witnessed several times where the lead approaching car is indicating to turn into derry hill so you would assume that you could pull out infront, but on too many occasions the second car, rather than slow down, decides to overtake the turning car by using the middle turning lane designed for cars turning right. So not only are they in the wrong lane, they are also speeding to overtake right on the junction.
You also get situations where people pulling out of derry hill and Studley opposite at the same time have a conflict of interest.

Hello,

I saw on Facebook a request for experiences at Studley Crossroads and I thought I'd email in my two pence worth.

I lived in Derry Hill my whole life, from birth, until recently moving to Calne, so have been at the Studley Crossroads thousands and thousands of times, both as a driver, a passenger and a pedestrian.

I know there's a huge amount of support for reduction of the speed limit there, but controversially I disagree.

I think 50mph works well.

The recent fatality is of course very sad, but I don't think you can reduce the speed limit of a road every time there's an accident, which is what some (loud) members of the community seem to want to do.

If pedestrians used the crossings correctly there shouldn't be any issues. A crossing has already been put in to accommodate pedestrians, as well as an island on the other side of the crossroads which has been there years. There is enough there to accommodate pedestrians, and I strongly believe that any reduction in the speed limit is wholly unnecessary.

Happy to comment more if necessary, but I thought I'd send this in because I bet you're hearing a lot of noise from those who want to reduce it, and less from those who think it works absolutely fine as it is.

Hello,

I live at [redacted] Chapel Street and my house back onto the A4. I believe that the following needs to be applied to prevent further fatalities.

1. 30 MPH speed limit implemented on the A4 through the Studley Crossroads
2. Traffic lights to be applied to the cross roads
3. Bus stops East bound/West bound to be positioned adjacent to each other close to pedestrian crossing.

The reasoning behind these recommendations is based on my observations

A. The Studley Cross roads is challenging for any driver especially when turning right out of Derry Hill or Studley - or indeed turning right from the A4. Drivers have to judge multiple moving objects and on numerous occasions drivers have to 'just go for it' and accelerate hard. Slowing the road speed and installing traffic light control would resolve this and make the junction much safer and significant reduce the probability of future fatalities.
B. It is particularly dangerous walking along the pavement on the South side of the A4 with heavy trucks passing at 50mph plus. This is especially the case when pedestrians need to pass each other. Being struck at 50 mph is fatal. At 30 MPH it is survivable.
C. Because the eastbound bus stop is a significant distance from the pedestrian crossing - people getting off the bus tend to cross the A4 to the east of the crossroads and do not walk down to the pedestrian crossing. – which in itself requires crossing a road to access. Adding pedestrians into the mix on the cross roads makes it even more dangerous.

D. Since the building of Studley Gardens, road noise effecting the properties in Chapel Street has increased significantly to the extent that you cannot really have a conversation in the garden. I think the building of Studley gardens has meant that the sound of road instead of being dissipated to the north as it was before construction of Studley Gardens – is now reflected back to our properties. I am sure residents of Studley Gardens must suffer the same.

The A4 New Road originally acted as a bypass it seems, taking traffic away from the built up village. With the construction of properties on both sides of the A4, New Road has essentially become an urban street. One could argue that Church Road, with properties only on one side of the road is in fact now more of a village bypass! I think further development will magnify this effect.

Having said that, I do not believe that adding traffic light control and reduced speed limit will increase traffic through Church Road. I cannot see how any driver Chippenham bound from Calne - on reaching the lights would opt to take Church Road, drive over speed bumps at 20 mph, turn right at the Lansdowne only the re-join the A4 for Chippenham at the 'also dangerous' junction at Old Derry Hill.

Hello
Please find below some of my experiences as a resident of Derry Hill about the Studley Crossroads.

I regularly use the junction to pull out of Derry Hill to go right towards Calne. I have witnessed many incidents in my 11 years using this junction, there have been multiple close misses and I have also witnessed many dangerous crossings of pedestrians, trying to cross by the bus stop before oncoming traffic approaches.

I believe one of the main issues is that the traffic on the A4 is travelling so fast past this junction, many motorists are making split second decisions which are very dangerous and high risk. If a driver is waiting to pull out at Studley this can often create even more confusion, dangerous manoeuvres and quick decisions that cause huge risk to all the road users.

Drivers often get frustrated waiting to pull out and take risks pulling out -quickly - but as the oncoming traffic approaches so fast, these drivers have often not allowed for a safe gap in traffic.

As a mother to 3 now teenage children, I have always driven my children to school in Chippenham, rather than letting them use the public bus. This is due to my fear of them needing to cross such a dangerous road where traffic is travelling at such speed.

I also often cross the road to take my dog for a walk and there have been times when cars have been travelling too fast to stop for the red traffic light for the pedestrian crossing. I always wait until the cars are coming to an obvious stop before even attempting to cross at the traffic light crossing.

Unless the speed limit is reduced there will be more accidents and incidents at this junction. Surely anyone spending any time watching traffic and pedestrian behaviours, children getting off the bus, crossing for school will seek a reduction in the speed limit to 30mph, it is simply too dangerous for us all if it remains at 50mph.

Hi

I would like to comment on this dangerous junction. I first became nervous about turning onto the A4 from Derry Hill last August when a local man and his young son that I know were lucky to survive a crash there. The side of his car was stoved in by a driver who obviously didn't know the rules of the road and both of them needed hospital treatment. Since then I have become much more cautious and observant and realised that many people do not know the Highway Code. Reducing the speed limit to 40MPH on the A4 would at least give the many elderly and inexperienced drivers round here a bit more thinking time and hopefully prevent a future tragedy.

Good morning

I would like to detail my experience of using Studley crossroads as both a motorist and a pedestrian. I have lived on both sides of the crossroads for more than 20 years and found the navigation of them to be tricky and in some cases dangerous.

Several years ago I was involved in a road traffic collision outside the Pewsham pub where I was stationary in my car waiting for a car to turn right into the pub car park and we were hit from behind by a car who had failed to see the stationary line of traffic. It was only because I had a tow bar on my car which took a lot of the impact that no serious injuries occurred.

The addition of the pedestrian lights near the crossroads have made crossing the road on foot a safer option however on at least 2 occasions cars have failed to stop at the red lights which potentially could lead to another fatal accident in the area.

I regularly use the crossroads during the morning rush hour as an motorist and frequently spend 5 minutes or more waiting to cross in the car. The never ending stream of fast moving traffic makes pulling out onto the A4 almost impossible at times. I use this particular junction at least twice a day and quite often more than that and it would make the situation less stressful if there were 3 or 4 way lights at the junction.

Both of my daughters have learnt to drive while living in the area and taking both learner and new drivers across the crossroads can be a daunting prospect.

I would like the speed on the entire section of road to be lowered and traffic lights installed at the junction to make Studley Crossroads a safer junction and feel that both these measures would reduce the number of accidents and sadly fatalities, that occur.

Dear Clerk,

For over 20 years I have used the A4 on a daily basis from Pewsham to Black Dog. Daily use has provided me with ample evidence of just how dangerous and life threatening the road can be. Not taking the time to make a stand againt the current speed limits makes us all complicate.

I have been a passenger in a car accident by the Pewsham Pub - we were stationary in a row of traffic and were hit from behind by a motorist doing over 50mph. We were told the repair garage that the tow hitch on the back of our car saved our lives as it took the energy of the impact.

I have been waiting to cross the A4 at the Studely Crossroads light controlled crossing. One driver was confused by the signs, lights and road marking and skidded to a halt - even though the light for him was green. We were close to his front bumper when he stopped. The drivers behind narrowly missed his car.

My daughter as a new driver pulled onto the A4 from Studley and stalled - she was narrowly missed by traffic travelling at 50mph. The situation would have been less life threatening at 30mph.

There have been numerous accidents, near misses and deaths over the 20 years we have lived across both Derry Hill and Studley.

