

**Objections**

<b><u>Ref</u></b>	<b><u>Comment Received</u></b>	<b><u>Officer Comment</u></b>
<b>1</b>	<p>Oppose.</p> <p>The 6 word statement of reasoning is grossly insufficient and, as far as I'm concerned, demonstrates contempt.</p>	<p>The process by which all Highway Authorities make Traffic Regulation Orders is governed by the Road Traffic Regulation Act 1984.</p> <p>The Act contains a specific list of Statement of Reasons for which Traffic Regulations can be proposed and made. The Statement of reasoning for this proposal is considered as the most appropriate of the available options.</p>

**General Comments**

<b><u>Ref</u></b>	<b><u>Comment Received</u></b>	<b><u>Officer Comment</u></b>
<b>GC1</b>	<p><u>1<sup>st</sup> Submission</u></p> <p>With respect to the proposed 20mph limits for Market Lavington we would like to raise the issue of lack of driver awareness that the B3098 The Spring west of the roundabout with Grove road is a 30mph limit.</p> <p>Drivers leaving Market Lavington traveling west along the B3098 assume this road is not a 30mph zone as they leave the roundabout. There are few street lights and NO 30mph repeater signs to confirm a 30mph limit.</p> <p>30mph repeater signs and speed display signs that display the vehicle speed seem to be effective in promoting driver awareness.</p> <p><u>2<sup>nd</sup> Submission</u></p> <p>On reflection we think the b3098 from the grove road roundabout to some point beyond Lavington school should also be 20mph.</p> <p>The section of road from the grove road roundabout to Lavington school is busy with school children and parent during peak hours. The footpaths are less than adequate for traffic at 30mph.</p> <p>We would raise our concerns if traffic</p>	<p>Guidance on the setting of speed limits is set out by the Department for Transport in its publication Circular 01/13 Setting Local Speed Limits.</p> <p>This has been used to assist in developing Wiltshire Council's own policy for the of 20 mph limits across the county.</p> <p>It is recognised there is a public desire to see such limits; however, local experience of their benefits has shown this to be limited in terms of reducing vehicles speeds and consequently it is recommended they only be considered where existing vehicle speeds are at or below 24 mph and for roads which are not of strategic importance (i.e. A / B and C Class roads). The exception to this, are locations where there are likely to be considerable number of vulnerable road users and a number of movements on foot, such as in Town and Village centre environments.</p> <p>The initial investigation into the request recorded vehicle speeds that met the criteria set out above in the village centre. The further away from the centre, the greater the speeds recorded, hence the extent of the proposal is based around compliance with the criteria set out in Wiltshire Council's policy.</p> <p>Where the 30 mph speed limit remains, national legislation does not permit the erection of speed limit repeater signs. This area has a system of street</p>

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	<p>charming measures such as speed humps were introduced as they cause more issues than they solve.</p>	<p>lighting present hence it is not possible to permit repeater signs in these circumstances.</p>
<b>GC2</b>	<p>We have no objection to your proposed 20mph speed limit to various roads in Market Lavington.</p> <p>However, we would be very grateful if you would consider reducing the 40mph limit which starts outside the Market Lavington surgery and continues around a sharp bend until the 30mph limit takes effect again outside The Manor House in Easterton. This is a very short section of road but cars speed up significantly with the result that many cats have been killed on that short section of road. If you check with the Paddock Veterinary Practice in Eastcott, I am sure they will confirm this fact. It is also very hazardous for horses and riders.</p> <p>While you are going to the trouble of introducing these new regulations, we do hope you can take the opportunity to include this further amendment.</p>	<p>Guidance on the setting of speed limits is set out by the Department for Transport in its publication Circular 01/13 Setting Local Speed Limits. The criteria for a 30 mph restriction is set out in Traffic Advisory Leaflet 01/04 – Village Speed Limits, and recommends that for 30 mph restrictions to be effective there needs to be sufficient frontage property density to reinforce the need for lower speed. It sets out that for a restriction to be effective the minimum number of properties should exceed 20, and ideally cover a distance of at least 600m.</p> <p>The guidance set outs that speed limits should have a minimum length of 600m, in exceptional circumstances this can be further reduced to 300m. This section of road has no frontage development and is considered to fail the criteria set out for a 30 mph restriction.</p> <p>The introduction of any restriction that does not fit its surrounding environment and enable motorists to recognise the justification for a restriction can reduce respect for correctly aligned restrictions.</p>
<b>GC3</b>	<p>The 20mph speed limit at the Easterton end of Kings Road should be extended to the whole length. The mixture of traffic and pedestrians is similar to the High Street, there are also more dog walkers and horse riders which would be safer with 20mph speed limit. The restriction on the High street will mean more through traffic will use Kings Road to avoid the High Street creating a more dangerous mix of traffic. This has happened when incidents have occurred in the High Street.</p>	<p>The current proposal does not relate to restrictions for Kings Road, Easterton.</p> <p>Suggestions to extend the existing 20 mph restriction that was originally introduced as part of an adjacent development should be made to the Parish Council for consideration and support in the first instance. If the Parish Council wishes to pursue, it is able to seek support of the Devizes Community Area Transport Group to take this forward.</p>