



MARLBOROUGH TOWN COUNCIL

20 MPH SPEED RESTRICTIONS AND OPTIONS



CONSULTATION RESULTS

Background

At the Full Town Council meeting of 5 March 2018, Town Councillors decided to undertake a consultation based on a report issued by Wiltshire Council's Highways & Transport Traffic & Network Management Team – *Marlborough (A4 High Street, A346 & surrounding areas) – 20mph Speed Restriction Assessment*. This is attached at **Appendix 1**. This extensive report is based on evidence gathered from data collected at various locations in a defined area and recorded using a Metrocount device. (This is a roadside unit with sensors placed across the road which collects data of free flow traffic speeds.) All locations from where data was collected are set out in the report (p.5).

The report also set out a number of options to be considered to fit the needs of Marlborough (p11). These are:

Option One: Implement a 20mph speed limit throughout the full qualifying areas of Marlborough, with the addition of 20mph carriageway roundels on St Martins and Kingsbury Street.

Option Two: Implement a 20mph speed limit throughout the full qualifying area only, excluding St Martins and Kingsbury Street.

Option Three: Do nothing – Traffic travelling at free flow conditions along Marlborough High Street already travel at or very close to 20mph and the implementation of a 20mph speed limit would not create a change in vehicular speeds. A 20mph speed limit would only contribute to the clutter of street furniture in the area (by way of signage required to implement a 20mph limit)

Cost Implications - The cost implications for each option are set out in the Assessment Report (p.12). Marlborough Town Council will need to contribute 25% towards the cost of the work.

Community Area Transport Group - Local Highways issues are dealt with via a sub group of Wiltshire Council's Marlborough Area Board known as the Community Area Transport Group (CATG). It is for Marlborough Town Council to specify which of the above options should be considered by the CATG to take forward.

Aim of the Consultation - As this is an important issue for the town, Town Councillors felt that there should be a public consultation to inform their final decision to feedback to the CATG.

Methodology

The consultation was opened on 16 March 2018 and ran to 27 April 2018. A paper copy of the survey is at **Appendix 2**. The Assessment Report and survey questions were posted online at the Town Council's website: www.marlborough-tc.gov.uk with links to Wiltshire Council's Community Matters website and shared widely via social media. Paper copies were available at the Town Council offices and in the Library. Additional hard copies were made available at Waitrose on Saturday, 21 April 2018 and copies were also requested by Marlborough St Mary's Primary School. Posters were displayed on notice boards throughout the town and the consultation also promoted via

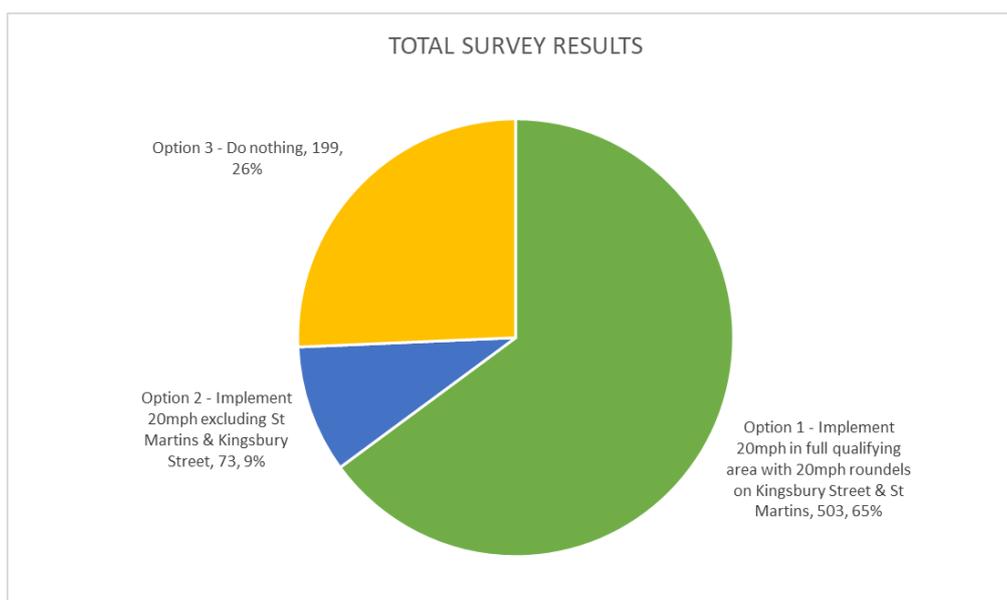
Marlborough.News and in an editorial in the Gazette & Herald and Town and Country magazine.

As well as requesting responses as to the preferred option on the proposed 20mph restrictions, all participants were invited to include their postcode, age and to add comments.

Consultation Feedback - The Stats

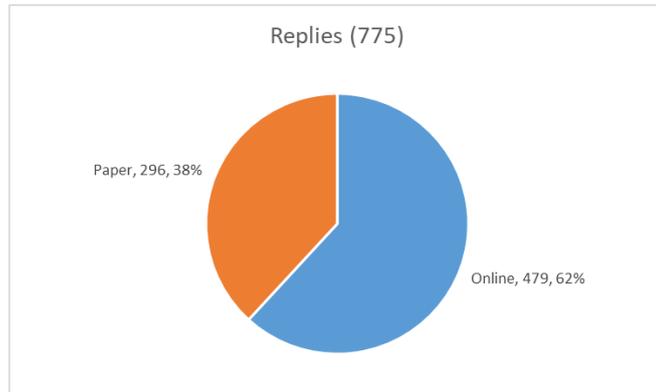
A total of 775 responses were received (online and paper responses combined). Overall responses are broken down as follows:

Option Number	Proposal	Response
Option 1	Implement a 20mph speed limit throughout the full qualifying areas of Marlborough, with the addition of 20mph carriageway roundels on St Martins and Kingsbury Street	503 (65%)
Option 2	Implement a 20mph speed limit throughout the full qualifying area only, excluding St Martins and Kingsbury Street	73 (9%)
Option 3	Do nothing	199 (26%)

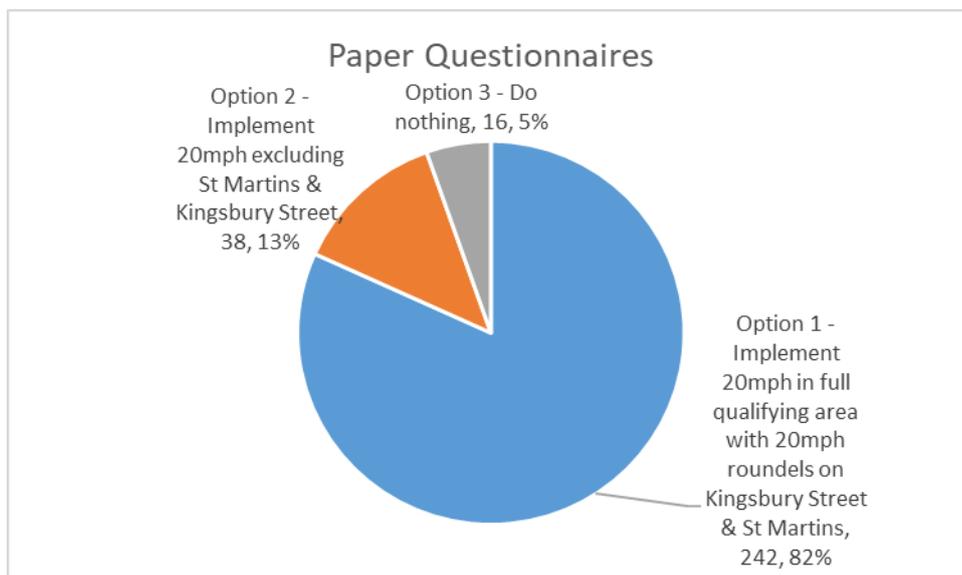
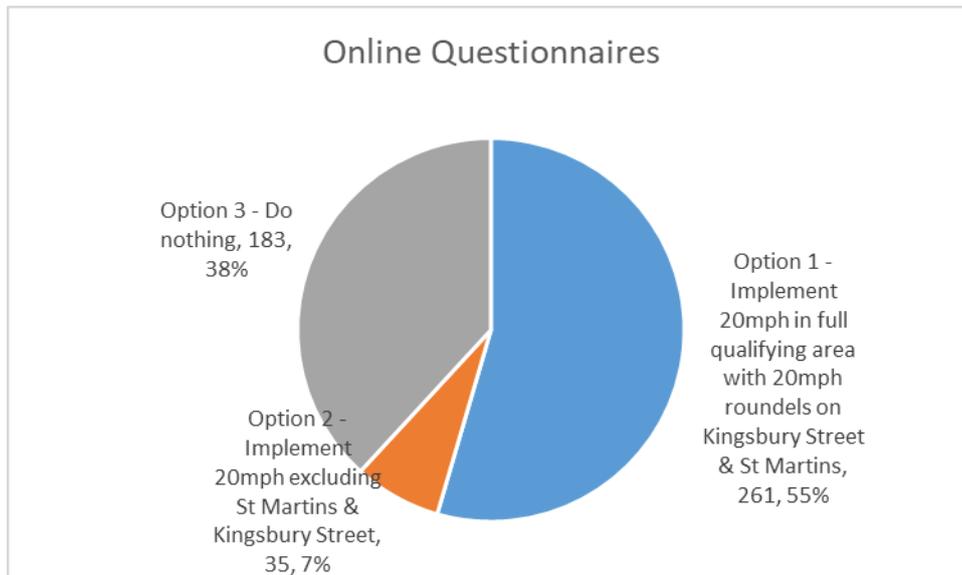