The Local Authority has the power to lower the speed limit and to make a positive difference to the lives of the people that use and live by the A4.

Hello,
I understand that you have requested information about incidents at the X roads/A4.

Before the traffic lights were installed, we (my wife and I) wrote to Bridget Waylen at Wilts. Council asking for the new lights to be positioned at the X roads, together with a pedestrian crossing. We provided personal evidence whereby, we had seen the aftermath of various accidents over the years since 2007 when we came to the area.

I understand that many others (including the current C.W.P.C.) in the Studley area particularly, also wrote to ask that the lights be resighted to the Xroads to enable traffic control and pedestrian safety. By doing this it, would effectively provide two safety features at the same time.
Alas, our protests were ignored with various reasons being; The Police would not want to reduce the current speed limit.
The Highways engineers had agreed the scheme.

The evidence that I could provide would be that of visual, comments from neighbours, radio reports, but not specific dates or details.
I would point out that many accidents/near misses are at low speed and whilst causing damage to vehicles, were not, are not, life threatening. They are therefore, NOT reported to the Police. The view that the Police could give an accurate report concerning the traffic/pedestrian safety at the Xroads would therefore, be wrong.

As a retired experienced Firefighter, I have attended many accidents particularly on the M4, A350, A4 etc. and indeed at Pewsham and in my opinion the Xroads is an extremely dangerous junction. It is my opinion, that a method of reducing the speed of vehicles on the A4 and controlling the traffic converging from 4 directions is a ‘ must happen ‘ requirement.

Good afternoon,

I hope this email finds you well.
I would like to add my voice to the current campaign regarding the A4.
My daughter and her family live in Studley Gardens, and since September 2022, I have been regularly walking my 4 year old granddaughter to school at Derry Hill.
I am totally terrified of walking by the A4, as we head to the crossing, as although the current speed limit is 50mph it feels like the vehicles go much faster.
Once we press the button to activate the pedestrian crossing I always make sure we stand well back, as I fear we may get dragged into the road due to the speed of the traffic.
We have no alternative but to go to school this way, there is no other route we can use, or a safer way to cross the A4, unless we drive to school, which seems ridiculous when we are all trying to reduce our carbon footprint.
I really fear for the safety of all the families that live in the new housing estate, the speed of the road needs reducing to at least 30mph, however 20mph would be preferable.

Good afternoon

I live in the relatively new development of Studley Gardens.

Had I known how bad this crossroads was before I moved here, I would've definitely thought twice about it. I actually have my house on the market and this is one of the main reasons!!

I've been here 3.5 years now and witnessed two accidents, first being my neighbor being side swiped because of the speed of a passing driver and secondly, confusion when four people are training to pull in/out of the junction and the speed has caught a driver out whilst trying to get from Derry Hill to Studley.

Additionally to this there has been a driver who drove into the traffic lights around two years ago and also I've had to pull my Son and Wife back from the path as a van driver was going so fast he missed the traffic lights on red and mounted the curb.

All of the above could have either been avoided if the speed limit was reduced or the accident less serious. A very simple and cheap solution to the obvious problem there has been here for numerous years now.

Please at the very least reduce it to a 40 Zone, this in turn will help reduce the pollution as well.

To whom it may concern

I have lived in Derry Hill for 8 years; & I've been greatly saddened by the number of accidents on the A4 near Studley crossroads. I was hoping that the road speed would be reduced to at least 40 going through the crossroads when the Studley Garden houses were built; sadly this wasn't the case. In light of recent accidents I'm hoping this matter will be revisited.

This stretch of road has been an accident blackspot for many years, which is one of the main reasons locals campaigned against fiftyfive houses being built on the other side of the road from all amenities, especially the school. The response to this was to put a crossing over the road, thus making it even more dangerous. We personally avoid the crossroads whenever possible as the traffic moves too fast and the view out can often be obscured by buses, cars parked on the verge and an uncut verge. The opportunity to make any major improvements has been lost so the only possible solution is a much reduced speed limit, possibly monitored by speed cameras.

Good afternoon

As a resident that lives along the A4 Studley main road I wish to express my concerns as to the speed limits and accidents that are continually arising.

The volume of traffic has significant increased with the closure of Lyneham Banks which is not going to be sorted for some time. This in turn has resulted in motorists using the back roads to avoid a lengthy diversion.

Our property is just outside the 50mph speed limit which in my opinion is way too fast. The heavy lorries that thunder past our house shakes the building.

The pedestrian lights at the Studley crossroads are not really fit for purpose. A 50 mph speed limit far too fast.

I would like to see a speed limit of a minimum of 40 mph from Chippenham to Calne.

Would you please ensure that the voices and concerns of our community are heard and responded to before more lives are lost.

To the Parish Clerk

I have lived in Derry Hill for 26 years. Over this time there have been numerous accidents at this black spot. Since Chapel Street and now Studley Gardens have been built the crossroads are even more hazardous. I strongly believe the speed limit through the crossroads should be 30mph and 40 mph from Black Dog Hill.

Please could you pass on our comments as part of the Parish Council Road Safety Feasibility Report:

We live in Chapel Street, Derry Hill and have major concerns about the speed along the A4 between Derry Hill and Studley.

In our 14 years of living here, sadly we have witnessed and heard of many road traffic collisions and incidents along this stretch of the road.

We have two young children and, despite the pedestrian crossing, I am terrified of walking them near the A4 due to the speed of cars passing.

With a school on one side of the road, a children's play park on the other, and houses so close to the road on both sides it feels a disproportionate speed for the area.

With cars driving at high speeds along the A4, and drivers trying to pull onto the A4 from Studley Lane in both directions it can be very dangerous. When busy, I have seen drivers take significant risks in when, and the speed in which, they pull their car out, due to the constant flow of fast traffic.

I feel very strongly that the slight inconvenience to drivers of needing to drive slower in this area is far outweighed by the reduced risk to pedestrians and other drivers lives.

Good morning
I wanted to give my views about how it is to use the road at A4 at studley/derry hill .
As a pedestrian it is simply scary !
The vehicles come so fast along the road, its noisy and frantic with little breaks in the traffic generally, it's hard to even talk to someone you are walking with with the noise , but most importantly it is a place where many road accidents have happened and where my husband as a driver really dislikes having to regularly use as so many people are not careful enough,/drive too fast /make mistakes when pulling out of derry hill or studley .
The road at 50mph is too fast still for such a built up and busy area , an area probably still growing in number, it should have a 30mph and if it was safe to have additional traffic lights I think this would help the drivers and that in turn help pedestrians- who include many children.

Thank you for listening

To the Clerk

As residents of Derry Hill we are very concerned about the speed of vehicles along the A4 from Calne to Pewsham and surrounding lanes off the A4.
We have had on numerous occasions been made to run with our dogs to get over the road as cars come upon you too quickly at either end of the A4. The crossing is in the middle and is inadequate if you are trying to cross at either end of that stretch of road. There needs to be another crossing by Norley Lane and one nearer to The Pewsham end.

Studley Lane and Norley Lane are other frequent walks we do and find the 60mph to be unacceptable as should be like Derry Hill @ 20mph as so narrow and bendy.
A friend of mine was walking to the farm to get eggs at Stanley and nearly got flattened by a van going too fast. She said if it had been me with two dogs we would have been hit as she had to jump in hedge to get out of its way.
The A4 from Calne to Pewsham needs to be 30mph where properties are and 40mph where there are no properties.

As a driver it does take a very long time to get out of Derry Hill onto the A4 at Studley Crossroads and as the speed of vehicles on the A4 is way too fast at 50mph it is very dangerous without traffic light help.

We hope this has been helpful.

As there have been 2 further incidents recently at Studley Crossroads and plenty over the years here and around the A4 these speeds need to be reduced as soon as possible.

Please see below my thoughts on the A4 as a daily user of the stretch in question.

