

OBJECTIONS

<u>Ref</u>	<u>Comment Received</u>	<u>No of Times Made</u>	<u>Officer Comment</u>
1	Respondent considers he would rather be concentrating on the road than worrying whether their speed had exceeded the proposed 50 mph restriction.	1	<p>The assessment has been completed using the Department for Transport Circular 01/06: Setting Local Speed Limits. This provides guidance to Highway Authorities on the factors which need to be taken into consideration when appraising an appropriate limit.</p> <p>Driving within a speed restriction is a fundamental aspect of motoring. It is not considered that the imposition of a 50 mph restriction will cause additional issues for motorists to undertake this action.</p>
2	Respondent considers that road safety would be better served by the existing 30 mph through the villages being more rigorously enforced.	1	<p>The Police are the sole agency responsible for the enforcement of speed restrictions. Wiltshire Council is unable to influence where and when enforcement activities take place.</p> <p>Following the cessation of the former Safety Camera Partnership it was recognised there remained an issue with enforcement, particularly give the previous levels. As a method of mitigating this impact, Wiltshire Council and Wiltshire Police have collaborated to establish a community speed watch initiative for locations where speeding is an ongoing problem.</p> <p>If there is a desire to participate in or establish a community speed watch group, in the first instance an issue must be raised with the Community Area Board. This will initiate a survey to establish whether there is an evidential speeding issue.</p> <p>You can raise an issue either by visiting the Wiltshire Council website at http://www.wiltshire.gov.uk/council/areaboards.htm or by contacting your local Community Area Manager for the Devizes area.</p>
3	Respondent supports the proposal for a speed restriction between Bratton and The Cheverell's but considers that a 40 mph restriction would be appropriate as the road is akin to a country lane used by pedestrian, cyclists, runners, dog walkers, horse riders and farm machinery. It is not an arterial route and nor should it become one.	1	<p>The assessment has been completed using the Department for Transport Circular 01/06: Setting Local Speed Limits. This provides guidance to Highway Authorities on the factors which need to be taken into consideration when appraising an appropriate limit.</p> <p>The road is classified as the B3098 and forms part of the strategic network within Wiltshire. It has been assessed in accordance with guidance provided for 'Upper Tier' roads.</p> <p>It is accepted that particular section(s) of the road network may be such that the vehicles speeds are</p>

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			<p>restricted to levels below the recommended restriction of 50 mph through geometry. The purpose of local speed limits is to provide for situations where it is considered appropriate for drivers to adopt a speed that is different from the national speed limit for the scenarios outside of these circumstances.</p> <p>A speed limit does not automatically imply that it is a safe speed under all conditions, and drivers should be encouraged to adopt still lower speeds if conditions warrant.</p>
4	Respondent supports the proposal in general; however, considers the section from Westbury to Fairview Farm meets the criteria for a 40 mph transitional length despite its short length.	1	<p>To enable a consistent approach it is important that within routes, separate assessments should be made for defined length of road.</p> <p>When considering the appropriate limit for individual segments, there remains the possibility that the recommendations identify differing restrictions which can result in a significant number of changes over a relatively short length.</p> <p>There are circumstances where recommendations may need to be adjusted to provide consistency over the route as a whole.</p> <p>The main purpose of local speed limits is to provide for situations where it is considered appropriate for drivers to adopt a speed that is different from the national speed limit. However, that limit does not imply that it is a safe speed under all conditions, and drivers should be encouraged to adopt still lower speeds if conditions warrant.</p> <p>Occasionally it may be appropriate to use a short length of 40 mph or 50 mph speed limit as an intermediate transition between a length of road subject to a national limit and another length on which a lower limit is in force, for example on the outskirts of villages or urban areas with adjoining intermittent development. However, the use of such transitional limits should be restricted to sections of road where immediate speed reduction causes real difficulty or is likely to be less effective. Given the proposed reduction to 50 mph it is not considered there is sufficient justification to consider the use of a transitional limit in this instance.</p>
5	Requests the existing 30 mph restriction to the west of Urchfont is extended to include Goosehole Farmhouse	1	During the consultation period Urchfont Parish Council outlined their concerns regarding the proposal to retain the National Speed Limit. The details of which were outlined in the Cabinet Member report

