

OBJECTIONS

<u>Ref</u>	<u>Comment Received</u>	<u>No of Times Made</u>	<u>Officer Comment</u>
1	Objects to proposed 40 mph for Netherhampton Road due to the perceived detrimental impact on road safety due to increase in vehicle speeds when exiting private access.	1	<p>The assessment has been completed using the Department for Transport Circular 01/06: Setting Local Speed Limits. This provides guidance to Highway Authorities on the factors which need to be taken into consideration when appraising an appropriate limit.</p> <p>The existing 30 mph restriction for Netherhampton Road has been extended significantly beyond the point at which direct frontage development commences. This is contrary to the guidance provided in Circular 01/06 and Traffic Advisory Leaflet 01/04. There remain a number of commercial and residential developments which are accessed from defined points; along with the shared use cycle facility and it is considered there remains the need for a restriction lower than the national speed limit but higher than 30 mph.</p> <p>When selecting the most appropriate speed limit for a particular location it is imperative that the limit is conducive to the surrounding environment. It is this primary factor which reinforces the purpose and need for the restriction. If a speed limit is set in isolation, or is unrealistically low, it is likely to be ineffective and lead to disrespect for the speed limit, as well as requiring significant and avoidable enforcement costs. This may also result in substantial numbers of drivers continuing to travel at unacceptable speeds, thus increasing the risk of collisions and injuries.</p> <p>Speed limits cannot be introduced or retained on the basis that individual properties have accesses which may be sub standard, the onus on ensuring access to and from a property remains with the property owner / user.</p> <p>The property in question is substantially set back from the highway and additionally masked through hedgerows. The access emerges through the hedgerow, and given the width of the gap the level of visibility in both directions is substantially restricted due to the hedgerow and trees within the property. Whilst it is accepted that a number of the trees in close proximity to the access may have protection orders attached and therefore</p>

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			difficulties with access improvements, it is considered that other improvements remain possible with a view to improving ingress and egress.
2	Objects to the proposed 40 mph restriction on Netherhampton Road due to the increased noise of vehicles travelling of a drain cover.	1	Speed limits cannot and must not be used to mitigate against highway defects. Where issues exist on the network which require the intervention of routine maintenance activities, such as the cutting back of hedgerow growth, repairing a pot hole or replacing a faulty street light lantern, Wiltshire Council has a dedicated customer service desk to record and action issues. Issues can be recorded via the Wiltshire Council website at http://www.wiltshire.gov.uk/parkingtransportandstreets/roadshighwayspavements/reportahighwayproblem.htm or by telephone on 0800 232323
3	<p>Objection to the proposed speed limit reduction from National Speed Limit to 50 mph on the A3094 and request the speed limit is reduced to 40 mph from the Park Wall junction down past the residential area on the boundary of Quidhampton village to a point past The Daye House on the right hand side of the road.</p> <p>A 50 mph speed limit along a residential road is still too great for safety and presents a danger to the people living there, particularly older people and families with children. The houses are the continuation of a row of houses in Lower Road where there is a 30mph limit and speed limiting pinch points. The contrast as a pedestrian turns the corner is sudden and hazardous. 40 mph would lessen the danger. It would also make the road more pleasant for walkers and cyclists who are deterred by the speed of the traffic.</p> <p>A 40 mph speed limit will make it safer for drivers entering or exiting the A3094 from Lower Road. This junction is well used particularly at morning and evening rush hours. It is just at the point where traffic travelling away from Wilton is reaching maximum speed so it is difficult to judge speed and get out.</p>	60	<p>The assessment has been completed using the Department for Transport Circular 01/06: Setting Local Speed Limits. This provides guidance to Highway Authorities on the factors which need to be taken into consideration when appraising an appropriate limit.</p> <p>When selecting the most appropriate speed limit for a particular location it is imperative that the limit is conducive to the surrounding environment. It is this primary factor which reinforces the purpose and need for the restriction. If a speed limit is set in isolation, or is unrealistically low, it is likely to be ineffective and lead to disrespect for the speed limit, as well as requiring significant and avoidable enforcement costs. This may also result in substantial numbers of drivers continuing to travel at unacceptable speeds, thus increasing the risk of collisions and injuries.</p> <p>Given the time period between the original recommendation and the advertisement of the associated traffic regulation orders, as well as the level of representation received, a further review has been undertaken to assess whether a restriction lower than that advertised would be appropriate. Due to the localised nature of the development in this particular area, this assessment reviews the criteria for a restriction in the vicinity of these properties only.</p> <p>As outlined in the main body of the report, one of</p>

