

**HIGHWAYS & TRANSPORT
TRAFFIC & NETWORK MANAGEMENT**

**CALNE CATG
Station Road Area**

**20 mph 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.....	9

1.0 Introduction and background

Following the publication of Wiltshire Council's policy for 20 mph speed limits, each of the 18 Community Area Transport Groups (CATG) have the opportunity to identify and request assessments for 20 mph speed limits.

A request to assess the Station Road area for a 20 mph restriction was first raised with Calne Area Board in July 2018 and was prioritised for assessment in September, following consideration by the Town Council and CATG.

This report sets out the analysis of this location against "Wiltshire's Policy on 20 mph Speed Limits and Zones" and the Department for Transport (DfT) Circular 01/2013 "Setting Local Speed Limits". This guidance will be used to determine what area is suitable for a 20mph speed restriction.

Station Road is a no through road situated on the south-western side of the town. Access to Station Road is gained via a roundabout on New Road, route A4.

The estate is now predominantly residential, with former commercial sites having being redeveloped for housing. The one exception being the Town's Fire Station, which is situated approximately 100 metres from the roundabout with New Road.

Spring Lane is a Public Footpath which links Station Road with Wenhill Lane and is a popular route for children going to and from school. There is also access from Station Road to the skateboard park and recreational areas alongside the Wilts and Berks Canal.

Station Road and the adjoining roads forming the study area are currently subject to a 30 mph speed limit. Street lighting and footways are provided throughout the estate.

The full extent of the area studied is set out in Appendix A and includes Woodland Park, Wenhill Heights, Marden Way, Pinhills, Valley View, Canal Close and Bowood View.

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 three locations to record data from Wednesday 23rd January through to Tuesday 29th January 2019. Unfortunately, following a routine inspection of the equipment mid-way through the survey, it was discovered that 2 of the 3 devices had been vandalised. These were reset, but again when the devices were retrieved at the end of the survey, all 3 units had been targeted and were non-operational. It is fortunate that some data was retrievable so not to delay this assessment.

The approximate location of each counter is shown at Appendix A.

Table 1 below sets out a summary of the results of each metrocount (from data available):

Metro Count Number	Total Traffic Volume (annual average daily)	85th %tile Speed (mph)	Mean Average Speed (mph)
Site 1 – Station Road opposite to Spring Lane	713	23.8	19.7
Site 2 – Station Road, approximately 75m West of Wenhill Heights junction	395	27.4	21.9
Site 3 – Wenhill Heights / Marden Way boundary	198	23.9	19.8

Table 1 – Summary of metrocount results

3.0 Collision Data

An investigation into the Police Collision Database shows there has been one recorded Personal Injury Collision in the 6 year period prior to this report (up to 31/05/18).

This was a collision between a pedal cyclist and a car which occurred in April 2016. The cyclist emerged from Spring Lane (a footpath) and entered the road and collided with a passing car, sustaining “slight” injuries. The rider was 11 years old.

Since then, barriers have been installed at the end of Spring Lane to help prevent similar incidents.

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 24 mph (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 journey times 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 that mean average traffic speeds within the assessed area are below the guidance threshold of 24 mph.

Based on the analysis of the speed and collision data for the area and comparing these results with Wiltshire Council Policy on implementing 20 mph speed limits and zones, it is recommended that the location be considered for a 20 mph speed limit, with lighter touch engineering measures such as painted carriageway roundels.

We would also recommend a review of parking controls from the roundabout at New Road, along Station Road and Bowood View.

It is estimated that the cost to implement this scheme would be in the region of £4,000 to £5,000 to include development, legal fees and installation.

6.0 Appendix A

See drawing attached.