

20mph Speed Limit Assessments

Calne

Wiltshire Council

March 2022

20mph SLAs_Calne Report

Notice

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1. Introduction and background

Following the publication of Wiltshire Council's policy for 20mph speed limits, the authority made a commitment to undertake assessments to determine the feasibility of 20mph speed restrictions where requests are made, supported and funded by Community Area Transport Groups.

A request to assess Calne for a 20mph speed restriction was raised by Calne Town Council and discussed at a Community Area Transport Group (CATG) meeting and subsequently prioritised for assessment in 2021.

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 which areas are suitable for a 20mph speed restriction.

Calne is a town and civil parish in Wiltshire, England. The town is at the north-western extremity of the North Wessex Downs hill range, a designated Area of Outstanding Natural Beauty.

Calne is on a small river, the Marden, that rises 2 miles (3 kilometres) away in the Wessex Downs and is the only town on that river. It is on the A4 road national route 19 miles (31 km) east of Bath, 6 miles (10 km) east of Chippenham, and 13 miles (21 km) west of Marlborough.

The area of the town under assessment is currently subject to a 30mph speed limit.

The full extent of the area studied is set out in **Appendix A**.

2. Data Collection

Average speed and volume of traffic was recorded using a device called an Automated Traffic Counter (ATC), provided by the traffic count company, Monisyst. This is a roadside unit with sensors placed across the road.

ATCs were installed at four locations to record data from 1st November through to 7th November 2021. The approximate location of each counter is shown at **Appendix A**.

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

ATC Location Reference	Total Daily Traffic Volume (7-day average)	85th %tile Speed (mph)	Mean Average Speed (mph)
Site A – Mill Street (west of The Glebe)	1131	19.01	16.00
Site B – Anchor Road (north of Bentley Grove)	987	25.84	21.30
Site C – Low Lane (east of Sandy Ridge)	335	22.37	17.90
Site D – Anchor Road (south of Bentley Grove)	886	27.18	22.10

Table 1 – Summary of ATC results

3. Collision Data

An investigation into the Police Collision Database shows there was only one Personal Injury Collision recorded in the area of interest within Calne in the 36-month period up to end of April 2021:

- An 8-year-old girl stepped out into the road and was hit by the nearside wing mirror of a car travelling on the carriageway.

It cannot be confirmed from the data made available that the speed limit was a contributory factor in this collision.

4. 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:

4.1. 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.

4.2. 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. Recommendation

Results have shown that mean average traffic speeds within the assessed area (4 sites) are all comfortably 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 20mph speed limits and zones, all the locations meet the criteria for consideration of a 20mph limit and therefore it is recommended that the location is suitable for a 20mph speed limit.

Please see **Appendix B** for a preliminary proposal drawing.

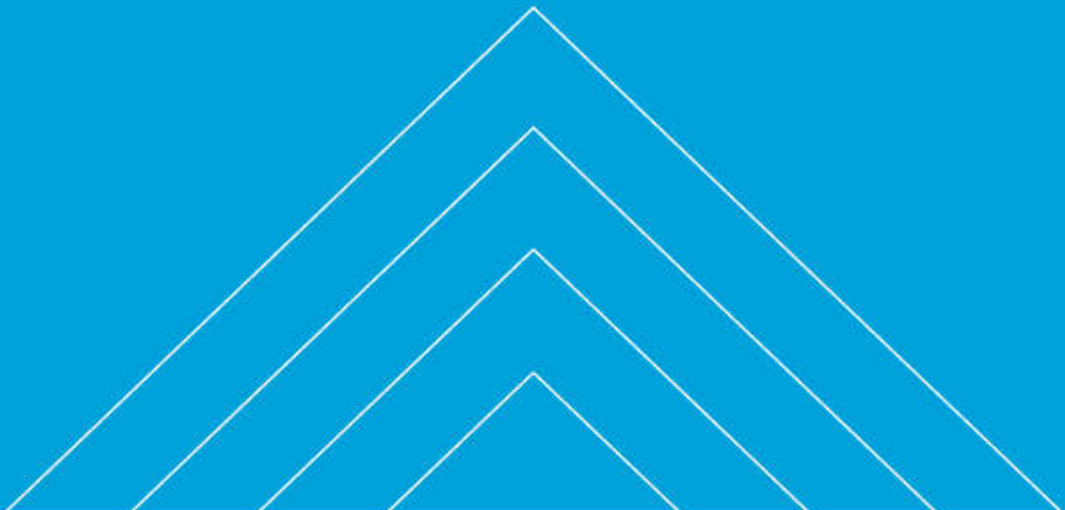
6. Costs

It is estimated that the cost to implement this scheme would be in the region of £8,600 to include development, legal fees and installation.

