

**COMMENTS**

<b><u>Ref</u></b>	<b><u>Comment Received</u></b>	<b><u>Officer Comment</u></b>
	<b><u>Norney Road</u></b>	
	<p><b>Comments</b></p> <p>The plan to reduce the speed to 30 mph will be a welcome improvement on what can be at times a fast and busy lane. However, I fail to see why for the short stretch along Norney Road the speed limit you have chosen to introduce is 40 mph. It would appear to be a little counterproductive to allow vehicles emerging from a 30 mph speed limit to speed up briefly for a distance of around 200 metres only to have to slow down again almost immediately before encountering the next 30 mph limit.</p> <p>The road conditions over this proposed 40 mph limit on Norney Road do not differ significantly from the 30 mph section, in that the road is frequently used by dog walkers, cyclists, horse riders, and large agricultural vehicles, as well as the day to day traffic. Bearing in mind also that there is no foot path along this narrow lane from the junction between Worton, High Street and Mill Lane through Marston Village and beyond.</p> <p>I would also like to point out that the speed limit through the nearby village of Poulshot is 30 mph. There are stretches of that particular lane which have no houses with a similar layout to that of Marston. Therefore for environmental and safety reasons, I feel a 30 mph limit over the total length of the Norney Road including Norney Bridge would be beneficial to both pedestrians and road users alike.</p>	<p><b>Response to comments</b></p> <p>The proposal has been developed following consideration of the guidance provided in Department for Transport Circular 01/13 and associated documentation.</p> <p>This assessment concluded that the criteria for a 30 mph restriction has not been met for consideration as an extension to the existing 30 mph restriction which encompasses Worton Village, as there is insufficient frontage development to substantiate a restriction of this level to motorists. Introducing restrictions which are not considered to provide the cognitive triggers to motorists is considered likely to lead to disrespect and increased noncompliance and place further expectation on the Police to undertake enforcement activities.</p> <p>Additionally, the introduction of an intermediate restriction, albeit over a shortened length, enables the retention / introduction of the 30 mph terminal signs and the positive impact this provides on motorists.</p> <p>When considering the remainder of the village, i.e. in the vicinity of The Green, the increase in the level of frontage development, as well as the increase in the number of junctions and community facilities was considered sufficient to justify the introduction of the 30 mph for the length of road as advertised.</p> <p>Whilst the comments regarding restrictions in Poulshot are noted, the assessment of any particular road is done so in line with the criteria and without prejudice of comparisons to other roads in the locality.</p>