

## **BISHOPSTONE PARISH COUNCIL**

### **BPC(05)22 – SPEED LIMITS IN THE VILLAGE**

1. There are two separate items on the agenda which concern speed limits in the village. Agenda item 7 (paper BPC(06)22) reports on the outcome of the local consultation on whether to seek to introduce a 20mph limit along the local village roads.
2. This paper reports on recent developments as regards the consideration of speeding issues more generally and seeks views on whether to re-open the case for a reduction of speed limits along the High Road/Broad Chalke Road.

### **Wiltshire Arrangements**

3. Wiltshire Councillor Nabil Najjar has now held two meetings of a new Working Group (the Chalke Valley Speed and Flooding Working Group) comprising the parishes in his division. Councillor Najjar is very keen to get the parishes working together in a more co-ordinated and strategic way on issues such as speed limits – for example in respect of the length of the C12. The establishment of this group provides a good opportunity to re-open the issue of the speed limits along the C12 in the village.
4. Councillors have already received a briefing note on the establishment of a new SWWAB group: the Local Highway and Footway Improvement Group, which has replaced the Community Area Transport Group. This new group has a slightly wider remit to support highway and footway improvements and a slightly bigger budget.

### **High Road/Broad Chalke Road Speed Limits**

5. Map 1, see Annex A attached, shows the various speed limits along the High Road and Broad Chalke Road through the village. For many years it has been an objective of the Parish Council to get the 40mph limit on the section of the road past the Recreation Field and the White Hart (Section A on the map) reduced to 30mph, with an extension to a point west of the Flamstone Street junction. The case for this was put forward when Wiltshire Council last reviewed these speed limits in 2011 and again in 2017, when the proposal had the strong backing of John Glen MP.
6. Map 2 in Annex A shows this section of the road in detail and the various potential hazards that suggest that a lower speed limit might be more appropriate. However, this change was rejected by Wiltshire Council and the 2017 response from the Director of Highways is included in Annex A. However, Cllr Najjar has indicated that Wiltshire Council's attitudes to local speeding issues may have changed and that the authority may be more receptive now to proposals for reduced speed limits which have strong local community support.
7. There may well be other changes that could be pursued. For example:

- (i) A reduction to 30mph of the 40mph section from Portfield Road to Meadow View (Section C on the map);
- (ii) A reduction to 50mph of the limit west of the village to Broad Chalke - this would be entirely consistent with the lower speed limit of 50mph which has been introduced in the section east of the village to Stratford Tony and Coombe Bissett.

Preliminary discussion in correspondence suggested that it would be best to focus on extending the 30mph limit west to include the Flamstone Street junction (possibly at the parish boundary).

