

B3109 Wingfield, Bradford Leigh and South Wraxall

Speed Limit Assessment

Document Control Sheet

Project Title: B3109 Wingfield, Bradford Leigh and SouthWraxall

Report Title: Speed Limit Assessment

Revision: Version 2

Status: Final

Date: October 2024

Record of issue

Issue	Status	Author	Date	Check	Date	Authorised	Date
1	Draft	AGP	08/24	FC	09/24	KNB	09/24
2	Final	AGP	10/24	FC	10/24	KNB	10/24

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1.0 Introduction and background

This assessment has been undertaken at the request of the Bradford-on-Avon Local Highway and Footway Improvement Group following concerns raised by the local Parish Councils.

The concerns particularly are about the speed of vehicles near Wingfield and the approach to Bradford-on-Avon from the south. There is also concern about the speed of vehicles on the north side of Bradford-on-Avon and in the area of the double bends south of South Wraxall. The C class road to the east of the B3109 near Fairfield Farm, Bradford Leigh towards Merkins Farm is also included in the review.

The B3109 forms part of the A and B class road network and is classed as '3A – Main Distributor' in the hierarchy of road function. This means that the function of the road is as part of the strategic network, providing an inter-urban link.

The Department for Transport Circular 01/13 Setting Local Speed Limits sets out guidance as a basis for assessments of local speed limits, traffic authorities set local speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit. Speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. Speed limits should be seen by drivers as the maximum rather than a target speed.

Speed limits should not be used to attempt to solve the problem of isolated hazards, such as a single road junction or reduced forward visibility. The principal aim in determining appropriate speed limits should be to provide a consistent message between speed limits and what the road environments looks like, therefore, changes in speed limit need to be reflective of changes in the road layout and characteristics. This approach will provide consistency across the country for drivers.

The underlying aim should be to achieve a 'safe' distribution of speeds. The key factors that should be considered in any decisions on local speed limits are:

- History of collisions;
- Road geometry and engineering;
- Road function;
- Composition of road users;
- Existing traffic speeds; and
- Road environment.

While these factors need to be considered for all road types, they may be weighted differently in urban or rural areas. The impact on community and environmental outcomes should also be considered.

Circular 01/2013 Setting Local Speed Limits states that whilst traffic authorities should continue to routinely collect and assess both mean and 85th percentile speeds, mean averages should be used as the basis for determining local speed limits.

For clarity, the distinction between the mean and 85th percentile value is:

- Mean speeds are the average speeds that vehicles travel at
- 85th percentile speeds are the speeds at or below which 85% of vehicles are observed to

travel under free-flowing conditions. This is a nationally recognised method of assessing traffic speeds. (Setting local speed limits, 2013).

What is a village?

The criterion for a 30mph limit is detailed in the Department for Transport Traffic Advisory Leaflet 01/04; Village Speed Limits, and is based on the amount of frontage development, with a requirement for 20 or more houses over a minimum length of 600 metres. This length may be reduced to 400 metres when the level of development density over this shorter length exceeds the 20 or more houses criterion and in exceptional circumstances a reduction to 300 metres is permissible. If there are just fewer than 20 houses, then the Highway Authority can make extra allowance for key buildings, such as a church, shop or school. The measurement of frontage development is based only on those houses that front onto the main road. It does not include groups of houses that access the main road from a side road. Frontage development density has to achieve an average of three houses per 100 metres throughout the length but particularly at the entrances to the limit. This ensures appropriate reinforcement of a village environment to the motorist. Please refer to Figure 1 below for an example. (DfT Traffic Advisory Leaflet 01/04 Village Speed Limits, 2004)

