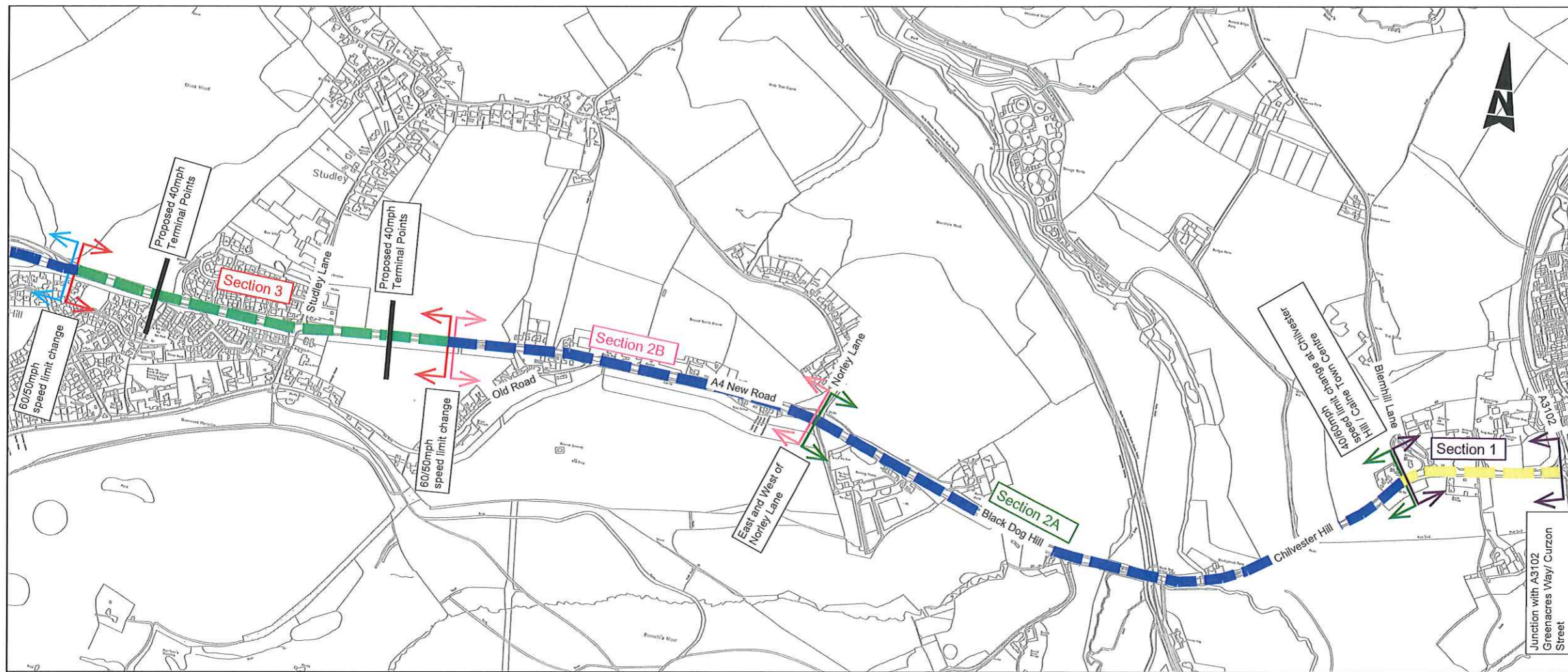


Rev 2.0
Drawing Number 5215073 - ATK - DR - 040
Status S2

DO NOT SCALE

A3

File: 5215073 - ATK - DR - 040 A4 Chippenham to Calne rev 2.0.dwg
Date: Jun 02, 2023 - 11:20am
Printed by: CHN8035



- Notes**
- Limits of work are approximate and are to be agreed on site with the Engineer.
- Existing 60mph Speed Limit
 - Existing 50mph Speed Limit
 - Existing 40mph Speed Limit
 - ↑ Section 1
 - ↑ Section 2A
 - ↑ Section 2B
 - ↑ Section 3