Online and paper responses are broken down as follows:

Response Type	Number Received
Online	479
Paper	296
Total	775

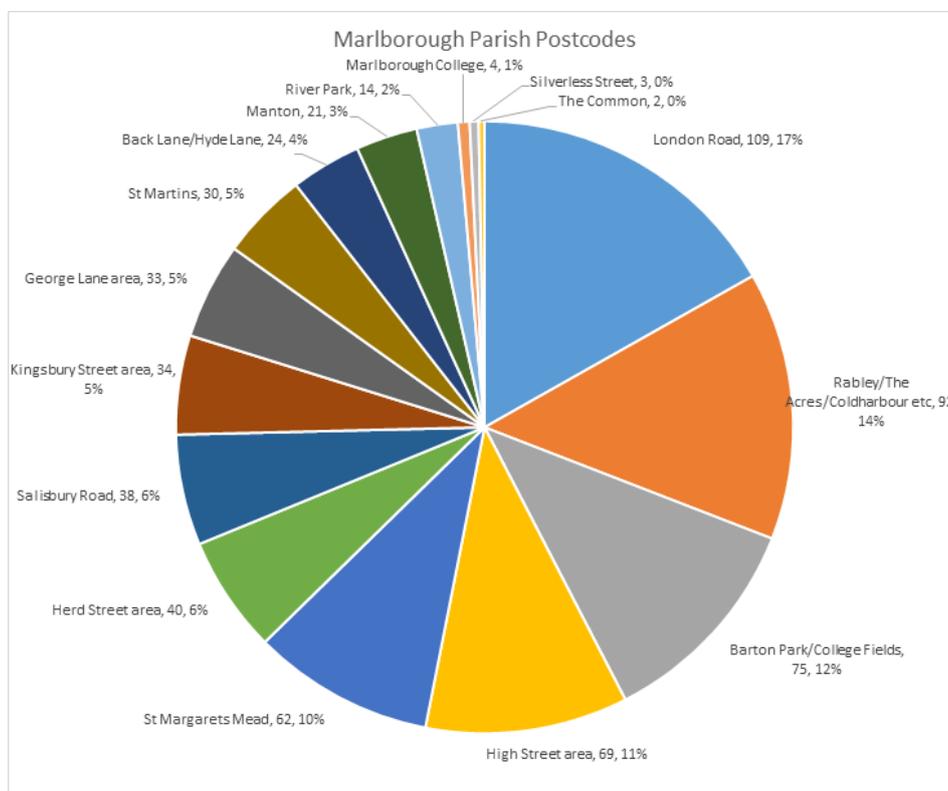


Online and paper responses can be broken down further as follows:



Further Breakdown

Postcodes - These results can be broken down further using postcodes. This way it can be seen how many responses were from Marlborough and from outside of the parish. There were 650 (83%) responses from the Marlborough and Manton parish. They are broken down into areas in the chart below:



Responses from outside of the parish came from:

Neighbouring Parishes					
Aldbourn	Alton Barnes	Avebury	Axford	Baydon	Beckhampton
The Bedwyns	Broad Hinton/Wootton Bassett	Burbage	Cadley	Clatford	Clench Common
The Collingbournes	East Grafton	Fyfield	Huish	Lockeridge	Mildenhall
Oare	The Ogbournes	Ramsbury	Rockley	Shalbourne	Stanton St Bernard
West Kennet	West Overton	Wexcombe			

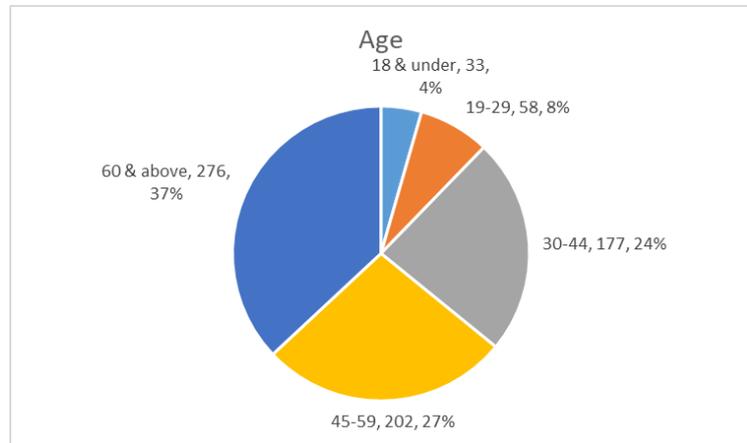
Other Responses - Elsewhere			
Amesbury	Andover	Bath	Bristol & Bradley Stoke
Calne	Devizes	Faringdon	Hungerford
Ludgershall	Malvern	Melksham	Pewsey
Purton	Swindon	Theale	Warminster

It is difficult to judge the demographics of those responding from outside of Marlborough but, they are likely to include those people working in the town, shoppers

from surrounding parishes, parents and pupils at the schools and visitors to the town.

Ages of Respondents – All participants were invited to give their ages within the following bands:

Age Band	No.
18 years and under	33
19 - 29 years	58
30 – 44 years	177
45 – 59 years	202
60 years and above	276
Total	746



Of 775 total responses, 746 respondents indicated which age band they fell into. Most of these were aged 60 years and above (37%) and the least in the 18 years and under group (4%). Just over half of all respondents who gave an age were aged between 30 and 59 years.

Additional Comments

All comments are at **Appendix 3**. Not all respondents left additional comments but of the 332 received, these fell into broad themes. Those with most comments were:

The implementation of a 20mph speed restriction in George Lane (approx. 77 related comments)

Though not included as part the recommended proposals, these comments related to the need for 20mph speed restriction and other safety measures (e.g. an additional zebra crossing) in George Lane due to its proximity to Marlborough St Mary's Primary School and its pedestrian route for the school and for St Johns Marlborough.

Reasons for not implementing either of the 20mph speed restrictions (approx. 67 related comments)

These included that the proposed speed restrictions would not be effective if not enforced, that there was no hard evidence to show that it would bring about improvements, that the restriction would increase air pollution, that it would not be cost effective and better spent on other safety improvements and road repairs, etc. Also that the volume of traffic and parked cars keeps down the level of speed in the town.

Other Comments

Other comments, to a lesser extent, included requests for the implementation of a 20mph speed restriction and/or other traffic calming measures in Hyde Lane, Kingsbury Street, Herd Street, London Road the A4 (Bath Road) and Manton. Also concerns about the elderly crossing the road and air pollution.

