

Quidhampton – 19 December 2018

Two/Three issues –

- Speed of traffic
- Volume of traffic
- Pedestrian Safety

Measures for treating one issue may exacerbate/worsen effects of other issue.

i.e. Introduction of traffic calming will help to reduce speeds however is unlikely to reduce numbers of vehicles using the road and therefore will lead to increased congestion/noise etc. Closing roads/banning turns reduce the number of potential vehicle manoeuvres/conflicts and can therefore lead to increased speeds.

Need to establish what residents overall want to see happen in the village. The message that Wiltshire Council were given during the previous study, in 2001, was that any measures should not inconvenience residents in any way, this therefore ruled out the consideration of closing roads, banned turns.

Potential measures discussed, (see attached document called “Speed Limits in Wiltshire” for further information about traffic calming measures).

Vertical deflections, i.e. speed bumps/speed tables.

Pros – One of the few measures that traffic has to slow down to pass over.

Cons – Most unpopular form of traffic control. This is unlikely to put drivers off using Lower Road rather than the A36 therefore these are likely to generate significant noise & vibration to adjoining households. They are also unpopular with drivers that have chronic pain.

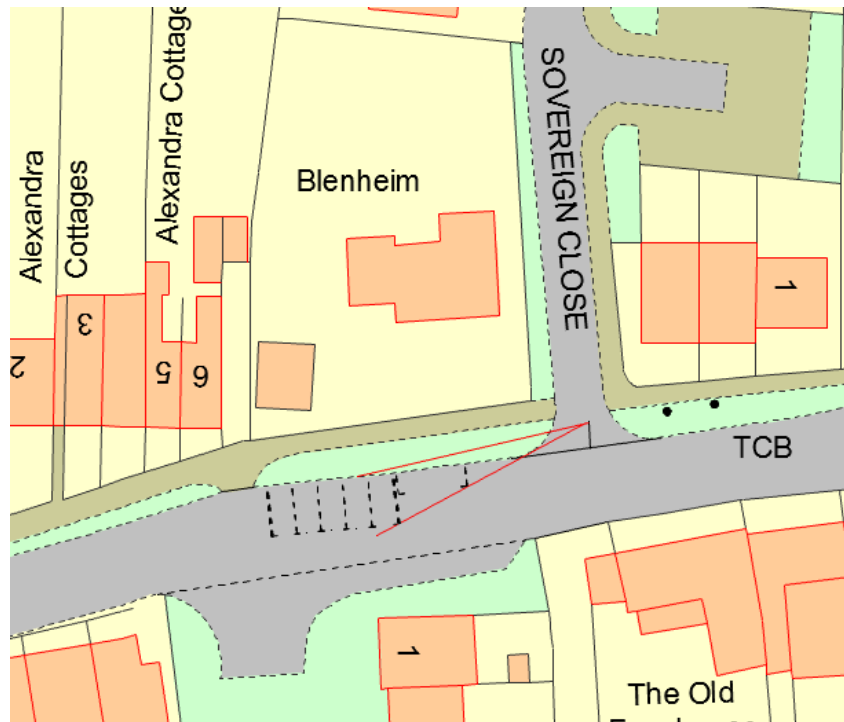
Horizontal deflections, i.e. build outs similar to that at the western end of Lower Road.

Pros – Less noisy than speed bumps, residents are familiar with the existing build out. Signed build out provides clear instruction as to which direction has right of way.

Cons – Require kerbside space that could be used for parking, can speed traffic up through the build out (so they do not hold up traffic waiting at the other side).

The possibility of using echelon parking as a road narrowing in the proximity of Sovereign Close was discussed and it was agreed that some minor design work would be undertaken. Having modelled this on an OS map, it does not appear to be a workable solution in Quidhampton.

It could potentially result in a loss of parking given the need to relocate the bus stop, to keep the sightline for Sovereign Close clear (shown in red) and ensure that there is space to stack vehicles on the western side of the parking area. There is also the potential to unintentionally create a situation that provokes aggressive behaviour between drivers, whilst this is always a potential with any narrowing, encouraging vehicles to reverse in and out of the flow of traffic is likely to increase the risk.



