

THE COUNTY OF WILTSHIRE (VARIOUS ROADS, NEW FOREST AREA, LANDFORD AND REDLYNCH) (30 MPH SPEED LIMIT) ORDER 2014

Road	Description	Landford Parish Council Comment	Wiltshire Council Officer Comments
B3079 Lyndhurst Road / Pound Hill, Landford	From a point 75 metres south of its junction with A36 to a point 39 metres south of its junction with Beech Grange	<i>Supported</i>	Support for the proposal is noted
C44 Glebe Lane, Landford	From a point 30 metres south of its junction with the A36 to its junction with Lyndhurst Road	<i>Supported</i>	Support for the proposal is noted
C44 Hamptworth Road, Landford	From its junction with B3079 Lyndhurst Road to a point 120 metres north west of that junction	<i>Supported</i>	Support for the proposal is noted
U/C 251801 Beech Grange	The complete length	<i>Supported</i>	Support for the proposal is noted
U/C 251802 Pine Close, Landford	The complete length	<i>Supported</i>	Support for the proposal is noted
U/C 251901 Brookside, Landford	The complete length	<i>Supported</i>	Support for the proposal is noted

**THE COUNTY OF WILTSHIRE (C337 SHERFIELD ENGLISH ROAD, LANDFORD)
(30 MPH SPEED LIMIT) ORDER 2014**

Road	Description	Landford Parish Council Comment	Wiltshire Council Officer Comments
C337 Sherfield English Road	From its junction with the A36 to a point 395 metres north of the boundary between the properties known as Campanilla and Terada	<i>Supported</i>	Support for the proposal is noted

THE COUNTY OF WILTSHIRE (VARIOUS ROADS, NEW FOREST AREA, LANDFORD, REDLYNCH AND WHITEPARISH) (40 MPH SPEED LIMIT) ORDER 2014

Ref	Road	Description	Landford Parish Council Comment	Wiltshire Council Officer Comments
A	B3079 Lyndhurst Road, Landford	From a point 39 metres south of its junction with Beech Grange to the county boundary south of New Road	<i>The Parish Council does not support the proposed 40mph because it is of the opinion that the density of dwellings warrants a limit of 30mph, especially when taken in conjunction with the comments made for roads B-F</i>	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.
B	C319 Forest Road, Landford	From its junction with B3079 Lyndhurst Road to the County boundary at Nomansland	<i>Forest Road in Wiltshire has far more dwellings accessing the road than Forest Road in Hampshire, yet in Hampshire the speed limit is 30mph. It would therefore seem sensible to take this opportunity make the speed limit the same along the whole of Forest Road i.e. 30 mph</i>	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.

			<p><i>The Parish Council does not support the proposed 40mph because it is of the opinion that the density of dwellings warrants a limit of 30mph.</i></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>
C	C319 New Road, Landford (including the eastern leg forming its junction with the A36)	From a point 25 metres south of its junction with the A36 to its junction with B3079 Lyndhurst Road	<p><i>New Road, although straight, undulates and the general topography of the land results in many dwellings having unavoidable limited visibility when exiting their properties.</i></p> <p><i>The amount of traffic using New Road continues to increase.</i></p> <p><i>38 residents have signed a petition expressing concern at the speed of traffic along New Road and the need for traffic calming measures. A reduction in the speed limit would go some way towards addressing this.</i></p> <p><i>A reduction in the speed limit to 30mph is therefore justified in the view of the Parish Council and the residents. The Parish Council cannot therefore support the maintenance of the current 40mph limit since it believes it should be 30mph.</i></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 cognitive 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 30mph 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 40mph, it is perverse to suggest that a further lowering of the limit to 30mph will result in improved compliance to a level considered satisfactory 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>With regard to Forest Road, it is acknowledge that Hampshire County Council have introduced a 30mph restriction from the county boundary, however the Wiltshire Council policy for speed limits follows that set out in Department for Transport Circular 01/13. Whilst there is development adjacent to Forest Road, these are primarily properties accessed from the adjoining side roads and consequently it is not considered appropriate for a 30mph restriction.</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>
D	U/C 251701 Oakleigh Drive, Landford	The complete length	<p><i>The only justification for any speed restriction on this cul-de-sac is to avoid the need for speed signposts at the junction with Forest Road. 15mph is probably the top speed it is possible to achieve.</i></p> <p><i>The density of houses on this cul-de-sac is in any case sufficient for it to qualify for a 30 mph limit under the "Village 30" initiative.</i></p>	<p>It is acknowledged that the nature and layout of this road prohibit speeds in excessive of 30mph.</p> <p>When assessed against the technical requirements set out in the guidance of Traffic Advisory Limit 01/04 – Setting Village Speed Limits, the location meets these with regards to total number of frontage properties and their density. In addition, the open nature of the residential development is sufficient to reinforce this level of restriction.</p> <p>Consideration should be given to altering the restrictions for these roads at a future date.</p>
E	U/C 251702 Whitehorn Drive, Landford	The complete length	<p><i>The only justification for any speed restriction on this cul-de-sac is to avoid the need for speed signposts at the junction with Forest Road. 15mph is probably the top speed it is possible to achieve.</i></p> <p><i>The density of houses on this cul-de-sac is in any case sufficient for it to qualify for a 30 mph limit under the "Village 30" initiative.</i></p>	