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	/ Witchell Lane. This includes a sharp bend with cottages adjacent to the road and the access to Urchfont Manor College which is equivalent to a school given the traffic generated.		<p>HT-038-10 Appendix H. Following these comments, the original proposal was reviewed and a recommendation for a 50 mph restriction approved.</p> <p>The criterion for a 30 mph limit is based on the amount of frontage development with a requirement for 20 or more houses over a minimum length of 600 metres. This length may be reduced to 400 metres when the level of development density over this shorter length exceeds the 20 or more houses criterion and in exceptional circumstances a reduction to 300 metres is permissible. If there are just fewer than 20 houses then the Highway Authority is able to make extra allowance for key buildings. The measurement of frontage development is based only on those houses that front onto the main road. It does not include groups of houses that access the main road from a side road. Frontage development density has to achieve an average of 3 houses per 100 metres throughout the length but particularly at the entrances to the limit. This ensures appropriate reinforcement of a village environment to the motorist.</p> <p>To the west of Urchfont it is recognised there is a small level of development adjacent to the highway (5 properties). As outlined above for consideration of a 30 mph restriction, there is a requirement for the development to be consistent throughout the length of the restriction. Given the spacing between the substantial development within the village and these properties at the extremities of the village, there remains insufficient density to reinforce to motorists of the appropriateness of a 30 mph restriction.</p>
6	Requests the existing 30 mph restriction to the east of Urchfont is extended to include Crooks Lane. There are 60 homes including Foxley Fields housing estate that use Crooks Lane for access purposes as well as farm related traffic. The B3098 is used by pedestrians, in particular school children between Crooks Lane and the bus stop within the 30 mph restriction. The majority of this walk is within the 60 mph zone.	1	<p>During the consultation period Urchfont Parish Council outlined their concerns regarding the proposal to retain the National Speed Limit. The details of which were outlined in the Cabinet Member report HT-038-10 Appendix H. This recommended the retention of the recommendation to retain the National Speed Limit to the east of the village.</p> <p>The criterion for a 30 mph limit is based on the amount of frontage development with a requirement for 20 or more houses over a minimum length of 600 metres. This length may be reduced to 400 metres when the level of development density over this shorter length exceeds the 20 or more houses criterion and in exceptional circumstances a reduction to 300 metres is permissible. If there are just fewer</p>

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			<p>than 20 houses then the Highway Authority is able to make extra allowance for key buildings. The measurement of frontage development is based only on those houses that front onto the main road. It does not include groups of houses that access the main road from a side road. Frontage development density has to achieve an average of 3 houses per 100 metres throughout the length but particularly at the entrances to the limit. This ensures appropriate reinforcement of a village environment to the motorist.</p> <p>To the east of Urchfont on the length from the existing 30 mph terminal point to Crooks Lane, a length of 170 metres, there are no frontage houses.</p> <p>If concerns exist regarding a particular hazard such as the warning of the junction or pedestrian facilities, then it is appropriate to use conventional highway methods to manage this type of hazard. This often includes measures such as signing, road markings or improvement to footways / crossing facilities. It is not appropriate to use a speed restriction, particularly where the environment is insufficient to reinforce the justification for the level of restriction to the motorists.</p> <p>It is recommended that this concern is registered with the Community Area Board, where it can be discussed and prioritised by the Community Area Transport Group for potential improvement. This can be done via the Wiltshire Council website at https://forms.wiltshire.gov.uk/area_board/report_issue.php?area_board=Devizes or alternatively by contacting your local community area manager.</p>

SUPPORT

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S1	Correspondent supports the proposed change to the 30 mph to the east of Westbury.	1	Support for the proposal is noted; however the proposed traffic order for a 30 mph restriction has been promoted for administrative purposes. There is no proposed alteration to existing 30 mph terminal position.