

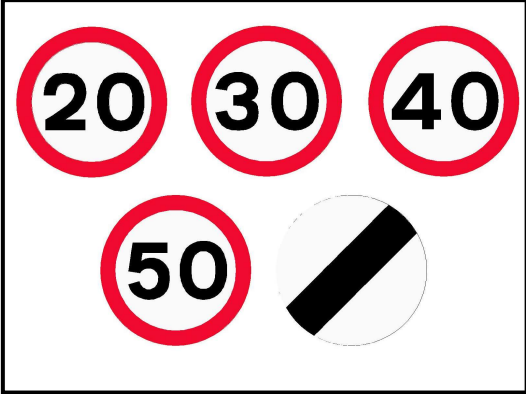


7) A focus on the attempt to slow traffic in the villages

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Speed limits in Wiltshire



20 30 40
50

Speed limits in Wiltshire

Follow national guidance set out by [Department for Transport - Local Transport Note 01/2013](#) Setting local speed limits.

Speed limits should be evidence led, self-explaining and reinforce the average drivers assessment of what is a safe speed to drive.

Key factors taken into account when setting speed limits include;

- Road function (strategic, through traffic, local access etc.)
- Road geometry (width, sightlines, bends, junctions, accesses, etc.)
- Road environment (rural, residential, shop frontages, schools, etc.)
- Traffic composition (existing and potential levels of pedestrian and cycle usage)

Speed limits in Villages

It is government policy that 30mph should be the norm through villages. 20mph can be considered in built up village streets, primarily residential in nature but not on roads with a strategic function or where the movement of motor vehicles is the primary function.

The definition of a village is;

- 20 or more houses
- minimum length of 600 metres
- average density of at least 3 houses per 100m

Engineering measures may be introduced to improve compliance with the speed limit.

Typical forms of Traffic Calming

Vertical Deflections

Objective - Improve safety by forcing a reduction in vehicle speed



• Round top



• Flat top

FACT – There are an estimated 500,000 humps on the UK's roads!



Typical forms of Traffic Calming

• Raised junction



• Speed cushions



Advantages

- Effective way of reducing speed.
- Can be adapted to form convenient pedestrian crossing points.
- Ramp gradients adjusted for individual site requirements.
- Speed cushions can be used on bus routes and on lengths highlighted by the emergency services.
- Can be constructed in materials sympathetic to surroundings.

Disadvantages

- Unsightly.
- Noise and Vibration.
- Potential to increase air pollution.
- Unpopular with emergency services.
- Unpopular with certain groups of drivers, in particular those with chronic pain.
- Cost (Average scheme costs £50k to £100k+)
- Loss of on street parking.
- Strict regulations (street lighting etc)

Horizontal Deflections

Objective - To restrict the ability of vehicles to pass one another and interrupt traffic flow.



• Chicanes

Typical forms of Traffic Calming

- Carriageway constrictions and / or pinch points with priority control.



• False Roundabouts

Advantages

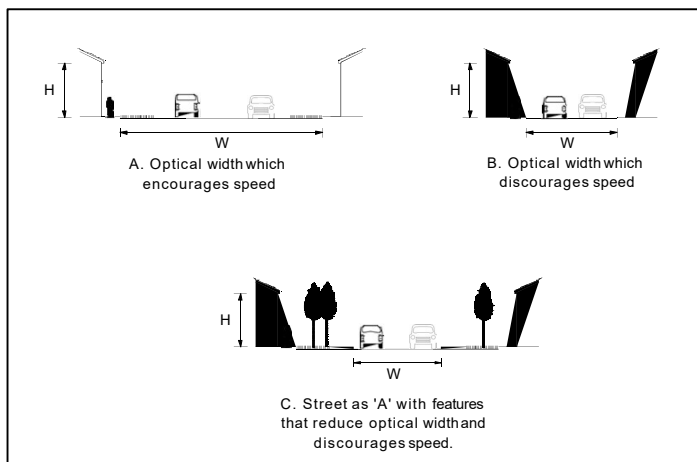
- Cheaper and easier to construct than humps. (Average scheme costs <50k)
- Results in lower noise and vibration than vertical features.
- Build outs can provide improved pedestrian crossing points.
- Can be aesthetically pleasing.

Disadvantages

- Can radically alter linear character of the street.
- Often results in a considerable loss of on street parking and delays to passing traffic.
- Chicanes can encourage drivers to take a 'racing line' at high speed.
- Pinch point reduce available carriageway space and squeeze down vulnerable road users, e.g. Cyclists.
- Associated signs, lines and street lighting can be unpopular and ugly.
- Require reasonable traffic flows in all directions to be effective.