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	<p>Traffic trying to turn right often forms a queue back into the village, sometimes even blocking the traffic trying to turn into Quidhampton from the south.</p> <p>Overall a reduction to 40 mph will create a better and safer living environment for the community of Quidhampton Village, ease the flow of traffic, and encourage more walking and cycling</p> <p>I believe that the speed limit along this stretch should be a maximum of 40 mph and ideally 30 mph.</p> <p>Wilton Town Council supports Quidhampton Parish Council's request for the speed limit on the A3094 Netherhampton Road to be reduced to 40mph from the Park Wall junction with the A36 as far as The Daye House.</p>		<p>the key aims of the guidance is to ensure an improved degree of consistency in setting speed limits.</p> <p>The criterion for a 50 mph limit outlines that...</p> <p><i>Lower quality roads which may have a relatively high number of bends, junctions or accesses. An accident rate higher than 35 per 100 million vehicle kilometres and/or mean speed already below 50 mph.</i></p> <p>The criterion for a 40 mph outlines that...</p> <p><i>High number of bends, junctions or accesses, substantial development, where there is a strong environmental or landscape reason, or where the road is used by considerable numbers of vulnerable road users.</i></p> <p>This has identified...</p> <ul style="list-style-type: none"> - 11 properties which could be considered to directly access onto the A3094. - 1 Junction / other access points. - 3 Personal Injury Collisions in the most recent six year period (to end July 2012). These were all classified as slight and all located at the junction with Lower Road. <p>This equates to a collision rate of 22.6 per 100 million vehicle kilometres, and is a reduction of one collision when compared to the original review on a like for like basis.</p> <ul style="list-style-type: none"> - A distance of 0.350 kilometres. - A 40 mph restriction is already in force on the A36. <p>Given the comments received and following a re-review of this particular section, the level of development, volume of vehicles, general comments received and to ensure consistency with the restriction on the A36, it is considered there is sufficient justification for a reduced restriction of 40 mph for the length of the A3094 which has direct frontage development i.e. from the A36 through to a point adjacent to Quidhampton Mill (a distance of approximately 350 metres).</p>

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			<p>Extending beyond the development to include the access to Daye House is not considered feasible as this will result in a substantial length of the A3094 without the cognitive triggers to motorists as to the rationale for a limit lower than the National Speed Limit.</p> <p>It is recognised the length of restriction falls below the idealised minimum of 600 metres for isolated restrictions. In this particular instance the restriction can be considered as a continuation of the restriction imposed on the A36 rather than a standalone speed limit.</p> <p>The promotion of a reduced limit through the developed area of the A3094 in Quidhampton removes the previous justification for the recently advertised 50 mph restriction. Given the road geometry, environmental characteristics and nature of traffic using the A3094 between Quidhampton and the residential development at Netherhampton / Junction with the C320, it is therefore recommended that the National Speed Limit through this section be retained.</p> <p>A further review of the developed area at Netherhampton is outlined at point 13.</p>
4	<p>I agree with a 'buffer zone' approaching Harnham, but I cannot agree with the one that's proposed. You are making a current 30 zone into a 40 zone, thereby increasing the speed limit, not actually creating a buffer zone, as that may already exist, albeit traffic still speeds along here. Your last traffic check shows the 85 percentile speed at 42.9mph along Netherhampton Rd in Harnham, well over the permitted 30 mph.</p> <p>If you are to do a buffer zone approaching Harnham, then it should commence before the existing 30 zone, possibly from the garden centre??</p>	1	<p>The assessment has been completed using the Department for Transport Circular 01/06: Setting Local Speed Limits. This provides guidance to Highway Authorities on the factors which need to be taken into consideration when appraising an appropriate limit.</p> <p>When selecting the most appropriate speed limit for a particular location it is imperative that the limit is conducive to the surrounding environment. It is this primary factor which reinforces the purpose and need for the restriction. If a speed limit is set in isolation, or is unrealistically low, it is likely to be ineffective and lead to disrespect for the speed limit, as well as requiring significant and avoidable enforcement costs. This may also result in substantial numbers of drivers continuing to travel at unacceptable speeds, thus increasing the risk of collisions and injuries.</p> <p>The criteria relating to 30 mph in urban areas is given as...</p>

