

REGULATORY COMMITTEE
5th FEBRUARY 2003

FROXFIELD: OBJECTION TO SPEED LIMIT

Purpose of Report

1. To consider an objection to the speed limit proposed at Froxfield and to recommend the introduction of the restriction as advertised.

Background

2. The proposal to lower a length of the existing 50 mph speed limit on the A4 in Froxfield to 40 mph was approved by the Committee in March 2002 as part of the Annual Traffic Management Report.
3. The details were subsequently discussed with the Police and a scheme prepared. The proposal is to lower the middle section of the existing 50 mph limit to 40 mph and to retain lengths of the existing limit at each end. The proposal is shown on the plan at **Appendix 1**.

Objection

4. As a result of the advertisement one objection has been received. Whilst the objector supports the lowering of the limit, he considers the lengths at each end should also be lowered to 40 mph.
5. The letter of objection is summarised in **Appendix 2** together with comments on the points raised. A full copy of the correspondence is available in the **Members' Room** and from the Director of Environmental Services prior to the meeting.

Consideration

6. The comments in **Appendix 2** in relation to the points raised indicate that it is considered appropriate to introduce the restriction as advertised and to retain lengths of the current 50 mph restriction at each end.

Financial Implications

7. There is allocation within the approved local safety scheme budget 2002-03 for this measure.

Conclusions: Options Considered

8. The options are to:-
- implement the proposal as advertised
 - implement the proposal as requested by the objector

Recommendation

9. That:-
- (i) The proposal be implemented as advertised;
 - (ii) The objector be informed accordingly.

Reason for Recommendation

10. The proposal is considered the most appropriate and effective.

RICHARD J. LANDER
Director of Environmental Services

The following unpublished documents have been relied on in the preparation of this Report:

Letter of objection.

Environmental impact of the Recommendation contained in this Report:

The additional signs required will be an intrusion into the environment but will be kept to a size considered necessary to be effective in achieving reduced speeds.