

APPENDIX 1

**DETAILS OF SPEED LIMITS PROGRESSED FOLLOWING
RESOLUTION OF ENVIRONMENTAL SERVICES SUB-COMMITTEE
IN MARCH 2001 AND SUBSEQUENT DETAILED DISCUSSIONS
WITH THE POLICE**

PARISH	LOCATION	ROAD	RESTRICTION
Alton	Alton Barnes/Alton Priors	C8/C38	40 mph
Bradford on Avon/ South Wraxall	Bradford Leigh	B3105/9 B3109/C224	40 mph 50 mph
Bromham	Hawkstreet	C	30 mph and 40 mph
Coombe Bissett	Homington	C12	30 mph
Dauntsey	Dauntsey Lock	B4069	40 mph
Lacock	Corsham Road Notton	C150 u/c	40 mph 30 mph
Landford	New Road	C319	40 mph
Minety/Charlton		B4040	50 mph

APPENDIX 2

ALTON BARNES AND ALTON PRIORS

The proposal is to introduce a 40 mph speed limit on both the C8 and C38 at Alton. The restriction includes the cul-de-sac side roads and is extended southwards to link in with the existing 40 mph restriction at Woodborough.

The proposal is shown on the attached plan **Appendix 2A**.

The Parish Council has objected at the consultation stage and requested

"that the restriction should be at 30 mph rather than 40 mph. The road through Alton Priors is very narrow and has a number of bends with houses on both sides. Families with young children are unable to walk safely along this length of road."

Consideration of Objections

The length of the C8 east of the C38 through Alton Priors on which it is proposed to impose a 40 mph speed limit is approximately 600 metres in length. The plan at **Appendix 2B** shows the specific area in greater detail. There is very limited development on the north side of the road, and the Committee's approved criteria for a 30 mph limit are not met.

There have been no injury accidents reported on this length in the last three years. Lowering the limit from 60 mph to 40 mph throughout the area of Alton Barnes and Alton Priors is considered the most appropriate way forward.

Proposal

That the speed limit be advertised as proposed.

B3105/9 BRADFORD LEIGH
PROPOSED 30/40/50 mph SPEED LIMITS

Proposal

The proposal is to introduce a 40 mph speed limit on the B3105/9 in the vicinity of Bradford Leigh crossroads, to extend a limit northwards on the B3109 Corsham Road at 50 mph. A short length of 30 mph is proposed for a residential side road off the B road. These proposals are shown at **Appendix 3A**.

The objectors are:-

Objections:-

P.G. Smith 90 Bradford Leigh	1
Mr. Compton Fairfield Farm	1
Mrs. Sharland 10 Northleigh	2, 3
R.D. Cherry 20 Northleigh	3
Mr. T. Chivers Local Member	1

The objections are:-

1. The section of B3109 north of the crossroads is fast and with a number of "blind" private entrances. The speed restriction should be 40 mph not 50 mph to make this section safer.
2. The section of B3109 south of the crossroads to link with the existing 30 mph in Sladesbrook should be 30 mph not 40 mph as proposed. The footway is narrow and, together with the narrow carriageway, means that schoolchildren (30 or more) and parents with pushchairs are in danger, especially when vehicles mount the footway.
3. The residential cul-de-sac of Northleigh should be restricted to 15 mph, the speed at which residents drive, not 30 mph as proposed. The road is narrow and if vehicles need to pass each other they are driven onto the footway.

Consideration of Objections

Objection 1

The length north of the crossroads is relatively sparsely developed except for a length on the west side, north of the Plough Public House. Consequently, the County Council approved criteria for the introduction of a 40 mph limit are not met. Members are reminded of the national experience and Government Guidance that just erecting speed limit signs does not automatically mean speeds are reduced. The recent AA study confirmed this and indicated that drivers take more notice of, and react more to, the environment than they do to speed limit signs.

Objection 2

This length of road has no frontage development, but rather than leave this short length de-restricted, it would be appropriate to extend the proposed 40 mph limit to join the existing 30 mph at Sladesbrook. Given the absence of frontage development, a 30 mph limit is extremely unlikely to be observed by drivers.

