

**OBJECTIONS**

<u>Ref</u>	<u>Comment Received</u>	<u>No of Times Made</u>	<u>Officer Comment</u>
O-01	<p>Traveling at 50 MPH is hypothetical in the area proposed as:-</p> <ul style="list-style-type: none"> <li>• It is within 25 metres of a Stop junction.</li> <li>• Is within 25 meters of a Give Way junction.</li> <li>• Vehicles cannot safely turn into New Road travelling at 50 MPH</li> </ul> <p>This appears to be a paper bureaucratic change not taking to the practical realities of safe driving on this section of road where there are, in addition to the above:-</p> <ul style="list-style-type: none"> <li>• A gate entrance</li> <li>• House drives</li> <li>• Pick up and drop off points for schools</li> <li>• A post box, where cars frequently stop.</li> </ul> <p>-----</p> <p>As a resident of New Road, about 10 years ago we campaigned hard to get the speed limit reduced from 60 to the current 40. Even with this limit the road is used as a rat run and vehicles hammer down the road. Any attempt to increase this limit would be completely unjust, and unfair to residents, the road is used by walkers, joggers and horse riders, with no pavements, even with the 40 limit it is dangerous let alone legally increasing it!</p> <p>-----</p> <p>We write to express our concerns with regard to the above proposal for a 50 mph 25m limit at the start of New Road. As you should be aware there has been an ongoing issue with the speed of vehicles turning off the A36 into New Road already in excess of the 40 mph speed limit. The new proposal will just confuse drivers even more and will give them carte blanche to drive even faster as they will assume the whole stretch of New Road is a 50 mph limit.</p> <p>-----</p> <p>The road width issue particularly acute where the post box is situated at the</p>	2	<p>The proposed section of 50 mph restriction (25 metres) relates to the speed restriction on New Road as vehicles approach the A36, as this is the level of restriction applicable to that particular road. There is no intention to increase the speed limit along the length of New Road.</p> <p>The proposal requires the erection of new speed limit terminal signs specifically designed to be associated with the New Forest. The nature of these signs and the regulations associated with traffic signs do not permit the co-location of them with the 'Give-Way' signs for the junction. To enable maximum visibility of the 40 mph restriction for motorists entering New Road from the A36, it has been necessary to move the terminal position 25 metres away from the junction, hence the need to provide a specific Traffic Regulation Order for the 25 metre section of New Road i.e. from the proposed speed limit terminal point to the A36.</p> <p>It is acknowledged that the geometry of the junction dictates the vehicle speed in the vicinity of the junction; however, there is a requirement to ensure continuity between restrictions and failure to promote a restriction in this area would result in the potential for a speed limit being unlawfully introduced.</p>

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	<p>entrance to New Road from the A36. Parking on the road in front of the post box blocks the road to all vehicles except cars. This part of the road which is intended to be designated a fifty mile limit I believe.</p> <p>Any increase of speed limit on any part of New Road will increase the chance of an accident, and seems unusual that the possibility of a 50 mph sign opposite the sign indicating the entrance to the New Forest has not been thought about.</p> <p>-----</p> <p>I would like to raise an objection to the plans to introduce a 50 mph limit to a section of New Road Landford. This is not needed, nor necessary. The section of road that this is proposed for is a small section which requires, in one direction for you to stop to join the road to go along new road and in the other direction requires you to stop to join the A36. So in both directions it will prove very difficult to reach the speeds proposed therefore making this pointless!</p> <p>Concerns are also raised with the worry that the road is already fast at 40 and if people see the 50mph sign may choose to continue that speed along the road. Many residents have blind drives making it difficult and sometimes dangerous to exit your own drive.</p>		
O-02	<p>Can I encourage you look again and make a real difference by extending the Hampshire 40 MPH by approximately 500m across into Wiltshire up to Giles Lane. This will make a real difference to road safety and also reduce signage and the other anomalies that your department is spending time on. The benefits will be much safer traffic movements over the brow of the hill on the A36 where there has been a fatality and other accidents frequently occur (one involving the Air Ambulance in the last few months). The advantages will be:-</p> <ul style="list-style-type: none"> <li>• Safer entry and access for three roads.</li> <li>• Safer entry and access to all</li> </ul>		<p>The A36 remains the responsibility of the Highways Agency, and they retain decisions on the level and commencement of speed restriction.</p> <p>Wiltshire Council liaises with the Highway's Agency on a regular basis, and this suggestion will be brought to its attention, but it would be inappropriate to comment on another authority's road.</p>