CONCLUSION

An interesting observation is that there is a larger proportion of overall online respondents opting for no implementation of a 20mph speed restriction (38%) compared to those responding with the same option on the paper surveys (5%). Also, there is clearly a strength of feeling about a speed restriction and other safety measures being implemented at George Lane (just under 25% of all comments). Overall, most respondents (65%) have opted for Option 1, with Option 2 (9%) and Option 3 (26%). Option 1 is:

Implement a 20mph speed limit throughout the full qualifying areas of Marlborough, with the addition of 20mph carriageway roundels on St Martins and Kingsbury Street

AUTHOR: SHELLEY PARKER, TOWN CLERK

DATA CO-ORDINATOR: DAWN WHITEHALL, ADMINISTRATOR

30TH APRIL 2018

COMMENTS
Most traffic already doing 20mph or less. More should be done to catch those doing more than 30mph in areas with that limit
I would like option 2 to be implemented with the addition of better 30mph signage in Kingsbury Street & St Martins
The 20mph limit is important however equally if not more important is the need for a zebra crossing on George Lane for the school children! WHAT BAD THINGS HAVE TO HAPPEN BEFORE THIS GETS APPROVED!!!!
Being a pedestrian is really difficult & dangerous in Marl. Pushchair crossing road a nightmare with so few zebra crossings. 20 everywhere please & enforce it!
20 in Lockeridge but still go 50+ through. Man killed walking dog! 20 please in town - pedestrian - walking with children v hard. Cars don't stop. 2 near missed with under 5's!
I would like to see residential parking and speed bumps in Kingsbury Street and the 20mph limit covering the other streets mentioned in your analysis - eg the Parade
I would like speed bumps in Kingsbury Street and residential parking there. I would like the 20mph limit to apply to the other streets you list at the end of your analysis e.g. the Parade (horrifying to think of anyone driving at more than 20mph in that street!)
The Wilts conclusion highlights that in Option 3 traffic already travels in the High Street at or very close to 20mph. Extra signage only contributes to the street clutter, and overall charge to both councils. 1 (illegible) serious injury in 6 years and no fatalities is acceptable by me
So many parked cars slow the traffic down anyway. One of the best ideas is the speed activated signs i.e. in Axford. Going under 20mph you spend most of your time looking at the speedometer and not on the road ahead. More dangerous for pedestrians. Driving in lower gears means higher exhaust emissions
Parked cars mean most of the areas suggested mean you can't do more than 20mph. Too many signs mean motorists get frustrated & accelerate in neighbouring streets. I do support a roundabout at the top of Herd St & The Acres. Traffic coming out of the town on the A4 travels faster than traffic going in.
My main concern is the difficulty in crossing the High Street, even at the designated places. It is hard to look in several directions where cars may be driving out or backing out of parking places, lorries may be impeding vision, buses may be pulling out and at both ends of the High Street cars are coming in several directions. I don't imagine that it would be possible to have a proper pedestrian crossing in the centre of the High Street? I don't think a 20mph speed limit would solve all the problems
Please consider including HYDE LANE - The use of Hyde Lane by traffic has increased hugely recently with those trying to avoid the High Street. It has become dangerous to walk up and down it. The field path alternative is too muddy and boggy.
Disappointed that Hyde Lane is not included. It is increasingly taken as a shortcut at speed
wife.
Weight restriction PLEASE on lorries (London Road)
husband.
Traffic calming George Lane
Include George Lane. Heavy duty lorries, at night e.g. 3am too fast. Noisy!
Please could George Lane also be 20mph as it is on a school travel route. Also out of Marlborough along the A4 (Bath Road) should be a slower speed until after the pedestrian crossing at Manton Hollow
George Lane should be included. There is a school in George Lane (Ducks Meadow) and 2 places where children/families regularly cross. Speed zones/restrictions are all well and good, but will they be policed - will there be regular 'speed traps'?

20mph speed limit in George Lane
Unless the 20mph areas are going to be policed during evenings and overnight/early mornings there does not seem to be a point in making it. Careless or dangerous driving charges can be used in inappropriate speeds if necessary. The costs of making the changes seem unnecessary. For many years I have thought a roundabout would be beneficial at the point where the road out of the many housing estates, including the Acres, joins the A346 by The Common. A safe means of crossing to the Common would also be needed. At present I cross here to get into town and traffic can be travelling at 50mph (this in a present 30mph limit)
20 mile an hour limit required on George Lane to ensure safety of of children going to Marlborough St Mary's
Please look at the traffic flow and speeds on George Lane as it is a concern with all the children in the area
Please include all housing estates and such like where there are many children at play
There definitely needs to be lower speed limits. I would feel safer allowing my children to walk to school with lower speed limits. George Lane in particular by the school needs lower speed limits and better signage
Out of all the proposed roads, George Lane in particular needs 20 mile as it is used by two schools, so a lot of children crossing & using the pavements. Drivers often drive fast and accelerate hard along this road
George Lane
Would also like to see a speed limit enforced for Hyde Lane which is used as a cut through by locals to avoid the High Street. Speeding along this road is dangerous in the narrow lanes & high hedges. The 30mph speed limit along Bath Road should be extended past the Manton/Manton Hollow junctions
Would like to see a 20mph in George Lane
Also include George Lane
George Lane should also be 20mph with school markings
Please include George Lane!
A roundabout at the top of Herd Street would be a great idea
It would be good for 20mile limit in school hours
Given the number of children and older people it is important throughout the High Street
Bad parking on footpath especially Homefields
Good idea to include George Lane!
I drive into Marlborough for work and feel some people do drive way too fast into the town, not just the High Street
George Lane needs
I have to have a walker as I am 95 years old and it is difficult to cross the High Street. Some drivers are very good but others are not
St Martins where it meets Poulton Hill
Nice cycle lane!!
George Lane
Another zebra crossing would be most welcome ? Half way up the High Street. Highlight existing crossing places as through traffic cannot see them
Some speed restrictions on George Lane would be critical
Traffic is slow enough already
I would like to choose 1 and 2
We would like speed bumps on Thicketts Road, Mildenhall next to the children's play park having lost three cats this year. Fortunately not our children

Chopping Knife Lane - end section is a 30mph but the estate is 20mph?
Single yellow lines in River Park are ignored. More parking, please
Restrict heavy duty vehicles in centre Marlborough
Should include George Lane
1. Include George Lane in 20 limit. 100s of school children cross every day. 2. Extend 30 limit on London Road behind Savernake Hospital
Please include George Lane
You take your life in your own hands trying to cross the main road. Helping elderly parents to cross the road is very difficult!!!
Could the A4 Manton to Fyfield become a 50mph. Manton needs to be 20mph
Perhaps a crossing would be help. Thank you
Is there a benefit in implementing traffic-calming measures?
I believe that not only should these areas be 20mph - it must be enforced by the local police. The A4 50/60mph are never policed. It is disgraceful I Marlborough that people speed in residential areas
High Street is like a race track. This needs to stop!!
Weight limit in High St Please!
George Lane
George Lane should also be included
20mph essential in Ramsbury
Safety is paramount for safe walking
Would be good to extend along the A4 to Manton to stop speeding there
Please do Beckhampton roundabout - it isn't a race track and too many accidents
I visit Marlborough at least twice every 3 weeks and would welcome the restriction down to 20mph. This would encourage the safety of pedestrians in the High Street
Including George Lane for 20mph
Salisbury Rd - huge problem to cross & drive out of Priory Court area. 175 more houses opposite Tesco will make it even worse. MADNESS
George Lane from roundabout at London Road. SID from Police Station area
Only George Lane needs a 20mph limit and perhaps a second traffic light by Police Station
Please include George Lane in this proposal
I shop weekly in Marlborough
George Lane should not have been missed from the street options. It is used by parents and children going to the primary school and currently presents a huge hazard. School roads should always be 20mph. Please include George Lane - it is more worthy of 20mph than any other roads in the town
There is no doubt in my mind that the speed limit in these areas should be reduced to 20mph. Most of our local school children walk to school and it would benefit their safety immensely
George Lane
This would be a good idea as, at the moment, you take your life in your hands to cross the High Street
The High Street is wasted as a car park. It could be so beautiful!
I fully support a 20mph speed limit in all residential areas. However it will be a total waste of time as totally useless Wiltshire police don't enforce the current speed limit. No doubt they are too busy monitoring social media for people saying hurry things about muslims.