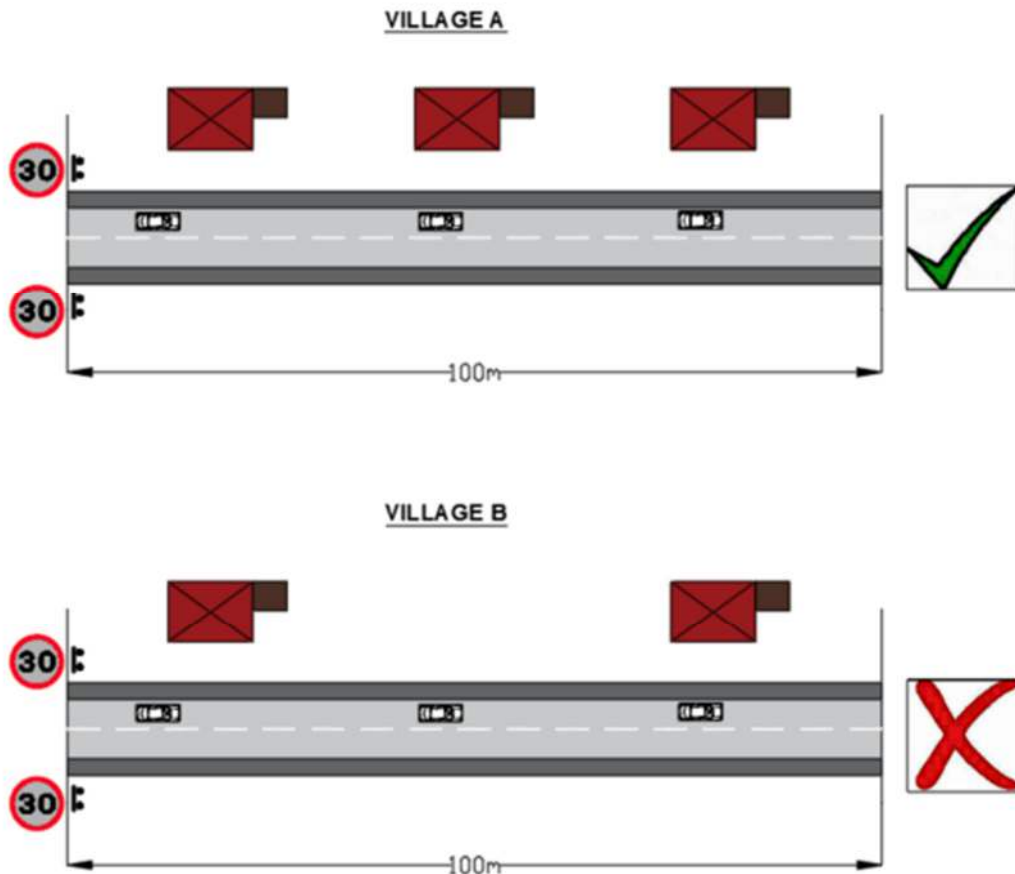


Figure 1 example of measure of density

Method of Analysis

The speed limit assessment process requires the calculation of time over distance to establish an average speed for each section of road being reviewed rather than the use of point speed data at a single location as would be collected by a traffic count survey. Generally, a total of seven journeys in each direction are made for each section of road under review and an average speed calculated from this analysis. The method of journey time analysis is considered a more robust analysis of vehicle speeds over the full length of each section to determine average speeds throughout the route rather than to rely on the use of point speeds which only offer a reading for vehicle speed at a single point of the route. This method ensures data is recorded for free-flowing traffic conditions.

Collision Data

The measurement of collisions is undertaken by establishing the number of recorded collisions that have taken place that have resulted in personal injury. Damage only and unrecorded incidents are not a material consideration. Collision data covering a 6-year period is used for assessment purposes, which is sourced from the Police Stats19 database

The use of personal injury collisions is universal across the United Kingdom not only in the assessment of speed limits but also in identifying schemes to improve highway safety. This accords with the principles set out in the Road Safety Code of Good Practice. (A Road Safety Good Practice Guide for Highway Authorities, 2006)

Legal Traffic Regulation Order Process

There must be a legal basis for any speed limit change, it must meet the required criteria otherwise the restriction can be challenged in court. As a moving vehicle offence, the enforcement authority for speed limits is the Police, therefore agreement and support must be sought from them before any changes are implemented.

The implementation of any new or change to an existing speed limit requires the legal procedure to introduce a Traffic Regulation Order (TRO) to be followed. This process requires formal advertisement and consultation providing members of the public with an opportunity to comment on the proposal. The associated costs with conducting this legal process are in the region of £3,000 (current cost as at August 2024) and it can take between twelve to eighteen months to complete.