Both our children (aged 4 & 6) attend Derry Hill School and we live in Studley Gardens - the other side of the A4. In the interest of instilling healthy and economical travel, we either walk to school or scoot on our scooters both to and from school every day. This can be a hair-raising experience sometimes with people using the A4 as a racetrack during the busy commute to work or not stopping at the traffic lights when they are red or overtaking a bus pulling into the bus stop. It feels like there are a lot of things happening along a very short stretch of road with the traffic lights, crossroads, pedestrian crossing island, bus stops either side of the road, all with pedestrians, buses, lorries, cars, tractors and cyclists using said stretch all the time.

Within the last year or so, our children have had to walk to school with the evidence of a car mounting the traffic lights & glass debris over the crossing, road closures due to accidents, and most recently flowers being put on the roadside following the death of an older man. These should be once in a blue moon type of scenes for the children, not regular occurrences.

There are only 2 railings along the whole pedestrian stretch which seems like a token gesture to safety. Many children and parents of all ages use the road / crossing on a daily basis and it really does feel like you are walking almost on the side of a motorway sometimes. It was also my understanding that from the Studley Gardens onto the A4 there should have been a zig-zag path leading to the A4 for many reasons but one reason being to alert the pedestrian they are entering a busy zone from a very quiet cul-de-sac road. I am sure this was watered down as part of the development and hasn't been enforced, however I feel small factors such as this could make a big difference to the pedestrian use along the A4.

In summary, this is a very busy, complicated and somewhat distracting section of the A4 and I believe to ensure the safety of road users as well as pedestrians, the speed limit should be reduced to 40 MPH from Pewsham roundabout to Chilvester Hill in Calne. I do also feel that if the traffic lights were moved and incorporated into the crossroads then there would be one less thing to ask the drivers to focus on whilst driving through this zone therefore reducing the risk of being distracted by something else and causing an accident.

If you would like anything further from me or if we can be of any assistance to help sort out the A4, please do not hesitate to contact us.

Dear Clerk,

In response to the Parish's request for experiences of the use of the A4 between Calne and Chippenham, and living just off of Studley crossroads, I thought i'd offer you my own.

In July of last year I was involved in an RTC on Studley crossroads. I was exiting Studley Lane on to the A4 heading towards Chippenham, a few moments later a lady exiting Derry Hill to head towards Calne hit the side of my car, my 4 year old son took the brunt of the impact which was directly into his door, throwing him in the air until his seatbelt tensioned and whipped him back down again, and in the process buckling his car seat and causing him concussion and a black eye. I got away with whiplash for which I received weekly treatment until Christmas.

I don't really blame the 3rd party for the incident, and have no adverse feelings towards her. From an insurance point of view yes, of course it was her fault, but really she was caught up at a junction she didn't know, on a very busy day (calne motorcycle meet), and in a road layout that is as obsolete as it is dangerous.

The fact is the junction just has too many things going on, too many features, distractions if you will, which coupled with the increasing volumes of traffic along the A4, is only going to lead to more accidents. With two bus stops, an offset crossroads, and a toucan crossing within yards of each other, at a speed of 50mph, my opinion is it's too many things to take in, in too shorter space of time.

I believe there is a solution. First the traffic needs slowing. I appreciate that every time an accident occurs the same line is reeled out by the Police and Wiltshire Council 'speed was not a factor', this simply doesn't wash any more. All this really says is that the speed limit was not being broken at the time, it doesn't address the fact that if the limit was lower drivers would have more time to take in what was going on around them, greater reaction distances, and therefore fewer, or less severe collisions.

Second I believe traffic lights need to be introduced to Studley crossroads. Not only due to the offset in the junction is it an awkward junction anyway, but with the volumes of traffic on the A4 meaning you can be sat waiting to join the A4 for 8-10 minutes of a morning, it encourages drivers to take chances they otherwise wouldn't consider in order to not be late for work. The temporary traffic lights that have been up this weekend are clearly inadequate for the task, and should not taint the prospect of lights on the junction, which would not alternate the use of a single direction of travel amongst other inadequacies. I also understand lights at the junction would need to incorporate the toucan crossing into a single solution, i'm sure this together with a reduced speed limit would be welcomed by those walking children to school also.

My great concern is that if nothing is done more accidents will undoubtedly happen, they are becoming ever more regular already. With accidents will come more injuries, and sadly more deaths. I understand the enormous cost of introducing the measures I've suggested, particularly lights on the crossroads, but for me the binary choice is between these solutions and peoples lives. I was lucky, Bertie (my boy) less so, others have already died. We have an opportunity to make a choice between spending a large amount of money in an effort to make the situation safer, or kicking the can down the road until a few more people die, thereby forcing a change. I don't know what price the Parish or indeed Wiltshire Council set a human life at, and I know my words seem all very melodramatic, but ultimately that is the choice ahead of you, and wherever that threshold is, I hope we act in order that we never come close to it.

Hello,

I don’t have too much of a concern as a driver or as a cyclist.

For me the risk of an vehicle-pedestrian accident is too high. This can be partially mitigated by either or a combination of lowering the speed of vehicles and further segregation of pedestrians.

My main fear is a child falling or entering into the road, with cars passing at circa 50mph or a car mounting the pavement.

Ideas:
1- Further expansion of segregating barrier along the road edge

2- The pavement on both sides of the road could be set back from the curb line. Behind the tree line on Derry Hill side.

3- Lower the speed limit

I am surprised that Crest (SGardens developer) didn't get put on the hook to do more under a section 106, as they increased the risk by upping pedestrian activity across the road. E.g. SGardens residents to access to DH amenities and vice versa with the play park at S Gardens.

Dear sir or madam,

The reason why I am contacting you is because as a user of the cross between the A4 and Studley I see really dangerous the currently A4 speed limit.

Each time that we go to Chippenham we have to go through Studley to avoid that cross and the incorporation to the A4 as it is really dangerous. But this is one thing that we cannot always avoid, time to time we have the obligation of taking our children to the school (Derry Hill school in the other side of the road) by car. We are patient when we cross, but we are also scared that one day the worst can happen and a coming car from the A4 could impact us when we are crossing to the other side. Plenty of the cars don't respect the 50 miles per hour limit and in the last year or so we have already seen mortal accidents in this cross.

If Studley and Derry Hill would be the same village the limit would be 30 miles per hour, the only thing that is making it two villages is the names, as the children from Studley go to school in Derry hill, we eat in Derry hill pubs, the Derry hill children play in our play area, play football in our pitches, etc... we are building a really nice community which is threatened by the A4 and it's current speed.

So, I hope that this testimony could help in the reduction of the speed and bring more safety to our lovely community.

Hello,

I am just writing to add my comments on why the above needs urgent safety improvements:

We have lived in both Derry Hill and now Studley for a long time and this junction has always been very dangerous to use. Frequent near misses and bad accidents happen here way too often.
I avoid using it whenever I can at busy times.

The speed limit even now at 50 is still much too high and people regularly speed down this straight section of road.

Coming out of this junction from either side esp at busier times of day is very dangerous as gaps are few and far between and you can wait there a long time. Some people get impatient and take

big risks to get onto the A4 making others take evasive action. Being a staggered crossroads makes it very difficult to judge all other road users actions.

Visibility is often poor esp from the Studley junction turning right, made much worse with delivery vans etc parking at the junction making it horrendous to see.

I think the solution is speed reduction on this stretch to 30 mph, ideally, along with traffic lights at peak times at least, so both the A4 and villages traffic all can make safe progress (as a better roundabout solution would probably not be viable due to space).

Also why is the speed limit through Studley 60 (very narrow in many places with no pavements) and Derry Hill only 20 (with numerous speed bumps and good pavements)?

Parish Clerk.