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	<p>properties and business on both sides of the full length of this section of road (made particularly dangerous by the 'blind hill' aspect of the A36.</p> <ul style="list-style-type: none"> <li>• Safer road crossing from the bus stops on both sides of the road</li> <li>• Safer pull-out for the buses.</li> <li>• The very large 'Slippery Road' sign warning on A36 would become redundant with a slower speed.</li> <li>• An overall reduction in signage in this area.</li> </ul> <p>Residents have requested some action on the extension of the 40 mph for a number of years and have been told that is a Highways Agency issue requirements (see Village Community Plan). As our paid representative it would be helpful if Wilshire Council spent their time and effort working with them to implement this improvement and safety issue. It would also save funds and actually make a real difference to safety at these junctions.</p>		
O-03	<p>I am a New Road resident and as such I am made aware on a daily basis of the regular disregard for the current 40 mph limit and the associated dangers of trying to get out safely from my drive.</p> <p>New Road is not a major country road, it should be a controlled entry into the village and as such, far from raising the speed limit, it should be reduced to 30 mph and traffic calming measures implemented.</p> <p>I would be grateful if you would let me have sight of the reasons for this proposal because I can see no sensible rational for such a move.</p> <p>I would also be grateful if you would advise me of the steps that I can take to stop this totally dangerous proposal.</p> <p>We have had one fatality which occurred outside my neighbour's house, in the time we have been here and this proposal will only increase the likelihood of further accidents and deaths.</p>		<p>As outlined in the main body of the report, the scheme has been requested by the New Forest National Park to ensure a consistent approach to speed limit information within the National Park.</p> <p>As outlined in comment reference O-01, there is no intention to increase the speed restriction in New Road.</p> <p>When selecting the most appropriate speed limit for a particular location it is imperative that the restriction is conducive with 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.</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</p>

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	<p>We should be taking all measures available to reduce traffic speed for reasons of safety and sustainability. This proposal fails on all counts.</p>		<p>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.</p> <p>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.</p> <p>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. Failure to do so can also result in substantial numbers of drivers continuing to travel at unacceptable speeds, thus increasing the risk of collisions and injuries.</p> <p>When assessing New Road and Lyndhurst Road against this criteria there are sufficient houses and density to satisfy the guidance given in TAL 01/04. However, concern remains regarding whether or not the nature of the development and environment are sufficient to provide the motorist with the necessary cogitative triggers to reinforce a lower level of restriction, i.e. residential properties on a single side of the carriageway, substantially set back from the carriageway, with a significant proportion masked by foliage growth. These factors do not provide sufficient reinforcement to motorists that the area is subject to a 30 mph restriction and should consideration be given to this level of restriction at a future date, it is highly unlikely to achieve appropriate levels of compliance and will place a further expectation of the Police to enforce a limit which does not adequately comply with the surroundings.</p> <p>Concerns already exist regarding the speed of traffic in this area with the existing 40 mph; it is perverse to suggest that a further lowering of the limit to 30 mph will result in improved compliance to a level considered satisfactory</p>