Psychological Calming – The theory

- Drivers perceptions of the appropriate driving speed is influenced by the street appearance.
- Safety through uncertainty. (Driver uncertainty can result in reduced speed).
- An open or broad aspect encourages speed.



Psychological Measures

Objective To encourage reduced speeds by influencing driver behaviour through uncertainty and perception of the road.



- Gateways

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Psychological Measures

- Coloured surfacing



- Removal of centre warning Lines

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Psychological Measures

- Improved Signing



- Landscaping

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Advantages

- Simple and effective
- Reduced disruption in terms of noise, vibration and pollution.
- Immediate impact.
- Schemes can be individually tailored to site requirements.

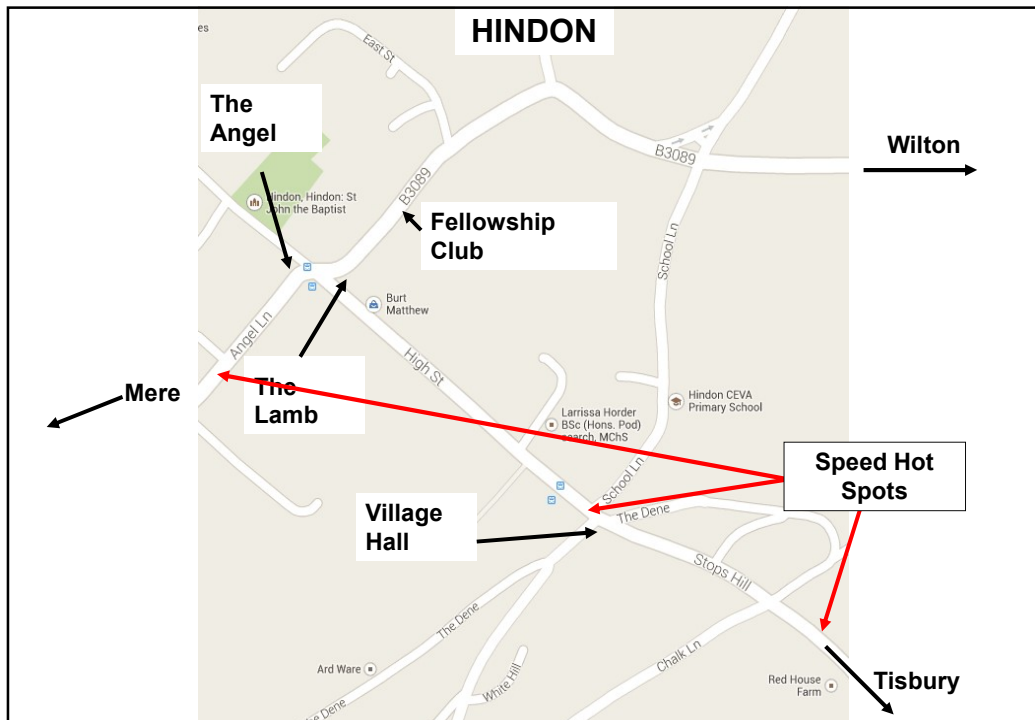
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Disadvantages

- Familiarity.
- Applicable for selected sites only.
- Can be unsympathetic to surroundings.
- Lack of self enforcing features, e.g. speed humps.

Speeding in Villages

The Hindon Experience



The 3 `E's

- Education
 - Speedwatch
 - Speed Indicator Devices (SIDs)
- Engineering
 - Speed bumps
 - Mini Roundabouts
 - Chicanes/buildouts
 - Signage
- Enforcement (Police)

Speedwatch

- ID Hot Spots
- Metro Counts
- Recruiting
- Vetting
- Training
- Share Device/Agree Programme
- Check Availability Team Members
- Issue Patrol Schedule

6-9 MONTHS

Patrol Schedule

- Mon 22 Oct: 0800-0900 hrs – DR/MC - Bus Shelter
- Tue 23 Oct: 1230-1330 hrs – SPMcC/FF – Stops Hill
- Thu 25 Oct: 0730-0830 hrs – LK/ALF – Bus Shelter
- Fri 26 Oct: 1630-1730 hrs – FF/ALF – Stops Hill
- Sun 28 Oct: 1230-1330 hrs - JG-R/NR – Bus Shelter
- Mon 29 Oct: 0900-1000 hrs – DR/MC – Stops Hill
- Tue 30 Oct: 0800-0900 hrs – SA/FF – Bus Shelter
- Thu 1 Nov: 1230-1330 hrs – SPMcC/SA – Bus Shelter
- Fri 2 Nov: 0800-0900 hrs – FF/LK – Stops Hill

4-5 HRS A WEEK

**6-10 SPEEDERS AN HOUR
Out of 350-400 VEHS AN HOUR**

Speedwatch

- ID Hot Spots
- Metro Counts
- Recruiting
- Training
- Share Device/Agree Programme
- Check Availability Team Members
- Patrol Schedule
- Submit Police Duty Sheet
- Submit Speedwatch Reports
- Complete Police Duty Sheet
- Pour Stiff Whisky!

