

**OBJECTION RECEIVED ON THE PROPOSED REMOVAL OF A SECTION OF 30 MPH SPEED LIMIT
ON C25 STOPS HILL**

Comment	No. of Times Received	Officer Response
<p>Visibility for people crossing the road or exiting their driveways at Hill Terrace is not good. There is no footway from Hill Terrace down into Hindon. We are well within the speed limit at present which does make it a little safer but if the limit is moved as proposed it means that traffic is likely to be moving that much faster when it reaches the brow of the hill. If motorists are not respecting the speed limit signs as they are now then may I suggest that action is taken to ensure that they do. It is not up to individuals to decide whether a limit is justified or not.</p> <p>Mrs Stevens – Hill Terrace, Hindon</p>	<p align="center">1</p>	<p>The guidance provided by the Department for Transport, Circular 01/13 'Setting Local Speed Limits' states that a 30 mph limit should be the norm for villages. A village is defined as having 20 or more houses and a minimum length of 600 metres. Any speed limit should be at least 600 metres long. Frontage development density to be an average of three houses per 100 metres throughout the length but particularly at the entrances to the limit.</p> <p>This criteria is recommended by the DfT after extensive research into driver behaviour. If the start of 30 mph speed limit is reinforced by the presence of frontage properties then the reason for the 30 mph is understood by drivers and improved compliance is experienced. Contrary to the belief of the objector, moving the terminal point is unlikely to increase speeds past Hill Terrace but hopefully will improve compliance and therefore slower speeds.</p>