A4 Chippenham (Pewsham) to Calne

Sections	Description	Section Length (Metres - Taken from AutoCAD OS Tile)	Existing Speed Limit (Miles per Hour)	AADT (Average Annual Daily Traffic - Taken from Traffic Counts)	Collisions		Collision Rate (per 100 million vkm)	Mean Speed (Miles per Hour)	Assessed Speed Limit (Miles per Hour)	Recommended Speed Limit (Miles per Hour)	Comments
					All	KSI (Killed or Seriously Injured) (Fatal or Severe)					
Section 1 - 00094	Between roundabout with A3102/ Curzon Street and 40/60mph speed limit change on the approach to Calne Town Centre	306	40	15718	4	0	37.970	29.800	40	40	The assessed speed limit and existing limit are both 40mph. This is the recommended speed limit.
Section 2A - 00083	40/60mph speed limit change on the approach to Calne Town Centre to East of Norley Lane	1975	60	15718	11	2	16.180	48.000	60	60	Section 2A East of Norley Lane. The assessed speed limit is the same as the existing limit. There are few accesses on this section, so the recommended speed limit is 60mph.
Section 2B - 00083	West of Norley Lane to 50/60mph speed limit terminal	1975	60	15718	11	2	16.180	48.000	60	50	Section 2B West of Norley Lane. Although the assessed limit is 60mph, there is a relatively high number of accesses and dwellings on this section. A reduction in speed limit to 50mph is recommended.
Section 3 - 00070	Between 60/50mph speed limit change	732	50	15718	7	2	27.780	37.700	50	40	A reduction in speed limit to 40mph is recommended on this section of road. Although the assessed speed limit is 50mph, there a number of accesses and substantial development on this section. The mean speed is also less than 40mph. The terminal points will be at village name plates/gateway feature.

Postal Area: SN11 0 RR to SN15 3RW
USRN: 83800024
OS Grid Ref: 398865 171215 to 393742 172167
Philips Street Atlas: P.79 B5 to F3, P80 A3 to F3
Road Speed Limit: Various

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS SHEET, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS			
CONSTRUCTION	(ENTER 'NONE' IF APPLICABLE)		
MAINTENANCE/CLEANING	(ENTER 'NONE' IF APPLICABLE)		
USE	(ENTER 'NONE' IF APPLICABLE)		
DECOMMISSIONING/DEMOLITION	(ENTER 'NONE' IF APPLICABLE)		

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S2	For Information	25/05/23	KNB	2.0	Amendments following Wiltshire Council comments	FC	25/05/23	KNB	KNB
S2	For Information	03/10/22	KNB	1.0	First Issue	FC	03/10/22	AP	KNB
Stat	Purpose of Issue	Date	Auth	Rev	Description	By	Date	Chk'd	Auth

