

20mph Speed Limit Assessments

Tisbury

Wiltshire Council

August 2022

20mph SLAs_Tisbury Report

Notice

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1. Introduction and background

Following the publication of Wiltshire Council's policy for 20mph speed limits, the authority made a commitment to undertake assessments to determine the feasibility of 20mph speed restrictions where requests are made, supported and funded by Community Area Transport Groups.

A request to assess Tisbury for a 20mph speed restriction was raised by Tisbury Parish Council and discussed at a Community Area Transport Group (CATG) meeting and subsequently prioritised for assessment in 2021.

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 which areas are suitable for a 20mph speed restriction.

Tisbury is a village and civil parish in Wiltshire, England. The village lies close to the Dorset border, and about 13 miles (21 km) west of Salisbury, and 10 miles (17 km) south of Warminster.

The village is currently subject to a combination of 20mph and 30mph speed limits.

The full extent of the area studied is set out in **Appendix A**.

Note: A previous report and investigation into the provision of 20mph speed limits in Tisbury was completed in February 2015 by Wiltshire Council (Report ref: 20mph Speed Restriction Assessment, Version 1). The existing 20mph speed limit in Tisbury is based on the recommendations in that report.

The current speed limit assessment report makes use of updated data gained since the previous report was issued and hence builds on and enhances the previous recommendations in light of more recent data.

2. Data Collection

Average speed and volume of traffic was recorded using a device called an Automated Traffic Counter (ATC), provided by the traffic count company, Monisyst. This is a roadside unit with sensors placed across the road.

ATCs were installed at eight locations to record data from 13th October through to 19th October 2021. The approximate location of each counter is shown at **Appendix A**.

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

ATC Location Reference	Total Daily Traffic Volume (7-day average)	85th %tile Speed (mph)	Mean Average Speed (mph)
Site A – Vicarage Road	240	22.26	18.40
Site B – Station Road	1501	30.09	25.20
Site C – The Avenue	859	29.19	24.50
Site D – Chilmark Road	574	28.97	23.30
Site E – Chicksgrove Road	973	30.53	26.20
Site F – Park Road	544	23.26	18.40
Site G – Cuffs Lane	679	24.16	19.10
Site H – Duck Street	60	18.82	14.90

Table 1 – Summary of ATC results

3. Collision Data

An investigation into the Police Collision Database shows there was only one Personal Injury Collision recorded in the area of interest within Tisbury in the 36-month period up to end of August 2021:

- (C2265/18 Station Road) One car involved; single vehicle; 90yr old fell asleep at the wheel; driver & passenger slightly injured.

The data made available does not state that speed was a contributory factor in this collision. The only factor listed was 'fatigue'. The collision involved a single vehicle and a driver who fell asleep at the wheel; therefore, this collision is not included in any further analysis.

All other collisions were in the existing 20mph area and so were outside the area of interest for analysis purposes.

4. 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:

4.1. 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.

4.2. 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. Recommendation

As mentioned above, a previous report and investigation into the provision of 20mph speed limits in Tisbury was completed in February 2015. Therefore, all subsequent recommendations in this section are based on extending and tying into the existing 20mph speed limit in Tisbury.

Results have shown that mean average traffic speeds within the assessed area (8 sites) are largely below the guidance threshold of 24 mph, with the exception of the following three sites:

Site B – Station Road (25.20 mph)

Site C – The Avenue (24.50 mph)

Site E – Chicksgrove Road (26.20 mph)

The Avenue is only just over the 24 mph threshold and the adjoining roads have mean average speeds below the 24 mph threshold, so it is included in the proposed 20 mph speed limit with the condition that light touch engineering measures are installed to aid with speed compliance. Similarly, Station Road, which leads to The Avenue, is therefore also recommended for light touch engineering measures to include it in the 20mph speed limit. Since the previous report was issued in 2015, the mean average speeds on both these roads have reduced by approximately 2mph and so both are now more suitable for light touch engineering measures as proposed.

Furthermore, Station Road and Chicksgrove Road are both entry points into the village of Tisbury from de-restricted speed limit roads (60 mph), so the slightly higher mean average speeds of 25.20 mph and 26.20 mph, respectively, are somewhat expected.

