

OBJECTIONS

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
	C15	
1	<p>Clyffe Pypard Parish Council The Parish Council would like the 40 mph limit in Bushton reduced to 30 mph, justified by the nature of the housing which fronts on to the road, the number of children, the number of accidents.</p> <p>We agree that road conditions along the rest of the route do not warrant a reduction to 50 mph, also we agree changing the speed limit too often along a route is counter-productive.</p> <p>However the route contains a number of bad bends and drivers do not seem to appreciate the dangers. We are not keen on more road signs, but road markings could be an alternative way of warning traffic of dangers, e.g. rumble strips</p> <p>Alison Bucknell – Wiltshire Councillor In response to this speed limit review, I would like to request that the section C15-06 40 mph BUSHTON is lowered to a 30 mph limit.</p> <p>There are a number of family houses fronting this road, and whilst there is a grass verge in front of the houses for the most part, it is not an easy road to walk along.</p> <p>The local residents have long been asking for a reduction here and I note that the mean speed limit measured there is 28, which would support a 30 mph limit.</p>	<p>The criterion for a 30 mph limit 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 ensures appropriate reinforcement of a village environment to the motorist. The existing 40 mph speed limit extends over a length of approximately 600 metres.</p> <p>In total there are 15 properties that are considered to front onto the C15 through Bushton. Of these two are located at the crossroads with the C120 with the remaining 13 located 220 metres to the north-east of the crossroads. The 13 properties are located in a linear pattern over a length of approximately 260 metres. The density criteria of three houses per 100 metres is met over this 260 metre length with the remaining 340 metres not meeting the criteria.</p> <p>As set out above there is a requirement for the frontage development to be consistent throughout the length of the restriction to reinforce to motorists of the appropriateness of a 30 mph restriction.</p> <p>Neither the total number of frontage properties, nor the density criteria, are met at Bushton and therefore a 30 mph limit cannot be recommended.</p>

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
	C8	
2	<p><u>Section C8-11</u></p> <p>Wilcot and Huish Parish Council The Wilcot and Huish (with Oare) Parish Council is opposed to the proposed 50 mph speed limit on the C8-11 Wilcot to Pewsey road.</p> <p>The Council feels that: A 50 mph limit would encourage drivers to think that the road is better than it actually is and may increase the average speed making it more dangerous, not less. It does not address the current problem of the dangerous junction at Cross Hayes crossroads, already under review. The current 30 mph limits are rarely enforced and a 50 mph limit would probably never be enforced, making it a waste of money. 40 mph is the highest speed limit the Council would like to see on that road.</p> <p>The Council would like to see the current 30 mph limit in Wilcot brought back to cover the Cross Hayes crossroads, which may help with the current problem of it being an accident black spot.</p> <p>Pewsey Parish Council The Council felt that the speed limit should remain at the national speed limit rather than it being reduced to 50 mph and would rather see any monies available invested into improving the crossroads which has seen a number of accidents in recent years.</p> <p><u>Section C8-01</u></p> <p>Philip Whitehead – Wiltshire Councillor My worry on the 50 mph limit remaining on the approach to Devizes is based upon the significant increase in housing at the Taylor Woodrow site. Children from this estate play along the side of the road which has a wide grass verge and also cross the road to play on the waste ground opposite.</p> <p>Add to this access from Wellington Drive and Marlborough Close and there is a significant input onto this area of road.</p> <p>Ironically during construction this was temporarily down to 40 mph when there were construction people there – now there are children it is back to 50 mph.</p> <p>Visually there are many houses visible even though there is only one entrance/exit from the</p>	<p>Given the views expressed by both Wilcot and Huish and Pewsey Parish Councils it is recommended that the national speed limit be retained and the proposed 50 mph limit not be pursued.</p> <p>A 40 mph limit is not considered appropriate given the low number of bends, junctions and accesses along the route and the generally good alignment with good forward visibility.</p> <p>Circular 01/06 advises that 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. Cross Hayes junction has already been identified as a collision cluster site and appropriate remedial action has recently been undertaken.</p> <p>This length of the C8 has previously been assessed as meeting the criteria for a 50 mph limit. None of the newly built houses can be considered as frontage development and the majority are screened from the road by foliage and / or fencing. A 40 mph limit cannot therefore be recommended.</p>

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	C8	
	Taylor Woodrow estate.	

