

**HIGHWAYS & TRANSPORT
TRAFFIC & NETWORK MANAGEMENT**

**PEWSEY CATG
Burbage**

**20 mph Speed
Restriction Assessment**

Document Control Sheet

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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.

The Parish of Burbage in the Pewsey Community Area requested the introduction of a 20 mph limit during 2017/18. This request was considered by the Pewsey CATG and supported by the Area Board.

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.

Burbage village is located towards the Eastern side of the County, just off the A346 / A338 primary route between Marlborough and Salisbury. Indeed, the A346 once passed through the centre of the village until the completion of a by-pass in the early 1990's. The old route, including High Street now has a C classification, and is typically used by local road users only. There is access to the A346 to the north and south ends of the village but under normal traffic conditions there is no advantage of using the old route in favour of the by-pass.

Burbage has a number of local amenities to encourage pedestrian and cycling activity including a post office, primary school, surgery, village hall with playing fields, church, shops, social club and public houses.

The village is currently subject to a 30 mph speed limit and there is a system of street lighting of varying standard throughout.

The area of this study is confined to those roads situated to the east side of the High Street which are predominantly residential. Most of these roads have footways with the notable exceptions of Eastcourt and Eastcourt Road.

The full extent of the area studied is set out in Appendix 1 which includes Taskers Lane, Eastcourt Road, Eastcourt, Suthmere Drive and Ailesbury Way.

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 a variety of locations and data was recorded from Wednesday 7th March through to Tuesday 13th March 2018.

The location of each counter is identified in Appendix 1.

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

Metro Count Number	Total Traffic Volume (annual average daily)	85th %tile Speed (mph)	Mean Average Speed (mph)
Site 1 – Taskers Lane	508	31.4	25.7
Site 2 - Eastcourt	85	23.6	17.5
Site 3 – Eastcourt Road	99	25.9	21.1
Site 4 – Eastcourt Road	260	28.7	23.0
Site 5 – Eastcourt Road	495	31.6	25.6
Site 6 – Suthmere Drive	330	30.3	25.7
Site 7 – Ailesbury Way	217	28.2	22.8

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 28/02/18).

This was a single vehicle incident. The vehicle had cause to break suddenly and a front seat passenger within that vehicle suffered a “slight” injury due to a defective seat belt.

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 of Burbage are within or just above the guidance threshold of 24mph at 4 of the 7 sites selected.

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, it is recommended that the location be considered for a 20mph speed limit, with lighter touch engineering measures such as coloured (Buff) high friction surfacing to create entry gates and painted carriageway roundels, sympathetic to the local environment, being introduced on Taskers Lane, Eastcourt Road and Suthmere Drive.

It is estimated that the cost to implement this scheme would be in the region of £12,000 - £15,000 to include development, legal fees and installation.

6.0 Appendix 1

See drawing attached.