2.0 Data Collection

2.1 Site observations

For the purpose of the speed limit review, the assessed route has been divided into nine sections. The characteristics of the route varies along its length, therefore reviewing these sections separately allows each section to be assessed based on the most appropriate criteria for the nature and setting of that part of the route. Although these sections are largely based on the existing speed limit lengths, consideration has also been given to where the ideal terminal points may be.

Section 1

This section begins at the county boundary at the southern end of the road under consideration. It is to the west of the village of Southwick and north of the A361 near the Bradford Road junction with Poplar Tree Lane. It continues northwards to the southern side of Wingfield at the 60mph/40mph speed limit terminal sign. The road is rural with very few buildings accessing the highway. There are mostly fields on either side and a large wood on the western side. It is fairly straight and open. The current speed limit is the National Speed Limit.

Section 2

This section is from the 60/40mph speed limit terminal to the south of Wingfield, through the village to the Wingfield Road signalised crossroads at the A366. There is a public house in Wingfield, a number of dwellings and junctions with four lanes giving access to farms and other dwellings. Few of the dwellings in the village have direct access onto the B3109. There is a length of footway on one side for some of the section. The 40mph speed limit covers the village and the signalised crossroads in all directions for a few hundred metres.

Section 3

Section 3 commences at the A366 / B3109 signalised crossroads northwards to the 60/50mph speed limit terminal sign south of the Westwood Road crossroads. There is a 200m section of 40mph speed limit north from the Wingfield Crossroads, the main length of road is derestricted (60mph speed limit).

The road is bounded by hedges with a fairly narrow verge on both sides. There are some trees in the hedge line in places. There are few dwellings accessing the B3109 on this section.

Section 4

This section starts at the 60/50mph speed limit terminal sign south of Westwood Road crossroads, it includes the crossroads and the splayed minor road from Westwood village. It ends at the 50/30mph speed limit terminal sign on the south side of Bradford-on-Avon. There are about three dwellings on the west side of the road just within the section. The rest of the section has fields on either side with hedges and verges bordering the B3109. There are bends in the road on the approach to the town at the north end of Section 4. The existing speed limit is 50mph.

The urban section of the B3109 through Bradford-on-Avon has not been included in this review. The speed limit is 30mph and will remain. Vehicles normally travel well within that speed limit.

Section 5

This section starts at the 30/40mph speed limit terminal sign on Sladesbrook near Berryfield Road and continues north to Leigh Park crossroads (the junction with the B3105).

There is a rather narrow footway on the east side of the road and the road is bounded by stone walls for much of its length. There are two accesses to houses on the east side of the road on the town end of the section. The existing speed limit is 40mph.

Section 6

This section starts at the signalised Leigh Park Crossroads and continues northwards to Fairfield Farm and the junction with the unclassified road near The Plough. The environment is a mixture of fields with a few dwellings, farms and small businesses. There is a footway on the east side of the road. There is a section of 40mph speed limit from the crossroads and then the limit is 50mph for most of the section length.

Section 7

This section is the unclassified road from the junction with the B3109 at The Plough eastwards to Merkins Farm (a farm shop and cafe), ending at the 50/60mph speed limit terminal sign. There are some fields bounded by hedges and a few dwellings, including holiday apartments. There are grass verges for most of the section.

The existing speed limit is 50mph.

Section 8

This section starts at Fairfield Farm and continues northwards to Wild Road crossroads – the crossroad junction to South Wraxall and Atworth.

There are some dwellings on the west side of the road at the southern end, and then there are fields on either side of the road bounded by hedges with occasional trees. There are narrow grass verges. Halfway along the section there are two 90 degree bends in the road that require traffic to reduce speed. The existing speed limit is 50mph.

Section 9

The final section starts at the crossroads near South Wraxall and continues northwards to the Box Fiveways signalised junction with the A365. This is a rural length of road with fields bounded by hedges on either side of the road. There are two or three houses and a farm near the northern end of this section. Currently, the national speed limit applies (60mph).

2.2 Journey time data

Journey time data has been collected. The method employed is to follow other vehicles, in free flowing traffic conditions, as they travel the route matching their speed. This gives an insight into how drivers using the route behave in terms of driven speeds.