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
	C20	
1	<p>Richard Gamble – Wiltshire Councillor At the western end of Worton, the proposal appears to extend the 30 mph limit to a point between the respective entrances to Agra Farm and Marsh Farm, which would be very welcome. The proposed change, however, is not marked as such on the map (which may explain the Parish Council's uncertainty). It would probably be helpful if the map could be corrected to reflect the proposal.</p> <p>At the eastern end of Worton High Street, I concur with the Parish Council's request that the 30 mph limit should be extended past the junction with the Potterne road and round the sharp bend, ending at the location of the new gates. Although only two accidents are recorded at this location between 2005 and 2011, the logic of locating the 30 mph sign for traffic from the east before the bend seems intuitively correct. For traffic from the west, it seems manifestly wrong to retain the "end of speed limit" sign immediately before the junction and the bend.</p> <p>Further east, the proposals indicate no change from the current 60 mph between Worton and Black Dog (A360). The analysis table accompanying the map indicates only two accidents in six years (none fatal or serious) for the whole of this section. However, Mouchel's information appears to be at odds with that available on www.crashmap.co.uk, which shows ten accidents between 2005 and 2011 for this stretch (including the two mentioned in the paragraph above), one serious. Of these accidents, six (including the serious one) were on the section between South Cross Lane (Worton Common) and the new gates. Therefore, I believe this section should be reconsidered for a reduction to 50 mph.</p> <p>Worton Parish Council The Parish Council has previously objected to the outturn of a review exercise performed by Mouchel on behalf of the Highways Authority, and circulated by email on 2 September 2013, in which no change to the current limits was recommended.</p> <p>Established collision data demonstrates that the C20 to the south-east of the village, toward Black Dog crossroads, has an unusually high incidence rate. This road then joins the A360 which itself has already been reduced to a 50 mph limit by a previous exercise. The Council takes the view that it is perverse to</p>	<p>There is a drafting error on the recommendation drawing that shows the existing 30 mph limit on section C20-05 extending further north than it does at present. There is no proposal to extend the existing 30 mph limit.</p> <p>A short extension to the limit to move the terminal point around the bend to co-locate with the village gates is considered appropriate and it is therefore recommended that this change be accepted.</p> <p>A review of the personal injury collisions recorded by the Police for the most recent six year period shows that there have been four recorded collisions on section C20 -06. Of these collisions two are recorded as single vehicle loss of control with travelling too fast for the conditions listed as a contributory factor. The other collisions do not have speed as a contributory factor.</p> <p>A review of the personal injury collisions recorded by the Police for the most recent six year period shows that there have been four recorded collisions on section C20 -06. Of these collisions two are recorded as single vehicle loss of control with travelling too fast for the conditions listed as a contributory factor. The other collisions do not have speed as a contributory factor.</p>

