

To support Highways Improvement Form submitted to LHFIFG

Purpose

Request a site assessment and a proportionate package of measures.

Evidence

June 2026 SID measurements are the latest supplied traffic data plus anecdotal evidence from 6 villagers of recent “near misses”.

Calstone lane highway review

Please review the whole A4–former Reading Room stretch, with particular attention to a 20 mph limit, warnings for people using the lane and better treatment of blind bends and junctions. The requests on page 2 are for assessment, not approval of a predetermined scheme. A diagram showing the area of concern is in the annex 2.

The problem residents describe:

The road in question is a single-track lane with passing places, tall hedges, no footway and restricted views near the A4 and at Theobalds Green/Moggs Lane. Regular users include walkers, horse riders, cyclists, children and farm vehicles sharing the road, with concerns about meeting traffic, passing behaviour and verge over-run. Six public rights of way lead to / from this stretch of road, there are also two stables, two farms, one nursery and 14 houses directly on the lane. The nursery currently has 48 pupils, rising to 64 once the new building has been constructed. The lane is also a key access route to other parts of the village, including the Wellington Barn venue.

A meeting of local residents suggested measures such as introduction of 20 mph speed limit, warning signs and SLOW markings. Residents have reported, and documented, a series of minor accidents and near misses. There have been several injury accidents on this stretch of road in recent years (see annex B)

What the June speed survey shows

The roadside recording device was placed near Seven Boxes, halfway along the stretch. Records are dated 13–28 June 2026.

Direction	Recorded movements	Approx. mean (mph)
Into the village	1,660	23.5
Towards the A4	1,693	24.1
Both directions	3,353	23.8

Means are weighted by vehicle counts from the exported whole-mph averages. Annex A gives the raw inputs and calculation. This is one location, not a speed assessment of the whole road. [1]

What the new rural guidance adds

Active Travel England’s Rural Design Guide advises speeds around 20 mph or lower where walking, wheeling and cycling share country lanes with motor traffic; its recommendation for a posted 20 mph limit applies to designated active travel routes. It is important to understand how this advice will inform this lane’s assessment. [2]

Requested response

A site visit and a written response to each request.

Please identify the current Wiltshire policy, approval route for 20mph requests, costs, funding responsibilities and likely timetable.

Test the outcome

Agree what will be measured before and after any changes, including speeds and reported difficulties in meeting or passing.

Requests to Wiltshire Highways

1 Assess a 20 mph limit as the first priority

Assess suitable boundaries, the existing legal limit, road function, walking/riding use and speeds elsewhere on the stretch. DfT favours signed-only limits where means are already at or below 24 mph; the outgoing estimate here is about 24.1 mph. Full SID data can be made available on request. These rounded, single-point figures are not a pass/fail test. Signs alone may only produce modest change: assess supporting measures and monitor results. [1–4]

2 Make the presence of other road users clearer

Review pedestrian, horse riding, cycle and agricultural-vehicle warnings where justified. They can alert drivers to other users but do not create protected space. Match each sign to a real need and avoid clutter. The recent improvements to signage at Sunny Terrace may be applicable here. [2]

3 Address blind bends and difficult junctions

Inspect the reported trouble spots near the A4 and Theobalds Green/Moggs Lane. Consider bend/junction warnings, chevrons and SLOW markings, with sight-line checks and vegetation work where needed. SLOW may be most effective alongside a warning explaining the hazard. A sign cannot remove a visibility obstruction. [2]

4 Check passing places and the usable road edge

Review passing-place condition, visibility and availability, with PASSING PLACE signs where appropriate. Check damaged edges, drainage and usable width for walkers, riders and farm vehicles. A lower limit alone cannot provide passing space. Drivers still need to choose speeds that allow them to stop within the distance they can see. [2, 5]

5 Fill the gaps before deciding the final package

Observe nursery arrival/collection periods, farm movements, walking, cycling, riding, difficult encounters and reversing. Obtain location-specific resident reports. The SID cannot identify nursery traffic or establish the cause of conflicts. Use these checks to decide whether travel-management changes are needed. [1]

Please explain which measures can proceed, which need more evidence and why any request is rejected.

Sources and precise anchors

References for the briefing and annexes. PDF page references use printed page numbers.

1 June SID workbook and location clarification

Calstone SID Data June 2026_completed_formatted.xlsx, sheet “SID Data”, A1:E1437. Counts: column B; exported mean speeds: C; maxima: D; direction: E. User confirmation: mph; near Seven Boxes; Incoming from the A4, Outgoing towards the A4; timestamp convention uncertain. Calculation and sample rows: Annex A.

2 Active Travel England Rural Design Guide (2026)

Scope: p. 8. Country lanes and maintenance: pp. 62–68; speed advice: p. 65, §7.3. Signing and permissions: pp. 165–167; cycle symbols/route signs: p. 167, §12.3; speed-limit illustrations: p. 171, Figure 12-7. Publication page dated 14 July 2026.