SIDs

- ID Speeding Hotspots
- Metro Counts
- Decide on Likely SID Sites
- Check with Highways
 - Existing signs
- New posts/signs
 - Authority
 - Insurance
 - Risk Assessment
- Bid for Grant from WC
- Choose Supplier/Place order

SIDS Operational Guidance – June 2017

- Mounted onto existing street furniture, poles etc, where safe
- No bare poles
- New Poles:
 - Temporary only (ie. removable when not in use)
 - Carried out by accredited contractors
 - Set back 0.5m
 - Owner's consent

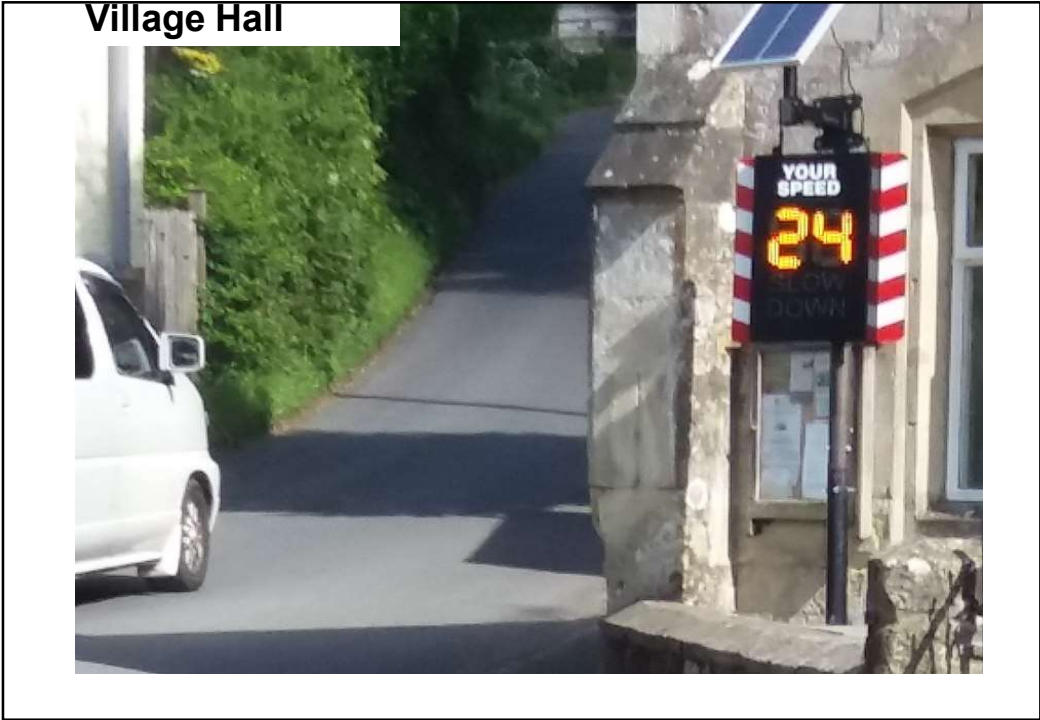
SIDS Operational Guidance – June 2017

- New Poles: (contd)
 - Don't use Parish Stewards
 - Underground services?
 - PC retain ownership/legally liable
 - Highways reserve the right to wdr consent
 - Conduct Risk Assessments
 - High vis clothing
 - Insurance (min £5M 3rd Party Liability)

Stops Hill



Village Hall





**Village Hall
Support**



B3089 from MERE

Considerations

- Cost
- Security
- Range
- Data Access
- Moveable

Metro Counts

- 85th Percentile Speed: The speed at or below which 85% of passing vehicles travel
- Criteria:
 - 30 to 34.9mph 85th percentile = No Further Action (NFA)
 - 35 to 38.9 mph 85th percentile = eligible for Community Speed Watch
 - 39 to 42 mph 85th percentile = eligible for the Speed Indicator Device (SID) programme

Download – 14 Nov – 23 Dec 17

- 35-40 mph – 1566 vehs
- 40-45 mph – 297
- 45-50 mph – 48
- 50-55 mph – 12
- 55-60 mph – 2

85th %ile Speed: 32.8 mph



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