

**REGULATORY COMMITTEE**  
**9<sup>th</sup> JANUARY 2002**

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**ALTON: SPEED LIMIT**

**Purpose of Report**

1. To reconsider the proposed speed limit for Alton and to recommend the advertising of revised proposals.

**Background**

2. The original proposal for the Alton area was for a 40 mph speed limit which was to extend southwards to the existing 40 mph restriction at Woodborough.
3. The Parish Council had requested a 30 mph limit in the area of the village. Its objection to the proposed 40 mph limit was reported to the December meeting of this Committee. It was resolved to defer consideration of this matter pending a site visit by the Local Member and Officers to further discuss the situation.

**Consideration**

4. The original proposal is shown on the plan at **Appendix 1**. When consulted the Parish Council indicated that they welcomed the proposed 40 mph limit on the length of the C38 between Alton and Woodborough, but requested a 30 mph restriction through Alton Priors. The area of Alton is shown in more detail on the plan at **Appendix 2**.
5. It can be seen from the plan (**Appendix 2**) that the C38 north-south route is fully developed on the east side but there is no development at all on the west side. The C8 east-west route has development on both sides over a short length at the eastern end. The three residential culs-de-sac are developed on both sides.
6. An analysis of the injury accident record shows that only one accident involving personal injury has been reported in the last three years. This occurred at the junction of the C38 and the Devizes road and involved a single vehicle. The young driver decamped the site before the Police arrived.
7. There is local concern that parking related to the shop, post office and village hall could cause a hazard to traffic on the north-south route.

8. Following discussions with the Local Member, further discussions have been held with the Police. They remain of the opinion that the joint Police/County Council agreed criteria for a 30 speed mph limit are not met on the C38 due to the absence of development on both sides of the road, but they would not formally object to the introduction of a 30 mph limit in the village area of Alton Barnes and Alton Priors. However, it is important to note that the accident record referred to above means that a very low priority would be assigned to any enforcement action in relation to a 30 mph restriction.
9. To increase the likelihood of a 30 mph restriction being observed, in the absence of significant development, gateway treatment should be introduced. This will increase the impact of the terminal signs on the southbound downhill approach.

### **Summary**

10. Following further consideration, an amended proposal for a 30 mph restriction at Alton and a 40 mph restriction between Alton and Woodborough, as shown on the plan at **Appendix 3**, would be appropriate.

### **Conclusion: Options Considered**

11. Pursue the 40 mph limit as originally proposed.
12. Introduce a 30 mph restriction in the developed area of Alton Barnes and Alton Priors and a 40 mph restriction between there and Woodborough.

### **Recommendation**

13. That a proposal to introduce a 30 mph restriction at Alton, and a 40 mph restriction between Alton and the existing restriction in Woodborough be advertised and if no objections are received the Orders be brought into operation.

### **Reason for Recommendation**

14. Following the discussions, it is considered the revised recommendation of a mixture of 40 mph and 30 mph speed limits is acceptable.

**RICHARD J. LANDER**

Director of Environmental Services

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**The following unpublished documents have been relied on in the preparation of this Report:**

None.

### **Environmental impact of the Recommendations contained in this Report:**

The impact of the different signs required to implement this proposal, compared with the original proposal, is likely to be less intrusive.