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			<p>by the Police. Promoting a restriction which fails to have respect from the motorist can lead to a disrespect of limits in general.</p> <p>Where concerns remain regarding the existing speed of vehicles, consideration should be given to undertaking participation in the Community Speedwatch initiative and / or the use of engineering measures to reinforce the current speed limit.</p>
<b>O-04</b>	New Road itself is a very long straight stretch of road which has no pavements or street lighting and is narrower than a standard road, and along which there is a campsite a light industrial units where HGVs deliver on a regular daily basis. We can see no logic in the proposal which will just make matters worse.		<p>The rationale for the scheme has been outlined in the main report.</p> <p>It is not considered the extension of the zoned approach to speed limits within the New Forest National Park will be detrimental to the existing situation. Indeed, the improvement in consistency with the approach may bring additional benefits of reinforcing the level of restriction in operation.</p>
<b>O-05</b>	Also in your proposals you have plans to reduce the surrounding roads to 30 mph which all come under the National Park Authority, so why New Road is exempt from the same proposal as there is an ongoing issue with vehicle speed at 40 mph?		See officer comment to point O-03
<b>O-06</b>	The first 3 files simply confirmed the 30 mph as they already exist in Landford. Then I read the proposed 40 mph limits. Are you telling me that they intend to erect 40 mph repeater signs all round Stock Lane and down through Landford Wood? And how about making the three drives 40 instead of including them in the 30 mph limit of Forest Road. Yet more urban signage cluttering up the area making Landford more like the middle of Salisbury every day. And then do they intend putting up 50 mph roundels just a few yards from the end of New Road as you approach the A36.		<p>The rationale for the scheme has been outlined in the main report.</p> <p>The Department for Transport has provided special authorisation to allow for the removal of vertical traffic signs within the 40 mph areas, and rely on carriageway roundels only as per those restriction within the area of the National Park within Hampshire. This will allow for the removal of existing street furniture.</p>
<b>O-07</b>	I notice that these Orders have been made after consultation with the Chief Constable no less. Did they consult with the National Park for those roads within the Park? Oh silly me, of course not. They don't have to I suppose. So much for preserving the built environment and character of the area then.		<p>The rationale for the scheme has been outlined in the main report.</p> <p>The scheme has been developed following a request received from the New Forest National Park. During the consultation period, they have outlined their formal support for the proposal.</p>

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O-08	<p>Our concern with road speed is because New Road is not wide enough to allow large vehicle to pass each other without one stopping. This means that anyone entering the road from one of the eighty houses along the road must be extremely careful because there is no latitude in "Edging out" to see if the road is clear. It's only luck that has prevented a large vehicle colliding with cars as they enter the road. The only way to improve decrease this risk is to lower the speed limit.</p>		<p>The guidance for the setting of speed limits is unambiguous in that it should not be used to attempt to solve the problem of isolated hazards.</p> <p>Where concerns exist regarding access or egress from residential properties, the onus of responsibility remains with the user / property owner to ensure that the point of access remains appropriate for the location, type of vehicle and the speed of passing traffic. This can be achieved either through relocating the point at which vehicle access / egress onto the highway or by undertaking improvement to the existing provision, e.g. ensuring vegetation is sufficient maintained, removal of trees / shrubs etc.</p>
O-09	<p>We attended a funeral last week at St Andrew's Church Stock lane Landford and were surprised to find on the Church wall a notice outlining proposed changes to the speed limits on the above roads. What the point of that was beggars belief as that road is not subject to a speed limit. We were under the impression that such notices should be displayed in the roads to which they refer and if they haven't been then the notice is apparently not legal. So where are the notices on the C337 and the C319?</p> <p>Quite honestly this is all a waste of time as there is a blatant disregard to the existing 30 mph speed limit in our road and all our efforts to get a speed check carried out by the Speedwatch scheme or the police have fallen on deaf ears.</p> <p>We look forward to hearing from you in the near future and to seeing the notices displayed in their proper places.</p>		<p>There is no requirement for the Highway Authority to erect site notices during the consultation period of the Traffic Regulation Orders procedure. Wiltshire Council undertakes this additional activity to improve local awareness of proposals.</p> <p>Given the large scale nature of these proposals, it has not been practical to erect notices at every location and consequently the locations for those notices erected during the consultation period have been done so to provide the greatest visibility.</p>
O-10	<p>If you want to promote road safety could we suggest that your contractors who are responsible for the grass verge cutting find their way to this area and pay particular attention to all the junctions on the A36 in order to give clear visibility.</p>		<p>The A36 remains the responsibility of the Highways Agency, concerns regarding maintenance issues with this road should be brought to their attention.</p> <p>For concerns relating to maintenance issues for which Wiltshire Council is the Highway Authority can be recorded either by visiting the council's website at <a href="http://www.wiltshire.gov.uk/parkingtransportandstreets/roadshighwaysstreetcare/mywiltsh">http://www.wiltshire.gov.uk/parkingtransportandstreets/roadshighwaysstreetcare/mywiltsh</a></p>

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			<a href="#">irelogin.htm</a> or alternatively by telephoning 0300 456 0105.
<b>O-11</b>	If there is money to be spent then please consider changing the road to a 30 mph or at least properly repairing the roads pot holes!!		See officer comment to reference O-03  For concerns relating to maintenance issues for which Wiltshire Council is the Highway Authority can be recorded either by visiting the council's website at <a href="http://www.wiltshire.gov.uk/parkingtransportandstreets/roadshighwaysstreetcare/mywiltshirelogin.htm">http://www.wiltshire.gov.uk/parkingtransportandstreets/roadshighwaysstreetcare/mywiltshirelogin.htm</a> or alternatively by telephoning 0300 456 0105.