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	C20	
	<p>allow higher speeds on a minor road with a number of proven visibility and layout hazards.</p> <p>To the north-west of the village, a series of bends leads to/from a long straight stretch of road, with a transition from 60 mph to 30 mph. Local knowledge shows a considerable number of vehicles take these bends at inappropriate speeds, both for the concealed driveway of Woodborough House and for the approaches to residential roads and a school just inside the 30 mph limit area.</p> <p>Parish Council proposal The Parish Council has noted the informal opinion of Highways officers concerning the viability of moving the existing 30 mph limits beyond recognised 'urban' limits. Nonetheless, its preferred solution remains for the limit to be moved to the north-west of Woodborough House and to the south of the Cuckold's Green bend.</p> <p>Notwithstanding this position, the Council recognises that a practicable compromise may be necessary to address the concerns of all parties. To that end, it is suggested that a buffer zone of 40 mph be established at both ends of the current 30 mph zone: to the west, between the 30 mph de-limit and the west side of Woodborough House, and to the south from the existing southern de-limit for the length of the C20 to its junction with South Cross Lane. Additionally, the 60 mph limit for the remainder of the C20 length to Black Dog crossroads should be reduced to 50 mph, merging with the existing A360 50 mph limit. Consequently, the Council wishes to press strongly for the review process to be repeated to accommodate these perspectives, and to address the concerns previously raised for the quality of the original undertaking.</p>	<p>From the existing 30 mph terminal location to the vehicular entrance to Woodborough House, a distance of approximately 265 metres, there are no frontage properties and therefore an extension to the 30 mph limit is not warranted.</p> <p>Wiltshire Council does not support the use of buffer speed limits due to concerns over their effectiveness and the difficulty of enforcement over short lengths of limit. The length of 40 mph proposed to the west of Worton would be approximately 250 metres. A buffer limit cannot therefore be recommended.</p> <p>To the south the distance from the proposed 30 mph gateway to South Cross Lane is approximately 900 metres. As such this is not considered to be a buffer limit. It is considered that the length of the C20 from the proposed 30 mph gateway to Black Dog crossroads is more closely aligned with the criteria for a 50 mph speed limit than a 40 mph limit. It is therefore recommended that this length of the C20 has a 50 mph limit introduced.</p>

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
	C38	
1	<p>North Newnton Parish Council A unanimous vote was taken to pursue the reduction of speed limits on the C38, including the Section 14 from 40 mph to 30 mph.</p> <ul style="list-style-type: none"> • With regard to Section 14, which starts as a 40 mph limit just after Section 13 past Hardings Terrace, a matter of extreme concern to those residents at Turnpike Cottages, Fourways and Wilsford Road, is the very sharp bend. Insufficient warning is given to the seriousness of the bend from both directions ie from Section 13 end and also from Hilcott direction (Wilds Farm) • The seriousness of the bend would, we feel, be helped by the reduction to 30 mph limit. Coming from the Hilcott direction, a road sign showing the junction ie left to Wilsford, bearing right to Woodborough, was removed around 2007 when a replacement bus shelter was erected at the same spot. We would ask that this should be reinstated. • There have been a series of near misses (although no fatalities) at Fourways corner over the years. • From the Hilcott direction (Wilds Farm) the 40 mph limit on a straight stretch of road is frequently ignored by drivers. • Vulnerable road users such as pedestrians, equestrians, cyclists and children are put at risk on this section of the C38. • Animals have been killed – cats, ducks and one horse on this stretch. 	<p>The criterion for a 30 mph limit 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 ensures appropriate reinforcement of a village environment to the motorist. The existing 40 mph on section C38-14 extends over a length of approximately 600 metres.</p> <p>In total there are 17 properties that are considered to front onto the C38 along section C38-14. In addition a Chapel and a Hall are present. The density criteria of three houses per 100 metres is met over approximately 530 metres with the remaining 600 metres not meeting the criteria.</p> <p>As set out above there is a requirement for the frontage development to be consistent throughout the length of the restriction to reinforce to motorists the appropriateness of a 30 mph restriction. This is not achieved at the northern end of the limit or for a substantial length in the middle and therefore a 30 mph limit cannot be recommended.</p> <p>The DfT criteria recommends that in situations where the criteria for a village are not met and there is a lesser degree of development, or where engineering measures are not practicable or cost-effective to achieve a 30 mph limit, but a reduction from the national speed limit is considered appropriate, traffic authorities should consider alternative lower limits of 40 or 50 mph. It is therefore recommended that the existing 40 mph limit is appropriate and should be retained.</p> <p>In relation to the bend Circular 01/06 advises that 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. The Parish Council's request for a</p>