My husband and I have lived in our cottage [redacted] Studley Lane for 45 years and have brought up our 3 sons here. As you can probably imagine we have been aware of dozens of minor and major accidents both on the A4 stretch of road and at Studley Cross Roads over these years. 3 incidents which could have dramatically affected our family are all speed related.

On Sunday 3rd May 2009 my son Nathan left our house to return to his home in Calne. It was just after 5pm when he drove from Studley Cross Roads down towards the Soho Pub(Black Dog Inn) when two cars overtook him at speed, the first pulling in front of him the second car passed him and shot across the far verge colliding with a telegraph pole. Nathan pulled into the Pine and Cane car park and gathered himself by which time other cars and pedestrians were there. All the services were called. The driver Damien Anderson who hit the pole was pronounced dead at the scene. This accident affected Nathan for quite some time, the police who spoke to him prevented him from driving home as he was so shaken by the event. He later appeared as a witness at the hearing at Trowbridge Crown Court.

On the evening of 27th May 2020 around 10pm my husband Martin was cycling back from Calne he was several hundred metres from Studley Cross Roads when two cars driving from the Chippenham direction came through the junction at speed one overtook the other going around the island bollards(where Mike Beaven died in Feb 2023) towards Martin, it swerved back across the left hand
lane hitting the verge turned over and demolished the 50 mph sign and destroyed meters of old hedges along the field before coming to halt. The police were in attendance, the two males in the car got away with minor injuries.

The situation which I was in some months ago was on returning from Chippenham I entered the slip road to turn right into Studley Lane, a car coming from Calne was indicating left to turn into Studley Lane the car behind decided to overtake and was heading straight for the front of my car, it managed to steer into its correct lane avoiding a head on.

I hope these three incidents help in the evaluation of the A4 speed limit and the Studley Cross Road hotspot.

Good evening.

I have seen on social media the opportunity for residents to give feedback on their experiences of using the Studley Crossroads.

I can speak from this road used at least twice a day, over 9yrs and in my experience it is the most dangerous part of any our journeys. There is far too much to consider when trying to exit either the Derry hill or Studley Gardens side as you try to gauge the speed, who else is pulling out, anyone over taking, who is going into the central reservation to pull off the road, cyclists, a crossing and who is indicating to pull into the junction. The main concern with this road is the speed. My house faces the A4 and we often hear motorists speeding past, especially late at night as some motorists use it like a race track. There have been many accidents whilst I have lived on this side the last 4 years and the Derry Hill side for around 6 years, with the frequency of these increasing and the outcomes more and more devastating.

I often see parents walking their children to school along the path running alongside the A4 and dog walkers doing the same. With the speed in place, it is again only a matter of time before a pedestrian or child is hit. It is hard to comprehend that with such speeds, there are no barriers in place or a much reduced speed limit where pedestrians are present, like all other villages. My child regularly gets the bus and I worry every-time that someone won't stop at the lights or a motorist may not be playing attention and will come off the road onto the pathway.

With a daughter reaching 17 and learning to drive, I am dreading the lessons and when she passes that with very little experience she is meant to attempt such a dangerous junction with no room for error, otherwise the repercussions could be fatal.

I understand that a roundabout may not solve the issue, similarly with traffic lights too. However surely a village speed limit of 30 or some way of slowing the traffic down will prevent further deaths and heartbreak. A 50mph limit really isn't acceptable with pedestrians walking along side, no barriers and with such a dangerous junction to manoeuvre. I can assure you it is not pleasant assisting those when these accidents happen.

I along with many others are hoping that something can be done and are happy to support with anything at all to assist.

A few of my own observations of traffic passing through Studley crossroads.

Travelling home on the A4 to Studley Lane from Calne, I have signalled right at the crossroads and then started to pull into the central reservation.

A bus coming towards me has signalled that it will be stopping at the bus stop on my right and, to my horror, a car has tried to overtake the slowing bus by entering the central reservation. It managed to pass the bus and avoid my car, but only just. I had to take evasive action by braking harder, slowing the traffic behind me, before the central reservation was clear and so I could enter.

I have been terrified of undertaking that manoeuvre ever since, as cars travelling east towards Calne often swing out of their traffic lane, with tyres crossing the white line of the central reservation.

Another risky manoeuvre is driving across the A4 from Studley to Derry Hill and vice versa. I have witnessed "near misses" as drivers pulling out of the village roads have to negotiate 2-way traffic

travelling at 50 mph (and more). It can take many minutes of patient waiting for a safe opportunity to either enter the traffic or to cross the crossroads.

I hope this helps with the Council's review of the safety issues at the crossroads it results in improved safety measures.

To whom it may concern,

I am emailing regarding the safety of the A4 between Chippenham and Calne, particularly around the Studley crossroads area. To give some context to my complaint, my family and I have lived in Studley for the past two years and my son attends the primary school in Derry Hill. We use and cross the A4, the majority of the time by the Studley crossroads, multiple times a day, both as pedestrians and drivers. I can say, with no exaggeration, that every time is fraught with anxiousness and I have personally seen many a near miss on this stretch of road in the relatively short time we have lived here.

We live in Studley Corner, which has a public footpath at the end of our lane. I used to walk up with my son and follow the public right of way through the field and cross the A4 at the gate, often waiting for a significant period of time for a safe time to cross, given the volume and speed of the traffic. Since the tragic accident in February, we now cut through the Studley Gardens estate and use the pedestrian crossing, so that it is firmly ingrained in my son by the time he is old enough to cross the A4 by himself, that he must always use the crossing. However, since we have started doing this I have seen firsthand what others had previously told me - cars are frequently running the red light. Perhaps they did not see the lights, but given the speed that they are approaching, it's likely that they are actually unable to stop in time even if they did. It feels as if this road is always perilous to cross as a pedestrian, regardless of where we attempt to do so.

As a driver, pulling out of the crossroads, particularly to go straight across which I'm often doing, can be extremely difficult. I have been waiting for more than five minutes on some occasions; not a long period of time in the grand scheme of things but certainly significant in a journey, particularly one that on a good day takes less than that time to complete. I can understand why so many people end up making poor decisions and pulling out dangerously in front of traffic, perhaps also underestimating the speed of oncoming cars. Even when using caution and taking your time, there is so much to take in - the traffic flows very quickly from both sides, with filter lanes from both directions that are often veered into last minute; the pedestrian crossing in one direction and the bus stop in the other, which, if a bus has pulled into it, completely blocks the view of the traffic travelling from Calne if you're approaching from Studley. I can honestly say that I dread the day my son is old enough to drive and has to negotiate this junction as an inexperienced driver.

Whilst in my personal experience it is the Studley crossroads that prove the most hazardous, it is not solely this junction of the A4 that is problematic. On the occasions that we have taken my son to eat at the Gurkha Baynjan/ Black Dog Inn down the road, I have felt the need to cling on to him as we have very quickly made our way round to the front door, a mere foot away from traffic flying by at 60mph. It would only take one mis-step to trip and fall into the path of oncoming traffic and at the current speeds there seems very little chance of cars being able to stop in time.

Something needs to be done, as surely the multiple traffic accidents and most notably the recent fatal collision at the crossroads, must demonstrate. It is my belief that this stretch of road needs the speed limit lowering. It won't solve all the issues but it will certainly give drivers and

pedestrians more time to negotiate the dangerous crossing carefully and safely. If other safety measures and traffic controls are deemed feasible I would gladly welcome those.

Please listen to the many local residents and frequent users who are imploring you do something about this stretch of road before someone else is hurt, or worse.

Calne Without Parish Council

I have lived in both Derry Hill, and Studley for 40 years.
In that time, Derry Hill especially, has changed into a thriving, but traffic filled village.

Over the years, each time Bowood wanted to sell more land for another housing development, it was given permission regardless of countless petitions and objections from residents.
Each time concerns were raised by residents that the already busy junction at Studley Crossroads would become more congested and dangerous by the increased traffic trying to join the A4 from Derry Hill.