Each section was driven 7 times in both directions, following a variety of vehicles/drivers, and the journey time for that section recorded. It should be noted that the length of each section varies.

Journey Run Number	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	Section 9
1	01:13.65	00:47.80	01:25.63	00:54.41	00:45.67	00:56.85	00:44.84	02:23.08	02:17.70
2	01:01.23	00:48.40	01:32.96	00:49.47	00:25.57	00:47.27	00:48.56	02:26.58	02:48.85
3	01:00.97	00:44.40	01:29.07	00:50.10	00:30.09	00:48.74	00:45.50	02:17.21	02:23.03
4	01:11.73	00:46.90	01:44.65	00:52.15	00:28.50	00:46.86	00:49.59	02:16.73	02:21.26
5	01:05.54	00:45.60	01:29.27	00:51.67	00:45.06	00:58.94	00:47.22	02:23.09	02:14.10
6	01:00.11	00:47.30	01:22.83	00:50.65	00:49.09	00:49.76	00:48.71	02:59.23	02:13.67
7	01:22.59	00:45.70	01:29.75	00:48.77	00:46.52	00:59.50	00:50.60	02:26.97	02:47.87
Average Times:	01:06.62	00:46.66	01:29.34	00:50.81	00:39.17	00:52.31	00:47.92	02:23.39	02:24.79

Table 1: Journey Time Data

Note: The fastest & slowest results from each section timing will be disregarded when calculating the average time for that particular section to produce more reliable results by disregarding outliers.

2.3 Traffic speeds and volumes

The journey time data shown in section 2.2 is used to calculate mean (average) speeds of vehicles on the route. Table 2 shows the mean speeds for each section and the accompanying calculation data.

Vehicle volumes are recorded using a radar device mounted to street furniture. This device captures the number and classification of vehicles as they pass. The speed data collected by this device is not used for the speed limit assessment process as it gives point speeds only.

The devices were located at the following 6 locations. A 7-day period in June 2024 was recorded. This recorded an annual average daily traffic (AADT) volume and Table 3 shows the results at each site.

Road Sections	Description	Average Journey Time	Section Length (Metres)	Speed (Metres per Second)	Mean Speed (Miles per Hour)
Section 1	B3109 Bradford Road at the junction with Poplar Tree Lane to 40mph/ 60mph speed limit change near Chaple Lane	01:06.62	1471	22.1	49.4
Section 2	40mph/ 60mph speed limit change near Chaple Lane to B3109 Junction with Pomeroy Lane / A366	00:46.66	700	15.0	33.6
Section 3	B3109 Junction with Pomeroy Lane / A366 to 50mph/ 60mph speed limit change near Westwood Road	01:29.34	1658	18.6	41.5
Section 4	50mph/ 60mph speed limit change near Westwood Road to start of Bradford on Avon village sign near Moulton Drive	00:50.81	907	17.9	39.9
Section 5	Start of 40mph/ 30mph speed limit change near Berryfield Road to Leigh Crossroad	00:39.17	371	9.5	21.2
Section 6	Leigh Crossroad to B3109 Leigh Road junction with The Plough	00:52.31	828	15.8	35.4
Section 7	B3109 Leigh Road junction with The Plough to 50mph / 60mph speed limit change near Merkins Farm Café	00:47.92	664	13.9	31.0
Section 8	B3109 Leigh Road junction with The Plough to Wild Road Crossroad	02:23.39	2179	15.2	34.0
Section 9	B3109 Wild Road Crossroad to Box Fiveways Crossroad	02:24.79	2506	17.3	38.7

Table 2: Mean Vehicle Speeds

Location	Annual Average Daily Traffic (AADT)
On B3109, immediately south of Moulton Drive near the 30mph / 50mph speed limit terminal sign	8,637
On B3109, approximately 180m south of Wingfield Crossroads (junction with A366 and Pomeroy Lane)	9,270
On B3109, approximately 180m north of Wingfield Crossroads (junction with A366 and Pomeroy Lane)	8,178
On B3109, immediately south of Leigh Park Crossroads (junction with the B3105)	6,437
Near Merkins Farm, on the unclassified road from the junction with the B3109 at The Plough	646
At Wild Road Crossroads - the crossroad junction to South Wraxall and Atworth	6,030

Table 3: Traffic Counts Location and AADT

2.4 Collision data

An interrogation of the Police collision database indicates there have been 37 reported personal injury collisions over the whole length in the 72 months preceding this report.