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	C38	
	<p>North Newnton Parish Council had a Council meeting on 14 October, and the issue of the speed limit review and speeding through the parish generally was discussed at some length with councillors and residents.</p> <p>A unanimous vote was taken to pursue the reduction of speed limits on the C38. The consultant's recommendation from 60 mph to 50 mph was agreed by the Parish Council for Sections 15 and 16.</p> <ul style="list-style-type: none"> • With particular regard to Sections 15 and 16, the review states C38-15 Location 40 mph Hilcott to North Newnton, and C38-16 North Newnton to A345 Roundabout, Existing Limit 60 mph, Recommended Limit 50 mph. <p>Woodborough Parish Council Woodborough Parish Council and the Woodborough Road Safety Group consider that the assessments made for road sections C38 - 11 and 12 shown on 1047930 – C38-02 VER A WC 38-02 are flawed in that no account has been taken of a fatal accident that has occurred in the last five years. Further, the well known and on-going serious problems of child safety in the vicinity of the school still require additional traffic management measures in order to alleviate those problems, of which the implementation of a 20 mph zone is arguably the most relevant. These comments should be considered in conjunction with Woodborough Parish Council's current Pewsey Area Board Issue 2721 regarding 20 mph zones. Accordingly, Woodborough Parish Council rejects the consultant's assessment for road sections C38-11 and 12."</p>	<p>replacement sign is noted and will be passed to the Community Area Transport Group for consideration.</p> <p>Comments are noted. The proposed speed limit reduction from 60 mph to 50 mph on sections C38-15 and C38-16 will be taken forward.</p> <p>It is accepted that the fatal collision that took place outside Woodborough School in March 2011 should have been recorded on the recommendation drawing. However, a single recorded collision, regardless of severity, would not have changed the recommendation of the retention of the existing 30 mph limit. The circumstances surrounding the fatality would not have been influenced by the posted speed limit. Indeed criminal proceedings were pursued. Since the collision a number of changes have been made to the highway, the school, and the routes that children use to get to the school. The Parish Council's request for a 20 mph restriction is noted and this is being considered, along with other requests for 20's, by the Pewsey Community Area Transport Group.</p>

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	C220	
1	<p>Melksham Without Parish Council The Parish Council wishes to formally request a 30 mph speed sign to be erected just before the humped bridge as one comes from Whitley along C220 into Westlands Lane, Beanacre. If the speed sign were placed here it would be far more visible and slow vehicles up before they entered Westlands Lane. Once they get to the top of the bridge cars tend to gain speed rather than slow down.</p>	<p>Guidance on the placing of speed limit terminal signs states that they should be located as near as practicable to the start of the development so that drivers see the change in environment at the same time as the signs, reinforcing the visual message for reduced speed. It is considered that the existing 30 mph terminal signs entering Beanacre are correctly located.</p> <p>On the length of the C220 from the current 30 mph terminal signs to the bridge there are no frontage properties and as such an extension of the limit cannot be justified.</p> <p>If the Parish Council considers the bridge and the associated road alignment over the bridge to be a hazard it should raise this as an item for consideration by the Melksham Area Board. The request will be passed from the Area Board to the Melksham Community Area Transport Group (CATG) for further detailed analysis. The CATG is a sub group of the Area Board that specifically deals with highway issues. Representation at the CATG is through the local Parish Council and it would be for a parish representative to attend the group and endorse the concerns and suggestions being made. Further investigation would then be prioritised along with other received requests and if a suitable solution is identified, a funding allocation made to allow the solution to be delivered. Further details can be found at http://www.wiltshire.gov.uk/council/areaboards.htm</p>

