

**HIGHWAYS & TRANSPORT
TRAFFIC & NETWORK MANAGEMENT**

**SUTTON BENGER
Chestnut Road and surrounding area
(excluding B4069)**

**20mph Speed
Restriction Assessment**

Document Control



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1.0 Introduction and background

Following the publication of Wiltshire Councils policy for 20mph speed limits, the authority committed to undertaking assessment across the 18 Community Areas. Each of the Community Areas were requested to nominate a defined area for assessment during 2014/15.

The village of Sutton Benger, specifically the Chestnut Road area (excluding the B4069), has been identified locally and selected by the Community Area Transport Group as a possible location for a 20 mph speed restriction.

This report sets out the analysis of this location against “Wiltshire Policy on 20mph Speed Limits and Zones” and the Department of Transport (DfT) Circular 01/2013 “Setting Local Speed Limits”.

The above guidance will be used to determine if Sutton Benger is a suitable location for a 20mph speed restriction. Full extents of the area selected to be studied is set out in Appendix A.

2.0 Data Collection

Average speed and volume of traffic was recorded using a device called a Metro-count. This is a roadside unit with sensors placed across the road.

Metro-counters were installed at various locations throughout Chestnut Road, Sutton Benger and were in place between the 12th November and the 20th November 2014.

The exact location of each counter is shown in APPENDIX A.

Table 1 below sets out a summary of the results of each metro-count:

Metro Count Ref. Number	Total Traffic Volume (annual average daily traffic)	85th percentile Speed (mph)	Mean Speed (mph)
1	624	27.7	21.8
2	557	25.3	21
3	511	24.2	18.1

Table 1 – Summary of metro-count results

3.0 Collision Data

An investigation into the Police Collision Database shows there has been no recorded Personal Injury Collisions (PIC's) in the 6 years preceding the preparation of this report.

4.0 Analysis against Wiltshire Council Policy

It is imperative that all speed restrictions are set at an appropriate level where overall compliance with the limit can be realistically achieved. Higher recorded vehicle speeds are unlikely to be sufficiently reduced with signing alone and can often require further traffic management / calming measures such as chicanes, road humps or physical changes to the road layout.

With the above in mind, there are two distinct types of 20mph speed restriction for consideration – 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 originating from DfT Circular *01/2013 'Setting Local Limits'*. Wiltshire Council policy identifies the following 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 within a defined area and are supported by the appropriate traffic regulation order and signs.

Typically there will be traffic calming measures at regular intervals throughout the zone to ensure speeds remain consistent throughout its length. This may include the addition of road humps and raised junctions as well as build outs, chicanes pinch points etc., but may also include lighter touch measures where appropriate, such as carriageway roundels.

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 do not include the types of physical calming measures typically associated with zones. Drivers are alerted to the presence of the restriction by the use of terminal and repeater signs.

20mph Speed limits to be considered where:

- Mean 'before' speeds are at or below 24mph (where they are marginally above this threshold, lighter touch engineering measures to reduce speed should be considered)
- 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 journeys 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

The results following the data collection indicate the 'mean' traffic speeds on Chestnut Road, Sutton Benger are at or below the guidance threshold of 24mph.