Within Section 1, there were nine injury collisions, one causing serious injury. Four were at the Poplar Tree Lane junction involving turning vehicles. This is a fairly busy turning where drivers have to take account of fast moving traffic on a long straight section of road. The other five collisions were near a bend in the road, three of those involved drivers over the legal limit for alcohol.

In Section 2, there was one serious collision and one slight injury collision in the six years. The serious collision occurred when a motorcyclist clipped the kerb and came off his motorcycle. The slight injury collision involved a driver seeking to avoid standing water on the road.

There was one slight injury collision reported in Section 3. This was caused by one car crossing the centre line and colliding with an oncoming car.

There were three slight injury collisions in Section 4. They were all at the Westwood / Trowbridge crossroads and involved different movements.

In Section 5, to the north of Bradford-on-Avon, there were four injury collisions one of them causing serious injury, the others slight. They all took place at the crossroads and engineer's judgement has been used to allocate the collisions to Section 5 or 6. One (the serious injury) occurred when the traffic signals were not working and another when an elderly driver went through a red light. Another occurred when a car overtook a cyclist on the approach to the crossroads.

In Section 6 there were three slight injury collisions, two were at the crossroads, one involving a

van overtaking a cycle and the third collision was when a car hit a deer.

In Section 7 there was one slight injury collision, where a car hit a tree while avoiding a deer.

Section 8 had the largest number of injury collisions, there were thirteen in the recent six years. Two resulted in serious injuries, the rest were slight injuries. Eight of the thirteen collisions took place at the double bends.

Section 9 had one collision causing slight injury where an animal in the road caused the driver to swerve and hit a tree.

2.5 *Local concerns*

Concerns about vehicle speed were received at the Bradford-on-Avon Local Highway and Footway Improvement Group, particularly at their meeting in November 2023. Representatives at the meeting included those from Bradford-on-Avon Town Council, Wingfield Parish Council and South Wraxall Parish Council. Four main concerns were raised:

- They would like to see the 40mph speed limit through Wingfield reduced to 30mph. A document submitted – “Wingfield Pedestrian Safety Report” January 2024 detailed their comments. These included their proposal that Wingfield is a village and detailed the insufficiency of the existing footway provision.
- They would like to see the existing 30mph speed limit at the southern side of Bradford-on-Avon extended southwards to include the two or three houses before the turning to Westwood.
- To the north of Bradford-on-Avon there are two properties outside the 30mph speed limit. The one to the north is currently used as a nursery for small children. The Town Council are concerned about small children being walked to the nursery outside the 30mph speed limit. They would like the speed limit extended northwards to cover the nursery.
- There are double bends in the B3109 to the south of South Wraxall. These have a history of road traffic collisions. The Group would like to see the speed limit reduced to reduce the number and severity of these collisions.

3.0 **Analysis**

It is set out in Circular 01/13 that ‘Drivers are likely to expect and respect lower limits and be influenced when deciding on what is an appropriate speed, where they can see there are potential hazards, for example outside schools, in residential areas or villages and in shopping streets.’. The DfT therefore state that a principal aim for determining appropriate speed limits should be to provide a consistent message between the speed limit and what the road looks like and for changes in speed limit to be reflective of changes in the road layout and character.

The following are important factors when considering what is an appropriate speed limit.

- history of collisions, including frequency, severity, types and causes
- road geometry and engineering (width, sightlines, bends, junctions, accesses and safety barriers and so on)
- road function (strategic, through traffic, local access et cetera)
- composition of road users (including existing and potential levels of vulnerable road users);

- existing traffic speeds
- road environment, including level of road-side development and possible impacts on residents (e.g. severance, noise, or air quality)

It is recognised within the circular that different road users perceive risks and appropriate speeds differently, with drivers often not having the same perception of the hazards of speeds as people on foot, cycles or horseback. The needs of vulnerable road users must be taken into account.