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	C12	
1	<p>BISHOPSTONE PARISH COUNCIL</p> <p><i>Views of the Parish Council</i></p> <p>1. The Parish Council is concerned that the review seems to have placed overwhelming weight on the data on collisions in making its recommendations. This data is collected from the emergency services and therefore only reflects traffic accidents reported to them. Whereas the quality of life for local residents, whether driving, cycling, riding or walking, is clearly affected by their experience of a much wider range of incidents – near misses, damage only collisions, altercations etc.</p> <p>2. One of the consistent concerns of Bishopstone residents over the years has been the problem of speeding along the High Road/Broad Chalke Road (C12), particularly along the relatively straight sections in the village. Partly this is an issue about enforcement of existing speed limits, partly about whether the existing limits remain appropriate. In the past the Parish Council has made clear to Wiltshire Council that its priorities for change concern the speed limits at the western end of the village. In particular, that:</p> <ul style="list-style-type: none"> (a) the 30 mph limit zone should be extended westwards to beyond the White Hart public house; and (b) the 40 mph limit should be extended westwards to the parish boundary. <p>3. The section of the C12 west from the end of the 30 mph zone contains:</p> <ul style="list-style-type: none"> • the junction with Harvest Lane; • a major farm entrance; • vehicle and pedestrian entrances to the recreation field and children’s play area; • the junction with The Croft residential area; • various residential entrances and the access to the parking area for Netton Close; • bus stops on both sides of the road; • a new pedestrian crossing point provided by Wiltshire Council; • the junction with Butts Lane; • the White Hart pub. 	<p>It is a common misconception that an effective method of resolving concerns regarding poor adherence to a limit is the introduction of a lower limit. In truth the reduction in the limit will only serve to exacerbate the problem and can result in further issues.</p> <p>The criterion for a 30 mph limit 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 ensures appropriate reinforcement of a village environment to</p>

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	<p>4. This section of the C12 is subject to a 40 mph limit yet it contains more road junctions and more pedestrian movements across the road than the section currently subject to a 30 mph limit. The pedestrian crossing to the bus stop and the recreation field/children's play area is a particular focus. It is heavily used by school children, mothers with small children and the elderly and disabled. It seems bizarre that the main modal conflict point in the village is in a section outside the lower (30 mph) limit.</p> <p>5. There is a particular concern about the junction with Harvest Lane, and Harvest Lane itself. In the last 12-18 months commercial activities have increased significantly in the buildings associated with Croucheston Farm, to the south. An upgraded driveway to this complex has been provided from Faulston Lane, which links to Harvest Lane. All commercial users are now required to use this entrance, rather than the one via The Cross in another part of the village. There is now a heavy daily flow of commercial vehicles, vans and lorries, using the C12 and the Harvest Lane/C12 junction.</p> <p>6. The section of the C12 west from the end of the 40 mph zone is subject only to the national (60 mph) limit. This section of road contains the junction with Flamstone Street. This junction is on a blind bend opposite the entrance to Flamstone Farm. The road from Broad Chalke west of the parish boundary is straight and cars travel along it at considerable speed, often in excess of the national speed limit. Users going east come upon the junction into Flamstone Street quite suddenly round a bend and the junction itself is not at all obvious until drivers are nearly upon it. The visibility from the driving seat of a car wishing to emerge from Flamstone Street is not good. A car travelling at speed along the C12 cannot be seen until the last moment. It is a frequent occurrence that there are near misses, damage collisions etc at this junction. A residential road entering on to an unrestricted one, especially one that carries very fast moving traffic, with limited visibility, is inherently dangerous.</p> <p><i>National guidance</i></p> <p>7. Guidance on the principles that should govern local speed limits is set out in Department of Transport Circular 01/13. This makes the point that in villages "fear of traffic can affect people's quality of life in villages and</p>	<p>the motorist. The existing 40 mph speed limit extends over a length of approximately 600 metres.</p> <p>In total there are five properties that are considered to front onto the C12 along section C12-12. In addition a Public House is present. The density criteria of three houses per 100 metres is met over approximately 100 metres with the remaining 280 metres not meeting the criteria.</p> <p>When combined with the existing 30 mph section, reference C12-13, the total number of frontage properties rises to 34. The density criteria of three houses per 100 metres is met over approximately 495 metres with the remaining 625 metres not meeting the criteria.</p> <p>As set out above there is a requirement for the frontage development to be consistent throughout the length of the restriction to reinforce to motorists of the appropriateness of a 30 mph restriction.</p> <p>As the density criteria are not met a 30 mph limit cannot be recommended.</p> <p>In relation to the junction mentioned Circular 01/06 advises that 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. An investigation of the Police Collision database shows that there have been no recorded injury collisions in the last six years at any of the side road junctions, including Flamstone Street, in Bishopstone.</p> <p>The definition of a village is contained in Traffic</p>

