

COMMENTS

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
	<p><u>Residential Area (negative effect on children's safety)* (87 objections)</u></p> <p><u>Leap Gate.</u> The majority of the responses are under the impression that the Leap Gate speed limit is to be raised to 50 mph from Castlemead Roundabout to Hilperton Drive roundabout) . They state that 50 mph is too high/unsuitable for a residential area. Some responses request a 30 mph limit to replace the current 40 mph.</p>	<p><u>Leap Gate</u> <u>Response:</u> 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. It does not include groups of houses that access the main road from a side road. Leap Gate is intended as a distributor road (under DfT guidance circular 01/2013) to serve the new residential area and to form a distributor road for the eastern side of Trowbridge. The section of road directly adjacent to the residential area is to remain 40 mph. There is no proposed increase in speed limit on Leap Gate from the Castlemead Roundabout to its junction on Hilperton Drive.</p> <p><u>Elizabeth Way</u> <u>Response:</u> The road has been designed to meet DfT standards for a distributor road. The road crosses open fields and cannot be seen to meet the requirements in relation to urban/residential classification.</p>
	<p><u>Increase in noise levels/effect on environment (81 objections)</u></p> <p><u>Leap Gate:</u> The objections state that the increase in speed will create an increase in noise and a negative effect on the amenity of nearby residents.</p> <p><u>Elizabeth Way:</u> The objections state that a 50 mph will create an unreasonable level of traffic noise in open countryside.</p>	<p><u>Leap Gate</u> <u>Response:</u> The length of Leap Gate subject to the existing 40 mph limit is to remain at this level so no change in traffic noise is anticipated.</p> <p><u>Elizabeth Way</u> <u>Response:</u> It is accepted that a 50 mph speed limit will result in a potentially higher level of traffic noise above that which is associated with a lower speed limit. It is considered that Elizabeth Way is located at an acceptable distance from residential properties to mitigate the effects of the noise.</p>
	<p><u>50 mph too high (generic objection) (75 objections)</u></p> <p><u>Leap Gate:</u> The objections state that a rise in speed limit from the current 40 mph to 50 mph is not acceptable. A 50 mph limit is not acceptable in/near a residential area.</p>	<p><u>Leap Gate</u> <u>Response:</u> The length of Leap Gate subject to the current 40 mph limit is to remain. No change is proposed. The remaining section of road (subject of this consultation) meets the relevant DfT requirement for a 50 mph road.</p>

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	<u>Elizabeth Way: Generally 50 mph is too fast.</u>	<u>Elizabeth Way</u> <u>Response:</u> This road has been designed to meet the required standards in Circular 01/2013 Dft – Local Speed Limit guidance.
	<u>Effect on Bridleway/Middle Lane/leisure activities on Hilperton Gap (56 objections)</u> <u>Elizabeth Way:</u> The objections state that the introduction of a 50 mph speed limit will hinder/make unsafe access to the Hilperton Gap (open space) for pedestrian and horse riders due to the dangers associated with crossing the road, particularly at the Middle Lane bridleway junction. Some objections point to the requirement for a light controlled crossing and lack of visibility/sight lines.	<u>Response:</u> The design of the crossing and road as an entirety has been subject to both the Stage 1 and Stage 2 safety Audit. The bridleway is located near to the Fieldways roundabout and traffic exiting the roundabout is not anticipated to be doing 50mph at the point that any crossing horses / pedestrians/cyclists will be seen.) It is believed speeds will be closer to 40-45 mph. A 40 mph design speed requires a reduced forward visibility of 120 metres for vehicles (TD 42/95) and 211 metres for equestrian crossings (Table 3.4 in TA 90/05 On-site measurements confirm this can be achieved.
	<u>Leap Gate should be 40 mph*(54 objections)</u> The majority of responses raise objections in regards to Leap Gate (from Castlemead School to its junction with Hilperton Drive) being raised to 50 mph.	<u>Response:</u> The length of Leap Gate subject to the current 40 mph limit is to remain. No change is proposed. The remaining section of road (subject of this consultation) meets the relevant DfT requirement for a 50 mph road with a single footway and no residential properties fronting the carriageway.
	<u>Hilperton Relief Road (Elizabeth Way) should be 40 mph (51 objections)</u> The entire extent of Elizabeth Way should have a speed limit of 40 mph.	<u>Response:</u> Elizabeth Way has been designed in line with current Dft circular 01/2013 – Local Speed Limits. The road is located in open countryside; it is a single stretch of carriageway with no junctions or residential frontages. It does not meet criteria for lower speeds. 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. 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

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		<p>increasing the risk of collisions and injuries.</p> <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>Experience indicates that a 50 mph limit would align with the anticipated driven speed of the majority of motorists and would provide a restriction that will provide a greater degree of adherence. The introduction of any restriction which does not provide correlation between the environment and the posted restriction will result in poor levels of compliance.</p>
	<p><u>Leap gate should be set at 30 mph (41 objections)</u></p> <p><u>Leap Gate:</u> The majority of the responses are under the impression that the extent of Leap Gate which is currently subject to the 40 mph speed limit will be increased to 50 mph.</p>	<p><u>Response:</u> The current 40 mph limit is within the Dft Guidance Circular 01/2013. Leap Gate is a road which has no direct residential accesses, it is bounded by large verge areas and is designed so to reduce the necessity of on-street parking. In design terms it is classed as a distributor road rather than “a street”. The majority of submissions are referring directly to the correspondence sent out by Councillor Oldrieve. This referred only to a web link on the Council website which had already been removed due to the passed closure date of the consultation. Due to the lack of information it may have been difficult to adequately understand the exact changes/locations of the proposed speed limits.</p>
	<p><u>Waiting restrictions:</u> Two objections were also received in relation to the waiting restrictions.</p>	<p><u>Response:</u> In response to these objections it has been decided to amend the scheme. A length of proposed waiting restriction on the west of Wyke road will be omitted to allow the continuation of on-street parking. This will still allow for adequate space to accommodate public transport vehicles. A plan of the proposed changes is submitted under Appendix 6.</p>
	<p><u>Bus-Stop Clearway:</u> A single objection was raised in relation to the location of the Bus Stop Clearway (Southern side). The location falls in line with a private access drive. The introduction of the Bus Stop Clearway will make it difficult for the resident to gain access to their property as well as remove the benefit of visitor parking for the property.</p>	<p><u>Response:</u> There will be no extension to the waiting restrictions and the Bus Stop Clearway will be removed from the scheme. The re-location of the Bus Stop Clearway will be passed to the Public Transport Team to discuss further with the Parish Council over location and requirement.</p>