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			<p><i>The standard limit in built-up areas with development on both sides of the road.</i></p> <p>The criteria relating to 40 mph in urban areas is given as...</p> <p><i>Higher quality suburban roads or those on the outskirts of urban areas where there is little development. Should be few vulnerable road users. Should have good width and layout, parking and waiting restrictions in operation, and buildings set back from the road. Should wherever possible cater for the needs of non-motorised users through segregation of road space, and have adequate footways and crossing places.</i></p> <p>The majority of the development within the proposed 40 mph access' the A3094 from isolated junctions, as well as being substantially set back from the highway. There is an excellent facility for vulnerable road users in the form of a separate shared use cycleway facility. Given these factors, it is considered that the existing 30 mph restriction does not conform to the guidance outlined in 01/06.</p> <p>It is however recognised there is a need for a restriction lower than the national speed limit and it is considered the criteria for 40 mph is achieved in this instance.</p>
5	A lot of traffic goes in and out of the ever popular In-Excess shop, where the current 30 zone is. Increasing the speed here to 40, will have a detrimental effect at this point and will increase traffic speed along Netherhampton Road in Harnham, not reduce it.	1	See response to point 4.
6	<p>Do you classify this section of the A3094 as an urban or a rural road?</p> <p>We have to live with the harsh reality that the A3094 is a half-hearted bypass providing part of the missing link to Salisbury's ring road. For this reason there is a strong indication that we are living right next to an urban road even though we have a rural outlook to the south of Quidhampton. We are not so fortunate as Netherhampton where there was open space to build a bypass for the village. In Quidhampton we are</p>	1	The A3094 within Quidhampton has been assessed against the criteria set out for Rural Higher Tier roads. Whilst it is accepted that it is in close proximity to an Urban environment such as Salisbury and the associated traffic generated by such a city of this size, the predominantly rural aspect and perspective to the travelling motorist requires the assessment to be completed using these criterion.

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	<p>restricted because of the Wilton House Estate wall and this means the road can never be widened to cope with the volume of traffic and disproportionately high level of heavy goods vehicles that pass right in front of our houses everyday. Motorists use Lower Road in Quidhampton and Lower Bemerton as a rat run through to Salisbury- a Metrocount in July 2011 revealed 20,378 vehicles used Lower Road in Quidhampton over a 1 week period. This demonstrates that the junction from the A3094 into Lower Road is very busy and numerous accidents have been reported there- the most recent which was attended by the emergency services (police and ambulance) was just over a week ago.</p>		
7	<p>There are very clear guidelines in DfT circular 01/2006 that any road with street lighting is subject to a 30 mph speed limit. This section of the A3094 in question has street lighting on it. The street lights have been placed on the top of wooden telegraph poles. There are a total of 4 that are positioned over a total approximate length of 175 metres. In DfT circular 01/2006 it clearly states that "unless an order has been made and the road is signed to the contrary, a 30 mph speed limit applies where there are three or more lamps throwing light on the carriageway and placed not more than 183 metres apart". With an existing speed limit of 60mph and a new proposed speed limit of 50 mph these street lights pose a significant danger to oncoming traffic, especially as some of them are so close to the road (minimum 135cm). Has an order ever been made on this section of the road to avoid it having a 30 mph speed limit? If not, why has a 30 mph speed limit never been enforced?</p> <p>It is my understanding that under the 1984 Traffic Act "a 30 mph limit automatically applies on any unsigned stretch of road with street lighting" and in Quidhampton we have both lighting plus the added concerns and issues of</p>	2	<p>A system of street lighting is defined as containing a minimum of three street lighting lanterns spaced no more than 183 metres apart. Where such locations exist, by virtue of section 82 of the 1984 Road Traffic Act the road is classified as a restricted road unless a specific order is applied to the contrary. Such locations do not require repeater signs but are still required to conform with other regulations associated with traffic signs, such as the appropriate terminal signs to advice of its commencement.</p> <p>For this particular location, no De-restriction Order imposing the National Speed Limit has been located within Wiltshire Council.</p>