[GOV.UK: Designing accessible rural active travel](#)

3 Department for Transport Setting local speed limits

Current online guidance: targeted approach, paragraph 12; signed-only 20 mph limits, paragraphs 100–103; speed-limit orders, final section “Speed limits, signage and related legislation”.

[GOV.UK: Setting local speed limits](#)

4 DfT 20 mph speed limits on roads (2018)

Publication page, “Details”: modest, measured speed change.

[GOV.UK: 20 mph speed limits research](#)

5 The Highway Code

Rules 125–126 (appropriate speed/visible stopping distance) and 154–156 (country roads, passing places and vulnerable users).

[GOV.UK: Rules 103–158](#)

Annex A Additional evidence notes

Calculation weight the average by the number of vehicles

Multiply no. vehicles by exported average speed in each row; sum the products, then divide by the total number of vehicles. The intermediate totals and results are:

Direction	Total vehicles	Sum of total vehicles x average speed for each times period	Division → reported mean
Incoming	1,660	38,954	$38,954 \div 1,660 \approx 23.5$ mph
Outgoing	1,693	40,757	$40,757 \div 1,693 \approx 24.1$ mph
All rows	3,353	79,711	$79,711 \div 3,353 \approx 23.8$ mph

Means are approximate, reported to one decimal place: C contains whole-mph averages, not individual speeds. Counts are movements, not unique vehicles. The highest exported maximum is 53 mph (Outgoing; 14 June, 01:00 label; one vehicle).

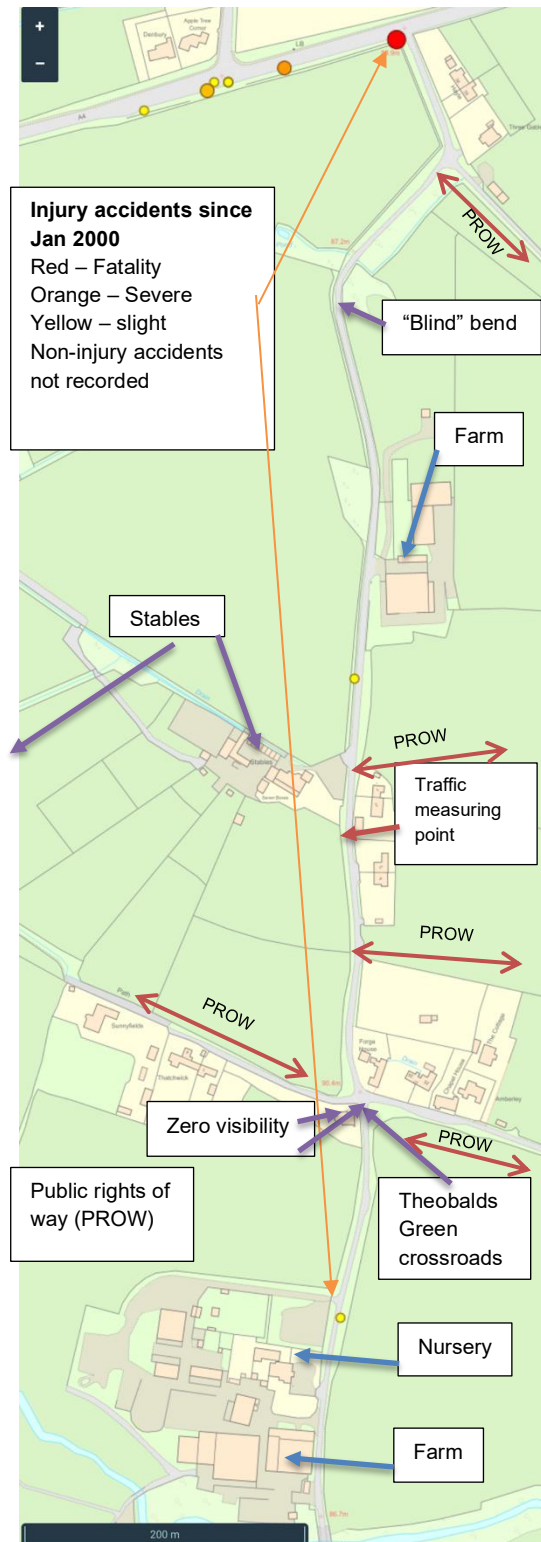
Reported shared use and restricted visibility support requesting a site review. June means around 24 mph [1] and ATE's advice [2] support requesting a 20 mph assessment, not claiming eligibility: rounded averages at one point are not a pass/fail test against DfT's 24 mph guide, and signs alone may have limited effects [3–4].

Mirrors, compulsory one-way operation and Quiet Lane designation are outside this first-stage request.

Villagers reported “near misses”

Following a village meeting to discuss this topic 6 villagers reported “near misses” to me which had recently occurred, when they had to take action to avoid an accident.

Annex B location plan



Note – base map and accident data from Parish Online