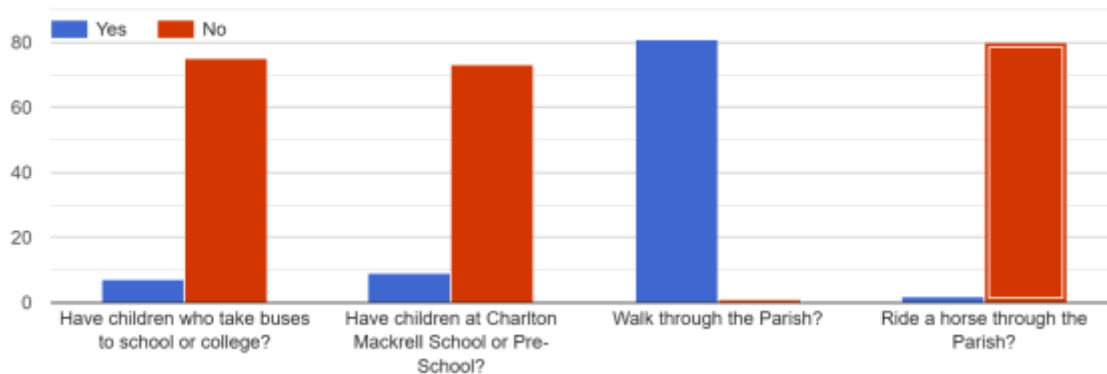
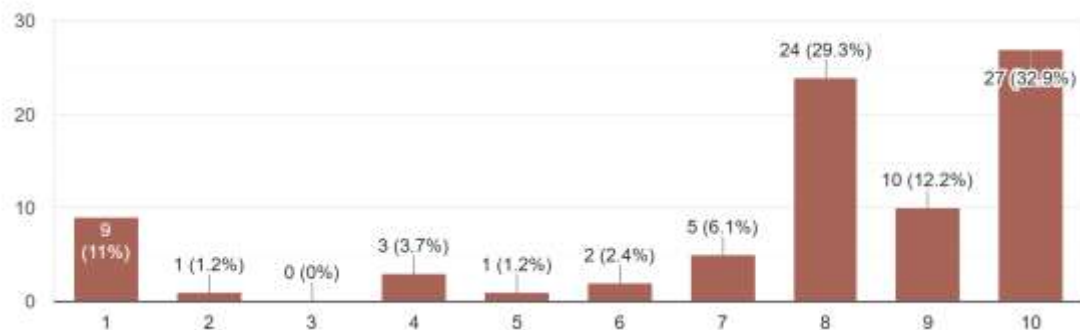


Summary of responses to The Charltons Traffic Management Survey

- The survey had 82 responses, which were evenly split across Charlton Adam and Charlton Mackrell (45% each) with the remainder evenly across Cary Fitzpaine, Lytes Cary and Welham.
- Almost 64% (56 people) have lived in the parish for more than 10 years, with 13 (15.9%) for 6-10 years and 13 (15.9%) for 1-5 years.
- While fewer than 10% had children at the school, taking buses to college or horse riding, 80% walked through the parish.

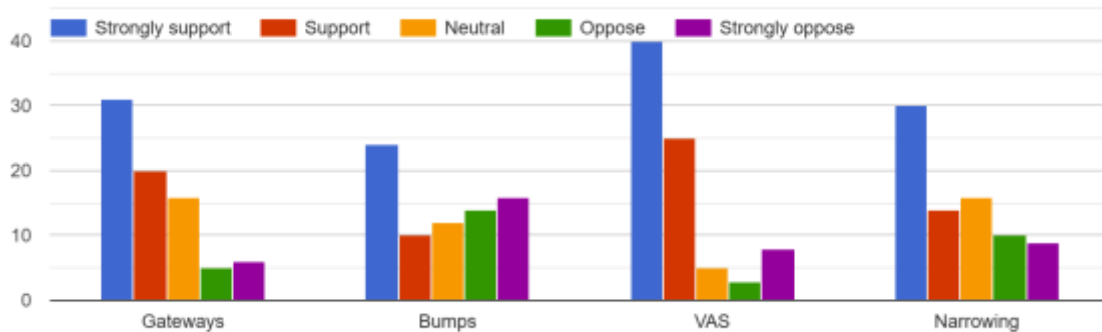


- On a scale of 1 to 10, 80% believed traffic problems rated 7 or above with 45% rating it 9 or above.

