

**Area Board Issue 4245: Speeding traffic at Beckhampton and West Kennett**

The Parish Council submitted an application (Area Board Issue 4245) in September 2015 for works to improve safety and reduce traffic speeds at Beckhampton and West Kennett. The action the Parish has taken to address these problems over the past few years is set out in Issue 4245, see annex 1. The Parish now requests CATG to allocate funding for design and development so that a bid can be made to the Substantive Highways Scheme Fund in 2016.

The Parish Council wishes to see the recommendations in the Avebury WHS Transport Strategy for five schemes along the A4 to be implemented in full. At a time of austerity, however, the priorities of the Parish are to focus first on a scheme for Beckhampton and West Kennett. The Parish Council also accepts that it may be necessary to implement works in phases.

The Parish Council is keen to enhance the World Heritage Site for the benefit of Avebury's many visitors, as well as local people; visitors bring economic growth to the local community and to the County of Wiltshire. It is also important to reduce negative impacts on local employers, including the racing stables at Beckhampton and the National Trust at West Kennett.

The Parish has earmarked some money for transport schemes and can offer joint funding. Local individuals have also pledged financial contributions if the scheme proceeds and the Parish Council will be approaching local employers whose businesses will benefit.

The Parish's priorities at Beckhampton are to:

1. Implement the whole scheme recommended in the WHS Strategy for Beckhampton. If this is not possible, then to implement it in three phases
2. Phase 1: narrow the carriageway around the roundabout as shown in the WHS Strategy by re-modelling the 'splitter islands' on the A4, A361 and A4361 so that they intrude further towards the centre of the roundabout and create a single, circular lane. Reduce the widths of the carriageways of the A4, A361 and A4361 at their junctions with the roundabout to single lanes by widening the 'splitter islands'. Use grass, native species and natural materials when landscaping the 'splitter islands' with as set out in the Avebury WHS Transport Strategy
3. Phase 2: extend the lengths and widths of the four 'splitter islands' away from the roundabout along the A4, A361 and A4361 as shown in the Strategy
4. Phase 3: complete remaining works in the Strategy.

The Parish's priorities at West Kennett are to:

1. Implement the whole scheme recommended in the WHS Strategy for West Kennett. If this is not possible, then to implement it in three phases
2. Phase 1: narrow the A4 carriageway to 7.3m from C73 (the turning to East Kennett) to Gunsite Road by extending the verge. Reduce the speed limit to 40mph
3. Phase 2: undertake works to the lay-by to include parking and new bus stop
4. Phase 3: complete remaining works in the Strategy.

**Extract from Area Board Issue 4245**

**Improve safety and reduce traffic speeds on A4 at Beckhampton and West Kennett**

The Parish Council engaged with about 100 local people and then completed the Avebury Parish Traffic Plan in June 2013.

The Parish Council then fully participated in the Avebury World Heritage Site Transport Strategy which was prepared by Wiltshire Council's consultants Atkins. The report was adopted by Wiltshire Council and published in March 2015. The Parish Council's Transport Group then consulted widely in the community.

A meeting was also held in May 2015 with Cllr Philip Whitehead as Cabinet Member for Highways and Transport. The Parish's Transport Group recommended that priority be given to reducing traffic speeds in Beckhampton and West Kennett, improving safety and enhancing tranquillity in the WHS. The Transport Group's recommendations were adopted by the Parish Council in July 2015. Cllr Philip Whitehead wrote in September 2015 offering support in taking the scheme through CATG. He suggested it would be necessary for CATG to agree the scheme as a priority and then allocate funding for the development and design of the scheme so that a bid for funding could be made to the Substantive Highways Scheme.