

**A345 Castle Road, Salisbury - OBJECTIONS**

<u>Ref</u>	<u>Comment Received</u>	<u>No of Times Made</u>	<u>Officer Comment</u>
O-01	<p>A345, Salisbury and Laverstock and Ford - From a point 15 metres north of its southern junction with Old Castle Road to a point 137 metres north of the centre of A345 Beehive roundabout.</p> <p>The Committee do not agree with Wiltshire Council and ask them to consider retaining the 40 mph</p>	2	<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>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>This section of the A345 has been assessed against the criteria set out for Rural Roads.</p> <p>For a 40 mph restriction the guidance outlines:</p> <p><i>Should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.</i></p> <p>The existing section of route highlighted there to be no frontage development, a low number of bends access and junctions, and that the low number of vulnerable road users are catered for with a high quality, off carriageway facility.</p>

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			<p>For a 50 mph restriction the guidance outlines:</p> <p><i>Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. Can also be considered where mean speeds are below 50 mph, so lower limit does not interfere with traffic flow.</i></p> <p>For a National Speed Limit, the guidance outlines:</p> <p><i>Recommended for most high quality strategic A and B roads with few bends, junctions or accesses</i></p> <p>The geometry of this section, with good consistent width throughout, few junctions' and accesses, and its status as a primary route could suggest that the National Speed Limit should apply. However, taking into account the volume and nature of traffic, the existing vehicle speeds and the presence of some vulnerable road users, it has been considered that a 50 mph limit would provide a better representation of the risks associated with this section.</p>

**A345 Castle Road, Salisbury - GENERAL COMMENT**

<u>Ref.</u>	<u>Comment Received</u>	<u>No of Times Made</u>	<u>Officer Comment</u>
C-01	Re the proposed speed limit for Castle Road, as attached, I strongly recommend that the location of the change from 50 mph to 30 mph is moved northwards. The exits onto Castle Road from Old Sarum and from Old Castle Road are hazardous, as they are below the brow of the hill and so have no visibility of drivers approaching from the north at 50 mph. This is an ideal opportunity to make this long-sought-after change.	2	<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</p>

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			<p>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 ensures appropriate reinforcement of a developed environment to the motorist.</p> <p>Given that the existing terminal sign corresponds with the commencement of the frontage development, it is considered the location of the terminal point is correct.</p> <p>With regard to the concerns relating to the junctions with Old Sarum and Old Castle Road, the advice within the guidance is clear in that:</p> <p><i>Speed limits should not be used to attempt to solve the problem of isolated hazards, for example a single road junction or reduced forward visibility such as a bend, since speed limits are difficult to enforce over such a short length. Other measures, such as warning signs, carriageway markings, junction improvements, super-elevation of bends and new or improved street lighting, are likely to be more effective. Similarly, the provision of adequate footways can be an effective means of improving pedestrian safety as an alternative to lowering a speed limit over a short distance.</i></p>