

**HIGHWAYS & TRANSPORT
TRAFFIC & NETWORK MANAGEMENT**

TISBURY

**20mph Speed
Restriction Assessment**

Document Control Sheet

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|--|----|
| Document Control Sheet..... | 2 |
| 1.0 Introduction and background..... | 4 |
| 2.0 Data Collection | 5 |
| 3.0 Collision Data..... | 6 |
| 4.0 Analysis against Wiltshire Council Policy | 7 |
| 5.0 Recommendation | 8 |
| 6.0 Appendix A.....Location of Metrocounts..... | 9 |
| 7.0 Appendix B | 10 |
| 8.0 Appendix C..... Plan of Speed Limit Changes..... | 11 |

1.0 Introduction and background

Following the publication of Wiltshire Councils policy for 20mph speed limits, the authority committed to undertaking assessment across the 18 Community Areas. Each of the Community Areas were requested to nominate a defined area for assessment during 2014/15.

The village of Tisbury, has been locally identified and selected by the Community Area Transport Group as a possible suitable location for a 20 mph speed restriction.

This report sets out the analysis of this location against “Wiltshire Policy on 20mph Speed Limits and Zones” and the Department of Transport (DfT) Circular 01/2013 “Setting Local Speed Limits”.

The above guidance will be used to determine if this area is a suitable location for a 20mph speed restriction. Full extents of the area selected to be studied is set out in Appendix A.

2.0 Data Collection

Average speed and volume of traffic was recorded using a device called a Metrocount. This is a roadside unit with sensors placed across the road.

Metrocounts were installed at various locations throughout Tisbury and were put in place from 2nd December – 10th December 2014.

The exact location of each counter is identified in Appendix A.

Table 1 below sets out a summary of the results of each metrocount:

| Metro Count Number | Total Traffic Volume (annual average daily traffic) | 85th %ile Speed (mph) | Mean Average Speed (mph) |
|---------------------------|--|---|-------------------------------------|
| 1 | 2252 | 34.2 | 28.6 |
| 2 | 2111 | 25.5 | 21.2 |
| 3 | 2475 | 21.3 | 17.1 |
| 4 | 1140 | 31.8 | 26.2 |
| 5 | 2124 | 28.2 | 22.7 |
| 6 | 275 | 30 | 25 |
| 7 | 1719 | 32.7 | 27.5 |

Table 1 – Summary of metrocount results

3.0 Collision Data

An investigation into the Police Collision Database shows there have been 4 recorded Personal Injury Collision in the 6 years prior to this report.

This resulted in 4 slight injuries, 3 of which involved pedestrians.

Results and locations of which are set out in Appendix B.

4.0 Analysis against Wiltshire Council Policy

It is important to remember that all speed limits should be set where it can be expected that overall compliance with the limit can be realistically achieved. Higher recorded speeds are generally not reduced with signing alone and are likely to require hard engineering measures such as alteration to the road layout and/or road humps.

With the above in mind, there are two different types of 20mph speed restriction – a 20mph Zone or a 20mph Speed Limit.

Wiltshire Council policy has considered previous studies into 20mph speed limits and zones as well as the guidance from DfT Circular 01/2013. Wiltshire Council policy identifies the options to consider when implementing 20mph zones and limits within Wiltshire:

20mph Zones:

20mph zones are defined as areas subject to a 20mph speed restriction which cover a number of roads and are supported by the appropriate traffic order and signs.

Typically there will be traffic calming measures at regular intervals throughout the zone to ensure speeds remain consistent in the area. This could include the addition of road humps and raised junctions as well as build outs, chicanes or pinch points.

20mph zones to be considered where:

- Roads are restricted to a 30mph speed limit
- A proven history of road user conflict with vulnerable users such as child pedestrians is apparent.
- New residential developments
- Where there is an alternative route existing, so drivers are able to avoid the zone.
- On major streets if there is a significant number of journeys on foot or bicycle and this outweighs the disadvantage of longer journeys for motorists.

20mph Speed Limits:

20mph limits are defined as streets where the speed restriction has been reduced to 20mph but where there are no physical calming measures. Drivers are alerted to the restriction by the use of terminal and repeater signs only.

20mph Speed Limits to be considered where:

- Mean before speeds are at or below 24mph (if they are just above this threshold lighter touch engineering measures to reduce speed may be implemented)
- On roads which do not have a strategic function or where motor vehicle movement is not the primary function.
- On major streets if there is a significant number of journeys on foot or bicycle and this outweighs the disadvantage of longer journeys for motorists.
- In rural areas where the location in addition to the above conditions meets the definition of a village as set out in Traffic Advisory Leaflet “01/04 – Village Speed Limits”.

5.0 Recommendation

Results have shown the majority of mean average traffic speeds within the area of Tisbury are above the guidance threshold of 24mph. With the exception of High Street which serves as the main village through route.

As the speeds recorded in the High Street were below the 24mph threshold it is recommended that this area is subject to a 20mph speed limit, but that the areas east of the High Street (Cuffs Lane, Park Road and The Avenue) remain at 30mph.

Since the area outside the Station Yard recorded 27.5 mph it is recommended this area also be excluded from the 20mph limit.

The main High Street in Tisbury is established as a small town centre – like environment and serves itself well to a 20mph speed limit. However, the residential roads leading off the High Street are wider with good visibility and so it is expected that speeds would not be able to be reduced suitably using soft touch engineering measures such as roundels and coloured surfacing alone, therefore it is recommended these roads remain at 30mph.