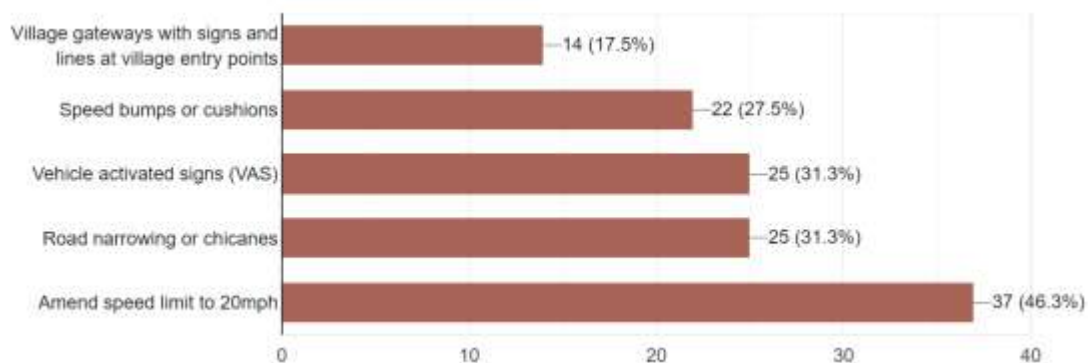


- 80 people responded to Question 5 asking which roads are seen as the most problematic:
 - o Ilchester Road was the most cited, with 38 mentions, and another 31 for Kingweston Road. In both cases, people cited hotspots around Charlton House, the Peddles Lane junction, the railway bridge and approach to the mini roundabout.
 - o Broadway and Broadway Road had 21 mentions, particularly the S bend near the pub, as being dangerous for pedestrians and horse riders.
 - o 11 people were concerned about Top Road, past the Community Centre, with another 6 mentioning the bends by Corner Cottage and Stowford House.
 - o The Primrose Hill roundabout and narrow school road, Bonfire Lane, were mentioned 12 times.
 - o Additionally, people raised the junction of George Street with Ilchester Road, Chessels Lane and Peddles Lane, Station Road and Somerton Lane.
- A summary of comments is attached in the Appendix.

- 86.6% support or strongly support 20mph on the most affected roads, dropping to 75.6% when considering a 20mph limit across the whole of a village or hamlet. Every respondent answered these questions.
- Of the additional traffic slowing measures suggested, and among those who responded:
 - o Vehicle Activated Signs (VAS) were supported by 65 people with 11 opposed;
 - o Gateways by 51 people vs. 11 opposed;
 - o Road narrowing by approx 44 vs. 19 opposed, and
 - o Bumps by 34 vs. 30 opposed and 12 neutral



- Of 80 people who responded to Question 9, 46.3% believed that a 20mph limit would be the most effective way to reduce speeding, closely followed by 31.3% in favour of both road narrowing and/or chicanes, and VAS.



- Question 10 asked for additional feedback and 56 people responded. The strongest consensus was that:
 - o the absence of pavements on Ilchester Road were the root cause of problems, not just speed;
 - o Pedestrian/equestrian warning signage would make a difference, and
 - o There was a demand for enforcement alongside any limit change. The 20mph sentiment is broadly supportive but almost always qualified with "only if enforced."
 - o Four respondents questioned whether there was a real problem at all.

A summary of all comments is attached in the Appendix.

APPENDIX

Question 5: Which roads or locations in the Parish experience the most issues with speeding or present the greatest danger to pedestrians and equestrians?

Most cited road — 38 mentions. Concerns focus on speed around Charlton House, near Peddles Lane/railway bridge, and the stretch to Lytes Cary.

Kingweston Road (31 mentions) Hotspots at Charlton House bend, Woods Corner junction, and approach to mini-roundabout.

Broadway / Broadway Road (21 mentions) S-bend through the village cited as particularly dangerous for pedestrians and horse riders.

Top Road (11 mentions) Concerns near the Community Centre.

Primrose Hill (7 mentions) Mini-roundabout at park home site and narrow pavement to school road highlighted.

Broad Street (6 mentions) Bends at Corner Cottage and Stowford House cited.

Bonfire Lane (5 mentions) Speed past the school and through to Welham flagged.

George Street (4 mentions) Junction with Ilchester Road cited as dangerous.

Chessels Lane (3 mentions) Straight road with one sharp bend, described as a rat-run used as village entrance/exit.

Peddles Lane (3 mentions) Junction area with Kingweston/Ilchester Road cited.