Please note this cost is only provisional, and no detailed design or assessment of solutions has been undertaken. Consequently, costs could vary depending on site constraints or other issues identified during the design process.

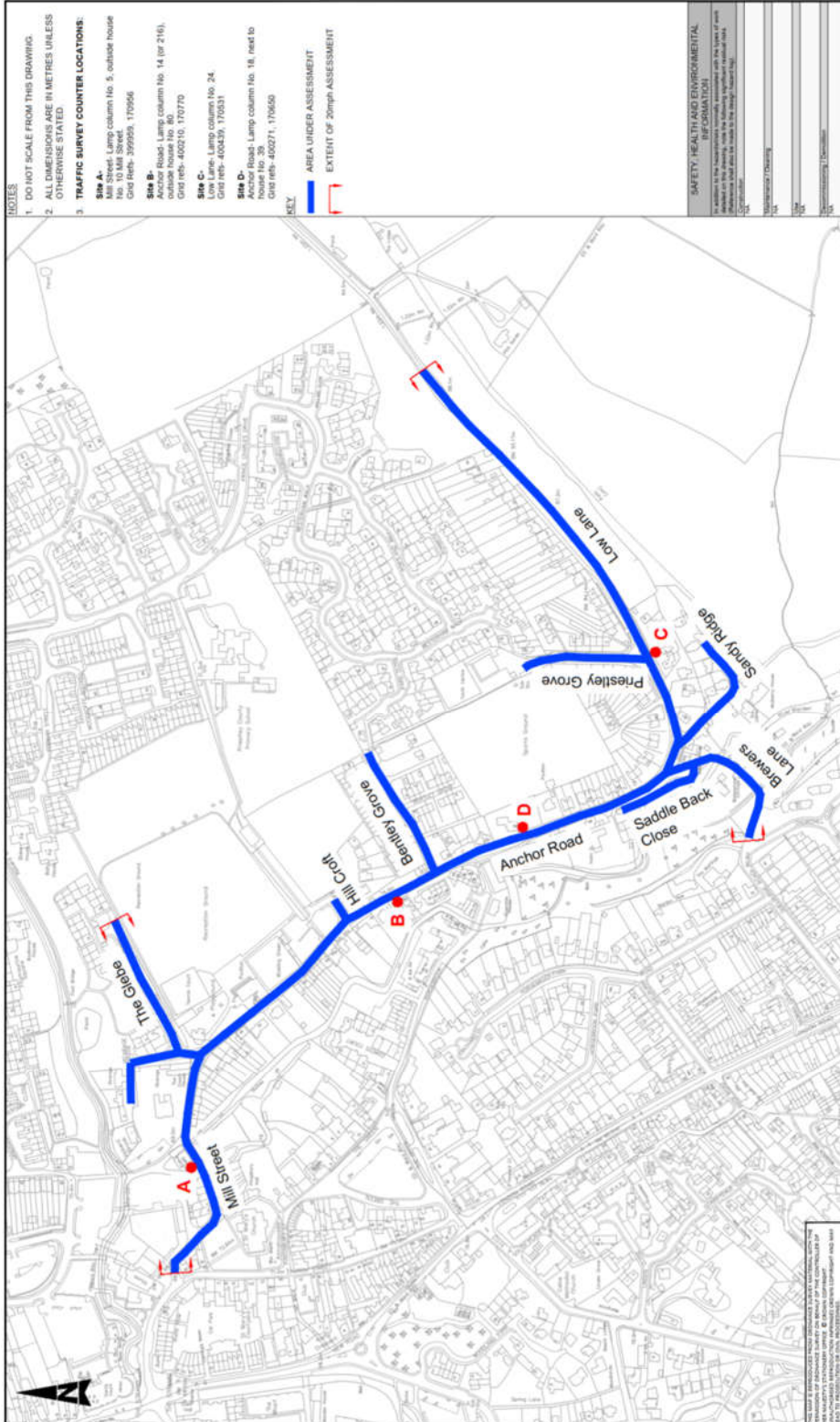
Item:	Cost Estimate:
Traffic Regulation Order	£2,000
Signing	£4,400
Road Markings	£1,200
Traffic Management	£1,000
Total	£8,600

Appendices



Appendix A. Drawings

A.1. Speed data



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