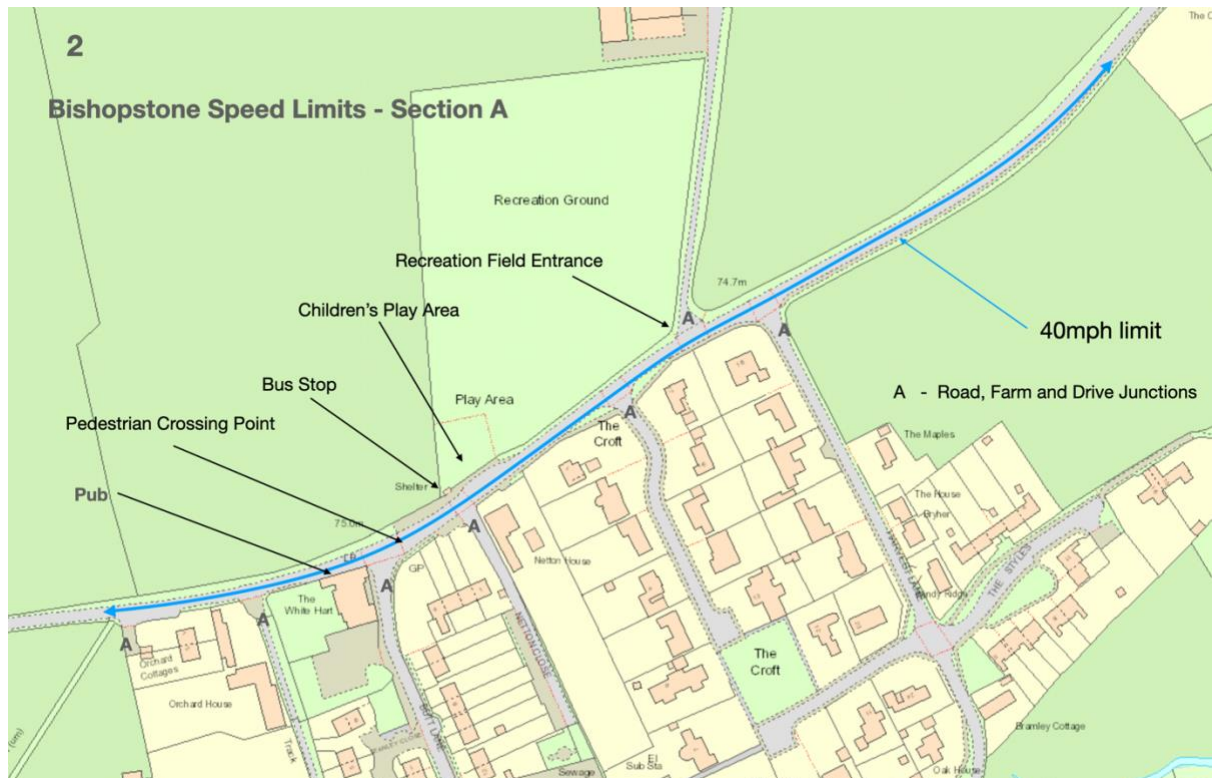
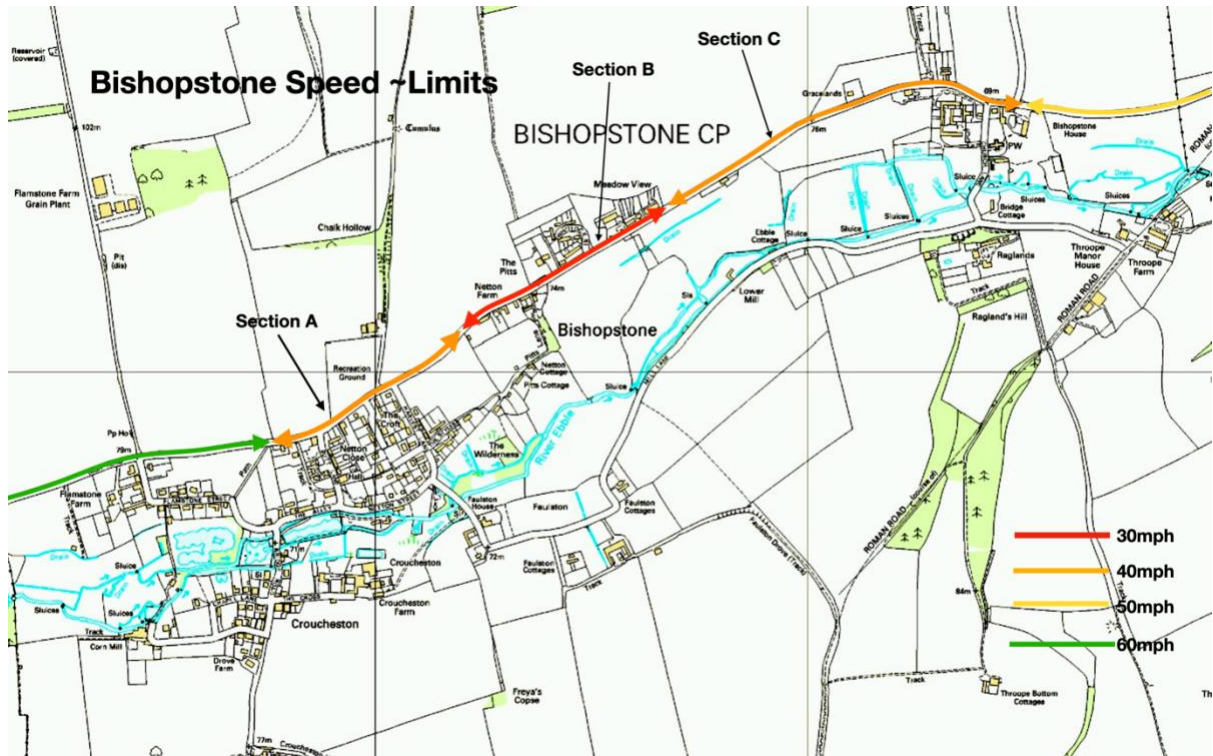
### **Conclusion**

- 7. Councillor's views are sought on the above matters as a basis for contributions to discussion in the CVSFWG.

Mike Ash  
June 2022

# ANNEX A

## BISHOPSTONE SPEED LIMITS



## **Response from Parvis Khansari – November 2017**

As you mention the C12 was subject to a full and comprehensive speed limit review in 2011. This review recommended the retention of the existing 30 and 40mph limits. Since that time there have been no changes to the C12 at Bishopstone and as such the review recommendations are still valid.

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 3 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.

On the length of the C12 at Bishopstone subject to the existing 40 mph speed limit the number of frontage properties does not meet the above criteria. (There are 11 houses that can be considered but 3 do not face the C12 and 4 are obscured by foliage and cannot be seen by passing motorists) 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. Neither the number of frontage properties nor the density criteria are met over the length of the existing 40mph requested and therefore a 30 mph limit cannot be recommended.

In comparison the length of the C12 subject to the existing 30mph limit has 26 frontage houses and meets the density criteria over the majority of its length.

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 increasing the risk of collisions and injuries.

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.

DfT Circular 01/13 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.

On site observation indicates that the existing 40mph limit aligns with the actual driven speed of the majority of motorists and provides 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.

I am given to understand that Bishopstone operates a Community Speedwatch team in High Road and Whitlock Rise (in the existing 30mph). I would suggest that they consider operating in the 40mph limit and seeking the support of the Police who can undertake targeted enforcement based on the intelligence gathered by the CSW group.

Whilst the wishes of the local community are understood I hope the contents of this letter adequately explain the council's position.'

Aside from the behavioural aspects of this they will (as you previously acknowledged) have looked at the accident statistics as part of this process. I realise that many people in Bishopstone have invested heavily in seeing the speed limit reduced in that part of the village with the most pedestrian traffic and this reiteration of the Council's former position will be very disappointing. I am sorry that I do not have more influence to exert.