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	housing and car parking along this section of the A3094. I can provide details of locations, locally and in greater Wiltshire, where a 30 mph speed restriction is being enforced along sections of road virtually identical to that discussed here and indeed also where no similar, identifiable housing/parking/lighting circumstances are in evidence.		
8	<p>The effects of the Wilton House Estate boundary wall.</p> <p>The section of the A3094 that we would like reduced to 40 mph or 30 mph is bordered to the west side by the Wilton House Estate wall. This has a number of effects including:</p> <p>a) No space for engineering or landscaping to improve the safety of the junction into Lower Road such as widening of the road to provide hatching and a designated turning point for all vehicles approaching from Netherhampton and turning right into Lower Road</p> <p>b) No space to improve safety measures for vulnerable road users, i.e. no space for a cycle lane and no space to widen the existing footpath which runs on the side closest to Quidhampton from Lower Road up to the traffic lights at the Park Wall junction.</p> <p>c) Increased noise pollution with traffic noise bouncing off the Wilton Estate wall and being deflected across the road (we have had the effects of this assessed by an acoustic engineering company)</p>	1	See point 3.
9	<p>Vulnerable Road Users</p> <p>This speed limit campaign started out as a very personal mission for me - I have a young family and the high speed of passing traffic on the A3094 makes us feel that the only way we can safely exit our house (we don't even have a path outside our house) is in a motorised</p>	1	See point 3.

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	vehicle. But as I have knocked on doors and listened to the concerns and worries of the local community, the campaign has gathered momentum and now I feel that I should speak out on their behalf.		
10	<p>If a lower speed limit is introduced it needs to be enforced and a vehicle activated sign would certainly assist with this. We could also consider a community speed watch group, something I would be keen to lead and implement.</p> <p>I would like to leave you with one last thought from DfT circular 01/2006, it states: "In exceptional circumstances, 50 mph limits can be implemented on special roads and dual carriageways, radial routes or bypasses where the road environment and characteristics allow this to be done safely". The A3094 is not one of these exceptional circumstances as the road environment and characteristics do not allow this to be done safely.</p> <p>It continues onto say: "Traffic authorities should, however, always assess the potential impact upon the local community and non-motorised road users before considering such a limit"</p>	1	<p>Enforcement remains the responsibility of the Police, and both operational and financial planning are beyond the control of Wiltshire Council.</p> <p>As outlined in point 6, the assessment has been completed using the criterion set out for rural environments.</p>
11	<p>I understand that it is proposed to reduce the speed limit from 60 mph to 50 mph, which – while welcome -falls short of the 40 mph that the road's most frequent users would like to see. I appreciate that restrictions on isolated stretches of road are not generally desirable. However, it is quite clear that a pronounced reduction in average speeds here would actually bring the road more closely into line with surrounding areas.</p> <p>Sandwiched as it is between the junction with Wilton Road and the sharp corner leading to the more obviously built-up Netherhampton and Harnham, the straight road seems to serve as an invitation to accelerate-</p>	1	See point 3.