Only one housing development has included work to the junction to improve safety. Sadly, there will always be people ignoring the speed limit on this straight section of the A4 near the crossroads.

Very sadly, but not surprisingly, accidents at this junction are on the increase.
Now we have another housing development on the other side of the crossroads.

Studley Gardens housing should not have been given permission without the developers being made to pay for a safer junction, but developers are not in the business of prioritising road safety....and now it's too late.

Obviously the more houses that are built, the greater number of cars using Studley Crossroads.
More queuing, more frustration - people taking risks when pulling out onto the A4.
From my home I frequently hear horns being blasted.

A 40mph speed limit would help, but would need to be enforced with speed cameras.

I sincerely hope that Bowood won't be trying to sell any more land to developers, as surely Wilts County Council must now see that this crossroads simply cannot take any more traffic.

Dear Parish Councillors

We have lived in Studley Gardens since March 2019, when our house was completed.

In that time we have seen, or heard of, many road traffic accidents at the crossroads - including the recent fatal accident.

As the main access to our development, we have to use this junction to the busy A4 on a daily basis, often at peak times. Every time, we take our lives in our hands negotiating the staggered crossroads, especially going straight across into Church Road, or turning right onto the A4 towards Chippenham.

The issue is caused by the high speed and high volume of traffic, travelling in both directions on the A4, and vehicles attempting to join, or cross, the A4 from Derry Hill.

The 50 mph limit on the A4 is way too fast to allow joining traffic to safely negotiate the junction, and often, vehicles travel faster than that. To make the junction truly safe for everybody, it really needs to be redesigned with traffic lights, to halt the traffic on the A4, allowing vehicles to exit from Studley and Derry Hill safely.

At the very least, the speed limit needs to be reduced to 30 mph through the village, including the pedestrian crossing, which is often abused or ignored by drivers. This crossing is the only way adults and children can safely cross this busy road, including getting to Derry Hill school.

We have personally had experience of using the crossing where the lights have changed, and vehicles have been travelling too fast to stop in time. It is only a matter of time before a child is seriously injured, or even killed when crossing here.

The only way to avoid turning right at the junction is to drive through Studley village, down to Stanley Lane along stretches of single-track road, and rejoin the A4 at London Road. This is not really an acceptable alternative for drivers, or residents of Studley.

Hi,

As a local resident we use the A4 regularly using different forms of transport.

As a car user I deem 50mph to be a high speed limit to pass through Studley crossroads as it is regularly used by pedestrians of all ages accessing local village amenities. It also seems a huge speed difference to go from 50mph on the A4 at Studley crossroads to 20mins on Studley lane leading to Derry Hill village.

I understand as you drive towards Chippenham that there are less houses but many of these houses have to cross this road and it is 60mph. For local users that are aware of the local area may be cautious of this but users from out of the area are not.

During Peak times Studley crossroads is very difficult to get out of as the A4 is very busy and show high speeds

Walking

As a walker on the A4 at the Calne end or Norley lane is a high risk area to cross due to the high speeds and regular traffic. The pathway from the public access through the field towards Studley crossroads could have the path widened as the verges have overgrown causing you to walk quite close to the road side with fast vehicles.

Cycling
As a cyclist there is no local provision to promote the use of cycling. Due to the high speeds and cycling with a young child we do have to use the pathways as it is too unsafe to use the roads. Crossing the A4 from Norley lane to get to the other side to use the path that allows you to have a space between cycling and the road if heading towards Old Lane is always a cause for concern due

to high speed busy traffic. Using the road pavements on the side of the Black Dog the path side is extremely thin in certain areas so unsafe being so close to high speed cars.

I hope that this is of some help.

I am writing to express my hope that something will be done to improve the safety for drivers and pedestrians at Studley Crossroads. As a regular walker, I have witnessed many near-misses and have been aware of the very high number of collisions at this accident blackspot. Most recently, there was sadly a fatality and another accident within days involving a motor cyclist. The speed limit of
50 mph is too high for a crossroads with four converging roads.

When planning consent was given for 53 houses on the Studley Gardens development, we believed that the authorities would have to address the question of the dangerous junction. Many of us wrote requesting traffic lights to be installed at the junction so that cars and pedestrians could negotiate the road safely. Sadly, this request was turned down and nothing was done about the junction. I understand it has been stated that there is not enough room for a roundabout but could there not be a mini-roundabout, ie white circle painted on the road, numerous examples of which are situated throughout Wiltshire.

Recently, there has been talk of more houses being built between Studley and Calne. These will add to the volume of traffic using the A4 and we will be in an even worse position. There is a desperate need for traffic control at Studley Crossroads.

Kind regards

To The Parish Clerk
I have lived in the Derry Hill /Studley area since 1973 and have been aware of numerous accidents at the A4 Derry Hill Studley junction. I have myself been involved in one accident and several near misses. The situation is getting worse as the traffic has increased dramatically over the years. Recently I was driving home from Calne early in the evening and as I approaching the crossroads I slowed down and indicated that I was the turning right in Studley a car came up fast behind me and over took on the wrong side of the road also the wrong side of the island while another car was coming the opposite way It was by luck that there was no accident.
In my opinion when the houses in Studley Gardens were built traffic lights should have been installed at the crossroads. I wrote to the council and so did several of my neighbours to no avail , council response was They are not needed ! ! (They know best 😈.)
It's is very difficult coming on to the A4 from Studley especially if one is going to Derry Hill or Chippenhan it up hill and you have to content with traffic from three directions Calne ,Chippenhan and Derry Hill. The traffic coming out of Derry Hill is particularly heavy at peak hour and 3 /3.30 pm when school is finishing. I think the the speed at 50 mph is to high and Lots of motorists exceed it. If I am going to Chippenhan I go down Studley Hill to Stanley and come out near Abbyfield School . I think there should be a 20 mph speed limit In Stanley and Norley lane it is a narrow road with no foot path and when the the A 4 is closed the traffic uses this road and most drivers treat it like a race track.
From
A concerned resident

Good afternoon

I wanted to write and add our comments with regards to the Derry Hill crossroads. We live in Chapel Street, Derry Hill and we overlook the bus stop to the rear of our house.

The speed which drivers come up the hill from both sides into the village is horrendous. This includes the Hills waste trucks and especially motorcycles. We heard a bike this morning go past which sounded more like he should be on the Castle Coombe racetrack than a main road with the speed he was going.

I have recently changed job and now need to use the crossroads at 7.30am and it honestly worries me everyday about crossing over this junction. If something is not done soon to reduce the speed on this stretch of road, there will be further accidents or even more fatalities.

My husband also uses the junction at a busy time in the morning and witnessed two school children have a near miss whilst crossing the road, due to a van turning in too fast off the main road into Derry Hill and nearly hit them as they were correctly crossing at the bollard. Again this is because the speed which motorists follow you up the hill, mean that drivers do not slow down sufficiently to turn at the junction for fear of being rear-ended.

A speed reduction to 40 would have a minimal impact as it really needs a roundabout or traffic lights as a deterrent for the speed that people have increased to due to the incline from both Calne or Chippenham. Please can you urgently review this junction before further serious accidents happen. This is known to be an accident black spot and therefore road management need to make this a priority.

Dear Counsellor,
I write concerning the A4 stretch of road in between Calne and Pewsey, in particular the Studley Crossroads.

I am a resident in Studley and use this crossroads 10 times a week between Monday and Friday as part of my commutes to and from work in a car. I use it occasionally on weekends in a car. I am a regular runner and have cause to use this crossroads as a pedestrian

I have witnessed the following:
- approaching the crossroads from Calne on the A4, with the intention of turning right onto Studley Lane, I have moved into the central lane for turning right, only to find oncoming vehicles overtaking a bus parked at the bus stop (but not pulled completely into the lay-by). The oncoming vehicles cross over their double solid white line in the road and into the space I'm occupying in readiness to turn right. The positioning on the bus stop is simply too close to the crossroads junction itself. The traffic is moving at such a pace it's dangerous.

