

**COMMENTS**

<b>Ref</b>	<b><u>Comment Received</u></b>	<b><u>Officer Comment</u></b>
	<b><u>Tisbury</u></b>	
	<b>OBJECTIONS</b>	
1.	<p>As a local resident and having read the consultation, which shows that the average speed is below or at 30mph and with 4 accidents in the past 6 years I do not understand the justification for the speed reduction or the expense.</p> <p>I feel that the money could be better spent on other projects and adding traffic calming measures will detract and spoil the countryside feel of the village.</p>	<p>It is accepted that the layout and nature of the existing road network contains vehicle speeds. Whilst further speed reduction is likely to be small, the presence of the limit is likely to bring about an overall change in driver attitude and introduce positive community benefits.</p> <p>The 20 mph limit in Tisbury High Street was requested and is supported by the Parish Council on behalf of the local community. Funding for the scheme comes from the delegated Highways budget available to the Area Boards and it is their decision to support a 20 mph scheme rather than use the funding on other highway matters.</p> <p>The 20 mph limit being introduced is intended to be a sign only limit with no supporting features.</p>
2.	<p>The proposed speed limits do not take into account sufficiently the side effects, specifically:</p> <p>Air Pollution. The literature on 20mph speed limits indicates little effect on exhaust emissions, but this due to a reduction in stopping/starting and acceleration/deceleration. The main road through Tisbury is narrow, parking is allowed, and the road is well used, consequently driving through in the day nearly always involves slowing or stopping to facilitate vehicles coming in the opposite direction. Exhaust emissions will therefore almost certainly rise. The lower speed limit will force many vehicles, particularly commercial vehicles, to use a lower or second gear. There will therefore probably be an increase in emissions in an area of high pedestrian use due to the shops.</p> <p>Noise. Forcing vehicles to use lower gears results in more engine and exhaust noise. The impact of this will mainly be felt by the inhabitants along the main road through Tisbury at night when commercial vehicles crawl up the hill in a low gear.</p> <p>Congestion. The main road through Tisbury is already congested at times, this will be exacerbated by a slower speed limit.</p> <p>Commercial. Slower speed limits have been shown to deter drivers from using roads</p>	<p>Limited studies have been undertaken on the effects of lower speed limits on pollution, much of which appears to be contradictory with each other.</p> <p>Whilst there is no clear or definitive answer, we would comment that fuel consumption, pollution and engine wear are primarily affected by driving style, with hard acceleration and braking contributing to an increase in these. 20 mph can reduce the level of braking and acceleration and also smooth traffic flow through junctions and as such could reduce overall levels of fuel consumption and general vehicle wear.</p> <p>Research also indicates that a reduced speed limit can reduce most forms of pollution generated by motor vehicles, including NOx and air borne particulates generated from brake and tyre wear.</p> <p>It is not considered that the introduction of a 20mph limit would result in any increase in congestion or cause traffic to divert onto other routes. Vehicle speeds in the High Street are already low and whilst further speed reduction is likely to be small, the presence of the limit is likely to bring about an overall change in driver attitude and introduce positive community benefits which would be of benefit to local businesses.</p> <p>It is accepted that enforcement of the 20mph limit is likely to be a low priority for the Police. For this reason and following DfT guidance the 20 mph limit being introduced is intended to be a sign only limit with no supporting features, be substantially self enforcing and not place any additional enforcement</p>

