

## BISHOPSTONE PARISH COUNCIL

### 20 MPH SPEED LIMITS IN BISHOPSTONE – BPC(09)21

1. At the meeting in September consideration was given to paper BPC(06)21 which set out the results of metro counts taken at five locations in Bishopstone in July and to the issue of whether to seek to introduce 20mph speed limits on the village roads south of the C12 (High Road). In summary, the metro count results were:

Location	Total vehicle movements (both directions combined).	Average speed of vehicles (both directions) - MPH	85 <sup>th</sup> percentile (both directions combined) - MPH
Flamstone Street	530	15.7	21.1
Butt Lane	2390	18.2	23.0
Harvest Lane	1786	20.7	26.0
Church Lane	962	18.6	23.9
Faulston Lane	897	16.0	20.8

2. It was agreed to consult Wiltshire Council's Traffic Engineer on the outcome of the survey, the possible extent of any speed restriction area and the costs of implementation, with a view to taking a final decision on whether to go ahead at the meeting of the Parish Council in November. I have now had an opportunity to discuss this matter with the Traffic Engineer and this paper sets out the results of that discussion.

#### Costs

3. If any speed limit is introduced there are associated costs, of which Bishopstone Parish Council would be expected to meet 25%. These include:

Traffic Restriction Order (TRO - the legal instrument to impose the limit)	£2,500
Terminal signs (the two larger signs on posts at the start of the limit area, of which there would need to be four sets at the Flamstone Street, Butt Lane, Harvest Lane and Church Lane entrances)	£1,600
Repeater signs (the smaller signs which have to be at 200m spacing. An initial assessment suggests that there might need to be 15 of these.)	£3,000
Roundels (painted on the road at the entrances to the limit area)	£1,400
Total cost	£8,500
Of which 25%	£2,125

It is possible that costs could be slightly lower if, for example, it is found possible to re-use existing sign posts.

#### Process

4. Speed limit projects have to be approved by the Community Area Transport Group (CATG) – a sub committee of SWWAB – who also meet 75% of the cost. In principle the roads surveyed meet Wiltshire Council's criteria for introducing 20mph limits. The introduction of area speed limits is normally preceded by a comprehensive assessment of the area to be

covered. However, CATG are prepared to accept the data already collected as meeting the requirements of the assessment so long as gaps in the data are filled – principally this would involve an additional metro count in Mill Lane. In addition CATG will require the normal 25% payment (£625) towards the cost of an assessment.

5. Any scheme could then not be progressed until it became one of CATG's top five priorities. CATG only has a small budget and they prioritise projects according to urgency/potential benefit. Any Bishopstone proposal would be considered alongside those from all the other parishes in the South West Area Board area. CATG meets twice a year with the next meeting in February 2022.

### **Consideration**

6. Councillors will wish to consider whether the benefits of imposing 20mph limits outweigh the dis-benefits (including cost).

7. There is no doubt that there is support in the village for doing something about the speeding issue. Though it may be less clear whether this extends to imposing 20mph limits. Following the article in STaB magazine on the outcome of the metro counts, one representation was received from a resident of Harvest Lane saying:

“...the 85th percentile figures indicate that on average on each day of the testing period there were 38 vehicle movements along Harvest Lane at speeds exceeding 26mph....I consider this quite unacceptable for a residential street where young children live, and which is narrow - in places it is barely wide enough for 2 cars to pass safely without one of them stopping”.

However, the metro counts show that average speeds at the survey locations are already less than 20mph. Even at the 85<sup>th</sup> percentile level, apart from Harvest Lane, they are only marginally above. As pointed out in paper BPC(06)21, both national and local research indicates that the imposition of 20mph limits reduces traffic speed at the average level by only 1-2mph. At the level of the 85<sup>th</sup> percentile the reduction is only about 0.5mph. In other words those who are already travelling at speeds in excess of 20mph will continue to do so despite the imposition of any limit. The police do not generally enforce within 20mph areas.

8. As indicated above, if a limit is to be introduced there will need to be extensive signage, which inevitably has consequences with regard to the appearance of the village. This issue has been raised before when there has been discussion about action to reduce speeding. That dis-benefit needs to be factored in alongside that of costs, which could be up to £2,750 for the Parish Council. If it is decided to proceed, this matter cannot go before CATG until its meeting in February 2022 and may not be implemented for some time - so any expenditure is unlikely to fall in this financial year.

9. One further alternative would be to propose a more limited scheme - say just for Harvest Lane, which has the highest speeds. This would cost about £3,000 (£750 for the Parish Council). However, it might be considered divisive. Wiltshire Council's experience is that if limits are introduced in only one road in a local network then residents of adjoining roads will campaign for an extension of the area and the result is higher costs overall (eg because a TRO is required each time).

## **Conclusion**

10. The main options appear to be:

- (a) Take the matter no further on the grounds that the marginal benefits do not justify the costs;
- (b) Take the matter forward on the basis that, despite the only marginal benefits, there could be some impact on some drivers and that local residents would be reassured that every possible action was being taken to deal with this issue;
- (c) Propose a more limited scheme – (para 9 above).

11. If the Council wish to pursue option (b) the next step will be to commission the additional metro count. Assuming these show similar results to those already undertaken an application for the creation of a speed limit area can be submitted for consideration by CATG.

12. The Council needs to decide how it wishes to proceed.

Mike Ash  
Clerk

October 2021