Another suggestion was to create a formal build out in this area. The area to the east of the pub car park was mentioned. There is a BT box at this location that could make it more tricky/expensive to construct but this could be overcome. You may find that an isolated build out has limited effect however locating additional build outs is difficult due to the number of driveways along this length of Lower Road. A scheme in Ford that consisted of 3 build outs was constructed this year and cost in the region of £27,000.

If you wanted to progress this it would be necessary to establish where the Brewery lorry parks when it makes deliveries and approximately how long it is there for.

Closing off roads

Pros – prevents all traffic from travelling along the road.

Cons – Potential for less vehicles/conflict on Lower Road therefore potential to increase speed. Impacts on residents. Diverts traffic onto other unsuitable roads. Potential risk of fly tipping.

Foots Hill Road – Potentially could close Foots Hill Road. No space to create turning head, large vehicles accessing the two properties at the northern end would need to either reverse up/down Foots Hill Road. Small number of vehicles diverting along Foots Hill road would probably use Skew Road instead.

Skew Road – Closing off Skew Road in isolation would potentially divert vehicles onto Foots Hill Road/Church Lane. This is unlikely to reduce the numbers of vehicles diverting through the village in general just change the route taken.

Preventing certain manoeuvres, i.e. banned turns.

Pros – prevents traffic entering from a certain direction.

Cons – only deals with traffic coming in one direction. Potential for less vehicles/conflict on Lower Road therefore potential to increase speed. Impacts on residents. Diverts traffic onto other unsuitable roads.

I have been looking at the statistics included in the presentation from the previous study carried out in 2001 (attached for your information) and whilst the number are not widely different I do not think that this could be relied on to establish the most appropriate manoeuvres for banning.

However at this time the most commonly made manoeuvre by westbound traffic leaving Lower Road is left onto Netherhampton Road. The most commonly made manoeuvre by eastbound traffic entering Lower Road is right from Netherhampton Road.

Banning these two turns would mean that all traffic (including residents) would be forced to use the A36, although there is always the potential for the traffic to be diverted onto other roads rather than the A36.

If banned turns are to be explored further then it would be preferable to carry out a repeat study tracking manoeuvres of through traffic. This is however expensive as it is carried out with ANPR cameras.

Pedestrians

Whilst looking at the sites for build outs I did wonder whether one option would be to look at putting a footway outside of Wither House. The verge here is shown as highway on our records (hatched red on the plan below) and it could potentially be used to narrow the carriageway depending on where the Brewery lorry waits when delivering to the Pub.



Statistics

The statistics from 2001 were compared with those collected prior to the 20mph speed limit being introduced in 2015. It should be noted that the data is collected by different methods therefore caution should be used when making direct comparisons.

The data does suggest that there has been a reduction in vehicles during the morning peak but an increase in the evening peak. Whilst an increase in vehicle movements given the general increase in traffic is not unexpected the decrease is a surprise. Although there could be a number of explanations, i.e. the morning peak may now be spread out over a longer period due to more flexible working patterns, change in shift pattern, business closure etc.

	Lower Road		
	2001	2015	% difference
No of vehicles 8-9am EB	272	197	-27.57%
No of vehicles 5-6pm EB	85	117	37.65%
No of vehicles 8-9am WB	114	78	-31.58%
No of vehicles 5-6pm WB	257	271	5.45%
Traffic Speeds (85%)EB	39.8	31.3	-21.36%
Traffic Speeds (85%)WB	39.3	30	-23.66%
% lorry Flows EB	7%	6.20%	-0.80%
% lorry Flows WB	7%	8.80%	1.80%

	Skew Road		
	2001	2015	% difference
8-9am EB	30	27	-10.00%
5-6pm EB	0	48	N/A
8-9am WB	48	26	-45.83%
5-6pm WB	47	76	61.70%