<p>The idea of introducing 20MPH limits in national trunk roads (A4 and A346) is ridiculous - if anything effort should be directed at improving traffic flow to reduce congestion: for example removing the on-street parking on London Road (between war memorial and TH White) and</p>
<p>Answer</p>
<p>actively policing the persistent double-parkers in the High Street who often make it impossible for HGVs or buses to proceed. Delivery vehicles are not the only culprit here - I see a lot of double-parking outside Waitrose where inconsiderate types think it is OK to block the traffic for 5 minutes while they load-up their shopping. Improve traffic flows and reduce congestion, that should be the aim, so don't impose stupid pollution-creating 20MPH limits!</p>
<p>I live on a particularly busy stretch of the High St and am appalled by the speed of some vehicles, even enormous vehicles, and the accompanying pollution.</p>
<p>Speed restrictions much needed! However need to be policed late at night - I've lived on one of the main routes for 6 months and late at night it's dangerous trying to cross sometimes due to the speeds some vehicles travel at</p>
<p>Marlborough does not have traffic issues just too many people for the existing infrastructure brought about by Wiltshire councils arrogant and ignorant planning policy.</p>
<p>The East/West traffic flow on George Lane is normally close to 20mph on average during peak times (including school start and end times). The speeds increase during off peak hours which makes enforcement more difficult. However it is a school and needs to have much better protection from traffic. Speed humps are not an option as the HGV traffic, especially in the early hours of the morning, would create an unreasonable level of noise for local residents. This then suggests that the best opportunities would be for time limited 20mph illuminated signs, during term time at school start and end times. A further option would be to consider the use of one, or possibly two "chicanes", to force the reduction in unfettered two way flows of traffic. Finally the width of the pavements at key points in George Lane cause significant problems for pedestrians, especially those with a disability or with small children. Householders must be encouraged and if needs be instructed to cut back hedges to assist in resolving this problem (number 51 is a particular issue as the neglect of this hedge also means the school sign is partially hidden as well). The widening of footpaths would also have an impact on traffic speed.</p>
<p>Just need a school zone along George lane</p>
<p>I think that Herd Street should also be 20mph. The crossing at The Green is extremely dangerous as heavily laden trucks and HGV's are not always able to stop in time.</p>
<p>Not only would the proposed limit reduce traffic speeds, but the perceived delays might reduce traffic volumes, encouraging through traffic instead to use Marlborough's two by-passes, A34 and M4. Without the Kingsbury St extension that road would become more of a rat run to the High Street.</p>
<p>Surely Herd St should be included in any scheme. It is one of the busiest,</p>
<p>Answer</p>
<p>fastest and noisiest streets in the town. Please don't ignore residents of this street.</p>
<p>Generally speaking, traffic moves fairly slowly around Marlborough; there seems to be with very little evidence of excessive speeds within the report. Furthermore, there does not seem to have been any cost benefit analysis carried out. Consequently, I believe any reduction in speed limits it is unlikely to show any benefit. Therefore, such measures would be a waste of the council's limited resources.</p>

<p>Research has shown conclusively that a 20 mph limit will decrease pollution. As someone who has challenges breathing and notices the poor air quality in the cenrte of Marlborough, I consider this vital for people like me, for the aging population in the town (of which the is a high proportion demographically) and for children above all. Additionally I know of number of people who have been the victims of fast drivers and have been very intimidated above all at the roundabouts by inconsiderate drivers at speed.</p>
<p>I would have been interesting to see not just the average current speed along these street, but also the deviations from the mean, and compare the accident rates against those. If all accidents occurred at speeds at or below the current average then this expenditure will achieve very little.</p>
<p>Please dont waste my tax payers money on a 20 mph zone when traffic doesn't go more than 20 according to the report. I would rather it went on highlighting the zebra crossings especially the one by the town hall. I regularly walk it and get to the middle and a car coming into town will not even look at the crossing as they are looking forward into town. I have hit several cars with my hand as they have gone past and the driver has ****ed them selves seeing a pedestrian in the road.</p>
<p>walkways/cycle paths needed (separate, not painted lines). It is dangerous to cycle in Marlborough and we need to catch up with north european countries that have been doing this for decades. Spend 10% of the road budget on cycle paths and we could reduce congestion and get people out of their cars.</p>
<p>Traffic too slow already for a 20 mph zone to make any difference to safety. The High Street is already too cluttered with parked cars and signs for repeater signs to be noticed. It would be interesting to know where the accidents occurred. If George Lane is dangerous for children going to St Mary's Marlborough then surely that is where the 20 limit should be. As traffic speed is "too fast" for a 20 limit surely that's the whole point of reducing it. I would like to see a pedestrian raised area and colours used at the corner of Kingsbury Street by the Town Hall to help people cross a dangerous corner. Making side streets eg Kennet Place 20 is a complete waste of money as traffic is low and slow.</p>
<p>As a resident of London Road and parent of children at St Mary's Primary School Marlborough I am really disappointed that George Lane is not included in the 20mph zone. It seems ironic that the council is keen</p>
<p>Answer</p>
<p>to encourage children to walk to school and yet is not prepared to take measures to ensure their safety while they are doing so.</p>
<p>Whilst speeds are generally close to 20mph due to significant congestion there are periods when these speeds are dangerously exposed. Pedestrians are vulnerable both the young and an increasing number of frail older people. I support the full option 1</p>
<p>Fully agree with the implementation of 20mph limit in all areas, but any additional engineering to slow traffic (such as speed humps), if considered, MUST NOT be restrictive on parking. A significant contributing factor to the danger to road users and pedestrians on St. Martins is already due to the lack of parking. Please do not give with one hand and take with the other by making the parking situation worse. Thank you.</p>
<p>Poor report</p>
<p>No sleeping policemen..bumps.. parking around entrance to Clarendon Court often on existing white lines so restricted visibility at egress</p>
<p>Drivers regularly exceed the speed limit endangering all road users and pedestrians particularly the most vulnerable ie the elderly and children. Some sort of general calming solution is desperately needed</p>

Making St Sartins a 20mph zone is a must, lots of drivers treat it as a main A road, and bearing in mind there are cars parked on both sides of the road, it is very dangerous to have cars speeding through!
Drivers ALWAYS creep up to 40mph on St. Martins - this has to stop and a 20mph limit would certainly make this happen!
I would also like a 20mph speed restriction to be considered for Back Lane, Cross Lane & Hyde Lane
20 mph limits are a total waste of time and money, and there's also evidence to suggest just 20mph limits result in more accidents involving pedestrians and cars, not to mention the fact that cars are less efficient and produce higher emissions at low speeds. The money would be far better spent on fixing some of the potholes that plague the entirety of the road network in and around Marlborough.
Waste of money!
I rarely drive over 20mph through the high street I'm suprised people are able to. Money would be better spent else where
The traffic speeds on George Lane, and in particular, the volume of articulated vehicles already present a danger to pedestrian safety particularly in the morning with school children most at risk. Imposing a speed restriction in some parts of the town centre and not others will only seek to exacerbate the dangerous conditions on the 30 mph roads.
The issue is not speed it is poor traffic flow. This is what the council needs to address through managing flow at the existing round about better
Do we want a spate of new signs and speed cameras??
Hopefully this can go ahead quickly. Although traffic in many of these
Answer
roads/streets isn't more than 20mph now it will send the right message to drivers.
no one goes above 30mph anyways
I would also like to see anti slip material put on Herd Street before the traffic lights to help drivers slow and stop for a red light as too many just shoot through it and it's an accident/death waiting to happen. I myself have almost been run over many times crossing there.
I understand that 20 miles per hour where there are school signs can be a good idea. Other than that it's increasingly evident that more people are getting hurt in 20mph areas. Spend your money/ time sorting out the real issues e.g. finding a way to get lorries out of the high street, sorting the chaos oon the Burbage road into Marlborough, finding out what causes the increasing number of grid lock times.
Sort out better wider roads or a bypass speed up the traffic not slow it down stop wasting police time with traffic problems n let them get on and investigate real crimes of theft and child abuse
Marlborough is so gridlocked you can really do more than 20mph anyway.
The money would be better spent on repairing the road surface damage on most of the routes into the town.
Improved pedestrian crossings would be a better use of resources.
A waste of money as speed is secondary when the town is overloaded with trucks. The amount of traffic is more of an issue than speed restrictions
Why completely overlook areas where actual speeding has been logged? Notably London Road and Salisbury Road
I feel 20mph would cause more piroblems and I feel that the speed limit now isn't implemented so I doubt it would be any different if the limit was changed
The 20 mph zone should be extended to the top of Herd Street.