- approaching the crossroads from Calne on the A4, with the intention of turning right onto Studley Lane, I have reduced my speed to comply well within the 50mph limit and am indicating right. A vehicle behind me overtook me and the car in front at considerable speed but had misjudged time and distance to complete their manoeuvre safely. What they ended up having to do was pass the central bollard and curb on the right-hand side of it. This was reckless and frightening and could so easily have resulted in a head on collision.

- the crossroads is an intersection of three speed limits, 20, 50 and 60 mph. Drivers of vehicles all experiencing varying rates of travel. In particular drivers using the crossroads from Derry Hill have become used to judging traffic at 20mph only to have to start assessing traffic traveling up to 30mph faster - this is a dangerous upscale in speed and judging safe gaps in traffic. Again, accidents keep happening here.

I believe that it would be in everyone's interest to reduce the A4 speed limit to something much closer to 30mph. I believe that Studley Lane should be reclassified as 20mph (as Derry Hill is). A roundabout here would I think save lives in the future. I've seen too many accidents.

Hi - please can you forward the below to whoever it may concern at Wiltshire Council?

I'm writing this to raise my concerns about the current state of the A4 Studley crossroads in Derry Hill. I live in Derry Hill and use the junction regularly, as a motorist, cyclist and pedestrian. I have 3 young children and also use the junction with them.

I am also a Chartered Transport Planning Professional. I am on the Department for Transports specialist panel for transport scheme appraisal and economic analysis. I also specialise in transport data collection. I have acted as an expert witness for National Highways and Welsh Government for transport scheme appraisal.

Road safety at the junction has clearly worsened since the houses were built at a Studley Gardens. The number of accidents at the junction has risen sharply and I would estimate there is a variety of causation factors which indicates the infrastructure is not providing a safe environment for users.

I understand a speed survey was recently undertaken on the A4. Please confirm over many days this was undertaken and by which method? Please also confirm how the methodology for collecting the data complies with the DfTs Transport Appraisal Guidance. If the data was not collected either by automatic traffic counters and / or using sat nav data for a period of at least two weeks in a traffic neutral month, please set out the reasons why.

Please could you also provide me with details of any road safety audits which have been undertaken for the junction? Please also confirm when these were completed and if there are any plans to review the road safety audits and / or the junction design in light of recent accidents and fatalities at this site? If there are no plans to do this please confirm why?

I would support a reduction in speed limit through the section. It would improve road safety and I can see no reason for not implementing this. It won't stop everyone from speeding but it would stop most and would significantly reduce the average speed past the built up section where many children cross on their way to school.

To The Clerk!
I have lived in Derry Hill/Studley since 1973.
There has been numerous accidents on the A 4 Derry Hill /Studley at this junction over the years.
My husband had a accident there and a few near misses!

I think the speed limit of 50 mph along the streach of the road is too fast and it should be lowered to 40 mph the same as the Devices road Old Derry Hill. The traffic does not slowdown at all coming up the hill!
When houses were built at Studley Garden's why did they not put traffic lights there ?
Why is the speed limit in Stanley's/ Norley lane not 20 mph as it is in Old road ?. Some of the car drivers treat it as a race track which can be very dangerous to children walking to school.

I write as a resident of Studley for over 30 years and wish to add my support for the Parish Councils campaign to lower the speed limit to 40mph on the A4 through the twin villages of Studley & Derry Hill.

Until recent years the national speed limit of 60 mph applied to A4 between Pewsham and Calne the limit was reduced to 50 mph for 400m each side of the new Toucan Crossing installed as a requirement of the 53 house development at Studley Gardens. The development was only approved subject to a Toucan Crossing being constructed by the developer to provide a convenient and save link for pedestrians and cyclist moving between the two villages of Derry Hill and Studley. After a series of housing developments the two distinct villages have merged in one large village (as defined by WIltshire Council Planners) with the A4 running through the village. The A4 carries very high volumes of traffic including significant numbers of heavy goods vehicles. It is inappropriate and unsafe to invite high volumes of traffic to travel at 50mph close to over a hundred village houses fronting or close to the main road and the significant pedestrian and cycle movements between village facilities on each side of the road

The crossing has been badly located without the benefit of a pedestrian & cycle desire line survey. The crossing fails to attract pedestrians and cyclists that follow the established desire lines at Studley Crossroads (80m to the east) and the CALW 65 footpath and cycleway (200m to the west) there is also a pedestrian refuge near the bus stop lay-by to the east of the crossroads. This is again badly located as passengers have to walk in the opposite direction from the village to use the refuge. The recent pedestrian fatality involved a bus passenger that did not use the inconvenient refuge and was struck by a car whilst crossing towards the housing on the south of the A4.

Over the many years I have lived in Studley it is clear that with the 60 and 50 mph speed limits minor errors of judgement by drivers and pedestrians have often had fatal or very serious consequences because of the speed of traffic. A 40 mph limit would improve safety by giving drivers, cyclists and pedestrians a better chance of judging distances and speeds.

At 50 mph it’s difficult to consistently make good judgements on this section of the A4 due to the numerous and complex movements taking place at Studley crossroads. Drivers are regularly distracted from the Toucan crossing and vulnerable road users crossing at other nearby locations on the A4 to access village facilities and bus stops. There are a number of reports of distracted drives failing to notice a red light and stop at the toucan crossing. Late in 2021 a vehicle demolished one of the traffic signal posts and ended on its roof within feet of the central pedestrian refuge.

Within the 800m of 50 mph limit (which is the absolute minimum length permitted for a speed limit) there are two private driveways, two bus shelters and lay-bys, a third lay-by regularly used by HGVs, 3 field entrances used by large agricultural machinery, a toucan crossing, a pedestrian refuge, and a public right of way crossing the A4. That is not to mention a major staggered

crossroads with high numbers of right turners including very large, slow moving HGVs bringing tree trunks to the Vastern Sawmill only 100m from the crossroads

The Derry Hill arm of the crossroads is heavily congested at peak times as it's used as major "Rat Run" by drivers on the A3102 seeking to avoid the well signed but congested route through Calne town centre. By its nature, Rat running drivers are seeking a short cut with reduced journey times. Drivers regularly speed through Derry Hill and are often impatient when turning right at the crossroads, regularly make risky manoeuvres. I've also witnessed queuing cars sound their horns at more cautious drivers who are not prepared to take the same risks.

The village shop, junior school, village hall church, chapel, scout Hut and Lansdowne Arms pub as well as attractive walks in Bowood estate are all on the Derry Hill side of the A4, whereas the children's play area, Methodist Church, Black Dog pub, and sports ground are on the north side of the A4 in Studley. This leads to a large pedestrian and cycle demand to cross the A4 in both directions often at locations away from the signal controlled crossing. There are significant numbers of pedestrians and cyclists who attempt to cross at the crossroads rather than the crossing, where risks are increased by traffic invited to travel at 50 mph. It should also be remembered that A4 has very narrow and uneven footpaths immediately next to the carriageway which is very intimidating and dangerous to pedestrians walking only inches from large vehicles travelling up to 50mph.

There have been numerous collisions over the years included the recent fatal accident to a pedestrian and and a serious injury to a moped rider. Local residents also witness damage only accidents and near misses that are not reported to the police but are of great concern locally.

I'm convinced that a 40mph speed limit is justified as it meets the national criteria and is comparable to numerous other 40mph limits throughout WIltshire including sections of the A4 in Pewsham, Cherhill and others locally. Indeed I think there is strong case to extend a 40mph limit eastwards to cover the Old Rd junction which has very poor and substandard visibility to the west, the Black Dog pub & restaurant carpark entrances, the Bowood Sports Ground access (with parking for 70+ cars). There are also two bus stops and lay-bys, 11 private drives serving around 20 houses, 5 field accesses and a footpath/Right or Way crossing the A4.

