

OBJECTIONS

<u>Ref</u>	<u>Comment Received</u>	<u>No of Times Made</u>	<u>Officer Comment</u>
1	The speed limit on the B3353 from Corsham all the way through to Gastard should be 30 mph, especially at The Linleys where there is no footpath. And even where there is a foot path it is very narrow and car travelling at 40 mph is too fast.	1	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.
2	<p>I received something through my letterbox today letting me know of planned changes to the speed limit along the B3353 Corsham to Gastard Road. I live on the Linleys where the road is very narrow. Our household and others who live on the Linleys have been complaining for many years that the speed limit needs to be reduced from 40 mph to 30 mph as there have been numerous accidents and pets killed (a dog and cat of mine in the past 4 years). I, and I'm sure others who live here are very pleased to support the planned speed changes from 40 to 30 (shame it isn't 20!). The reference is LJB/TRO/CORM(SL).</p> <p>I see on the plan that there is a small section that indicates it will remain 40? I'm assuming this is a mistake as the whole stretch should be reduced to 30 otherwise we will have people speeding up through this dangerous stretch.</p>	1	<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.</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 criterion for a 30 mph limit is detailed in Traffic Advisory Leaflet 01/04; Village Speed Limits, and 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 three houses per 100 metres throughout the length but particularly at the entrances to the limit. This</p>

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			<p>ensures appropriate reinforcement of a village environment to the motorist.</p> <p>The guidance recognises there will be locations where the level of development does not satisfy these circumstances and in such scenarios outlines consideration should be given to other restrictions lower than the National Speed Limit, i.e. 40 mph or 50 mph.</p> <p>It is considered there is sufficient frontage development between the existing 30 mph restriction at Corsham through to the development at The Linley's to permit the extension of the existing 30 mph. For the remainder of the B3353 from The Linleys to Gastard , the level of frontage development is limited to one residential property and two commercial premises.</p> <p>The guidance provided to Highway Authorities does permit the 'joining' of identical limits where the distances between them is below the idealised length of a restriction (600 metres). Where 30 mph limits have been introduced in similar circumstances (i.e. between closely located villages / areas of development), experience has shown that motorists are not provided with sufficient cognitive recognition of its purpose and are unlikely to adhere to the posted limit. This in turn requires substantial levels of enforcement to achieve acceptable adherence.</p> <p>In addition, the retention of an intervening limit allows for the provision of terminal signs and associated carriageway treatments to highlight the presence of the developed areas of Gastard and The Linleys / Corsham.</p>

SUPPORT

<u>Ref.</u>	<u>Comment Received</u>	<u>No of Times Made</u>	<u>Officer Comment</u>
S1	<p>An excellent proposal; much needed for many years. A 30 mph limit would make it much safer especially for pedestrians as the pavements are so narrow, where they exist; through the Linleys there are no pavements at all!</p> <p>I have lived at Broadstone for 29 years and over that time the volume of traffic has increased greatly. Large trucks (heading for Corsham Cellars) and others have difficulty going through the narrow part of the Linleys. This is especially dangerous for pedestrians, including school children who walk daily between Corsham and Gastard.</p>	1	Comments in support of the proposal are noted.
S2	Just to let you know that the Town Council supports the proposals	1	Comments in support of the proposal are noted.
S3	We would support the proposed reduction in the speed limit from Corsham to Gastard to 30 mph. It would improve safety both crossing the road and walking along the narrow footpath, particularly for our young children. I regularly visit Claremont nursing home on foot and need to cross the road with my grandmother in a wheelchair. The narrow section of road through the Linleys with no footpath is particularly dangerous and benefit from the proposed reduction.	1	Comments in support of the proposal are noted.
S4	Very happy to read of the lowering of the speed limit from 40 mph to 30 mph. Fed up with motor bikes and cars speeding past our property especially late at night. The B3353 has become much busier with heavier traffic passing. Sooner the better.	1	Comments in support of the proposal are noted.
S4	We are wholly in favour of the proposed 30 mph speed limit and, if anything, would urge the introduction of further restrictions through the Linleys which is a very narrow section of road with poor sight-lines in both directions. There has already been one	1	<p>Comments in support of the proposal are noted.</p> <p>Requests for improvement to the highway infrastructure, such as improvements to signage or street lighting should be raised with the Community Area Board in the first instance. Wiltshire Council has developed Community Area</p>

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	<p>serious head-on collision here and it can only be a matter of time before there are others. Pedestrians are also at severe risk along this particular stretch of road. I would suggest either 'Oncoming vehicles in centre of road' signs at both ends, or even traffic lights to improve safety in this very dangerous area.</p>		<p>Transport Groups (CATG) for each of the Community Area Boards. The CATG's have the responsibility of collating requests within their particular community area and prioritising them accordingly, as well as apportioning some of their available funding towards potential solutions.</p> <p>To register concerns such as those previously outlined, this can be done so online via the Wiltshire Council website at: https://forms.wiltshire.gov.uk/area_board/report_issue.php?area_board=corsham or alternatively by contacting your local community area manager.</p>