I have lived in Marlborough since 1969 and I have yet to notice any vehicle travelling at anything close to 30mph. From Salisbury road to the 40mph limit on the Bath road (A4) the traffic seems unable to do much more than 15mph. Why put up more signs - just to signal 'awareness' by the Council!?
Set up a school zone 50 metres either side of ducks meadow with a 20 mph limit
I think this is a great idea. Something also needs to be done about the layout of Marlborough High Street. There must be enough room for some kind of central island e.g. with parking either side that gives additional parking spaces either side and also more crossing points for pedestrians? The present lay out is a shambles.
Except at times when there are few pedestrians about, traffic speeds in the area proposed for the limit are already around 20mph or lower. The survey figures are misleading as they include times of day when risks of
Answer
accidents are already low, even when traffic speed is approaching 30mph.
The report makes the point that vehicle speeds in the affected areas are often limited to 20mph anyway because of existing traffic conditions. Let's not waste thousands of pounds nor put up lots of signs when the difference made would be so small.
With the increasing number of children being encouraged to walk to school (Marlborough St Marys and St Johns) it is essential that a 20mph limit is included for George Lane.
The speed limit is not the problem. Its the way people drive, and i can count eight people who have said this limit needs to be changed to 20mph who speed themselves.
The western end of the high street should be extended to the roundabout beyond St. Peter's and take in George lane and the connect section of the Pewsey road... And take in by default back lane etc....
George Lane needs a 20mph limit due to the new school and no crossing. In addition Salisbury road from the mini roundabout to the pedestrian crossing should be restricted to 20mph at school drop off and pick up hours due to the volume of children trying to cross at this point with a crowded, narrow footpath. When will you be looking at the 50mph speed limit from Chopping Knife Lane to Savernake hospital, and look to reduce this after the fatal accident there?
With the traffic volume in Marlborough lowering the speed limit will achieve nothing. You'd be better off solving the parking problem
Herd street ,Barn street need traffic slowing down
I'd like to see the 20mph limit being part of a comprehensive review of tarffic movement through the town, including congestion, air quality, public transport etc
20 should be compulsory in a built up area in the vacinity of schools in particular. We should do all We responsibly can to protect our children.
Pollution is my main concern I work near busy and non busy roads and notice the quality of air is very different in these two environments as expected! Reducing pollution is only a good thing regardless of the inconvenience of road users after all pollution is just as bad as second hand smoke from a cigarette and illegal to expose a minor to second hand smoke it's a no brainier 20,s plenty!
The 20mph limit should commence on the A346 if not at the Marlborough golf course entrance, then at the bus stop near the crossing to the common. A major accident is waiting to happen here! With cars speeding in and out of town via Kingsbury Hill or Port Hill.
Generally the volume of traffic keeps the speed very slow, I see no need to reduce the 30mph speed limit.

<p>It would be better if Marlborough town council focused on the amount of traffic disruptions going on. Think carefully about when and where traffic lights should be, to remove the traffic congestion that has resulted every</p>
<p>Answer</p>
<p>month so far this year. Businesses in town are closing due to lack of revenue. At this rate Marlborough will become a ghost town with only coffee shops.</p>
<p>Volume of traffic generally keeps the speed down in these areas most of the time. It's not broken, don't fix it!!</p>
<p>I would be in favour of 20mph speed limit, particularly on any road that is part of the North/South route in order to discourage the heavy and oversized commercial vehicles that are simply passing through Marlborough on to alternative routes.</p>
<p>Some co-ordination of roadworks would be a great idea. I also suggests remval of parking on George Lane.</p>
<p>Please put up school warning signs and an additional crossing from Van Dirmens footpath with 'children crossing' road markings as its not obvious there will be school children around.</p>
<p>20 mph causes reduced driver concentration.</p>
<p>Traffic as a whole is way too fast throughout the area. I live on a 30mph stretch of the London Road, traffic regularly passes at 50+mph, especially very large trucks.</p>
<p>Marlborough is congested with traffic, strangely this helps to regulate speed. However far too many people think that when there is a space on the road they need to drive as fast as they can to fill it, regardless of pedestrians. I would like to see pedestrians and other road users receiving priority over cars, so slow the traffic down.</p>
<p>If people obey the Highway Code reversing onto an A road is not allowed</p>
<p>Please consider traffic management on George Lane in Marlborough. Anything to encourage people not to speed, especially during times when children are going to/from school. I live on George Lane and you'd be amazed how fast some people drive- well over the 30mph current speed limit.</p>
<p>Having lived previously on George Lane for 22 years I feel that this residential road should also be included in the implementation of the 20 mph limit.</p>
<p>More cycle parking, please.</p>
<p>Whilst they are at it, perhaps they could consider how they manage roadworks into and through the town. Yesterday they had temporary traffic lights on the high street to protect workers on George Lane. Madness.. and the incompetence demonstrated by these planners over the past few months is ridiculous. Must have seen the same piece of road dig up multiple times on the Salisbury Road in just the past few months. They cannot seem to plan very well to avoid the chaos all these things are causing. If I had a business in Marlborough I would be demanding compensation as it makes the town a very unattractive place to come. Apologies if not in the town council remit but perhaps they could have a word with those that do hold responsibility</p>
<p>Let s slow people before someone gets killed.</p>
<p>Answer</p>
<p>As a mother of two children the lower speeds will hopefully stop us getting hit on the roads- as has nearly happened before!!</p>
<p>George lane should have double yellow lines it's full length, to allow the smooth flow of traffic!</p>
<p>20 mph works, this has been proven in many towns in England but it needs to be enforced. We have had 20mph in our village for over a year but most cars still go faster than 30 or even 40mph. Speed limit signs then need to be either policed or enforced in some way for them to work.</p>

Most traffic adheres to speed limit with no fatal accidents. If speed limit is lowered it is more likely it will be then ignored and average speeds will increase.
George Lane should be a 20 mph road. Children crossing to Marlborough St Mary's Primary and St John's Secondary every day.
It is not value for money, which could be better spent on the condition of the county's road surfaces (which resemble those of a third world country currently).
Many children use George Lane to access both schools, and volume and speed of traffic should be managed appropriately. The roads are not safe for cyclists neither.
I would like George lane included in the 20mph zone for the safety of all the children of Marlborough St Mary's and St John's, who should know better crossing the roads but certainly dont when in groups.
If nowhere else in Marlborough please reconsider making George Lane 20 mph, if necessary only when the children at the primary school are coming and going before a child gets killed. Thank you
Please can you include George lane. We have chikdren crossing that rd to school and it's ludicrous it hasn't been included!
Marlborough is a "slow" town, lots of narrow roads and people about. Just common sense.
George Lane to be 20mph speed limit too as there is a school there
Maybe if you actually tried to enforce the current speed limit you would be able to remediate the problem. But since you are not enforcing it, how would changing it make any difference other than wasting everybody's time and taxpayers money.
This should also include George Lane with a school zone area
If traffic is already in the 20 MPH region, why waste money on trying to lower it more?
The High Street hardly needs a 20mph limit, but the extension to st Martins and Kingsbury St will create a safer whole.
Marlborough bad enough as it is. Don't make it worse!!!
The 20 mph limit should also incude Poulton Hill as many exceed the 30 limit here
Traffic management in George Lane needs to be considered due to pedestrian access for schools
George Lane seems to be forgotten or ignored, albeit a "rat run" at high
Answer
speed. Why?
The survey reports quite low speeds in the town already. I can see very little point in this proposal that might reduce speeds in some areas by 5mph. In practice during busy times in the town the speed is very much below 20mph, because of volume. The proposal will only provide us with lots of signage that will clutter the pavements and waste £10,000 that would be better spent on maintaining the currently filthy pavements around the town.
I do not agree that the 20mph limit is better, in my experience it causes more problems than it solves.

