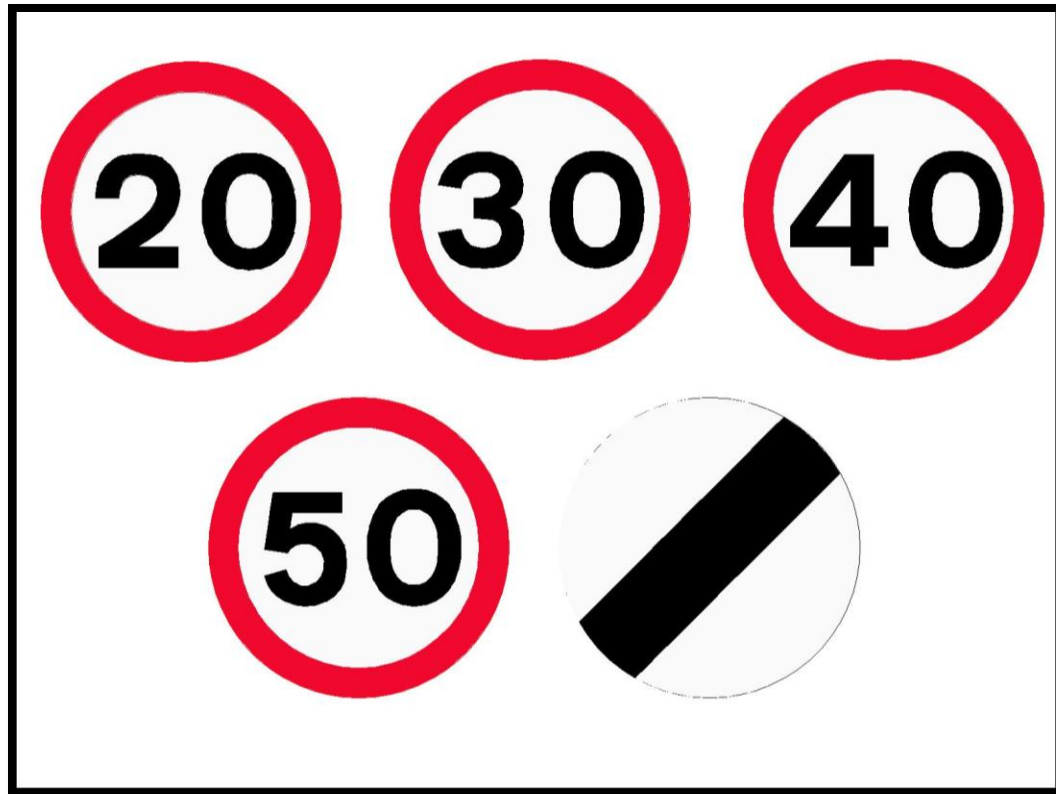


Speed limits in Wiltshire



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

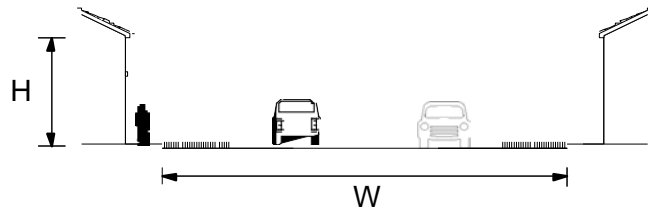
- Cheaper and easier to construct than humps. (Average scheme costs <50k)
- Results in lower noise and vibration than vertical features.
- Build outs can provide improved pedestrian crossing points.
- Can be aesthetically pleasing.

Disadvantages

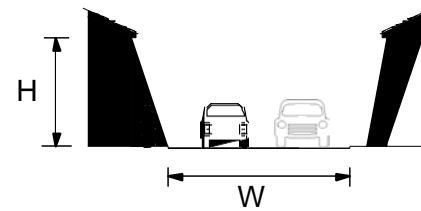
- Can radically alter linear character of the street.
- Often results in a considerable loss of on street parking and delays to passing traffic.
- Chicanes can encourage drivers to take a 'racing line' at high speed.
- Pinch point reduce available carriageway space and squeeze down vulnerable road users, 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

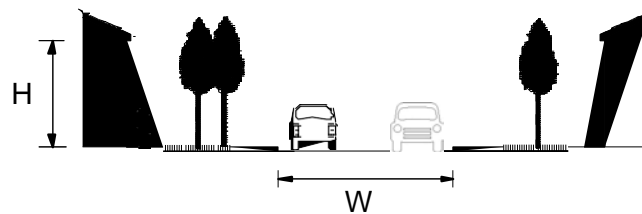
- Drivers perceptions of the appropriate driving speed is influenced by the street appearance.
- Safety through uncertainty. (Driver uncertainty can result in reduced speed).
- An open or broad aspect encourages speed.



A. Optical width which encourages speed



B. Optical width which discourages speed



C. Street as 'A' with features that reduce optical width and discourages speed.

Psychological Measures

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



- Gateways

Psychological Measures

- Coloured surfacing



- Removal of centre warning Lines

Psychological Measures

- Improved Signing



- Landscaping

Advantages

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

Disadvantages

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