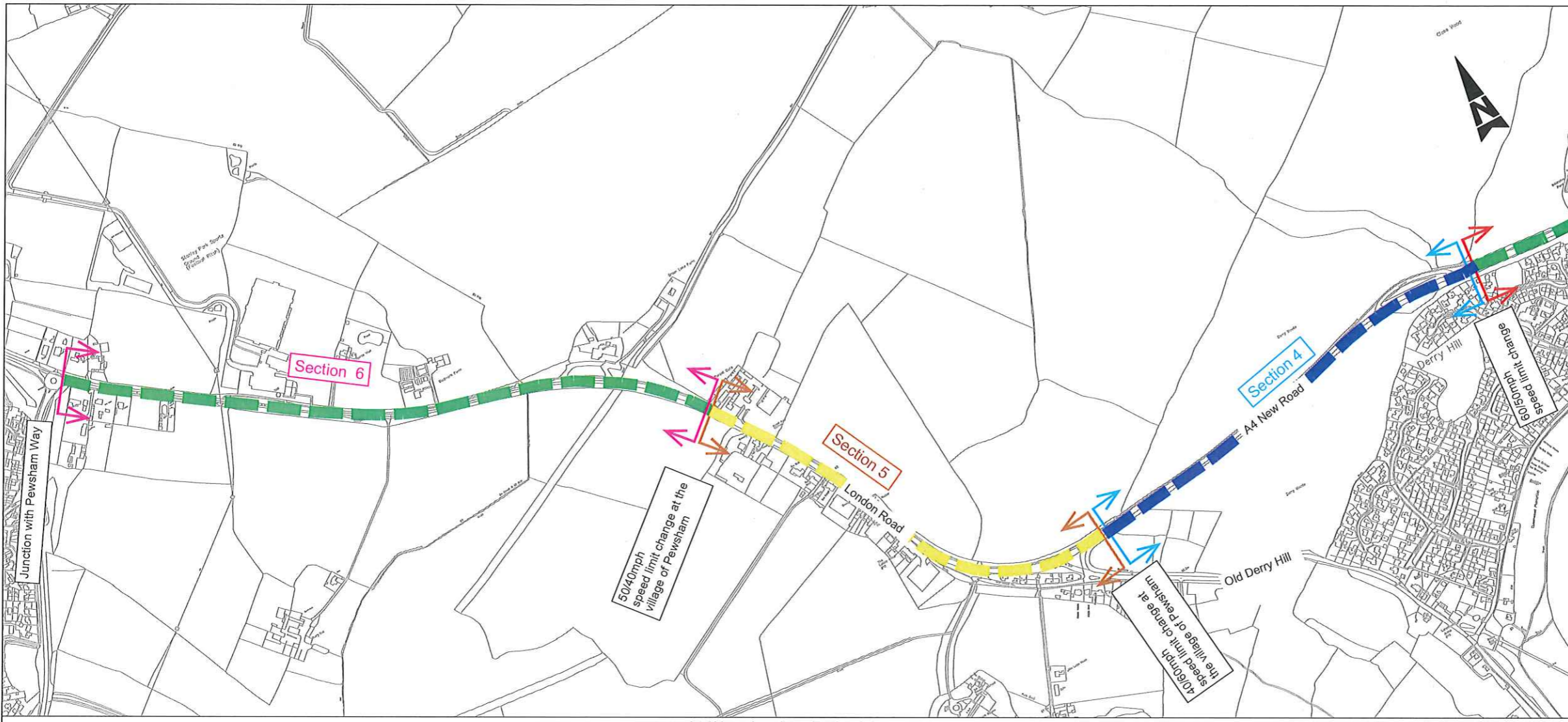
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Wiltshire Council
Client
Project
Speed Limit Reviews 2021 - 2022

Title A4 Chippenham (Pewsham) to Calne Sheet 1				
Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	N.T.S	FC	AP	KNB
Status	Drawing Number	Date	Date	Date
S2	5215073 - ATK - DR - 040	21/09/22	03/10/22	03/10/22
Rev				
				2.0

DO NOT SCALE



- Notes**
- Limits of work are approximate and are to be agreed on site with the Engineer.
- Existing 60mph Speed Limit
 - Existing 50mph Speed Limit
 - Existing 40mph Speed Limit
 - ↔ Section 4
 - ↔ Section 5
 - ↔ Section 6

A4 Chippenham (Pewsham) to Calne

Sections	Description	Section Length (Metres - Taken from AutoCAD OS Tile)	Existing Speed Limit (Miles per Hour)	AADT (Average Annual Daily Traffic - Taken from Traffic Counts)	Collisions		Collision Rate (per 100 million vkm)	Mean Speed (Miles per Hour)	Assessed Speed Limit (Miles per Hour)	Recommended Speed Limit (Miles per Hour)	Comments
					All	KSI (Killed or Seriously Injured) (Fatal or Severe)					
Section 4 - 00070	Between 60/50mph speed limit change to 40/60mph speed limit change at village of Pewsham	810	60	15718	1	0	3.590	50.900	60	60	The assessed speed limit is the same as the existing limit. There are few accesses on this section, so the recommended speed limit is 60mph.
Section 5 - 00064	40/60mph speed limit change to 50/40 mph speed limit change at the village of Pewsham	763	40	10960	2	1	10.920	36.500	50	40	The assessed speed limit is 50mph. Although this may be acceptable and would give a consistent speed limit in this area, it is recommended that the speed limit remains as existing at 40mph. This section includes the junction with Old Derry Hill.
Section 6 - 00057	50/40 mph speed limit change at the village of Pewsham to junction with Pewsham Way	1163	50	10960	2	1	7.160	44.900	60	50	The existing speed limit seems to be working satisfactorily so it is recommended that the speed limit remains at 50mph.

