

REGULATORY COMMITTEE
8th OCTOBER 2003

PETITION

Purpose of Report

1. To consider and decide action on a petition received.

Background

2. The following petition has been received since the last meeting of the Committee:-
 - Donhead St. Andrew: A30 Ludwell - Safety concerns
3. Details of the petition, officer comments and recommendations are set out in **Appendix 1** of this report.
4. The petition and any supporting correspondence will be available for inspection in the **Members' Room** or from the Director of Corporate Services prior to the meeting.

Recommendation

5. The Committee is asked to consider the petition, along with officer comments, and any address made to Members by the petitioners at the meeting, and approve the recommendations set out in **Appendix 1**.

GEORGE BATTEN
Director of Environmental Services

The following unpublished documents have been relied on in the preparation of this Report:

Petition and related correspondence

Environmental impact of the Recommendation contained in this Report:

Not applicable

Petition for	Number of Signatures	Parish Or Town	Existing Speed Limit	Injury Accidents in 3 years up to 30 th June 2003	Comments from supporting letters	Observations	Recommendation
<p>"We the undersigned call on Wiltshire County Council to consider means of slowing traffic and improving safety for all users of the A30 in Ludwell, particularly between Birdbush and Charlton Crossroads.</p> <p>The speed of traffic can be dangerous for people crossing the road or walking along the road, particularly as parts of the road have no pavement, and for people in cars turning on or off the road or visiting the shops."</p>	304	Donhead St. Mary	30-40 mph	3	<p>From the Parish Council:</p> <p>The inconvenience, the danger, the noise, the damage to properties and the fear of many residents cannot be over-emphasised.</p> <p>The roads are not designed to cope with the speed of traffic. They are narrow and twisting and there are no pavements or verges on many sections of the road.</p> <p>Some residents have difficulty leaving their own homes, some drivers feel intimidated by traffic when keeping to speed limit and children cannot walk or cycle to school safely. There are no Safe Routes to School.</p> <p>Petition comments from residents:</p> <ul style="list-style-type: none"> ▪ many vehicles do not adhere to the 30 mph limit ▪ volume of traffic has noticeably increased over the years, especially heavy lorries ▪ speed of traffic and lack of pavements make it exceedingly dangerous to walk along the road, especially for schoolchildren and the elderly ▪ position of 30 mph signs should be reviewed to ensure maximum benefit and repeaters provided ▪ 30 mph limit should be extended westwards to beyond Charlton Crossroads ▪ one-way restriction (priority chicane) slows traffic but is hazardous and priority should be reversed 	<p>Following a meeting in July 2003 with residents, a scheme for additional white lines is to be implemented by Christmas.</p> <p>Between 1996-2001 traffic flows on the A30 at Ludwell remained relatively consistent at approximately 4,250 vehicles in a typical 24-hour period. The latest available flows (2002) show a slight increase to 4,350.</p> <p>The percentage of large vehicles (includes vehicles other than HGVs) has remained at 5.6-5.7% of total flow throughout that period.</p> <p>The provision of 30 mph repeaters is not permissible due to the presence of a system of street lighting.</p> <p>The three injury accidents have occurred at three separate locations, one per year, along the length of the 30 mph limit. There are no accident cluster sites.</p> <p>At the March 2003 meeting of the Committee it was agreed that vehicle activated signs should be used as part of specific Local Safety Schemes or traffic calming schemes at sites with speed related injury accidents.</p> <p>Requests for alterations to speed restrictions are considered annually by the Committee. An extension to the 30 mph limit to cover Charlton Crossroads, which is currently covered by the 40 mph limit, can be added to the sites for consideration in the 2004 Annual Speed Limit Review.</p> <p>The County Council's School Travel Plan Co-ordinator is currently working with Ludwell School to finalise a Travel Plan.</p> <p>Specific concerns have not been raised about the safety of children using the A30.</p> <p>Contact will be made with the Parish Council to seek clarification on specific concerns for children travelling to and from school.</p> <p>The introduction of 'gateway' treatment at the commencement of speed limits has been shown to reduce vehicle speeds. This year's funding for gateways was allocated by the Committee in March 2003. Ludwell could be a candidate for funding in 2004-05.</p> <p>The police have responsibility for enforcing speed limits and their attention should be drawn to the situation at Ludwell.</p>	<p>That:-</p> <ul style="list-style-type: none"> (i) It be noted that following a meeting with residents additional white line markings are to be provided on the A30 in Ludwell in 2003. (ii) An extension to the 30 mph restriction on the A30 to cover Charlton Crossroads be added to the list of requests to be considered in the 2004 Annual Speed Limit Review. (iii) Contact will be made with the Parish Council for clarification on the concerns for the safety of children travelling to and from Ludwell School. (iv) The A30 at Ludwell be added to the list of sites for gateway treatment in 2004-05. (v) The Police be requested to investigate traffic speeds on the A30 at Ludwell and carry out action considered appropriate. (vi) The petitioners be advised accordingly.

Petition for	Number of Signatures	Parish Or Town	Existing Speed Limit	Injury Accidents in 3 years	Comments from supporting letter	Observations	Recommendation
					<ul style="list-style-type: none"> ▪ Further one-way restriction (priority chicane) around Birdbush could be beneficial ▪ Traffic calming measures that are effective/cost effective should be considered, eg <ul style="list-style-type: none"> - road markings - road colouring - slow signs/warning signs/ repeat 30 mph signs - flashing lights or speed indicator - further one-way (priority chicane) ▪ additional measures could be considered, ie more police presence, speed cameras ▪ frequently passing vehicles damage cars parked along the A30 by the two shops, although parked cars have a calming effect on traffic 		