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	making accessing it from Quidhampton village an increasingly hazardous undertaking.		
12	In view of the number of near misses that have taken place in recent years, it is not implausible that a future accident or fatality will necessitate a further review of the implications of rapid acceleration and deceleration to and from the Park Wall traffic lights. I join the villagers in the hope that this risk can be substantially mitigated now, while it is uniquely quick and cost-effective to do so.	1	See point 3.
13	The road at the south end of Park wall (Netherhampton end) is the subject of countless accidents due to speeding at the corner. It is clearly difficult to keep up with rebuilding the wall each time!	1	<p>Given the time period between the original recommendation and the advertisement of the associated traffic regulation orders, as well as the level of representation received, a further review has been undertaken to assess whether a restriction lower than that advertised would be appropriate. Due to the localised nature of the development in this particular area, this assessment reviews the criteria for a restriction in the vicinity of these properties only.</p> <p>As outlined in the main body of the report, one of the key aims of the guidance is to ensure an improved degree of consistency in setting speed limits. Due to the localised nature of the development in this particular area, this assessment reviews the criteria for a restriction in the vicinity of these properties.</p> <p>The criterion for a 50 mph limit outlines that...</p> <p><i>Lower quality roads which may have a relatively high number of bends, junctions or accesses. An accident rate higher than 35 per 100 million vehicle kilometres and/or mean speed already below 50 mph.</i></p> <p>The criterion for a 40 mph outlines that...</p> <p><i>High number of bends, junctions or accesses, substantial development, where there is a strong environmental or landscape reason, or where the road is used by considerable numbers of vulnerable road users.</i></p>

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			<p>Given the time period between the original recommendation and the advertisement of the associated traffic regulation orders, a further review has been undertaken looking at the length of restriction requested.</p> <ul style="list-style-type: none"> - 16 properties which could be considered to directly access onto the A3094. - 5 Junction / other access points. - 1 Personal Injury Collision in the most recent six year period (to end July 2012). This was classified as slight and located at the junction with C320. <p>This equates to a collision rate of 12.9 per 100 million vehicle kilometres, and is a reduction of two collisions when compared to the original review on a like for like basis.</p> <ul style="list-style-type: none"> - A distance of 0.350 kilometres. <p>The level of development, junction and access points is considered too provides a similar environment to that of Quidhampton. Consequently it considered appropriate to ensure parity in the level of restriction presented to motorists.</p> <p>It is recognised the length of restriction falls below the idealised minimum of 600 metres, however the presence of the 90 degree bend ensures that the forward visibility available to motorists is sufficiently restricted to prevent motorist 'seeing through' the entire length of the limit.</p> <p>It is therefore recommended a 40 mph restriction be advertised.</p>
14	<p>This stretch of road is very much a residential area, and as such we feel it should be treated to a 40 mph zone, particularly as pavements are so narrow and limited in parts.</p> <p>The pavement between the Lower Road junction and the Park Wall traffic lights is narrow and used by significant numbers of people, either living in the local properties or accessing the A36 and Wilton. The speed and size of the vehicles, provides significant dangers to</p>	2	See point 3.

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	pedestrians and cyclist, not least the danger from the extended wing mirrors of the many HGVs using this road.		
15	<p>In January 2010, Quidhampton PC responded to the A and B road speed limit review (copy enclosed). Nothing has changed in the intervening years to change the view of Quidhampton PC and we ask that you reduce the speed limit to 40 mph from the A36 junction to the driveway of the Daye House.</p> <p>The speed limit along the A36 at its junction with the A3094 has been reduced from 50 mph to 40 mph; therefore it seems most strange that a section of road with a busy junction (not traffic controlled) and several driveways has a higher speed limit.</p> <p>Following the change in bus services, more parishioners walk along the A3094 pavement to reach the bus.</p> <p>Quidhampton PC also request that a copy of the Officer's report recommending the change after this period of consultation is sent to them prior to the decision being made.</p>	1	<p>Where responses received during the speed limit review consultation requested a change to the recommendation, Parish and Town Council's were invited the opportunity to put forward a further case for a different level of limit. During this additional period, no response was received from Quidhampton Parish Council.</p> <p>See point 3.</p> <p>A copy of the report will be available on the Wiltshire Council website.</p>
16	<p>The current situation is unacceptable in that vehicles, travelling from Netherhampton towards the Park Wall junction, are currently reaching speeds which I estimate at well in excess of 50 mph. Traffic numbers continue to increase through Quidhampton from Churchfields, particularly at the morning and evening "rush hours", when long queues build up and there are regular "near misses" with vehicles entering and/or leaving Quidhampton at the A3094/Lower Road junction.</p> <p>Vehicles travelling from the Park Wall junction towards Netherhampton are similarly reaching significant speeds, helped by the slope of the road at this point and causing problems with vehicles and cyclists entering/exiting Quidhampton at the Lower Road junction.</p>	1	See point 3.

