

Name	Address	Objection/ Support	Officer's comments
Resident of Lyneham	Email	<p>I am writing to you with regards to the proposal ref no; LJB/TRO/LYNE30 We live at The Old Rectory in Lyneham SN15 4PQ, which is adjacent to the construction works of the new residential buildings.</p> <p>We moved into the property in April of 2021. Since we have been here, we have witnessed a number of accidents that have either directly impacted our property, or in the vicinity of and in addition, a number of near misses. Shortly after we moved in, 6 weeks; a motorcycle, coming out of Lyneham ran straight into our perimeter wall. The owner of the motorcycle was unhurt, there was no damage to the wall, but the motorcycle had to be towed away. At the end of November 2021, we had a head on collision into our wall, (the vehicle was coming out of the village) at the closest point to the gable end of the house. The car was a complete write off, (luckily the passenger and driver managed to walk away). This resulted in an agonizingly long and expensive process of completely rebuilding a large section of the wall. In April of this year, we had a near miss into the wall from a small car in the early hours of the evening, which left tyre marks very close to the wall, but no impact. There was also a severe accident where a car full of young men ploughed into a tree adjacent to the construction site, going into Lyneham village.</p> <p>The number of actual accidents and near misses are too many to be</p>	<p>Wiltshire Council's policy on the setting of speed limits is based upon the Department for Transport guidance provided in Circular 01/13; Setting Local Speed Limits.</p> <p>In terms of 30-mph speed limits in rural villages, this is based upon the criteria set out in DfT Traffic Advice Leaflet 01/04; Village Speed Limits.</p> <p>The guidance recognises that in rural environments there are often scenarios where development extends beyond those where the criteria for a 30-mph is satisfied, but the National Speed Limit would also not be appropriate. In these cases the use of 40-mph and 50-mph would be the appropriate level of restriction. This is the case with the A3102 to the north of Lyneham Village.</p> <p>Without a significant change to the above criteria and environment view between the 30-mph proposed by this TRO and the point north of Lyneham requested for extension, any further reduction will not be considered acceptable from the highway authority.</p>

ignored. This doesn't take into account any near misses that have not been witnessed.

I see from the drawings that the speed limit sign is proposed to move to a point that does not include The Old Rectory.

From our experience, Traffic going past us, is not travelling within those boundaries set out on the signage. This is obviously speculative without any proof of speed, but I know how fast I drive past at this point and there are many drivers that are driving way faster than I have been going. Vehicles coming out of the village are driving at speeds that are way too fast and have resulted in some cases, vehicles then misjudging the bend in the road at the beginning of our boundary wall and do not have the time to correct their vehicles which is why they either clip the kerb or simply plough into the wall. If the sign is placed where it is proposed, then there arises the possibility that some drivers will simply put their foot on the accelerator at that signage point and could just just crash into the wall further round the bend where there is no lighting at all.

Looking at vehicles coming into the village, particularly late at night. We see and hear vehicles being driven even faster into the village and will only start slowing down when they see the sign. So if the sign is placed at its new proposed position, then there is the possibility and risk that vehicles will still be driving past at speed until they see the sign and if there is another vehicle waiting to turn into the new development, the distance

		<p>between the proposed position of the new sign and the turning into the new development leaves a minimal amount of road meterage gap for error and a higher risk of collision. I believe this is where the real danger could lie. In addition to this, it doesn't solve the problem of vehicles driving past our property at speed coming into the village and the possibility of a collision on our boundary wall, particularly if there is an issue further ahead.</p> <p>I would like to see the position of the 30mph sign moved further down the slope to include The Old Rectory building in that zone to reduce the risk particularly of any further accidents either directly or indirectly into our boundary wall and to prevent any risk of any collisions into any vehicles turning into the new development once completed.</p>	
Lyneham Parish Council	email	<p>Please find attached the response from the Parish Council as discussed in the Full Parish Council Meeting on the 9th of May 2023. Kindly also find attached two documents showing the requested changes from the Parish Council.</p> <p>The Council understands that you wish to move the current 30mph limit 37 meters. The Council does not agree with how far you are moving this limit and would strongly ask for the 30 mph to be moved halfway down the hill near the Rectory.</p> <p>The 40mph limit is currently before Boyd's Lane because of the Clack Hill situation. The Council believes the 40mph should remain where it is (on the other side of Boyd's Lane)</p>	<p>Wiltshire Council's policy on the setting of speed limits is based upon the Department for Transport guidance provided in Circular 01/13; Setting Local Speed Limits.</p> <p>In terms of 30-mph speed limits in rural villages, this is based upon the criteria set out in DfT Traffic Advice Leaflet 01/04; Village Speed Limits.</p> <p>The guidance recognises that in rural environments there are often scenarios where development extends beyond those where the criteria for a 30-mph is satisfied, but the National Speed Limit would also not be</p>

		<p>and the 30mps should be moved further down by the Rectory.</p>	<p>appropriate. In these cases the use of 40-mph and 50-mph would be the appropriate level of restriction. This is the case with the A3102 to the north of Lyneham Village.</p> <p>Without a significant change to the above criteria and environment view between the 30-mph proposed by this TRO and the point north of Lyneham requested for extension, any further reduction will not be considered acceptable from the highway authority.</p>
--	--	---	--