Postal Area: SN11 0 RR to SN15 3RW
USRN: 83800024
OS Grid Ref: 398865 171215 to 393742 172167
Phillips Street Atlas: P.79 B5 to F3, P80 A3 to F3
Road Speed Limit: Various

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION	(OTHER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING	(OTHER 'NONE' IF APPLICABLE)
USE	(OTHER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(OTHER 'NONE' IF APPLICABLE)

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Member of the SNC-Lavalin Group

S2	For Information	25/05/23	KNB	2.0	Amendment following Wiltshire Council comments	FC	25/05/23	KNB	KNB
S2	For Information	03/10/22	KNB	1.0	First Issue	FC	03/10/22	AP	KNB
Stat	Purpose of Issue	Date	Auth	Rev	Description	By	Date	Chk'd	Auth

Client: **Wiltshire Council**

Project: **Speed Limit Reviews 2021 - 2022**

Title: **A4 Chippenham (Pewsham) to Calne Sheet 2**

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	N.T.S	FC	AP	KNB
Status	Drawing Number	Date	Date	Date
S2	5215073 - ATK - DR - 041	21/09/22	03/10/22	03/10/22
Rev				
				2.0

Technical Note - A4 Chippenham (Pewsham) to Calne 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 A4 Chippenham (Pewsham) to Calne speed limit assessment drawings numbered 5215073-ATK-DR-040 & 041 (sheets 1 & 2).

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 and vehicle injury collision data obtained from the police records for the most recent six years.

There were a total of thirty-one injury collisions over the six-year period, one resulting in fatal injuries, six in serious injuries, the other twenty-four involved slight injury. Most of these collisions resulted in more than one casualty, but the numbers shown on the table are for collisions, not casualties.

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 40mph, the measured speed of traffic was 29.8mph, the assessed limit is 40mph. It is therefore recommended that the speed limit should remain at 40mph.

Section 2: Sections 2A & 2B were initially assessed as one section. It was subsequent to the data collection that it was decided to split the section into Section 2A -East of Norley Lane and Section 2B - West of Norley Lane. It was considered that the highway environment either side of Norley Lane was significantly different. The existing speed limit is 60mph, the measured speed of traffic was 48.0mph and the assessed speed limit is 60mph.

Section 2A: The assessed limit is 60mph which is the same as the existing limit. There are few accesses and dwellings on this section, so the recommended speed limit is 60mph.

Section 2B: Although the assessed limit is 60mph, there are a relatively high number of accesses and dwellings on this section. A reduction in speed limit to 50mph is recommended. The existing speed of traffic fits in with this speed limit. It will also

encourage drivers to keep to a lower speed either side of this section, especially the approach to Studley Lane crossroads.

Section 3: The existing speed limit is 50mph, the measured speed of traffic was 37.7mph, the assessed speed limit is 50mph. It is recommended that the speed limit is lowered to 40mph for this section. Although the assessed speed limit is 50mph, there are a number of accesses and also substantial development on this section. The existing speed of traffic fits in with this 40mph speed limit. The terminal points will be at village name plates/gateway feature. All seven of the reported collisions on this section occurred at or very close to the Studley Lane crossroads, which is within the proposed 40mph speed limit. It is hoped that the lowering of the speed limit will reduce the number of collisions.

Section 4: The existing speed limit is 60mph, the measured speed of traffic was 50.9mph, the assessed speed limit is 60mph. The assessed limit is 60mph which is the same as the existing limit. There are few accesses and dwellings on this section, so the recommended speed limit is 60mph.

Section 5: The existing speed limit is 40mph, the measured speed of traffic was 36.5mph, the assessed speed limit is 50mph. Partly because of the Derry Hill junction in this section, it is recommended that the limit remains at 40mph.

Section 6: The existing speed limit is 50mph, the measured speed of traffic was 44.9mph, the assessed speed limit is 60mph but it is recommended that the speed limit remains as existing at 50mph.