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17	To see the 40 mph limit extended from the junction with the A36 at the traffic lights to just beyond the Quidhampton junction. The 50 mph could start there and continue to the proposed 40 mph limit proposed for Harnham. To impose a 40 mph limit on the whole length between the A36 and Harnham we believe might cause more dangerous driving as some drivers would overtake as they can see no reason for such a limit on a open straight stretch of road, much as now happens in Harnham where it is proposed to increase the limit.	1	See point 3.

PETITION

<u>Ref.</u>	<u>Comment Received</u>	<u>No of Times Made</u>	<u>Officer Comment</u>
P1	I do not agree to a proposed speed limit increase on Coombe Road or Netherhampton Road by Wiltshire Council. It should remain as it is, 30 mph	60	<p>The assessment has been completed using the Department for Transport Circular 01/06: Setting Local Speed Limits. This provides guidance to Highway Authorities on the factors which need to be taken into consideration when appraising an appropriate limit.</p> <p>When selecting the most appropriate speed limit for a particular location it is imperative that the limit is conducive to the surrounding environment. It is this primary factor which reinforces the purpose and need for the restriction. If a speed limit is set in isolation, or is unrealistically low, it is likely to be ineffective and lead to disrespect for the speed limit, as well as requiring significant and avoidable enforcement costs. This may also result in substantial numbers of drivers continuing to travel at unacceptable speeds, thus increasing the risk of collisions and injuries.</p> <p>The criteria relating to 30 mph in urban areas is given as...</p> <p><i>The standard limit in built-up areas with development on both sides of the road.</i></p>

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			<p>The criteria relating to 40 mph in urban areas is given as...</p> <p><i>Higher quality suburban roads or those on the outskirts of urban areas where there is little development. Should be few vulnerable road users. Should have good width and layout, parking and waiting restrictions in operation, and buildings set back from the road. Should wherever possible cater for the needs of non-motorised users through segregation of road space, and have adequate footways and crossing places.</i></p> <p>With the majority of the development within the proposed 40 mph access the A3094 from combined junctions, the vast majority of development to the North and the separate shared use cycleway facility, It is considered that the existing 30 mph restriction does not conform to the guidance outlined in 01/06, It is however recognised there is a need for a restriction lower than the national speed limit and it is considered the criteria for 40 mph is achieved.</p>

GENERAL COMMENT

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G1	<p>My husband and I moved to Lower Road last year and as keen cyclists looked forward to exploring the glorious countryside to the west of Salisbury. However, when we set off on our first trip towards Wilton, we had our introduction to the A3094, a rather unpleasant experience. It was almost impossible to find a gap in the traffic to enable us to actually get onto this road and in the end; I chose to walk up the narrow pavement - pushing my cycle, still hair-raising.</p> <p>Of course, a reduction in the speed limit may help, although a police presence would, in my opinion, be more beneficial. However, in the end it is all down to motorists observing the limits and we all know this does not always happen.</p>	1	Comments have been noted.

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	<p>There are many young families in Quidhampton and most days mothers can be seen walking on the narrow pavement with toddlers in pushchairs. This is dangerous, given the speed of the traffic coming down from the lights. On just one occasion we cycled from Netherhampton but found making the right turn at Quidhampton out of the question - traffic overtaking us together with traffic roaring down from the lights -not recommended.</p> <p>Thank you for inviting comments and we look forward to happier times for all the good people of this lovely area.</p>		