Recent speed measurements were not undertaken on Hindon Lane as part of this current assessment. However, it is recommended to slightly increase the extents of the existing 20mph speed limit here in order to improve the visibility of the 20mph speed limit sign - at the moment it is somewhat hidden in amongst the verge.

As mentioned above, Site E – Chicksgrove Road has a recorded mean speed significantly over the guidance threshold for proposing a 20mph speed limit, so two options to address this are proposed below.

5.1. Option 1 – excluding Chilmark Rd. and Chicksgrove Rd.

Currently, both Chilmark Rd. and Chicksgrove Rd. on the east side of the village are locations where the national speed limit to the east transitions to a 30mph speed limit westbound into Tisbury. These locations are not built-up, and their nature does not lend itself to a transition from national speed limit to a new 20mph speed limit. Therefore, even though Chilmark Rd. has a mean average speed of 23.30mph, because it has a similar nature to Chicksgrove Rd., it is recommended that both roads are excluded from the proposed 20mph speed limit for Tisbury.

Therefore, 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, the majority of locations meet the criteria for consideration of a 20mph limit and therefore it is recommended that the location be suitable for a 20mph speed limit with some 'lighter touch' engineering measures at two of the locations (The Avenue and Station Road), and the exclusion of the westbound entry points into the village from the national speed limit (Chilmark Rd. and Chicksgrove Rd).

Please see **Appendix B** for a preliminary proposal drawing.

5.2. Option 2 – including Chilmark Rd. and Chicksgrove Rd.

Currently, both Chilmark Rd. and Chicksgrove Rd. on the east side of the village are locations where the national speed limit to the east transitions to a 30mph speed limit westbound into Tisbury. These locations are not built-up, and their nature does not lend itself to a transition from national speed limit to a new 20mph speed limit. Therefore, even though Chilmark Rd. has a mean average speed of 23.30mph, because it has a similar nature

to Chicksgrove Rd., it is recommended that if both roads are included in the proposed 20mph speed limit for Tisbury they will need to be subjected to traffic calming measures to lower speeds. The traffic calming measures will also require street lighting to be provided.

Therefore, 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, the majority of locations meet the criteria for consideration of a 20mph limit and therefore it is recommended that the location be suitable for a 20mph speed limit with some 'lighter touch' engineering measures at two of the locations (The Avenue and Station Road). In addition, the inclusion of the westbound entry points into the village from the national speed limit (Chilmark Rd. and Chicksgrove Rd) with traffic calming measures (and associated street lighting), e.g., build-outs, speed humps, and road narrowing.

Please see **Appendix B** for a preliminary proposal drawing.

6. Costs

6.1. Option 1 – excluding Chilmark Rd. and Chicksgrove Rd.

It is estimated that the cost to implement this scheme would be in the region of £17,800 to include development, legal fees and installation.

Please note this cost is only provisional, and no detailed design or assessment of solutions has been undertaken. Consequently, costs could vary depending on site constraints or other issues identified during the design process.

Item:	Cost Estimate:
Traffic Regulation Order	£3,000
Signing	£8,500
Road Markings	£2,000
Traffic Management	£2,500
Sub-total	£16,000
Contingencies	11.25% of Sub-total = £1,800
Total	£17,800

6.2. Option 2 – including Chilmark Rd. and Chicksgrove Rd.

It is estimated that the cost to implement this scheme would be in the region of £112,363 to include development, legal fees and installation.

Please note this cost is only provisional, and no detailed design or assessment of solutions has been undertaken. Consequently, costs could vary depending on site constraints or other issues identified during the design process.