<p>I write from Lockeridge to support the proposal. We were successful in obtaining Wiltshire Council agreement to the introduction of our 20mph zone in 2017 following a fatal accident in the village which in turn led to a local campaign to reduce the speed limit. Higher traffic speeds are directly related to higher collision rates resulting in more severe injuries and fatalities. Drivers have less time to think and to take avoiding action at higher speeds and the stopping distances are greater thereby increasing the risk of accidents. The World Health Organisation states that a 5% reduction in average speed results in a 30% reduction in fatal crashes. The guidance from NICE in 2017 promotes speed reductions in order to improve air quality; another important local issue for Marlborough as the volume of traffic increases. Poor air quality is a major contributor to ill health in the UK as noted by the recent All Party Parliamentary Health and Social Care Committee report on 'Improving air quality'. The two issues of safety and air quality are of particular significant concern for their potential impact on children and young people. As Marlborough continues to grow in size and the local roads become increasingly congested, it is important to address the associated issues including those of transport and air quality as soon as possible.</p>
<p>1. Experience of other 20mph limit schemes have not shown a reduction in casualties or accidents. The lower limit is thought to make drivers and pedestrians more complacent and less attentive. 2. The road environment of parked cars , market, and pedestrian traffic has a natural calming effect on traffic in Marlborough, not to mention the slowing effect of roadworks! 3. The addition of yet more traffic signage increases the clutter along our roads and is contrary to current policy to reduce signage. 4. Unless the speed limit is heavily policed all the effort and spend will have been a waste of resources.</p>
<p>it has been experienced that the drivers constantly breaking the 30 mph speed limit on Swindon Marlborough Road, so speed no cameras in place up to now or any discussion about it,</p>
<p>I have lived in Marlborough for over 44 years and have seen too many accidents and a massive increase in the number of HGV vehicles and cars. They never slow down. Please make this go through. Too many accidents and pollution. We need to encourage drivers to use alternative</p>
<p>Answer</p>
<p>routes.</p>
<p>Kenneth Place should be 10 or 5 mph as this road is used by pedestrians, push chairs mobility scooters because either no pavement or verge taken up with bollards, pot plants etc and main route to and from St Mary's Primary</p>
<p>I would like to see other streets added paticularly the housing estates and not just kelham gardens and kennet place..... st Margarets mead, The estate by the common, Rabley and both st johns sites.</p>
<p>20 mph vital for any chance of traffic plan to work</p>

<p>As a resident of Herd Street I am frequently appalled by the loud, very high speed vehicles passing my house. Many of these can be doing over 50mph by the time they pass my front door. With the recent increase of 7% in the council tax to fund the police I have to ask myself why we never see any action in Marlborough. Many of the vehicles to which I refer are not only speeding but would no doubt fail relevant noise tests. I attended both of the recent consultation meetings and pointed out, at the time, that there is little point in implementing new speed measures if you are not prepared to enforce them - you can reduce the limit to 5mph if you want - they will still do 50mph when they feel like it. I would also point out that everyone was very aware of the Metrocount sensors, particularly drivers, so for that period the traffic was self calming - leading to very misleading data in your results - if we had left them in place we may well be seeing a much calmer Marlborough. Drivers see these things on the road and slow down for fear of police around the corner - not because they are concerned for local community. 2 years ago the entrance to Silverless Street was made a no-entry from Herd Street - to this day I see numerous vehicles either ignoring, or maybe unaware of the signs but nothing is ever done to enforce the new rules - a police officer stationed there for a few days would justify his wages in tickets alone, and may increase awareness. Finally, at the most recent consultation meeting, the subject of the relatively inexpensive (but, in my mind, very effective) roadside speed monitors was mentioned. These are already in use in the Ogbournes, Mildenhall, Axford, Aldbourne and various other places in the county - these really do seem to have an effect and are minimal to install - perhaps this should be option 3.</p>
<p>20mph is a safer travelling speed, with less serious outcomes to accidents, and less accidents themselves. If it is implemented more widely as in Option 1, drivers would adjust to the speed quicker, but would not be so accommodating of changing speeds up and down within a short space, if only some roads were reduced to 20mph.</p>
<p>I believe that an exception to the rule is necessary as George Lane should be included in the 20mph zone as there are 2 large schools nearby with children crossing regularly.</p>
<p>Also include George Lane</p>
<p>I want George Lane to also be included in the 20 mph speed limit zone.</p>
<p>Answer</p>
<p>This is clearly a solution looking for a problem. No-one could accuse traffic of moving too rapidly in Marlborough</p>
<p>We need more parking, HGV restrictions, fewer road works, better roads.</p>
<p>Please promote courteous, polite driving particularly on the High Street where there aren't any crossings or safe areas for bicycles.</p>
<p>To avoid confusion by having 20, 30 and 40mph zones, it might be simpler to have a 20mph limit in an area of one mile radius of the centre of the High Street.</p>
<p>I live on East St Martin's and witnessed a near miss between a car and a pre-school age child during daylight hours late last year which I doubt was reported to the police (the car had to do an emergency stop and avoided hitting the child). Neither party were at fault and no injury was sustained, but large numbers of children of all ages walk this route and vehicles often travel fast along this first part of St Martin's as they've just accelerated up the hill. A reduction of the speed limit to 20mph would be an excellent idea.</p>
<p>A clearly set out well reasoned document. Thanks</p>
<p>It would be encouraging to have a 20mph limit in George Lane, too.</p>
<p>Include George Lane</p>
<p>Apply 20mph limit to all in town roads plus 30mph on Frees Ave to past the cemetery.</p>
<p>This is long overdue for such a busy town and hopefully will address concerns for the safety of residents, shoppers and town users.</p>
<p>There should be 20 mph limit in all residential areas.</p>

George lane should also be at 20 mph limit
Also include George lane
Please combine with improved provision for cyclists. Marked cycle lanes on the main roads.
I would like that the 20mph limit to include George Lane.
I think a zebra crossing in the middle of the high street ought to be seriously considered
20 mph speed limit also vital along whole of George lane to minimise risk to children crossing for schools .
I would like a 20 mph speed limit specifically on Silverless St as it is used as a rat run across to St Martins. We now have a No Entry sign off Herd St into Silverless St which although cuts down the traffic along Silverless St to the town centre, which has helped.
To include Silverless Street
I support the position that speeds should be restricted to 20 mph throughout -- however it is also worth noting that often traffic is at a total standstill due to the volume and nature of vehicles passing through (eg enormous lorries). They provide their own dangers though perhaps not actual accidents.
crossing or lights needed bottom of Kingsbury Street. As a consultant
Answer
orthopaedic surgeon at GWH, I don't want to have to say "I told you so" when someone is seriously injured/killed while trying to cross on that bend/corner.
I walk and cycle as my means of transport around town (we do have a car and I do drive but for environmental reasons I choose to cycle). The facts about being hit by a car travelling at a 20 mph and at 30 mph reflect how much more damage is incurred when hit by vehicles going at 30 mph. By having lower speed limits, it will encourage others also to use their bike around town. I know many people who say they would like to but are very anxious about traffic.
As householders on the London Road we are very concerned about poor air quality,
As a resident of George Lane speed has always been an issue along this road and now with both the primary and infant school children having to cross this very busy road a 20 mile an hour speed limit is essential.. We have seen many groups of unaccompanied children crossing and traffic not slowing down for them. Traffic must be slowed down before there is a serious accident.
Greater safety required for pedestrians, property and other vehicles particularly due to the increasingly high volume of excessively large vehicles passing through these areas.
It would seem to be common sense for George Lane to have a maximum speed limit of 20mph. I walk my children to school along London road along with many others travelling to st marys and St. John's. Most of the cars travel way above 30 mph- can speed limit road signs be placed here ?
A 20mph limit in the qualifying area while perhaps not reducing current speeds by much does i believe encourage drivers to be more mindful of other vulnerable road users - pedestrians and cyclists. Along Barn street and the short part of the A4 it may calm through traffic between the south (Salisbury) and north (M4/Swindon).
I strongly agree that the speed limit should be reduced on the route to/ and outside the school. Also, more signage to indicate this is a School/School route.
Need a 20mph limit in George Lane also!
It is difficult to do 20mph in Marlborough due to traffic so really a waste of money doing survey would be better spent on repairing the roads.
20mph on George lane
Speed limit would be perfect from 7.30 AM till 10.00AM and 3.00PM till 5.00 PM