The recorded speed of traffic along The Avenue show the existing 30mph speed limit is well adhered to and it is designed correctly for the character of the road.

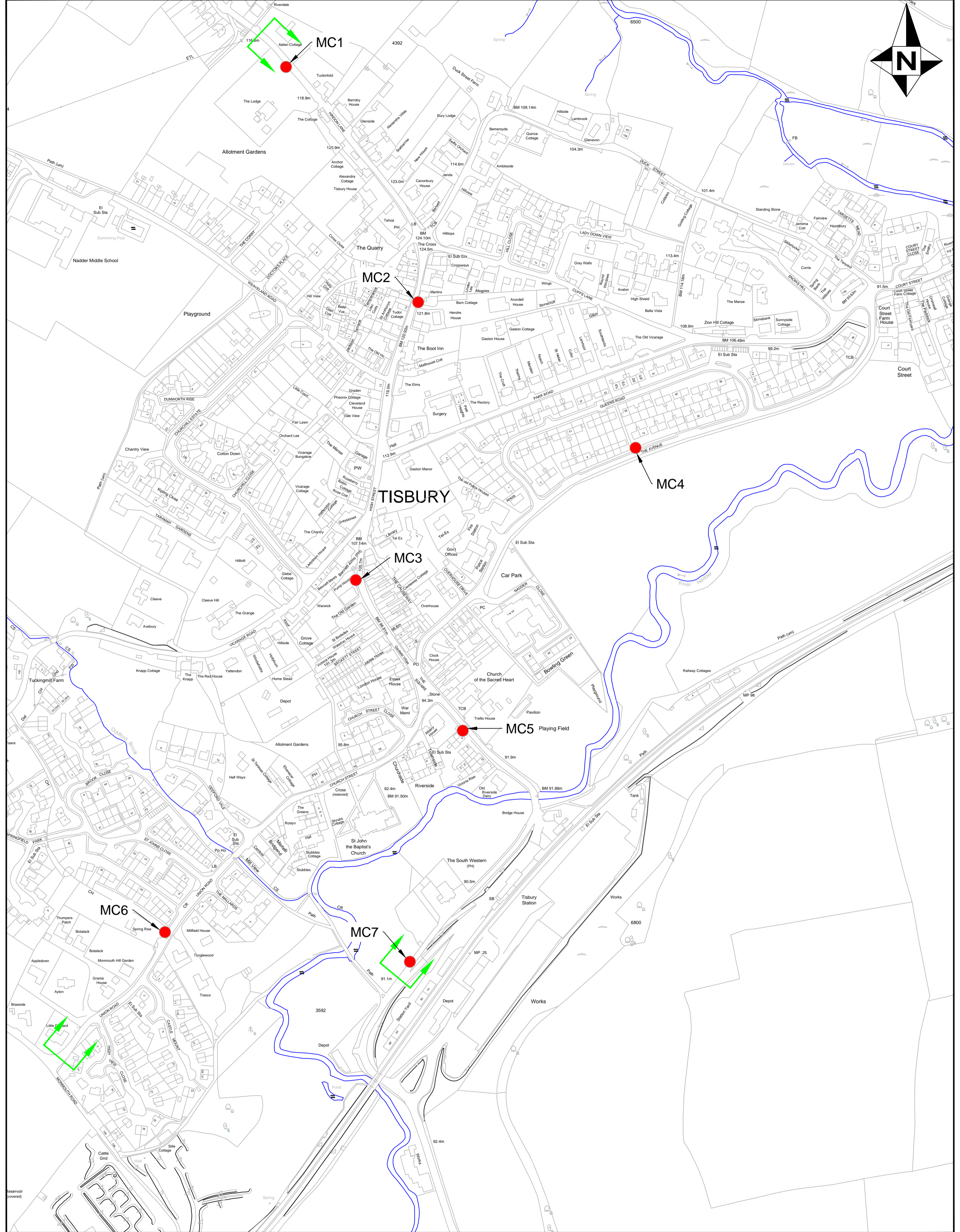
Based on the analysis of the speed and collision data for the area of Tisbury and comparing these results with Wiltshire Council Policy on implementing 20mph speed limits and zones, it is recommended that the main High Street area of Tisbury and some side roads on the Western side of Tisbury be considered for a 20mph speed limit.

It is estimated the cost of implementing this scheme would be in the region of £3000-£4000. It should be noted this is the expected cost required from the Community Area Transport Group and does not include development and legal costs which will be borne by Wiltshire Council centrally.

A plan of the proposals is set out in Appendix C.

6.0 Appendix A

Requested area of assessment and exact locations of Metrocounts:



NOTES: **Proposed locations of metro counts:**

- MC 1** - Attach to telegraph pole outside The Lodge, Hindon Lane
- MC 2** - Attach to telegraph pole on the corner of The Martins
- MC 3** - Attach to telegraph pole outside Pump House car park
- MC 4** - Attach to lamp column at entrance to footway leading to Greene Road
- MC 5** - Attach to telegraph pole outside no.6 Station Road
- MC 6** - Attach to warning sign opposite Tanglewood
- MC 7** - Attach to 30mph terminal signs

Proposed 20mph speed limit boundaries

X / Y Co-ordinates:
394398 129428

Postcode:
SP3 6LD

Wiltshire Council
Where everybody matters
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7.0 Appendix B

Plan of collision data details:

8.0 Appendix C

Plan of recommended Speed Limit changes