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
	<p>subject to them. There is therefore the possibility that customers to the high street shops will shop elsewhere which may impact the profitability of Tisbury's shops.</p> <p>Enforcement. There is little or no enforcement of the existing 30mph limit, I doubt that this will be any different with the 20 mph limit. Police cutbacks mean they focus their speed enforcement efforts on accident spots.</p> <p>Timing. The 20mph limit will have few overnight benefits, if you go ahead with the speed limits could they be limited to day time?</p> <p>Diversions. If the main road through Tisbury is congested, subject to a 20mph speed limit, and unpleasant to drive through, drivers might bypass Tisbury, for example by using by using Monmouth Road. Has this been considered?</p>	burden on the Police.
	<b>SUPPORT BUT WANT MORE</b>	
3.	<p>The proposed 20 mph speed limit in Tisbury appears to stop at Hindon Lane and not follow through to the sports and community centre via Grosvenor Drive. This would leave the road at 30 mph (there is a speed bump planned) and it would be the only one at that speed causing it to become a 'rat-run' for users of the facilities already mentioned. With the already busy mix of industrial units and residential areas, we would have thought that this road would have been included as a matter of safety.</p>	<p>The CG Fry Development is not yet adopted highway. However through the agreements in place the whole of the development is due to have a 20 mph restriction introduced.</p>
4.	<p>There is a need to extend the 20mph speed area to include the new housing development off Hindon Lane.</p> <p>I have at a previous consultation event, regarding the new Tisbury campus, commented on my concern that the narrow roads on the new Wyndham Place housing development could become a rat run to the Tisbury Campus once opened.</p> <p>The proposal map shows you have included the whole length of Weaveland Road to the campus. Those who decide to enter the campus from the direction of Hindon Lane via Grosvenor Drive and then onto Morrison Avenue will be entering a 30mph speed zone. Whilst there is planned traffic calming measure for the new development, which in theory should slow down traffic, there is a need to indicate to drivers through road signs that there are humps/raised ramps in the road as well as a speed limit of 20mph. This would reassure local residents, many of whom have young families with children under the age of 10, that the housing development is not a quick entrance and exit to the campus.</p>	<p>The CG Fry Development is not yet adopted highway. However through the agreements in place the whole of the development is due to have a 20 mph restriction introduced.</p>

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
	By including the Wyndham Place housing development and at the very least Grosvenor Drive and Morrison Avenue to the campus as part of the 20mph scheme, this would then form a complete 20mph speed zone to the campus area thus providing better road safety for pedestrians and vehicle users.	
5.	I welcome the proposal for a 20mile speed limit in the roads specified. However I would like to see this extended to the new development at Wyndham Place to incorporate all roads in the development. There are lots of young children in the development and it borders the school, swimming pool and new campus. We have already had a nasty accident involving a car and a child on a bicycle riding through the development. As you are reviewing speed limits in Tisbury this would be an ideal time to fix a sensible speed restriction on this new development.	The CG Fry Development is not yet adopted highway. However through the agreements in place the whole of the development is due to have a 20 mph restriction introduced.
6.	I write about the proposed reduction to the 30mph. speed limit along Vicarage Road in Tisbury. I agree with the reduction but it will only be affective if enforced. Much more serious is the position of the speed limit. The 30mph. signs are in the <u>middle</u> of the built up area! The signs should be at the far end of Tuckingmill as all the area is built up with no pavements.	<p>The proposed 20 mph limit covers the length of Vicarage Road currently subject to a 30 mph limit. The full length to Tuckingmill was not included in the original area requested for assessment. As such, it is not possible to just add it to the area of the proposed 20 mph limit as no assessment has taken place.</p> <p>The inclusion of the rest of Vicarage Road within a 20 mph limit could be considered again in the future subject to suitable assessment. This request will be drawn to the attention of Tisbury Parish Council and the South West Wiltshire Community Area Transport Group.</p>
7.	<p>We wish to support the proposed introduction of a 20 mph speed limit through Tisbury and should like to see it extended to include the rest of the derestricted lane through Tuckingmill. It is ridiculous that technically a vehicle can be travelling at 60 mph through this lane which is residential, very narrow, has blind bends, no pavements and is frequented by pedestrians, especially at school times.</p> <p>There have been so many accidents and near-misses in this lane.</p>	<p>The proposed 20 mph limit covers the length of Vicarage Road currently subject to a 30mph limit. The full length to Tuckingmill was not included in the original area requested for assessment. As such it is not possible to just add it to the area of the proposed 20 mph limit as no assessment has taken place.</p> <p>The inclusion of the rest of Vicarage Road within a 20 mph limit could be considered again in the future subject to suitable assessment. This request will be drawn to the attention of Tisbury Parish Council and the South West Wiltshire Community Area Transport Group.</p>
8.	<p>I'd like to formally state that I believe the Tisbury 20mph speed limit alterations should be extended to the full length of Park Road.</p> <p>Current proposals show the 20mph limit stopping near to the GP surgery however this, I believe, should be extended.</p> <p>There are many residence (individuals and families with young children) that walk along</p>	<p>Park Road was not included in the original area requested for assessment. As such it is not possible to just add it to the area of the proposed 20 mph limit as no assessment has taken place. A short length of Park Lane has had to be included to enable appropriate location of the terminal signs. A suitable location nearer to the High Street junction was not available.</p> <p>The inclusion of the rest of Park Road within a</p>

