

APPENDIX 2

Comments Received

Support

<u>Ref</u>	<u>Comments Received</u>	<u>Support/ Objection</u>	<u>Officer Comment</u>
1	<p>I'm writing in support of the proposed order, referenced in the subject heading, to enforce a 20mph limit in Wylye.</p> <p>As a resident who lives on Teapot Street, I have first hand experience of the dangerous speed at which drivers pass through the village and also use Teapot Street, a small residential lane, as a short cut without due care and attention.</p> <p>I very much hope the limit change is agreed and thank you for taking this matter forward.</p> <p>- Resident of Teapot Street</p>	Support	Noted
2	<p>Firstly, let me point out that on the whole, I am firmly in favour of the proposed speed limit. However, I do have one observation to make. As you can see, I live in Wilton Road, which was one of the two roads that were above the recommended mean average speed of 24mph, when a survey was conducted. I can confirm that whilst many motorists do slow down when entering the village from Hanging Langford, unfortunately, many do speed up before leaving the 30mph zone when travelling in the opposite direction (some travelling well in excess of 40 mph).</p> <p>Unfortunately, my driveway has virtually no range of view when facing towards the village and it is therefore extremely hazardous when attempting to pull out onto the road. This is obviously exacerbated if</p>	Support, but have additional comments	<p>The comments in support of the proposal are noted.</p> <p>As part of the wider proposals for this scheme, there is an intention to provide a gateway treatment on the Northern approach to the village, which will include measures to highlight the change in limit and incorporate additional 20 mph carriageway roundels at the terminal point. This will enhance the change of speed limit for drivers entering the village.</p> <p>With regard to concerns about vehicles speeding up near their driveway when leaving the village. Wilton Road is a long straight road at this point, which can unfortunately encourage drivers to speed up.</p> <p>The guidance requires speed limit terminal point be visible to oncoming vehicles from a minimum of 115 metres away. Given this requirement, it is not possible to extend the speed limit to a location</p>

	<p>vehicles are ‘speeding’. The road at this point is only wide enough for ‘one way’ traffic, resulting in speeding vehicles taking evasive action from oncoming cars by squeezing onto my drive (a very scary experience if I am trying to manoeuvre my car at the same time!).</p> <p>One of the reasons I think many cars begin to speed up when leaving the village, is that they see the national speed limit sign, from a distance and sub-consciously assume it is safe to speed up.</p> <p>At the moment, the positioning of the start of the 30mph limit, is the issue. When traffic leaving the village, gets past the junction of Dinton Road (a wider part of the road), drivers can see the National Speed limit sign further up the road adjacent to The Chequers (see appendix A). If that sign was moved approximately 30m further east, drivers would not be able to see it until they were in the narrowest part of the road (adjacent to my address) and therefore would be less likely to speed up (Appendix B).</p> <p>Alternatively, rightly or wrongly, in my experience drivers only tend to start slowing down, when they reach a speed limit sign and not before. I therefore wonder if it is realistic to expect drivers entering the village from a National Speed limit (60) to immediately be travelling at 20mph? Would a graduated speed limit be better? Personally, I would suggest that it would be more prudent to start a 30mph limit at the Wylie village</p>	<p>which obscures the sign as suggested.</p> <p>With regard to the use of speed limit ‘buffers’, the guidance provided in Circular 01/13- Setting Local Speed Limits is clear in that their use is not encouraged unless there are extenuating circumstances. In such scenarios, any buffer would still need to comply with the requirements for that level of restriction, in terms of both its length and environmental influences. The length of road suggested fails to meet the minimum criteria required for a 30 mph speed limit which guidance suggests should be at least 600 metres in length, and require a minimum of 20 frontage properties, of which there are only 4 on this particular section of Wilton Road.</p> <p>As the limit proposed is a 20 mph restriction, this will permit the use of speed limit repeater signs to advise motorists of the restriction. To assist with encouraging compliance in this area of the village further consideration can be given to the use of features which reinforce the restriction. Additionally, alterations to the road markings in the local area to highlight the narrowness of the road and the presence of the properties access can be considered as part of the overall implementation.</p>
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	sign (10m east of Nettlemead Lane) and then reduce this to 20mph just before The Chequers.		
3	<p>“The Council had discussed this proposal with residents and all were very clear that they were in support. This is particularly so as in the centre of Wylde many pedestrians and children walk in the road where there are no pavements. Danger to pedestrians, particularly the young and elderly within the village and the impact on the quality of residents’ lives has been a key part of our decision to proceed with this project. It would be irresponsible to wait until a serious accident occurs.”</p> <p>“The Parish Council has a duty of care to all who live in the Parish to make their lives as safe as possible without incurring “unreasonable costs”. Our feedback from residents is that they are fully in support and that in their view it’s a done deal.”</p> <p>“Would you please convey to the Cabinet Meeting that when it makes its decision it definitely takes into account the very strong view of the Parish Council and the residents of Wylde that our 20 mph speed limit proposal is most definitely required and fully supported.”</p> <p><i>Extracts taken from a letter of support by Wyle Parish Council.</i></p>	Support	Noted

Objection

<u>Ref</u>	<u>Comments Received</u>	<u>Support/ Objection</u>	<u>Officer Comment</u>
1	<p>I would like the council to decline this proposal due to the following facts.</p> <p>1. When road safety proposals have been made previously, we have been told on each occasion that traffic engineering will not take place where no reported incidents have occurred involving accidents or injury. What makes</p>	Object	The publication of Department for Transport Circular 01/13 – Setting Local Speed Limits provides all highway authorities with additional guidance on the use of 20 mph speed limits. This guidance has been adopted by Wiltshire Council within its own policy for 20 mph speed limits.

	<p>this proposal different as no such accidents/incidents have taken place.</p> <p>2. In recent correspondence the council have stated that the volume of traffic through the village is minor, therefore questioning the need for further measures.</p> <p>3. Speeding in the village is not an issue. Speedwatch monitoring was carried out previously at various locations in the village and permanently withdrawn due to minimal speeding detected.</p> <p>4. Expenditure on this proposal cannot be justified by any useful or foreseeable result, especially in these financially straightened times. Unless of course, the council has excess funds to be used before the end of the financial year.</p> <p>- <i>Resident of Townsend</i></p>	<p>Where requests are made to, supported and funded by each of the Community Area Transport Groups, an assessment is undertaken in line with the guidance provided within Circular 01/13 and the authorities own policy to assess the suitability of the request.</p> <p>A request to assess Wyle village for a 20 mph speed restriction was raised by Wyle Parish Council and discussed and prioritised by the Amesbury Community Area Transport Group (CATG), and consequently committed part of its discretionary funds to undertake a suitability assessment in 2019.</p> <p>This assessment concluded that the village met the criteria for a 20 mph limit. A significant criterion for consideration of this level of limit is that existing vehicle speeds be at or below an average of 24 mph. In 75% of the survey locations this was achieved, with the additional engineering measures suggested to assist compliance for the remaining area of the village.</p> <p>Following discussion by the Amesbury CATG, an allocation has been made by the group to utilise the discretionary funding it has available to implement the proposal in 2021/22. Whilst the funding is made to the Community Area Transport Groups originates from Wiltshire Council, decisions on the projects and locations it is attributed to are at the direction of the local community through the CATG's and Area Board's.</p> <p>Wyle Parish Council is in full support of this proposal.</p>
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