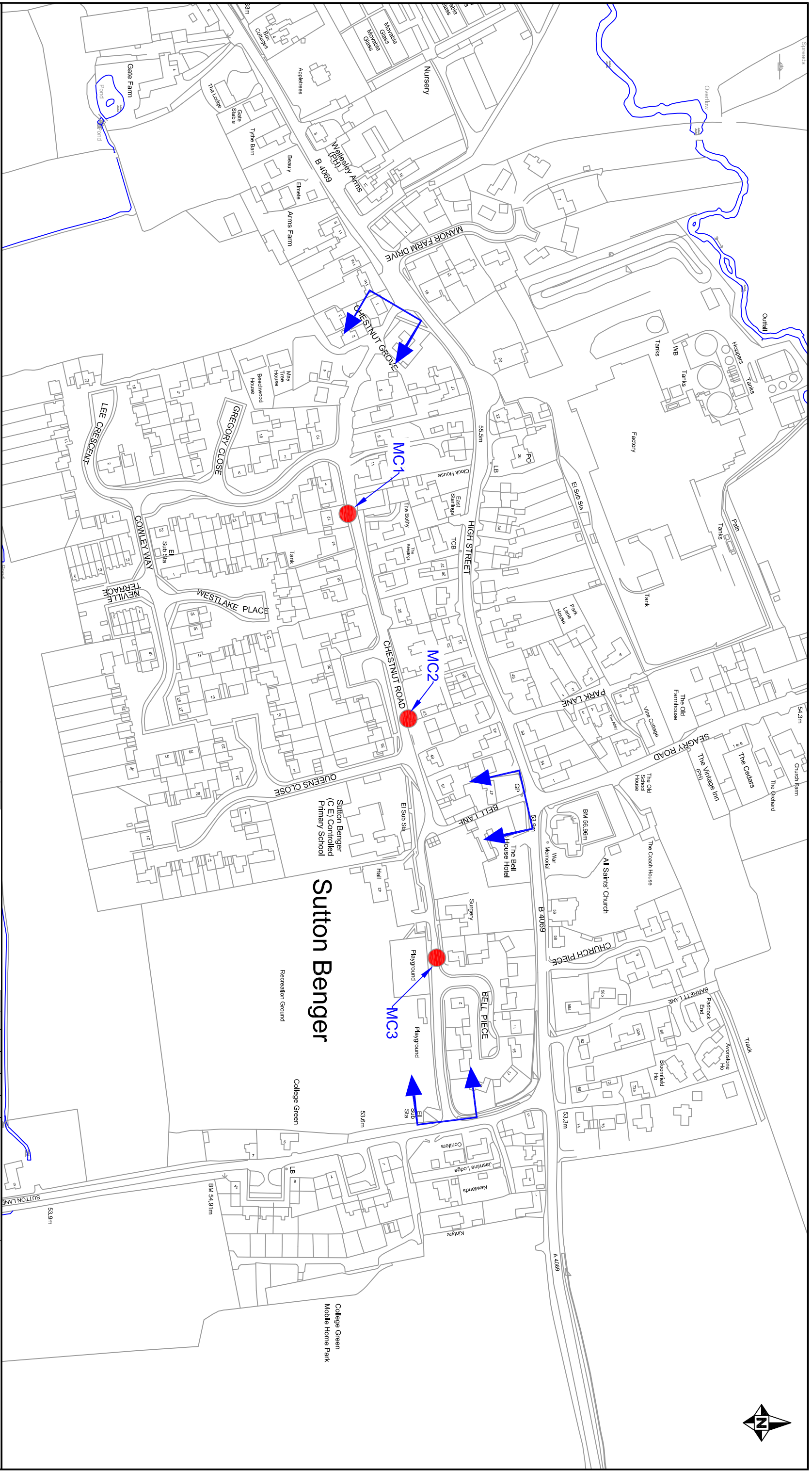
Based on the analysis of the speed and collision data for the study area and applying the results against the Wiltshire Council Policy for 20mph speed limits and zones, it is recommended: 'That Chestnut Road and adjoining side roads, (excluding the B4069) be considered for the introduction of a 20mph speed limit.'

It is estimated the cost of implementing a 20mph limit for the Chestnut Road area would be in the region of £3,000. It should be noted this is the expected cost required from the Community Area Transport Group and does not include design and legal costs which will be borne by Wiltshire Council.

The proposed extent of the 20mph limit is shown in APPENDIX A.

6.0 Appendix A

Requested area of assessment and locations of Metro-counts:



NOTES:

Proposed locations of Metro Counts:

MC1 - Attach to lamp column no. 4 outside 12 Chestnut Road

MC2 - Attach to telegraph pole outside 43 Chestnut Road

MC3 - One Metro Count - either attach to lamp column or school warning sign adjacent to 1 Bell Piece

Requested 20mph limit boundaries

X / Y Co-ordinates:
 394437 178568

Postcode:
 SN15 4RP

Wiltshire Council
 Where everybody matters

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