Station Road (2 mentions) Restricted sightline at junction with Ilchester Road.

Somerton Lane (2 mentions)

Question 10. Can you offer any additional recommendations or feedback on how we can decrease speeding in our Parish? This can include suggestions for placing more warning signs - please specify roads and the type of signs suggested.

Enforcement & speed limits

- *Speed cameras & police enforcement (15 responses)*
 - Average speed cameras and speed traps called for by multiple respondents
 - Regular police visibility and speed check operations requested
 - Existing 30mph limit described as routinely broken and unenforced
 - SID/VAS data cited as evidence — one respondent notes police black-box data could support this
 - "The average speed camera is the only thing that will stop the speeding. Drivers need to be caught and punished."
- *20mph limit — strong support but with caveats (12 responses)*
 - Most supporters want 20mph on village roads, especially near school and school bus stops
 - Several note it must be enforced to be meaningful — limit alone insufficient
 - Neighbouring villages (Somerton, Keinton Mandeville, Glastonbury) already have 20mph; residents question why these parishes don't
 - One respondent suggests reducing Christians Cross approach from 60 to 40mph as an intermediate step
 - A minority oppose blanket 20mph as unnecessary or unenforceable on main through-roads.

Physical measures

- *VAS / Vehicle Activated Signs (8 responses)*
 - Existing VAS on Kingweston Road noted as effective — when working; recent outage immediately increased speeding
 - Permanent VAS suggested at worst-affected locations, especially Ilchester Road and Broadway Road
 - Existing SID data cited as showing the proportion exceeding 30mph is relatively low — VAS seen as proportionate response
 - One respondent notes Kingweston Road southbound is downhill so may need more than one sign
 - "SIDs seem effective... permanent ones in the worst speeding locations could be expected to be effective."
- *Road narrowing, chicanes & speed bumps (8 responses)*
 - Road narrowing and bumps seen as the most reliable physical deterrents
 - Concern raised about emergency service vehicle access if bumps installed
 - Minority view that physical measures create a "hostile environment" and drivers speed up between them
 - One respondent notes existing informal narrowing from parked cars works well on village streets
 - Traffic lights at Kingweston/Ilchester junction proposed to create a pavement space for pedestrians
- *Mirrors at blind bends (3 responses)*
 - Convex mirrors at Broadway S-bend and other blind corners requested
 - Seen as low-cost measure benefiting both pedestrians and drivers

Signage & awareness

- *Pedestrian & equestrian warning signs (12 responses)*
 - "No footpath" / "pedestrians in road" signs repeatedly requested, especially on Ilchester Road
 - Horse rider warning signs at village entry points requested by several equestrians
 - Guidance on how to pass horses safely suggested at village entrances
 - Children warning signs near playing fields and school requested
 - "Pedestrians, no footpaths and horses would be a useful addition on village entries, perhaps alongside speed limits on village gateways."
- *Specific signage locations requested (8 responses)*
 - Tout Lane (from A37): flashing 30mph sign at village entry
 - Ilchester Road between Station Road and Peddles Lane: no-footpath sign
 - Kingweston/Ilchester Road junction: sharp-bend and pedestrian-crossing sign
 - Chessels Lane: remove the 40mph sign (its authority questioned by one respondent)
 - Combe Lane (from Keinton Mandeville): gateway requested if scheme proceeds
 - Police speed checks should move further up Kingweston Road — current position too close to natural slowdown point

Infrastructure

- *Footpaths — a recurring underlying concern (8 responses)*
 - Absence of pavements on Ilchester Road described as the root safety problem — speed reduction alone insufficient
 - Footpath construction would address two problems simultaneously if it requires road narrowing
 - School children walking to bus stops on Ilchester Road cited as a specific danger
 - Signal-controlled single-file section around Charlton House bend proposed to create space for a pavement
- *Rat-run & satnav traffic (4 responses)*
 - Kingweston Road used as cut-through between Yeovil and Street instead of the Somerton main road
 - Satnav routing blamed for bringing unfamiliar drivers into the village
 - A37/B3153 crash diversions also turn the village into a rat-run
 - One respondent suggests contacting Google Maps to flag the issue and promote the proper alternative route

Dissenting views

- *Sceptical / opposing responses (4 responses)*
 - Four respondents dispute that speeding is a genuine problem, citing existing data
 - Survey itself criticised for leading language and not offering a "no problem" option
 - One states the issue is road width/proximity, not speed
 - "The data disagrees with the loud minority who are afraid of everything."