The guidance does however also state '*Speed limits should not be used to attempt to solve the problem of isolated hazards, for example a single road junction or reduced forward visibility such as at a bend, since speed limits are difficult to enforce over such a short length. Other measures, such as warning signs including vehicle activated signs, carriageway markings, junction improvements, superelevation of bends and new or improved street lighting, are likely to be more effective in addressing such hazards. Similarly, crossings or, in rural areas, the provision of adequate footways can be a more effective means of improving pedestrian safety than lowering a speed limit over a short distance*'.

The guidance also advises that if a speed limit is set unrealistically low for a particular road function and condition, it may be ineffective and drivers may not comply with the speed limit. If many drivers continue to travel at unacceptable speeds, the risk of collisions and injuries would increase.

It may well be that a speed limit need not be changed if the collision rate can be improved or wider quality of life objectives can be achieved through other speed management measures, or other measures. These alternative measures should always be considered before proceeding with a new speed limit.

It is considered that each section of the assessed route on this part of the B3109 would be classed as part of the rural road network when considering the criteria set out in the circular.

The following table sets out the speed limits for single carriageway roads in rural locations as would be applicable to the B3109.

Speed limit (mph)	Where limit should apply:
60	Recommended for most high quality strategic A and B roads with few bends, junctions or accesses.
50	Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. Can also be considered where mean speeds are below 50 mph, so lower limit does not interfere with traffic flow.
40	Should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.

Table 4: Rural Speed Limit Criteria - Circular 01/13

In relation to the criteria above, **Section 1** has an existing National Speed Limit (60mph) and this

speed limit meets the descriptors for that limit and the measured mean speed. The rural nature of the environment suggests that this is the correct speed limit for this section of road. There were two groups of recorded injury collisions. The first was at the junction with Poplar Tree Lane. There were four collisions involving turning. The crossroads is on a long straight road and may be insufficiently highlighted. The verge can sometimes get overgrown, reducing visibility when exiting the side roads. This could be checked to see if there are some simple measures that could be applied. The second group of collisions took place on a length of road including a bend. Unusually, three of these five collisions involved drivers over the alcohol limit. This number of alcohol related collisions is very unlikely to be related to the location. It is therefore considered acceptable that the existing National Speed Limit remains.

Section 2, through the village of Wingfield, has an existing speed limit of 40mph. The mean speed of vehicles (measured after the removal of the temporary road works) was found to be 34mph.

Most of the village housing is on side roads off the B3109. The number of properties having direct access onto the B3109 is not sufficient to fall into the category of a “village” (has to achieve an average density of 3 properties with frontage access in 100 metres, see page 5 above) and therefore does not meet the requirement for the speed limit to be lowered to 30mph. There are nine houses fronting the B3109 over a length of 400m to 500m. There are, in addition, three side roads – Chapel Lane, Church Lane and Shop Lane plus the Poplars P.H. There may well be more than 20 houses in the village but very few have direct access onto the B3109.

The collision rate is relatively low. It is considered that the existing speed limit should remain. There is footway improvement proposed (subject to further design and funding) near Chapel Lane. The aim of this is to widen a narrow section of footway where the adjacent property protrudes reducing the existing width to just less than 1m.

Section 3 commences at the traffic signalised crossroads at the A366 / B3109. The first short length has a 40mph speed limit which should remain as it is close to the junction. The main length of the road is at the National Speed Limit (60mph). There was one slight injury collision in the recent six years. There are some bends in the 60mph section, but drivers are managing them well. The rural aspect of the road leads to the recommendation that the National Speed Limit is retained.

Section 4 has an existing 50mph speed limit. It includes the crossroads to Westwood, the junction from Westwood to Bradford-on-Avon and ends at the Bradford-on-Avon 30mph speed limit terminal. The three injury collisions occurred at the B3109 / Westwood / Trowbridge crossroads. Although regrettable, this is not an unusually high number in six years. The assessed speed limit is 60mph, but it is considered that the existing 50mph speed limit is working well and should remain.

Local residents have requested that the 30mph Bradford-on-Avon speed limit is extended further south from the town to include the two or three properties. There have been no recorded incidents there in the recent six years or at the angled junction to Westwood. When a northbound driver approaches a 30mph speed limit, they will expect to see evidence of a built up area and a reason for the urban speed limit. The two houses at this location are set back from the road and would be difficult to see. The number of properties having direct access onto the B3109 is not sufficient to fall into the category of a “village” (has to achieve an average density of 3 properties with frontage access in 100 metres, particularly at the entrance to a 30mph limit see page 5 above).