Please, please implement 20mph limits on George Lane and Salisbury Rd where children to the primary and secondary schools cross (Ducks Meadow, Van Diemens, the Rec). Even flashing part-time limits would help
I feel that is imperative to have a 20mph limit to traffic on George Lane.
Answer
This is the main crossing point for hundreds of children and families from Marlborough St Mary's School and St John's Academy. In the lollipop lady regularly reports cars ignoring her presence and driving through!
Please also consider the A4. The speed of traffic past the Roebuck pub to the top of the hill is ridiculous. It is just a matter of time before someone else is killed.
It will be a waste of time and money. There is no point in introducing laws which are not policed. There is a 30 mph limit in London Road and nothing is done to stop speeds many well in excess of 60mph.
please accompany the speed restricted zone with upgraded facilities for pedestrians and cyclists.
tHE TOWN IS BEING WRECKED BY FAST OVERLARGE LORRIES. Anything that can be done to restrict speeds and discourage through traffic should be implemented as soon as possible while a bypass should be investigated before someone is killed. A 20mph limit is a start; it doesn't go far enough.
20mph is too slow, even if it is implemented, it will not be adhered to and is too difficult to enforce.
There have been 2 deaths on the A4 London Road in recent times but this area is not even mentioned! There is constant speeding in this area and has even appeared on TV as one of the country's speeding hot spots. I, therefore find it scandalous that this area does not feature in these proposals. There are not even road markings on the road! Shambles
I never really go above this speed anyway, but find them distracting as I am always looking at my speedometer and not at the road, for fear of exceeding the limit. So they are counterproductive and ultimately less safe. The potholes are also distracting - fixing these would be a better way of spending local peoples' money.
MONEY better spent on another children's crossing in George Lane if for long term u
Additionally, George Lane should be included in the 20mph limit as, since the opening of the new Primary School there is an increase in the number of 5-11year olds crossing this road. it is well documented that children below the age of 11 years do not have a fully developed road sense. Therefore slower traffic in George Lane is essential to avoid accidents.
My observations, living on the High Street and cycling most days up and down it is that it is not speed which is an issue, but frequent stupidity of pedestrians walking out into the road without looking, cars not indicating but turning 'unannounced' across the traffic, double parking, particularly outside Waitrose and poor indicating at the roundabout at the College end of the High Street. None of these issues could be cured by slower driving, since the average speed (other than the occasional 'boy racer' late in the evening) seems to be well in control. On average, there seems
Answer

<p>to be a move to fix a problem that doesn't exist, as from my practically daily cycling down the High Street and back, it is not speed which is the issue - plus, looking at the statistics, while there is some evidence of injury, there seems to be no clear evidence that the surrounding roads are a significant risk to life and limb that a bit of common sense, driving and traffic awareness would not solve better. I think by introducing a 20 mph limit, you are attempting to find a solution for something that does not seem to be a problem and doing so by introducing the wrong solution - 20mph will not stop a mother and daughter pedestrian from crossing the road without looking (as they did when they stepped out in front of me on my bike the other week). 20mph limit will not cure the issue of the elderly man turning across the road without indicating and 20mph limit will not prevent people double parking in front of Waitrose. I think you are trying to solve a problem that isn't there, or certainly not relevant to reducing the speed limit.</p>
<p>A complete waste of time and money. Instead, concentrate on providing viable alternatives to solving the acute traffic problems and providing us with roads that currently are typical of a 3RD WORLD COUNTRY.</p>
<p>20mph should cover the full length of Kingsbury St or residents will be plagued by vehicles accelerating as they reach the change of speed point</p>
<p>traffic already slow - 20 limit not needed</p>
<p>The slower everywhere, the better.</p>
<p>The higher the speed, the greater the chance of accident and the more severe. Drivers are often unaware of how lethal vehicles can be and are often distracted in busy areas. Pedestrians can be distracted (mobile phone use), or infirm or elderly. Large vehicles, farm traffic and lorries pose a greater threat to pedestrians and cyclists alike.</p>
<p>Due to the high volume of traffic in Marlborough, it is rare that traffic exceeds 20mph anyway. As a pedestrian, I have no problem with the existing traffic restrictions, and feel that this would be a large waste of money. There is no history of accidents in Marlborough, hence I do not see a need for any change.</p>
<p>I am very concerned to see that George Lane is not included in the 20mph restriction area. Even though the data collected shows mean traffic speeds to be above the criteria for introducing a lower limit it has major crossing points at Ducks Meadow and at the police station (where there are currently no other calming measures) for children travelling to and from Marlborough St Mary's School. It can only be a matter of time before there is a serious accident.</p>
<p>This entire exercise is based on a moral panic responding to a non-existent threat. In my entire lifetime, there has been not a single fatality within the Marlborough 30mph zone. To bring in a 20 limit would be to criminalise normal and perfectly safe driving behaviour, and to waste a considerable amount of taxpayers money in so doing.</p>
<p>Answer</p>
<p>Instead of 20mph limited could this work Info that could be used Make the highStreet one-way system direction of traffic would be west to east this would providing wider road for lorry's that are parking ace for delivery which would not interfere with traffic speed though the town. And also provide parking for the town as the amount of people now visiting the town. Make George lane one-way east to west removing the traffic slow in highStreet This would provide parking for residence on one side and make the road being used properly.</p>
<p>30 MPH through a shopping are is madness. Reduce it now before there is an awful accident</p>
<p>Speed is not an issue in the town. Actually getting a vehicle to as much as 20mph would be a step forward. We have enough issues with car based pollution - having traffic actively encouraged to slow down would simply exacerbate a serious problem. We have very few accidents in the town and other problems that need funding and resource. Don't waste time and energy on a project that solves a problem that does not exist.</p>
<p>Add notices to parking machines to leave cars in left central spaces IN GEAR & SET HANDBRAKE SECURELY.</p>

An excellent report, but the zones considered for 20mph should have included the High St west past St Peters and Bridewell St (Bath Rd) to College Fields as there has been a cluster of pedestrian accidents there.
There in addition needs to be a formal crossing in George Lane for the new school
The problem with traffic in Marlborough is that it doesn't go fast enough. Please don't make it go any slower! It's going to get even worse once the houses are built on the field across from Tesco on the Salisbury Road. Given your analysis that traffic flow along the High St and other nearby arteries is already slow, why spend money on making it slower?
We welcome this clearly presented report and hope option 1 will be implemented
A reduced speed limit is pointless because it will not be enforced. A total waste of time!
The report makes complete sense. Thank you to the Town Council for addressing these concerns. Please can something be done to control speeding on the A346 particularly just inside the 30mph limit beside the Common and down the hill. This road desperately needs speed monitors (as in Ogbourne St Andrew) and a crossing. With 3 care homes and families with children in the vicinity, urgent action is needed to reduce the daily risk.
No speed bumps please. The central area is not where speed is an issue. The A4 towards and past Manton is where there is need for lower limits.
Reducing the speed limit will not reduce traffic volumes. Implementing this restriction with associated signage is a complete waste of money in my opinion. Common sense should prevail (anyone travelling faster than
Answer
20km in Angel Yard and similar lanes need their head read anyway).
Whilst I think this is generally a good idea, as High Street traffic is already close to the 20 mph limit, I'm not convinced of any benefit. The state of disrepair of the roads in Marlborough are appalling and I would rather have money spent on repairing and resurfacing the roads and also the footpaths. Road sweeping should also be carried out more often as there is too much debris (stones and gravel) collecting on the surface making it a real hazard for cyclists.
Traffic is generally self regulating to 20-30mph in town. I don't have any issues walking and cycling into and around town with 3 young children. I suspect a 20mph limit would not be adhered to by locals after a short period, or enforced. This is seen in Ramsbury and Malmesbury where 'local' vehicles are tailgating others who stick to the 20 for a short while before speeding up. Then as they enter the 30mph area they increase their speed again over 30mph.
Traffic moves slowly through Marlborough, spend the money on improving the crossings (by the old school and outside town hall or introduce new ones (george lane and st martins). Please don't waste my council tax on clogging up marlborough even more.
How will the new restrictions be policed? At what cost? Who pays? What is the current record for the past 2 years of policing of the current 30 MPH restrictions? Why is the fatal accident that occurred on the A4 last year near to Savernake Hospital not recorded ?
Complete waste of public money and will be difficult to enforce
The traffic through Marlborough is very slow anyway so why waste money on new signs when it could be put to better use
Nn4 6ex
This exercise was a waste of money. There is no speeding problem in Marlborough. Politicians are over legislating and turning this country into a misery
There are many more accidents than are reported to the police, which , living where I do I see many of. Nothing has been mentioned about the narrow pavements and proximity of children walking along Barn Street and the lower end of Kingsbury Street. I have seen many near misses!