<b><u>Ref</u></b>	<b><u>Comment Received</u></b>	<b><u>Officer Comment</u></b>
	<p>Park Road and the vast majority of these (myself included) walk on the road due to the very poor quality narrow pavement on one side and the non-existent pavement on the other. Also residence that do walk on the narrow pavement find themselves in very close proximity to car and lorry wing mirrors.</p> <p>The road is residential but due to the straight nature of the Park Road cars accelerate to 40mph+ making this unsafe for residence and pets.</p> <p>I urge the Council to extend the proposed 20mph limit to the full length of Park Road and this will make it safer for all.</p>	<p>20 mph limit could be considered again in the future subject to suitable assessment. This request will be drawn to the attention of Tisbury Parish Council and the South West Wiltshire Community Area Transport Group.</p>
9.	<p>I have read with interest (and largely agreement!) the proposed speed restrictions in and around the Tisbury area. However I would ask you reconsider the position with regard to Park Road. The proposed speed restriction ends just as the road becomes residential with children, older people and animals! It is also frequently used to by-pass the more busy roads into Tisbury and as it is a 'straight road', the speeds can be quite frightening. I would therefore ask you to consider extending the 20mph limit along the whole of Park Road please.</p>	<p>Park Road was not included in the original area requested for assessment. As such it is not possible to just add it to the area of the proposed 20 mph limit as no assessment has taken place. A short length of Park Lane has had to be included to enable appropriate location of the terminal signs. A suitable location nearer to the High Street junction was not available.</p> <p>The inclusion of the rest of Park Road within a 20 mph limit could be considered again in the future subject to suitable assessment. This request will be drawn to the attention of Tisbury Parish Council and the South West Wiltshire Community Area Transport Group.</p>
10.	<p>With reference to the consultation on the 20 mph speed limit for various roads in Tisbury and West Tisbury, I would like to request that the entire length of Park Road be considered for a 20 mph speed limit, not just 48m E of the High Street. Park Road is a busy connecting road between Cuffs Lane and the High Street. It is also a very straight road with good visibility leading many drivers to drive along the road at too high a speed. There is a narrow footpath on one side of the road only. It is a residential road used by many pedestrians which would benefit from the 20 mph speed limit.</p>	<p>Park Road was not included in the original area requested for assessment. As such it is not possible to just add it to the area of the proposed 20 mph limit as no assessment has taken place. A short length of Park Lane has had to be included to enable appropriate location of the terminal signs. A suitable location nearer to the High Street junction was not available.</p> <p>The inclusion of the rest of Park Road within a 20 mph limit could be considered again in the future subject to suitable assessment. This request will be drawn to the attention of Tisbury Parish Council and the South West Wiltshire Community Area Transport Group.</p>
11.	<p>I would like you to make all of Park Road 20mph speed limit, as the traffic race along it as they can see from one end to the other. Its always bad at weekends and evenings. Having a dog killed on this road as I was walking along the pavement van hit the dog and kept going at speed. Please make all of Park road 20mph so we can walk in safety.</p>	<p>Park Road was not included in the original area requested for assessment. As such, it is not possible to just add it to the area of the proposed 20 mph limit as no assessment has taken place. A short length of Park Lane has had to be included to enable appropriate location of the terminal signs. A suitable location nearer to the High Street junction was not available.</p> <p>The inclusion of the rest of Park Road within a 20 mph limit could be considered again in the future subject to suitable assessment. This request will be drawn to the attention of Tisbury Parish Council and the South West Wiltshire Community Area Transport</p>