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	<p>it is self evident that villages should have comparable speed limits to similar roads in urban areas. <u>It is therefore government policy that a 30 mph speed limit should be the norm through villages.</u>" (added emphasis).</p> <p>8. It also makes the point that a speed limit of 40 mph may be considered appropriate for roads with a predominantly local, access or recreational function, for example in national parks or areas of outstanding natural beauty (AONB) – such as much of the C12.</p> <p><i>Conclusions</i></p> <p>9. The C12 through the Chalke Valley is not a through route. Its main function is to provide access to the villages along the valley, which is within the Cranborne Chase and West Wiltshire Downs AONB. There is therefore a case, in accordance with Government guidance, for a 40 mph limit along its whole length. Within the villages themselves the Government guidance of a maximum 30 mph limit should apply.</p> <p>10. The main concerns of the Parish Council are, however, related to more practical issues (see paras 5–10 above). The Council welcomes the one change that is proposed (the 50 mph limit at the east end of the village). However, it is the strong view of the Council that the 30 mph limit zone should be extended west to the point where the 40 mph zone currently begins and that the 40 mph zone should begin at the western boundary of the parish.</p> <p>Broadchalke Parish Council</p> <p>Further to your recent communications on the above matter, you invited comments from the affected Parish Councils for consideration by Highways Department when they review the report's findings.</p> <p>I don't know whether the statistics in the attachments justify moving the eastern 30 mph sign further east, but the recent establishment of the Community Hub in Broad Chalke, together with the associated integrated traffic scheme (car park, layby et al) at the eastern entrance to the village on High Road certainly do. The latter of course were not known about when the report was written.</p> <p>At our many well attended Village meetings to discuss the creation of the Community Hub at the URC, Broad Chalke residents expressed significant concern that the current start of the 30 mph zone is too close to the blind bend in front of 'Barn Orchard', immediately beyond</p>	<p>Advisory Leaflet 01/04. This specifies a minimum of 20 frontage properties over a length of 600 metres and an average density of three houses per 100 metres. As set out above this is not achieved on the C12 through Bishopstone.</p> <p>For respect and adherence reasons it is imperative that a speed limit is set at a level that is conducive and recognisable to the motorist as being reasonable as it is this which influences the speed at which they choose to drive. If a speed limit is set too low it is likely to be ineffective and lead to disrespect for the 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. Whilst it is acknowledged that the DfT Circular does suggest that a 40 mph limit may be appropriate for local access routes in an AONB this level of limit is considered to be too low for the undeveloped lengths of the C12.</p> <p>The current 30 mph terminal point is approximately 140 metres away from the Community Hub area. The Highway Code advises that the stopping distance for a car travelling at 60 mph is 73 metres. This gives ample scope for a vehicle to slow and stop before reaching the Community Hub. An extension of the speed limit by a further 100 metres is therefore unnecessary and would not guarantee a reduction in vehicle speed.</p> <p>A key factor when setting a speed limit is what the road looks like to the road users, such as its geometry and adjacent land use. Drivers are likely to expect and respect lower limits, and be influenced when deciding on what is an appropriate speed, where they can see there are potential hazards, for example outside schools, in residential areas or villages and in shopping streets.</p> <p>If a speed limit is set in isolation, or is unrealistically</p>

