

**Objections**

<b><u>Ref</u></b>	<b><u>Comment Received</u></b>	<b><u>Officer Comment</u></b>
1	<p>We are very pleased to see the proposal for a 20mph limit in Midford Lane, which we have been asking for for several years.</p> <p>However the peculiar (and dangerous) anomaly at the Midford Lane/A36 junction has not been addressed.</p> <p>The A36 at this point is 40mph. Turning into Midford Lane the speed limit unaccountably becomes 60mph - around a hairpin bend for 200 metres. It then becomes 30 (now to be 20) mph.</p> <p>We would ask that Midford Lane becomes 20mph from the junction with the A36 and the derestriction signs are removed as they make no sense, but unfortunately encourage some people to speed through the village.</p> <p>A second point is the speed limit for the remainder of Midford Lane, leaving Upper Limpley Stoke and going to Midford. This is a single track country lane with passing places. Surely this should not be derestricted but 30 mph? It is used as a rat run and many people seem to have little idea of how to use a narrow country lane safely; a significant number do not even appear to know how to back up to allow other cars to pass. A slower speed would be a great help.</p>	<p>The support for the advertised 20 mph speed limit is noted.</p> <p>The extent of the 20 mph speed limit was considered as part of the initial assessment work that was undertaken. The findings of this are set out in the resultant Assessment Report that was considered by Limpley Stoke Parish Council and the Bradford on Avon Community Area Transport Group (CATG).</p> <p>The length of Midford Lane from its junction with the A36 to the current 30 mph (and proposed 20 mph) terminal point lies within Bath and North East Somerset Council's jurisdiction not Wiltshire Council's. As such, Wiltshire Council is unable to make changes to this length of Midford Lane. The objectors comments will however be brought to the attention of Bath and North East Somerset Council for its consideration.</p> <p>Changes to the length of Midford Lane subject to the existing national speed limit are outside the scope of the proposals being considered by the advertised orders and as such cannot be considered as part of this report.</p> <p>However it is advised that the criterion for a 30 mph limit set out by the Department for Transport is based on the amount of frontage development with a requirement for 20 or more houses over a minimum length of 600 metres. This length may be reduced to 400 metres when the level of development density over this shorter length exceeds the 20 or more houses criterion and in exceptional circumstances a reduction to 300 metres is permissible. If there are just fewer than 20 houses then the Highway Authority is able to make extra allowance for key buildings. The measurement of frontage development is based only on those houses that front onto the main road. It does not include groups of houses that access the main road from a side road. Frontage development density has to achieve an average of 3 houses per 100 metres throughout the length but particularly at the entrances to the limit. This ensures appropriate reinforcement of a lower speed environment to the motorist. The length of Midford Lane currently subject to the national speed limit does not therefore meet the criteria for a 30 mph limit.</p>