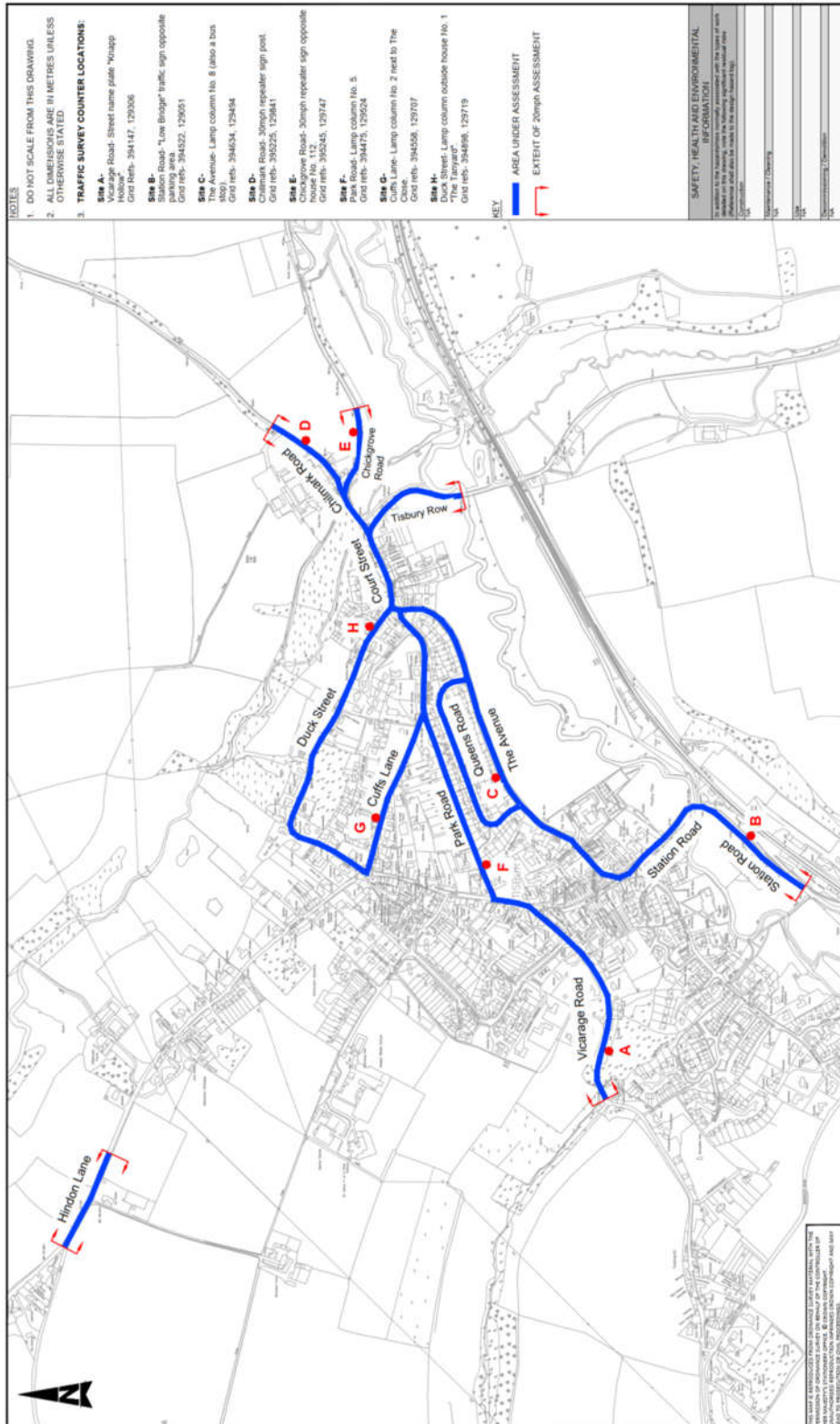
The traffic calming cost is notably higher than the other costs to account for the potential for extensive traffic calming measures. Traffic calming costs may be significantly lower depending on the type of traffic calming considered at detailed design and construction. Any traffic calming measures will need to also include street lighting, and therefore these are included in the item cost.

Item:	Cost Estimate:
Traffic Regulation Order	£3,000
Signing	£9,000
Road Markings	£3,000
Traffic Calming	£80,000 (e.g., 4/5 double speed cushions)
Traffic Management	£6,000
Sub-total	£101,000
Contingencies	11.25% of Sub-total = £11,363
Total	£112,363

Appendices

Appendix A. Drawings

A.1. Speed data



B.1. Preliminary Proposal Drawing – Option 1



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