

AGENDA ITEM 13a

County Hall
Bythesea Road
Trowbridge
Wiltshire
BA14 8JD

27th October 2014

Mr T George
Ogborne St George Parish Council

Your ref:
Our ref: DT/Marlborough

Dear Mr George

A346 Speed limit at Ogborne St George

Thank you for your e mail and supporting documents of the 13th October 2014 in relation to the above.

I would advise that it has previously been agreed that speed limits on A and B class roads would not be subject to re-review unless substantive environmental change, such as new frontage development, has occurred. Given that no changes have occurred on the length of the A346 at Ogborne St George I am therefore unable to undertake a full re-review as you have requested.

I would however offer the following comments that I hope you will find helpful.

General comment

You believe that a reduction from the current National speed limit (NSL) to a lower level of limit will bring safety and environmental benefits. This seems an obvious connection to make. Regrettably, many years of experience, backed by a great deal of research at national level, shows that this connection does not automatically come about in real life. The speed at which motorists choose to travel is not so much governed by the posted speed limit but more by how they perceive local conditions. Drivers respect and comply with speed limits that the average driver considers to be reasonable. This is influenced by a whole host of factors including road geometry (width, residential density, shop frontages, schools etc) as well as other factors. Road users respond to lower speed limits where they can see there are more potential risks. Lower speed limits are only effective as long as drivers stick to that limit.

Collisions

I have checked the Police collision database and compared the most recent 6 year period with that used for the speed limit review. For section A346-01 (county boundary to top of slip road) the number of collisions has reduced from 26 to 13. For section A346-02 (top of slip road to 50mph terminal point) the number of collisions has reduced from 12 to 5. Given this downward trend a change of speed limit based on collision rates cannot therefore be recommended.

Golf Club access

The Golf Club access is considered to be a private access and as such changes to improve the access would be for the Golf Club to action.

Junctions

All the side road junctions you mention have very good visibility at the give way points in either direction. I fully understand the frustration of having to wait for a gap when joining the A346 but the introduction of a lower level of speed limit is unlikely to materially change the gap availability, particularly in busy periods when A346 traffic is moving in platoon formation.

Bus stop provision

Improvements to bus stop provision can be achieved through the Community Area Transport Group who have delegated funding for this type of work. Further details of the Area Boards and the CATG's and their respective roles can be found on our website at <http://www.wiltshire.gov.uk/council/areaboards.htm>

I recognise that you will be disappointed that a full re-review will not be undertaken but hope you find the contents of this letter informative.

Yours sincerely

A handwritten signature in black ink that reads "D M Thomas". The signature is written in a cursive style with a large initial 'D'.

David M Thomas
Traffic Engineering Manager

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