I have personally experienced two very near misses when turning left onto the A4 from Old Road. Because visibility is restricted and well below the requirement for a 50 mph road it is not possible to see fast moving vehicles overtaking other traffic travelling towards Calne. As a result it is disconcertingly possible for vehicles turning left out of Old Rd to encounter vehicles traveling at up to 50 mph on the wrong side of the A4 with potential catastrophic and fatal results. A 40 mph speed limit extended towards the Old Rd junction would greatly reduce the potential for head on collisions.

Everyone who lives within earshot of the A4 knows that a small minority of drivers choose to travel at very high speeds. This may not be addressed by a 40mph speed limit but would allow a Community Speed Watch to operate in support of the recent significant increase in police speed enforcement after over a decade of minimal enforcement.

I believe Wiltshires traffic engineers have not fully considered how the character of the A4 in Studley has changed since the Studley Gardens housing development has become fully occupied. This section of road is now very clearly a built up village on both sides of the road with much greater pedestrian activity. The vast majority of drivers would accept 40mph as a reasonable

speed limit for the characteristics of the road through Studley and therefore I would urge Wiltshire Council to bring the speed limit in Studley down to a more acceptable 40 mph

I have a background in Transport Planning and Traffic Engineering, I'm a retired Chartered Engineer with a B.Sc in Civil Engineering and Masters degree in Transport Planning and Engineering. I have over 35 years experience as a highway engineer, was the Director of Highways for a large County Council and a member of the Institution of Civil Engineer's 'Expert Panel for Municipal Engineering'.

> I would like express my concern over this extremely, dangerous, busy hotspot and share the many near misses that myself and family have encountered which sadly is happening more and more.
>
> The recent terrible fatality that took place on Tuesday 7 February is such a tragedy and I feel the speed and road layout at this junction can not be ignored any longer and something drastic needs to change before yet another accident occurs (not forgetting the moped accident that happened shortly after this tragedy either). I feel so very concerned and angered that nothing is being done to ensure the safety of local community road users and drivers alike.
>
> The A4 is an unbelievably fast, busy route with particular attention being focussed at the crossroads. The number of near misses I have witnessed has been unbelievable with these incidents happening more and more. The addition of the Studley Gardens estate has understandably had a massive impact on this. With an average of two cars per household this quite quickly equates to a further 100+ cars using this junction as well as the increase of road users commuting and using the A4.
>
> I have an 18 and 19 year old, both of whom have recently passed their driving tests. This junction frightens the life out of me at the thought of my family using it. Yes in order to pass a driving test you have to reach a particular standard but that said the amount of near misses I have seen with pedestrians, motorists and cyclists on this stretch just highlights the dangers even if you have motoring experience or not. Currently until my daughter and son feels confident and safe I'm encouraging them to either use the country lane that runs by the back of Abbeyfield School (which isn't 100% safe when icy conditions are forecast), or they have even turned left onto the A4, gone up past Chilvester Hill to the roundabout and come all the way back on themselves burning fuel and adding on additional time to each journey.
>
> Some changes need to be introduced, already the spate of accidents has increased and now most recently the tragic fatality which I sadly believe will happen again.
>
> This has got to be one of the worst junctions in the wider area in terms of the volume and speed of the traffic which makes it particularly hazardous when turning right out of Studley Lane or Church Road onto the main A4. Quite often you would find yourself waiting for a clear gap in traffic travelling up to 60mph in both directions (yes above the speed limit) then wanting to accelerate up to speed to join the carriageway safely but you are then drawn to a near halt as a car from the opposite side of the cross roads blocks your path. My husband and I have had a number of near misses involving cars in this way. It appears that whilst roads are getting busier, drivers are also becoming more and more impatient and these occurrences are ever increasing.
>
> I don't believe a reduction of the speed limit to 40mph will enforce enough change, I've seen it for myself on a daily basis since 2017 the number of motorists that don't reduce their speed to

40mph when going through Pewsham where the Pewsham pub and motor dealerships are. I myself have had at least four near misses whereby I have had to slam my brakes whilst a car joins the A4 from Sandy Lane. Unless something such as a speed camera and preferably a reduction in the speed limit to 40mph or traffic lights to halt the traffic are introduced, I fear it will only be a matter of time before there is a repeat of the recent accident.
>
> It beggars belief that the council and housing developers did not introduce a controlled junction at this site especially with the number of residents in this area. Strangely, I have seen traffic light systems at crossroads within the county that are nowhere near as busy as Studley crossroads !!??? This seems madness!
>
> As a driver there are too many obstructions at this junction including drivers, cyclists, pedestrians, double decker buses, a four way junction and also now a toucan crossing. Last year in the summer some kind resident from Studley Gardens went out with his strimmer cutting all the wild vegetation which was at least waist height and made this impossible as a driver pulling out to turn right to Chippenham as if there aren't enough obstacles already to navigate through!
>
> I speak on behalf of not only myself but family and friends within Studley and Studley Gardens about these concerns.
>
> I look forward to receiving your response about how and why this situation exists and also the possible remedies to make this a safer place for all residents and road users.
>

I am a resident of Old Derry Hill and am very worried about the speed that people go up and down the hill outside my house ! We have have had numerous accidents in the 13 years that we have lived here the most horrific one being the death of the four young lads that hit one of our neighbours houses ! The whole road from Forest Gate , Old Derry Hill and studley need to be looked at especially now that Wiltshire council /our own parish council deem it fit to let planning go through for a massive solar farm which is only going to make the traffic situation worse !!

Here is some feedback for you regarding the A4 in the region of there A342 junction, from a pedestrian's perspective. Apologies for the lateness, but I gather that views are still welcomed.

The A4 is horribly dangerous to cross just north of the bend after the A342 junction connecting with Derry Hill and Old Derry Hill. It's difficult to see oncoming, northbound traffic here, making the road hazardous, especially as many cars race along, ignoring the 40-mile speed limit.The bus stops for Old Derry Hill are along this dangerous part of the road, making bus journeys, especially from Chippenham, both alarming and off-putting. The road badly needs a safe pedestrian crossing, and ways to physically reduce traffic speed in both directions.

As a resident of Old Derry Hill, I am sadly aware of the frequency of serious and fatal road traffic accidents along the A4 near our homes. Anything that could stop this would be welcomed by my household.

my wife and I live in Old Derry Hill, at the junction of the A4 and the Devizes Road.

Almost 4 years ago we wrote to the Highways Department at Wiltshire Council to report our concerns about this junction, and the approach roads, following the serious accident leading to the deaths of 4 young, local men. We wrote as well on behalf of our close neighbours, Margaret and Peter Conneely, whose house was struck by the speeding car. Members of Highways met the Conneelys and assured a speedy investigation and report, and then quick action on a list of followup actions and safety measures.

Whilst those of us who live at the lower part of Old Derry Hill appreciated that little might be done immediately to reduce all speeding, we all feel extremely concerned that absolutely nothing 'concrete' has yet been put in place.

The Parish Council did discus the issue and, on Highways advice, purchased an electronic, vehicle speed measuring display; they chose, however, the first installation (rather pointlessly, in our opinion) at the entrance to Lord Lansdowne's Rhododendron Gardens on the A342, and then along Church Road in Studley. Despite our community's real concern about poor road safety in our community, not until this week has anyone seen this speed display board in use along the A4 - where the real problems occur: fatal, near fatal and serious accidents happen regularly.

The County Council Speed Limit Review of the A4 from Forest Gate through to Calne recommends a reduction from the national speed limit to a uniform 50 mph from Calne through to Forest Gate, including Studley Crossroads. In our opinion this is a simplistic and inappropriate solution that does not follow either safety and accident evidence. Nor does it take into account poor driver habits on this generally fast major Wiltshire trunk road through our communities.

