

Technical Note - C15 Compton Bassett Speed Limit Assessment

References:

1. Department for Transport Traffic Advisory Leaflet 1/04 - Village Speed Limits
2. Department for Transport Traffic Advisory Leaflet 2/06 - Speed Assessment Framework
3. Department for Transport Circular 01/2013 - Setting Local Speed Limits
4. Speed Limit Strategy - Wiltshire County Council July 2007
5. Atkins C15 Compton Bassett speed limit assessment drawing number 5215073-ATK-C-DR-001.

The team used the information above to produce the framework drawing indicated at Reference 5 in accordance with the DfT Traffic Advisory Leaflets and Circular. The calculation in the table based on government advice produces assessed speed limits as shown. Recorded injury collisions are a significant part of the assessment process according to the DfT. There is then the opportunity for the experienced engineers to use that assessed limit and other information, such as environmental factors (layout of the road, number of accesses onto the highway, nature of the traffic, etc.) to produce a recommended speed limit.

Traffic volumes were measured over a week during school term time and vehicle injury collision data obtained from the police records for the most recent six years.

There was only one recorded injury collision over the six-year period. It occurred at midnight in a November and resulted in slight injury to the driver. As stated above, recorded injury collisions are a significant part of assessing the proposed speed limits.

The mean speed of traffic is measured in accordance with the requirements in the documents above. This is achieved by undertaking journey time surveys. Each section of the route is timed whilst following other vehicles to gain a true reflection of how the road is driven by the general public. This is repeated a number of times to determine an average journey time and hence the mean speed is derived.

The following are comments explaining the recommended speed limits:

Section 1: The existing speed limit is 30mph, the measured speed of traffic was 23mph, the assessed limit is 40mph. It is therefore recommended that the speed limit should remain at 30mph.

Section 2: The existing speed limit is 40mph, the measured speed of traffic was 33mph, the assessed speed limit is 50mph, but it is recommended that the speed limit remains at 40mph.

Section 3: The existing speed limit is 40mph, the measured mean speed of traffic was 39mph, the assessed limit is 50mph. It is recommended that the speed limit should remain at the existing 40mph.

Section 4: The existing speed limit is 60mph, the measured mean speed of traffic was 39mph, the recommended maximum speed limit remains at 60mph.

There were two particular requests that we were asked to consider:

- Extension of the 30mph limit northwards to a point just beyond Dove Cottage
- Extension of the 40mph limit to a point just beyond the entrance to Breach Farm

These are covered in the Sections 2 and 4 above.

Section 2 has a few properties on one side of the carriageway, although they are spaced apart. There is insufficient justification to lower the speed limit to 30mph

Section 4 has a few properties along its length (over a kilometre), but a 40mph limit cannot be justified. There is one sharp bend, but the advice is that a hazard on a section of road should be treated on its own merits, not by applying a speed limit. This bend does not seem to cause a problem and is sufficiently well signed as it is. There have been no injury collisions recorded on this section of road in the past six years.