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	<p>which is the now frequently used Community Hub/Post Office, with the associated car and bicycle parking and manoeuvring, as well as the increased pedestrian activity.</p> <p>There are no pavements in this area, so in order to reduce the danger to pedestrians, we would strongly urge that the 30 mph zone be extended a significant distance nearer to Salisbury to encourage vehicle speeds to be reduced in plenty of time before entering the busy area in front of the Hub. We all feel that it should be moved at least 100 metres further East.</p> <p>Stratford Tony Parish Council</p> <p>It is felt that the proposed introduction of a 50 mph speed limit between Bishopstone Church and Coombe Bissett is unreasonably high. In the centre of this stretch of the C12 road is Stratford Tony cross roads. The cross road junction is approached by curves either side and the road in many places is not wide enough to have a white line down the middle.</p> <p>Visibility for traffic emerging from the south side of the cross roads is particularly bad. Drivers have to look both ways to ensure that there are no approaching vehicles. It is obvious continuously looking both ways is not possible and there will be many occasions when they will pull out in front of fast moving vehicles using the C12 road.</p> <p>Without knowing the times and routes followed by members of the Highways Department in making their assessment is impossible to have faith in their judgement. Insufficient consideration has been given to plight of car drivers and business users joining the C12 from the Stratford Tony hamlet, particularly as both the C12 and the race course road from its junction with the A 3094 at Netherhampton are major commuter routes for those trying to avoid Salisbury.</p> <p>There follow a number of comments that have been given to me:-</p> <p>A local resident does not think a 50 mph speed limit will make any difference. In fact that might encourage people to think it is safe to drive even faster than they would otherwise. A 40 limit would be the only sensible one.</p> <p>So far as accidents are concerned, there are quite a few at the crossroads that are not reported to the police. At a guess, and I'm afraid I have no records to back this up, there are three or four a year. In the last three years, we have had three vehicles drive into our wall,</p>	<p>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>For the above reasons 30 mph terminal signs should be located as close to the start of the development as possible so that drivers see housing at the same time as the signs, reinforcing the visual message for reduced speed. It is therefore considered that the existing 30 mph terminal point is correctly located.</p> <p>Circular 01/06 advises that 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.</p> <p>An investigation of the Police Collision database shows that there has been one recorded injury collision in the last six years at this junction. However, this did not involve vehicles on the side roads.</p> <p>If the Parish Council wishes to see changes to the junction it should raise this as an item for consideration by the South West Wilts Area Board. The request will be passed from the Area Board to the South West Wilts Community Area Transport Group (CATG) for further detailed analysis. The CATG is a sub group of the Area Board that specifically deals with highway issues. Representation at the CATG is through the local Parish Council and it would be for a parish representative to attend the group and endorse the concerns and suggestions being made. Further investigation would then be prioritised along with other received requests and if a suitable solution is identified, a funding allocation made to allow the solution to be delivered. Further details can be found at http://www.wiltshire.gov.uk/council/areaboards.htm</p>

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	C12	
	<p>the adjacent hedge and the field hedge opposite.</p> <p>It is our opinion that to extend the 40 mph limit from Bishopstone to Stratford Tony Road, Coombe Bissett, would be more beneficial than the current 50 mph proposal. It would save money as new 50 mph signs would not need to be purchased. The large existing 40 mph signs on the C12 could be removed and placed at the top of the hill, above the junction between the race course road and the roman road that crosses it at the Y junction, just to the north of Stratford Tony cross roads. The other pair of 40 MPH/de-restriction signs could be placed south of the cross roads.</p> <p>We hope that your committee will find these comments useful. It is felt that the Highways Department have not given sufficient weight to the restricted sight lines at Stratford Tony cross roads and the dangers that these create.</p>	

