

Report on potential traffic calming measures

QPC LRWG
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Quidhampton Parish Council (QPC) Lower Road Working Group (LRWG), 12th January 2020

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Introduction

Quidhampton suffers from a number of traffic issues. In particular, there is an identified need to improve road safety in the village. This has resulted in a number of activities in recent years, notably the implementation of a 20mph speed limit. Following on from this speed reduction, a Community Speed Watch (CSW) programme was instigated.

Despite this, speed of vehicles through the village continues to be an issue and this is compounded by the nature of the road itself, particularly the lack of footways on some stretches of Lower Road.

The Highways Department of Wiltshire Council (WC) kindly visited Quidhampton Parish Council (QPC) to explore options for improving road safety. This resulted in a short report written by WC outlining broadly the kinds of approaches which could be taken. This report was used as the basis for a consultation with the village by means of a questionnaire to find out which options were preferred. The results of this survey were presented to QPC who resolved to constitute a Lower Road Working Group (LRWG) to draw together the ideas presented by WC and the views of the village in order to present recommendations back to QPC to then take forward with WC. This LRWG comprised Cllrs Paul Cripps, Sandie Smith and Ken Taylor. This report presents the findings of the LRWG with a summary of the WC report and consultation and links to find copies of relevant documents.

A preliminary version of this report was presented to QPC at the September meeting, including the detailed recommendations made by the LRWG. The report was discussed and it was agreed that these recommendations will form the basis of discussions with WC to work towards solutions for the village. It is appreciated that at present, these recommendations have not been costed or their feasibility investigated in detail and it is appreciated that finding funding may be challenging for anything but the smallest of schemes. But QPC is adamant in voicing concerns of residents and Cllr Pauline Church (WC) has kindly agreed to support QPC in progressing this matter, with the ultimate aim of achieving what is needed to improve the situation in our village in collaboration with WC.

Wiltshire Council visit and report

The visit by WC Highways was documented in a report provided to the PC in December 2018. This report was published to the Quidhampton PC website in January 2019¹ along with supporting documentation². Key issues identified in the report were:

- Speed of traffic
- Volume of traffic
- Pedestrian safety

The report stressed the need to engage with residents and ensure support for any proposals; it was noted that in a 2001 survey, options such as road closures and banned turns were ruled out as these were deemed too inconveniencing to residents.

The WC report then went on to highlight a number of possible options including pros and cons of each:

- Vertical deflections (speed bumps/tables)
- Horizontal deflections (build outs)
- Closing off roads
- Preventing certain manoeuvres (eg banned turns)

¹ <https://parishcouncil.quidhampton.org.uk/2019/01/traffic-consultation/>

² A Wiltshire Council slide deck titled "Speed Limits in Wiltshire" plus traffic statistics from 2015.

- Improvements to footways

More information on each option was provided in the accompanying WC document³.

Finally, some statistics were presented to illustrate apparent changes in traffic flows between 2001 and 2015.

Consultation with Residents: village survey

A survey yielded a 51% response rate. In addition, eleven detailed responses were received from residents, with views expressed across the options noted by WC plus additional suggestions from residents.

In particular, the use of Footshill was noted by a number of respondents as being problematic due to it being a key route to schools, bus stops and there being no pavement and a considerable number of vehicle movements, many of which at speed due to there being no restriction⁴ from the A36 to just before the junction with Lower Road (see Figure 22 and Figure 23).

	Yes	No	No opinion
Traffic volume	78 (79%)	10 (10%)	4 (4%)
Speed	86 (89%)	4 (4%)	3 (3%)
Pedestrian safety	75 (77%)	2 (2%)	13 (13%)

Table 1; Support for Key Issues

Survey questions aimed at understanding feeling in the village for taking action showed the issues noted by WC are indeed of importance to residents (Table 1) with the vast majority considering all three issues requiring attention.

More detailed responses to each option are shown in Table 2 with options receiving majorities highlighted.

	Support		Not support		No opinion		Blanks
Vertical deflections	55	57%	29	30%	4	4%	9
Horizontal deflections	49	51%	28	30%	8	8%	12
Closing road	29	30%	50	52%	4	4%	14
Banned turns	36	37%	36	37%	9	9%	16
Withy House pavement	50	52%	13	13%	17	18%	17

Table 2; Support for Possible Options

Whilst not overwhelming levels of support, a majority of respondents indicated they would support both vertical and horizontal deflections.

A majority of respondents also indicated they would support improvements to the footway, specifically the idea for a pavement in the vicinity of Withy House as proposed as an option in the WC report.

³ Speed-Limits-in-Wiltshire.pdf, available from the PC website

⁴ Footshill is a National Speed Limit road sandwiched between the restricted limit of the A36 and the restricted limit of Quidhampton.

The idea of banning turns received a mixed response. Responses were split equally for and against with neither a majority for nor against.