F	U/C 251703 Pear Tree Drive, Landford and Redlynch	The complete length	<p><i>The only justification for any speed restriction on this cul-de-sac is to avoid the need for speed signposts at the junction with Forest Road. 15mph is probably the top speed it is possible to achieve.</i></p> <p><i>The density of houses on this cul-de-sac is in any case sufficient for it to qualify for a 30 mph limit under the "Village 30" initiative.</i></p>	
<p>B,D,E and F have sufficient density of dwellings to warrant a speed limit of 30mph under the "Village 30" initiative.</p> <p>The topography of New Road and the ever-increasing traffic justifies, in the opinion of the Parish Council, a reduction in the speed limit from 40mph to 30mph.</p> <p>To maintain consistency the Parish Council suggests that for all the above roads (A-F) the speed limit should be reduced to 30mph. This would remove the need for urbanising speed limit sign posts within the village at every junction. This would save Wiltshire Council money and would limit the roadside clutter.</p>				
	U/C 252101 Stock Lane, Landford	The complete length from its north junction with the A36 to its southern junction with that road	<p><i>To put 40mph signs on this road is ridiculous – it is a single track rural lane with many sharp bends and high hedges. To travel above 25mph would be suicidal.</i></p> <p><i>It is not within the National Park and is accessed off the A36 where it is de-restricted. It would therefore need speed limit posts at each end and a lot of roundels. This would contribute to the signage clutter and would be a complete waste of tax payers' money.</i></p>	<p>The New Forest National Park boundary includes Stock Lane.</p> <p>It is acknowledged that the existing environment and road layout is such that existing vehicle speeds are unlikely to be materially affected by the change and will remain below that proposed by the extension of the speed limit zone. To ensure consistency with the remainder of the National Park all roads within the boundary have been included within the proposed order. The proposal will not represent any increase in the number of traffic signs, as the proposed restriction will only require the replacement of the existing National Speed Limit terminal sign at the junctions with the A36. As these roads will form part of the overall zone, repeater signs will be required in the format of road marking roundels.</p>

			<p><i>Wiltshire Council is always claiming to have to make savings. The Parish Council cannot see how this needless expenditure could possibly be justified.</i></p> <p><i>The Parish Council objects to this proposal.</i></p>
	U/C 252101 Stock Lane (Spur at Landford Wood), Landford	Leading in a easterly direction to the termination point of the public highway	<p><i>To put 40mph signs on this road is ridiculous – it is a single track rural lane with many sharp bends and high hedges. To travel above 25mph would be suicidal.</i></p> <p><i>It is not within the National Park and is accessed off the A36 where it is de-restricted. It would therefore need speed limit posts at each end and a lot of roundels. This would contribute to the signage clutter and would be a complete waste of tax payers' money.</i></p> <p><i>Wiltshire Council is always claiming to have to make savings. The Parish Council cannot see how this needless expenditure could possibly be justified.</i></p> <p><i>The Parish Council objects to this proposal.</i></p>

**THE COUNTY OF WILTSHIRE (C319 NEW ROAD, LANDFORD)
(50MPH SPEED LIMIT) ORDER 2014**

Road	Description	Landford Parish Council Comment	Wiltshire Council Officer Comments
C319 New Road (including the eastern leg forming its junction with the A36)	From its junction with the A36 to a point 25 metres south of that junction	<i>This was supported when it was realised that there would not be a 50mph post at the junction of New Road with the A36 since the A36 is a 50mph road. But the first speed limit post would be either 40 or 30 mph for traffic leaving the A36 (see all of the above) and turning in to New Road.</i>	Support for the proposal is noted