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
	C415	
	<p><i>A considerable volume of correspondence has been received from representatives of Broad Town, the volume of which is too great to include fully in this Appendix. The text below is therefore a summary of the salient points submitted.</i></p> <p>CSW have read the speed limit review published 2 August (Appendix 2) in conjunction with circular 01/13. During the consultation period to 18 October we engaged with the NPT, raised questions and reviewed the partial answers as supplied. The consultation process hasn't been resourced by Wiltshire Council so we include our comments on sections C415-05, 04, 03 and 02 prior to a true exchange of understanding.</p> <p>We feel other speed management measures to support the message of the speed limit and help encourage compliance are also required so that no enforcement difficulties are created for the local police force while addressing the speeding problem e.g. strategically placed chicanes coming in from Royal Wootton Bassett by the school and some form of engineering or improved signage on the bend coming into Broad Town from Broad Hinton</p> <p>We recommend rejecting the lack of proposal for any change in section C415-05 and 04. The entrance to the village from Broad Hinton causes accidents as drivers fail to slow before the 30 mph and outside the school where speed is regularly measured to be 50-60 mph. Other measures need to be proposed and included in the scope of this work to solve this speeding problem.</p> <p>We propose that the recommendation to replace the 40 mph with a 30 mph (C415-03) is accepted, however, seek confirmation that this is proposed and have highlighted this in blue to double check that this is a recommendation of proposed work.</p> <p>Based on the issues raised we</p>	<p>Measures to reinforce the existing 30 mph limit (section C415-04) through Broad Town are being considered as a separate project through the Royal Wootton Bassett and Cricklade Community Area Transport Group. This takes into account the extension of the 30 mph limit proposed for section C415-03</p> <p>Measures to reinforce the existing 30 mph limit (section C415-04) through Broad Town are being considered as a separate project through the Royal Wootton Bassett and Cricklade Community Area Transport Group. This takes into account the extension of the 30 mph limit proposed for section C415-03</p> <p>It is confirmed that the proposal is to lower the existing 40 mph limit on section C415-03 to 30 mph.</p>

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	C415	
	<p>recommend rejecting the proposal for section C415-02. Given the increase in frequency and volume of speeders, lack of pavements, bends and use by vulnerable users we formally request that this section takes into consideration points 128,136 and 139 from circular 01/13. We request a limit of 50 mph from Lanes Farm to a new 40 mph on the village entrance sign by Goldborough. The 40 is then emphasized by a new flashing 40 on the bend before the Cotmarsh turning. We (along with the NPT) believe some sort of 40 prior to the new 30 to be crucial to slowing the traffic prior to entering the centre of the village alongside being a benefit for the 32 households and businesses who live and work in this outlying section the village.</p> <p>We have no objection to the proposal to change the 60 limit to 40 from Brooklands to Lanes Farm and no comment on section 01 or 06 to 08.</p>	<p>Wiltshire Council does not support the use of buffer speed limits due to concerns over their effectiveness and the difficulty of enforcement over short lengths of limit. Paragraph 39 of the Circular states that <i>'the use of transitional limits should be restricted to sections of road where immediate speed reduction would cause risks or is likely to be less effective'</i>. The existing 40 mph terminal point that will become the new 30 mph terminal point is clearly visible for some distance on the approach and motorists will have ample opportunity to moderate their speed before entering the 30 mph limit. As such a buffer limit cannot therefore be recommended.</p> <p>The requested length of 40 mph is over a length of the C415 where there are few bends, junctions or accesses, with a limited number of frontage properties and a generally good alignment with excellent forward visibility. It is considered that this therefore meets the criteria for the national speed limit of 60 mph rather than the requested 40 mph.</p> <p>Similarly the requested length of 50 mph is over a length of the C415 where, with the exception of two significant bends, there is generally a good alignment, good forward visibility and a limited number of frontage properties.</p> <p>Circular 01/06 advises that 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.</p> <p>It is therefore considered that the retention of the national speed limit of 60 mph remains appropriate.</p>