the London road from the Savernake forest entrance to the existing 30 mph limit should be 40 mph
Much of this area already experiences an effective 20mph limit - the traffic volume ensures that, but at non-peak times this would make the whole area safer. At present (many) drivers will accelerate on occasions when they see clear road which is, in itself quite dangerous. The only issue is enforcement at times where the traffic allows 20+ driving, but there is a scheme currently on a trialled operation in Gloucestershire which enable this on a 24/7 basis - consult the Lockeridge Traffic Group for details - as this isn't an expensive solution. In summary if accepted this will make Marlborough a safer place, but also a cleaner place as well
Answer
as the drop in pollutants NOx and specifically particulates from diesels and brake dust should reduce significantly.
As speeds are already close to 20mph at most times, bringing in these measures would be a waste of council money that could be used better in many other areas.
What a waste of effort. Traffic naturally passes through Marlborough at 20 mph now. There is no need to enforce it.
Don't quote appendix's when you can't view them in a survey
It's about time this wS implemented. How about a weight limit on big trucks churning up our roads. Weight height and length limits.
George Lane should also be included
Traffic is already calmed by density and obstructions and distractions in these areas without needing additional measures. Efforts would be better addressed at diverting both south traffic on the A346 away from the congested area between Postern Hill and The Common. De-trunk the A346 or build the long overdue bypass.
The speed of traffic in Marlborough, especially on London Road is a daily concern. Please consider changing the speed from 50 to 30 when entering Marlborough at Grand Avenue and place a speed awareness sign back up!
In recent reports (December 2017) multiple local councils revealed that introducing 20mph schemes actually increased the number of deaths or serious injury since implementation - including Bath (link: https://www.bristolpost.co.uk/news/local-news/baths-20mph-zones-increased-deaths-942560) but could not afford to reverse the decision. The Main report shows that the majority of traffic flow is already at or similar to the 20mph now anyway, and includes a recommendation to do nothing.
As there is no history of accidents in these areas I see little point in changing anything
If the speed limit cannot be restricted to 20mph on Herd Street, other measures - such as cameras which measure speeds and warn drivers, should be in implemented as elsewhere in the county. Signage warning of the Barn Street pedestrian crossing should be provided much higher up Herd a Street on the Swindon side to encourage drivers to begin slowing.
Too much dangerous driving around town and have nearly been run over even at the pedestrian crossing on the green.
I find the Rds that have been chosen are strange. I've never once seen a car racing around the town mill or kelham gardens. St Margarets mead is so busy and dangerous at times as is the estate by the common. Why haven't these areas been included? Very bizzare. Having said that I'm for the speed limit being decreased but would like to see it more widespread and to areas that need it most! Definitely george lane, Salisbury rd and cherry orchard.
The 20 mph is critical for the High Street.
Answer

I had a scan of the report but didn't see if the areas of the collisions and circumstances surrounding the accidents. We're they linked to the speed of traffic at the time?
Marlborough traffic is awful especially the speed that trucks go down Herd St where my elderly mother lives. People take lives in own hands using the lights as quite often the trucks run the lights as are unable to stop in time!
Parking is a BIGGER problem, or rather LACK OF PARKING
Leave things alone that are not a problem and focus on problems like parking and potholes.
Good, informative report. No justification for reducing speed limits. Significant spend with no evidence of any benefit at all.
The mean speeds for most sites are below 30mph, so I feel it's a total waste of council money that could be used better elsewhere (like repairing potholes)
What about George Lane? School children walk along there, cross the road. Even if it's only during certain times of the day? I'm not agreeing to any changes in speed limit in the town until our children's safety is considered going to and from school.
Cars drive too fast through the High Street and pedestrians are put at risk. There are no zebra crossings for pedestrians either. Due to St.John's school, Marlborough College and a number of local primary schools there are a high density of young children who need protecting from the dangers of speeding cars.
I would prefer a 20 mile per hour speed limit along the High Street from 9 - 6. At other times there are fewer pedestrians and it is reasonable to drive a little faster.
Please consider Herd Street for the 20 limit also
Considering the flow rates incidents are pretty low but within the main town area seems a reasonable idea
It would increase moving flow. Further would make increasingly safe for pedestrians. Has Marlborough examined havinf a shared space model for the High St???
Something must be done to better control the traffic in Marlborough and help to preserve the historic buildings That line our streets.
Fix the pot holes, grit the roads and collect the rubbish. No more surveys.
Additional speed restriction to 20mph also needs applying to Manton High Street, particularly at school drop off and pick up times.
Priority traffic signs at the top of Kingsbury Street. So much aggression by drivers feeling it's their right of way.
Traffic through marlborough is bad enough as it is, slowing it down is will make the problem worse, speeding it up is not possible and there is no other viable route as a bypass. As the report stated, traffic through the high street is already around 20mph (probably due to people looking for parking) which is where 99% of pedestrians are and around other parts
Answer
of the town either have large pavements or little traffic. Reducing speed limits is not worth it.
What about Herd street and the rest of London Road???
No need for limits as you can't drive through Marlborough any faster anyway.
Invest in road improvements first
I feel it would make it safer for residents and children in the area as the speed of vehicles along these road is really bad especially during rush hours and schools

<p>Whilst I support the move towards a 20mph zone for Marlborough, it in itself will not resolve the traffic issues Marlborough faces. Volume of traffic, along with the poor condition of our roads are having a more severe impact on people's lives, and also potentially properties on main roads. Marlborough town council must take steps to stem the increase in traffic. It must also support local residents better than it has previously.</p> <p>Along with speed, volume of traffic and road conditions, Marlborough has many hidden/blind turnings. Better signage is required to improve road safety. Reducing the speed limit to 20mph is a positive step In the right direction.</p>
Please include George Lane in reduced speed limits.
I am not sure how anyone can drive over 20 mph without causing an RTA. Also the extension should include the Preshute Crossing
We have very few traffic problems but a lot of moaners
Marlborough at present suffers from an unbelievable amount of roadworks etc that are causing concern not only for general members of the public but also from ships losing trade as driving through Marlborough is becoming ridiculous, with customers driving to other towns as it's strangely quicker and far less stressful. Something needs to be done
And fix the potholes please !
Needs better inforcement of current speed limits, someone who speeds at 30 will still speed at 20!
No through road should need a 20mph speed limit - if the road is that dangerous then it should be physically modified or bypassed. 20mph limits are perfectly reasonable on side streets.
I am hoping that any implementation will reduce the speed at which vehicles enter the town on Herd Street.
20 mph limits are not necessary. Fix the road surface instead.
Why is Elcot Lane not mentioned? Surely a 20mph limit on A4 then into a 30mph limit on a very residential street should be considered?
I barely get to travel at 30mph in Marlborough anyway due to the volumes of traffic! Instead the money should be used to repair the roads which in turn will make them more safer to travel on
I'd include St Margaret's Mead too - there is some terribly dangerous fast driving there too
Answer
There does not seem to be a speed problem in the area.
Traffic in marlborough is slow enough as is why make it worse
Whether people adhere to the speed limits is another thing!
I am already having issues selling my home that I can no longer afford to live in, do you really to impede the local economy round Marlborough!
Since traffic moves very close to an average of 20mph there seems little value in investing in the change.
Traffic on Herd Street travels at frightening speeds and while some of the proposed roads for traffic calming already have very slow moving traffic, I feel very strongly that these measures are needed urgently.
While additional speed limits are a great idea, it seems most important to enforce the existing ones, such as London Road and the area approaching the golf club.
In my experience of 20MPH zones (Bristol and Ramsbury), very few people adhere to the limit and the only advantage is fewer people travelling at over 30MPH.
The cost to provide signage etc to the extended area, must surely be negligible when compared to the number of extra lives saved by slowing traffic down in a greater mileage of road.
a test