Objection 3

This is a short residential twisty cul-de-sac which is at present unrestricted, as is the adjacent main road. The options, when imposing a 40 mph restriction on the main road, were:-

- Leave the cul-de-sac unrestricted and erect a de-restriction sign when entering the side road, which would be inappropriate.
- Restrict it to 40 mph and erect no signs. Advertising a 40 mph restriction would probably have raised more objections than the two mentioned.
- Introduce a 30 mph restriction and erect this sign on the entry.

As the objectors state, the residents already travel at a lower speed due to their knowledge of the route. It is only a short cul-de-sac and it is not considered that erecting a 30 mph sign will alter speeds. Thus, the introduction of the 30 mph restriction is considered appropriate. Local highway authorities do not have the powers to introduce 15 mph speed limits.

Proposal

That:-

- (i) The restriction on the B3109 Corsham Road, north of Bradford Leigh crossroads, be implemented as 50 mph as advertised;
- (ii) The restriction on the B3109 between Sladesbrook and Bradford Leigh be implemented as 40 mph as advertised; and
- (iii) The restriction on the residential cul-de-sac of Northleigh be implemented as 30 mph as advertised.

LACOCK

The proposal is to introduce a 40 mph restriction on Corsham Road, Lacock, and part of Notton Lane, and to introduce a 30 mph restriction on the developed section of Notton Lane and the residential cul-de-sac off Corsham Road.

A plan of the proposals is attached at **Appendix 4A**.

There were four letters of objection. Three relate to Notton Lane and one to Corsham Road and the cul-de-sac off Corsham Road.

The objectors are:-

Objections:-

Mrs. Menhinick
16 Notton

1, 2, 3, 4

Mr. M.C.S. Leslie
Notton Lodge

5

T. de Lotbiniere

6, 7

Tenants and Residents Committee

8, 9

The objections are:-

1. The footpath is narrow and unable to be used by prams or two people side by side.
2. Notton Lane is a lane and putting up speed limit signs will encourage more traffic to speed along it.
3. The street lighting is inadequate.
4. Rumble strips are needed and existing driveways are blind.
5. The whole length of Notton Lane should be 30 mph, as even the less developed length is used by pedestrians and horse riders.
6. It would be more cost-effective to have a uniform limit over the whole length.
7. The lane is more appropriate for a 30 mph restriction.
8. The cul-de-sac housing estate should be 10 mph and not the proposed 30 mph.
9. The length of the main Corsham Road adjacent to the estate should be restricted to 20 mph and not the proposed 40 mph.

Consideration of Objections

1. The 30 mph restriction is proposed on the developed length where there is more activity with development on both sides of the road.
2. No signs will be erected at the Corsham Road end of the lane so the appearance of this area will not change.
3. There is no finance for new street lighting and, in any case, this does not affect the speed limit.
4. The existing road is unrestricted and there are no reported injury accidents. Lowering the restriction to 30 mph and 40 mph should improve safety.
5. By having part restricted to 40 mph and the developed area restricted to 30 mph, it enables signs to be erected to emphasise the change in character and is therefore likely to be more effective.
6. There is no difference in the cost of erecting signs at the proposed location rather than at the junction of Corsham Road and Notton Lane.
7. The 30 mph restriction is confined to the most developed length of the lane.
8. The cul-de-sac is at present unrestricted and lowering the restriction to 30 mph is considered appropriate. The vast majority using the cul-de-sac are residents who are able to decide their appropriate speed.
9. The County Council criteria are not met for the imposition of 20 mph on this length of road.

The above considerations indicate that it is appropriate to implement all the proposals for Corsham as advertised.

Proposal

That:-

- (i) The speed limit on Notton Lane be implemented as a combination of 40 mph and 30 mph as advertised;
- (ii) The speed limit on the cul-de-sac section off Corsham Road be implemented as 30 mph as advertised; and
- (iii) The speed limit on Corsham Road be implemented as 40 mph as advertised.