### Support

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<b>S-01</b>	We are delighted to support the implementation of these TRO's through the Two National Parks LSTF Programme for which both Wiltshire Council and the New Forest National Park Authority are key delivery partners.	1	Comments in support of the proposals are noted.
<b>S-02</b>	At a meeting of Whiteparish Parish Council it was agreed to support the Speed Limit Orders which affect Whiteparish as proposed in the Traffic Regulation Order consultation.	1	Comments in support of the proposals are noted.

### General Comment

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<b>C-01</b>	Your proposed speed limit of 40 mph from the Redlynch Burial Ground to Landford, as indicated on your published map, is very commendable and I strongly support it but with 4 exceptions:-  (1) Coles's Lane is a very narrow, barely one car/tractor, let alone lorry, width and is a No Through Road warranting an absolute maximum 30 mph limit though all of us who use it do very little more than 20 mph due to its dimensions, twisty nature and, on the eastern side, a high bank and hedge field boundary.		The comments in support of the proposal are noted.  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.

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	<p>(2) Black Lane (East) is also a single car/tractor carriageway width No Through Road from the Lyburn Road in Hamptworth village to my Home Farm where it becomes a Restricted Byway closed to all public wheeled traffic and also warrants an absolutely maximum speed limit of 30 mph.</p> <p>(3) Lyburn Road stretches north west and then northerly from the village of Nomansland, through Hamptworth to its junction with Hamptworth Road (C 44) very close to the Cuckoo Inn. It is also a single car/tractor carriageway also warranting a 30 mph limit particularly through Hamptworth village from the first cottage on the left (No. 4 Lyburn Road, which is one of my properties) to its junction with the C 44 because of size of carriageway, cottages and pedestrians (there is no room for any footpaths) and in particular school children.</p> <p>(4) Hamptworth Road from the entrance to the Golf club, on the west side of the village, although a normal 2 carriageway road through to the "Hamptworth" sign on the eastern side of the village is very twisty with a bank and hedge on its southern side and cottages on its northern side, but almost more importantly the very popular Cuckoo Inn lies on the inside of a blind corner and has its car parking on both sides of the road. Even since a 40 mph speed limit was put on this section relatively recently our local experience has shown that for the safety of all concerned whether going to the pub, just walking or turning out at the junction with Lyburn Road it has become increasingly apparent and very necessary to reduce the speed limit on this section from 40 mph down to an absolute maximum 30 mph as soon as possible to, very hopefully, avoid a potentially very nasty accident.</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 ensures appropriate reinforcement of a developed environment to the motorist.</p> <p>None of the roads proposed are considered to meet the eligibility criteria for a 30 mph restriction. It is acknowledged that the level of restriction may be greater than what is physically achievable due to the surrounding environment and road geometry. It is not considered that the inclusion of these roads within the 40 mph zone will actively encourage motorist to travel above speeds that are appropriate for the surrounding characteristics.</p>
C-02	Whilst welcoming the principle of the speed restrictions, I earnestly request		



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	<p>that the proposed 40 mph restrictions be reduced to 30 mph on the following roads:</p> <p>i) C327 Whiteshoot Hill, Redlynch ii) U/C 201902 Loosehanger, Redlynch</p> <p>Having lived here since 1970 and having driven and walked on both roads during that period, it is my opinion that neither is suitable to be given a speed limit higher than 30 mph. In some ways, speed limits are more dangerous than 'unrestricted' as they give a false impression of what is 'safe'.</p> <p>Whiteshoot Hill/Whiteshoot is used by local and non-local recreational walkers and horse-riders on a routine basis and has a very dangerous blind bend at Tinneys Firs. It is a bus route and buses and other large vehicles cannot easily pass cars without cars stopping or slowing right down. 40 mph is too high a limit for safety.</p> <p>Similar arguments apply to Loosehanger which is even narrower.</p> <p>With The Ridge and Forest Road already being 30 mph surely it makes better sense to join the existing Lover 30 mph area with 30 mph roads rather than with short lengths of 40 mph roads. It would mean there was no need for 40/30 boundary signs which unfortunately are always targets for those who like to turn them round for 'fun'.</p>		