Based on our daily experiences, both driving and walking this stretch of the A4 and living only a few feet from the A4/A342 junction, my wife and I have the following ideas and recommendations:

- the speed limit along the entire length of Studley must be restricted to 40 mph. When approaching Studley from the west, 50 mph is much too fast for the various hazards, which are: the poorly marked public ROW pedestrian crossing, or driving next to pedestrians on residential roadside footpaths, or approaching the new, light-controlled pedestrian crossing, and then the Studley Crossroads. Similarly, driving from the east, drivers held up by traffic turning at the crossroads quickly speed up to 50 mph, or more, towards the same hazards above, knowing that a high speed, downhill section of New Road is just ahead.

- the speed limit from Forest Gate to the junction of A342 should be restricted to 30 mph: the many traffic incidents along this stretch of road testify to the hidden road conditions for the unwary or too-fast driver. The bend approaching New Road Hill from the west is virtually 90 degrees, yet many impatient drivers, already driving too fast on the inside lane, are already accelerating hard towards the hill. Vehicles coming down the hill from Calne only see the 40 mph speed sign about 50 m before the junction and frequently are hardly yet decelerating as they pass the A342 slip road. Furthermore, pedestrians trying to cross the A4 between the A342 and Forest Gate will surely know the excessive speed of most of the traffic. For many drivers travelling East, the 60 mph speed limit up the A4 and 40 mph limit up Old Derry Hill are not maximum speeds; some achieve higher speeds quickly and even overtake travelling uphill towards the brow of the hill and the long, blind bend (A4), or towards a series of 'S'-bends and narrowing, hard-sided (walled) road width (A342), where even 40 mph is generally too fast.

- the speed limit of 20 mph along Church Road should be supplemented by lower but full road-width speed ramps; to stop drivers weaving, at speed, through the current speed bumps. Many drivers never keep to the approved speed limit, whether it is 30 or 20 mph; it is, for many, a 'rat-run'.

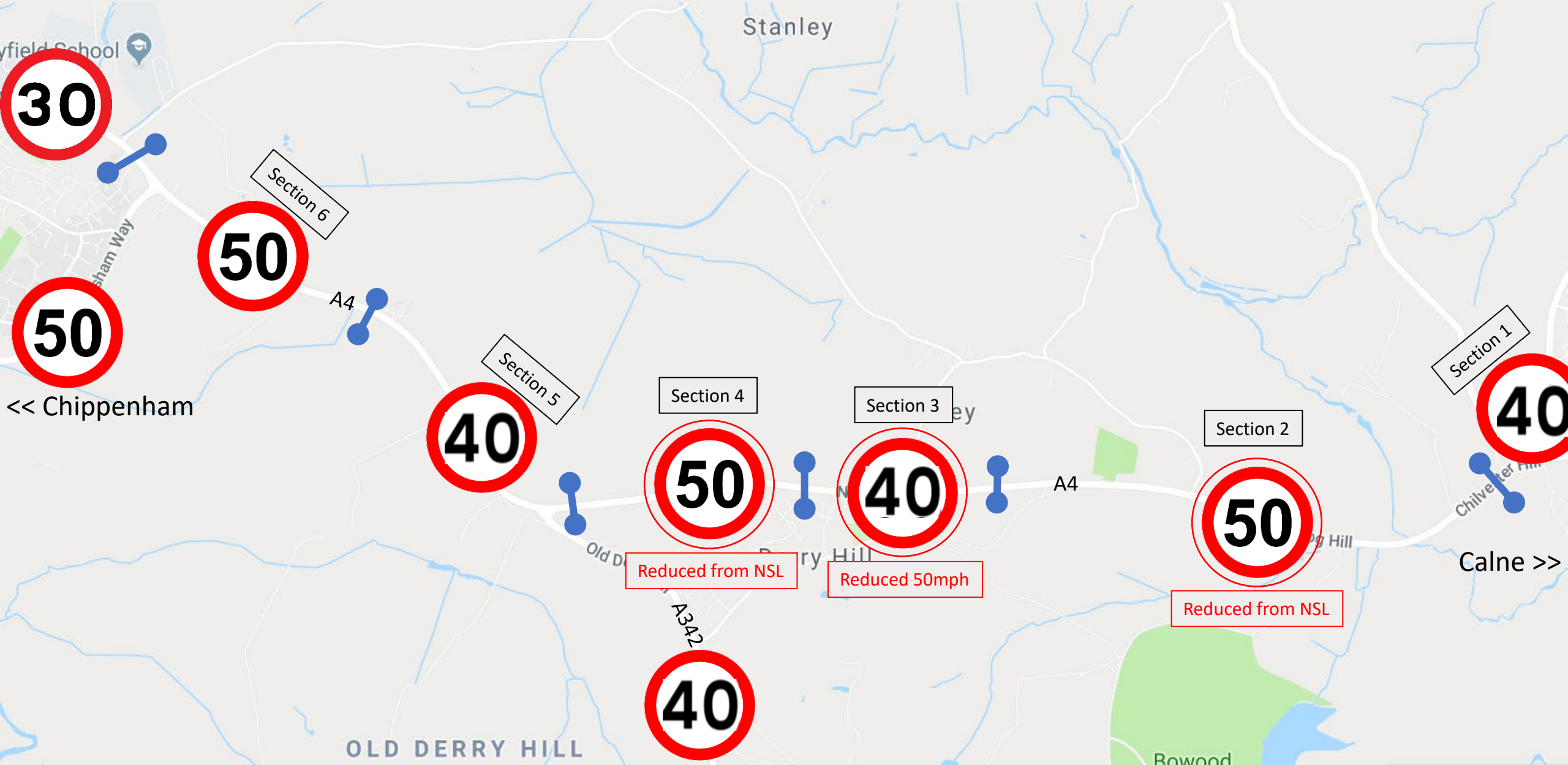
- Studley Crossroads should be traffic light controlled, even if only at peak traffic periods.

- Vehicles approaching the A4 West from the A342 should be made to stop, with new signage and road markings, to give drivers time for a clear look up New Road Hill for gaps in the traffic flow approaching the junction. Currently, a very high percentage of drivers coming down Old Derry Hill drive into the slip lane before assessing the speed and distance of approaching A4 traffic only by using their wing mirrors! We observe this behaviour day in, day out from our garden; we also hear the horns blaring, shouting, bumps and sliding of tyres.

- Unless you are required to walk pedestrian footpaths next to, or across, inter-urban roads with a 50 mph speed limit, you may not appreciate what an unpleasant and risky experience it can be. The A4 sections through Forest Gate/Old Derry Hill and Studley are classic examples. Even waiting at the traffic-light controlled pedestrian crossing in Studley, the slipstream blasts, noise, road spray, dust and mud from lorries, busses, speeding cars, large-wheeled construction and farm tractor/trailers, just inches away, is really horrible. Now the new estate is built, there are even more families with children and dogs needing to make regular crossings to the school, shop, dog walks, community centre, etc. Reducing the traffic speed limit to 30 mph would make a world of difference - as at Sandy Lane and St. Edith's Bromham, where the majority of drivers do seem to keep near the 30 mph speed limit.

- For perhaps far too long, private, public and commercial motorised transport has taken an ever increasing dominance over all other road users. Improvements in transit times, whilst very important, must not totally overshadow important community factors. It is the job of Government and Councils to outline and fund the correct national and local balance of access, safety, restrictions and business/community needs. This road users' experience survey should be applauded as a bold local step in the right direction; especially if it leads to overall improvements for all road and roadside users and inhabitants. Thank you.

Appendix D

Recommended speed limits in Study Area 2

Study Area 2, recommended changes to speed limits.
Sections 2 and 4 in line with LHA speed limit review recommendations.
Section 3 reduction from 50mph to 40mph recommended due to local factors