Many drivers are unlikely to comply with the 30mph speed limit sign and will continue at their existing speed until they reach the built up area. It is considered that the extension to the 30mph speed limit cannot be justified and is unnecessary.

Section 5 is immediately north of Bradford-on-Avon at the 30mph terminal to the signalised Leigh Crossroads. The current speed limit is 40mph. It is bordered by stone walls for most of its length, with a footway on one side of the carriageway. It has a slightly built up feeling, but there are only two houses near the southern end. However, the northern of these properties is currently used as a nursery for young children. This section is 371m in length. The existing mean speed of traffic was measured as 21mph.

The southern end is rather narrow and the footway is also substandard in width. It would be acceptable to extend the 30mph speed limit for approximately half the length of this section. Finding somewhere to erect the terminal sign may be difficult due to the restricted widths. A suitable location could be where there is a footway both sides, adjacent to a small, substandard layby on the west side of the road, where it may be possible place the signs. The location of these terminal signs will identify the location of the change in speed limit. The approach to the signalised crossroads would remain at 40mph as well as the rest of Section 5 to the north of the crossroads.

Section 6 is from the signalised Leigh Crossroads northwards to the Leigh Road junction at The Plough, a length of 828m. The existing speed limit is 40mph for about 200m and then it is 50mph. It is recommended that the 40mph limit remains as it is close to the traffic signals and there are houses on the west side of the road. There is also a footway on the east side of the road for the length of Section 6. The 50mph speed limit works well and although the environment is mostly rural, there is a farm and one or two properties. It is therefore recommended that the 50mph speed limit remains for most of Section 6.

The existing 50mph speed limit continues along **Section 7**, the side road from the B3109 at The Plough to the 50/60mph speed limit terminal east of Merkins Farm café and shop. There is a mixture of residences and pasture fields bounding the road. The lane is fairly quiet but is rural in nature and does not encourage fast travel. The mean speed measured was 31mph. The only recorded injury collision was when an elderly driver tried to avoid a deer and hit a tree. This resulted in slight injury. The assessed speed limit was 60mph but it is recommended that the existing 50mph limit remains.

Section 8 extends from The Plough to Wild Road Crossroads, the turning to South Wraxall. Most of the length is rural in nature although at the southern end there are houses on the west side of the road. There is a double bend in the middle of the section. The existing speed limit is 50mph. Most of the injury collisions happened at the double bends (8 out of the 13). Seven of the eight resulted in slight injury, one serious injury. The guidance in Circular 01/13, quoted at the beginning of this section 3 Analysis, says that speed limits should not be used to address single hazards but rather they should be addressed separately. It is therefore recommended that the speed limit remains at 50mph for Section 8 and a separate investigation is carried out to address the collisions at the bends. Some work has already been done to investigate how the collisions could be reduced in number and severity. Further work could be carried out which may propose extra signing, resurfacing or other engineering works that will address the collision problem without the need to change the speed limit for the rest of the route.

The remaining section, **Section 9**, is largely rural in nature with National Speed Limit applying. There has been one slight collision in the recent six years when a driver hit a tree when trying to

avoid an animal in the road. The assessed speed limit was 60mph and it is recommended that the National Speed Limit can continue to apply. The mean speed measured was 38.7mph.

Overall, the collision history for the study area does not identify a significant cluster of collisions resulting in personal injury, so no major speed limit changes are recommended.

The DfT assert that engineering measures should be used to deal with isolated hazards and address the needs of vulnerable road users, rather than a reduction of speed limit where it is not warranted against other criteria.

4.0 Recommendation and Costs

The costed recommendation set out in this report is the extension of the 30mph speed limit in section 5. The likely associated costs for implementation are set out below.

<u>Description</u>	<u>Cost</u>
Traffic Regulation Order (TRO)	£3,000
Temporary Traffic Management	£2,000
Signing	£3,000
Associated electrical costs	Not applicable
Road Markings	£2,000

Table 5: Cost estimate

5.0 References

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6.0 Appendix A – Speed limit assessment plans