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
		Group.
12.	<p>Thank you for proposing a 20mph speed limit. I have two thoughts on the matter -</p> <p>1). The scheme should be extended to include the part of Station Road that goes past the South Western pub and under the railway bridge. Also to include the full length of Vicarage Road and Tuckingmill, where there was a serious accident last year due to speeding.</p> <p>2). Much as I welcome the proposed speed limit, I wonder how this is going to be enforced given the current disregard of the present 30mph limit by many tractors, cars and motorcyclists. The High Street in particular is dangerous because of the speed of the vehicles. There seems little point in trying to make the roads safer unless there is a way of ensuring the speed limits are adhered to.</p>	<p>Station Road – The length of Station Road as far as the existing 30 mph terminal signs was included in the original assessment work. However due to the recorded vehicle speeds being higher than the threshold level it is not possible to include this within a 20 mph limit.</p> <p>Vicarage Road / Tuckingmill - see comments above</p> <p>The 20 mph limit being introduced is intended to be a sign only limit with no supporting features. The DfT guidance on the use of 20mph speed limit states that they should be self enforcing and not place any additional enforcement burden on the Police. The Police are able to enforce 20mph limits but this is likely to be a low priority for them.</p>
13.	<p>The proposal, as it stands, has much merit and I am happy to add my support for the change in speed limit, although including “The Avenue” in the scheme would be attractive.</p> <p>At the “left-hand” part of Springfield Park there is, in front of No. 9 a turning area serving all, but especially Nos 6,7,and 8 which have no opportunity to turn their vehicles without its use. Unfortunately the area is regularly used for parking thus meaning that residents either have to reverse up or down the cul de sac of Springfield Park – in either case around a blind bend. This, to my mind, poses an equally dangerous potential as does travelling between 20 and 30 m.p.h. in the proposed area.</p> <p>At the same time that markings are put into place may I suggest that something could be done to designate the turning area described as no-parking? When we have made similar approaches in the past, the suggestion has been that “policing” the restriction would be difficult and as a consequence nothing has been done.</p> <p>The new speed limit is laudable in the intent but will only succeed in the aim if it is seen to be enforced. Presumably there will be provision for “policing” which could include the turning area. Even a community speed-watch type of monitoring could be considered but only if there is a clear indication that this is an area designated for turning.</p>	<p>The Avenue was included in the original area assessed but the recorded vehicle speeds were too high for it to be included in the 20 mph limit. A short length of The Avenue has had to be included to enable appropriate location of the terminal signs. A suitable location nearer to the High Street junction was not available.</p> <p>The turning head referred to is located within a residential area and it is the residents themselves who are parking within it. It is considered that this is a local concern that can be resolved by the residents themselves and the introduction of road markings would not lead to any improvement.</p> <p>The 20 mph limit being introduced is intended to be a sign only limit with no supporting features. The DfT guidance on the use of 20 mph speed limit states that they should be self enforcing and not place any additional enforcement burden on the Police. The Police are able to enforce 20 mph limits but this is likely to be a low priority for them.</p>
14.	<p>Whilst I am happy for a 20mph speed limit to be implemented in Tisbury (provided it is more rigorously enforced than the 30mph one, it is rare for anyone to be warned for speeding) I feel it has not gone far enough. Various very</p>	<p>The length of Union Road to its junction with Monmouth road is not considered suitable for a 20 mph limit due to the vehicle speeds being higher than the threshold level used and therefore it is not possible to include this within the 20 mph limit.</p>

<b><u>Ref</u></b>	<b><u>Comment Received</u></b>	<b><u>Officer Comment</u></b>
	<p>short cul-de-sacs have been included ie The Mallards, Churchill Close, Doctors Place etc whilst the proposal is to terminate the Monmouth Road limit at just past The Mallards at Springfield House The traffic speeds up and down this road not bothering about a 30 limit and access from the houses and side roads along this stretch can be quite unnerving particularly for those exiting High View Close and the houses opposite due to the sharp bend at the Malthouse Cottages/Wick Barn junction.I suggest that the 20 limit is extended to at least that junction.</p>	<p>The 20 mph limit being introduced is intended to be a sign only limit with no supporting features. The DfT guidance on the use of 20 mph speed limit states that they should be self enforcing and not place any additional enforcement burden on the Police.</p>
	<b>SUPPORT</b>	
<b>15.</b>	<p>I wish to support the proposals for the 20 mph speed limits for Tisbury.</p> <p>I am particularly concerned about Hindon Lane; we live on the straight section which comes out at the top of the High Street.</p> <p>Most of this section has no pavements, and stone walls, so it is difficult for pedestrians.</p> <p>A number of walls have been damaged by vehicles.</p> <p>In addition to local light vehicles, we have large heavy agricultural vehicles, and local site traffic.</p> <p>Large, heavy vehicles can feel very intimidating to people on foot.</p> <p>I would welcome a 20mph limit.</p>	<p>Comment noted.</p>
<b>16.</b>	<p>Please could you register my support for the above TRO and 20mph Limits as planned for Tisbury</p>	<p>Comment noted.</p>
<b>17.</b>	<p>I welcome this proposal, which will improve the safety of all road-users in Tisbury</p>	<p>Comment noted</p>