Road closures, as in 2001, were unpopular, with a majority of respondents indicating their opposition.

Methodology of the Lower Road Working Group

The results of the survey and the ideas presented by WC were used as the basis for this report. A walk through of the village was undertaken by the LRWG to identify possible options for the placement of measures suggested by WC.

The report was presented to QPC at the September 2019 QPC meeting.

Outcomes & Recommendations

The outcomes of the LRWG are described in the following sections.

Preliminary discussion

In advance of the walkthrough, a meeting of the LRWG was held following the July 2019 QPC meeting. This discussion resulted in two global recommendations:

- R1:** Improve the clarity of the marking of the footway throughout the village to make it clear that this is a space for pedestrians and not for cars.
 - a) Use a painted colour or hatch pattern
 - b) Use painted walking figures (as used at Wilton Shopping Village)
- R2:** Make the footway clear for pedestrians and buggies by moving the bollards throughout the village
 - a) Move the bollards from their current position centrally within the footway to a position at the edge of the footway

Walk through

The following location specific recommendations were made based on the walk through.

The walk through commenced at the eastern end of the village and continued to the western end of the village. It was noted that there are three main straight runs through the village where long sight lines encourage motorists to race through (see

Appendix 1).

- The first is presented to a motorist entering from Skew Road through to the Village Hall (see Figure 1)
- The second runs from the Village Hall through to the pub (see Figure 2)
- The third runs from the pub through to the Old School House (see Figure 3)

It was apparent to the LRWG that measures placed in each of these sections would enhance the natural and existing conditions and help to reduce speed.

R3: Reduce speed limit on Skew Road

The current situation where traffic enters the village 20mph speed limit from a National Speed Limit road results in speeding on entry to the village. The clear sight line through from this point results in vehicles continuing through into the village at high speed.

- R4:** Add a speed hump between the Lower Road / Skew Road junction and the 20mph signs at the start of the village.
- R5:** Place a 20mph sign on the post facing the traffic coming out of Lower Road from Bemerton. Driver otherwise have no reminder.
- R6:** Paint a 20mph roundel on the eastern entrance to the pinch point.
- R7:** Painted narrowing on the road following the 20mph signs on each of the eastern entrances to the village (on Lower Road from Churchfields and Skew Road)
- R8:** Move bollards to the edge of the footway through the pinch point (see R2)
- R9:** Add a speed hump at the end of the pinch point near Footshill
- R10:** Add speed cushions or a hump in the section adjacent to the village hall
- R11:** Add two build outs in the vicinity of Lockes Lane to form a chicane (see Figure 11)
- a) Westbound: Place build out and bollard on the south side immediately to the east of Lockes Lane.
 - b) Eastbound: Place build out 30m to the west (distance as recommended minimum for a chicane), on the north side, opposite centre of building.
 - c) In both cases there appears to be a clear 3m for the narrowed carriageway, and no drives or the footway or regular parking are affected. The bus stop to the east is believed far enough away.
 - d) In each case, maintain a gap between the build out and the footway to allow cycles to pass (Lower Road being part of the National Cycle Network; see construction at Churchfields end of Lower End for comparison).
- R12:** Place a speed table outside the pub where the existing (informal) crossing is located
- a) See construction of similar outside the Cosy Club for comparison
- R13:** Investigate the possibility of using the existing parking bay by Rogers close to provide diagonally aligned parking, possibly with build outs, to narrow the road and increase parking capacity
- R14:** Speed hump to be located between Alexandra Cottages (south side) and Wylle Cottage (north side).
- a) It is noted the access to Fisherman's Reach would need to be considered in any such development
- R15:** Place a speed table at the junction of Lower Road, Nadder Lane and the track up to Coronation Square car park (see Figure 12)
- a) To provide a raised platform covering the junction, as used widely elsewhere across the country
 - b) Note the presence of the drain at the bottom of the track

Conclusion

As resolved in the Parish Council meeting 24 September 2019, this report has been finalised with references and enhanced with figures and background information.

As outlined in the Introduction (see page 3), this report will now be forwarded to Wiltshire Council, envisaging the proposals can be costed and their feasibility investigated in detail. Options for implementation can then be developed on the basis of cost, effectiveness, and short and longer term plans developed based on available funding.

Options will be presented in a public meeting in Quidhampton before commitment.

This report will be posted on the Quidhampton Parish website as "work in progress".

Appendix 1

The straight runs through the village which encourage higher speeds.



Figure 1; the first straight section through the village from the eastern end junction with Skew Road through to the Village Hall



Figure 2; the second straight section through the mid section of the village from the Village Hall to the pub



Figure 3; the third straight section through the village from the pub to the Old School House

Appendix 2

Locations plans



Figure 4; Recommendations R4 to R6



Figure 5; Recommendations R6 to R9



Figure 6; Recommendation R10

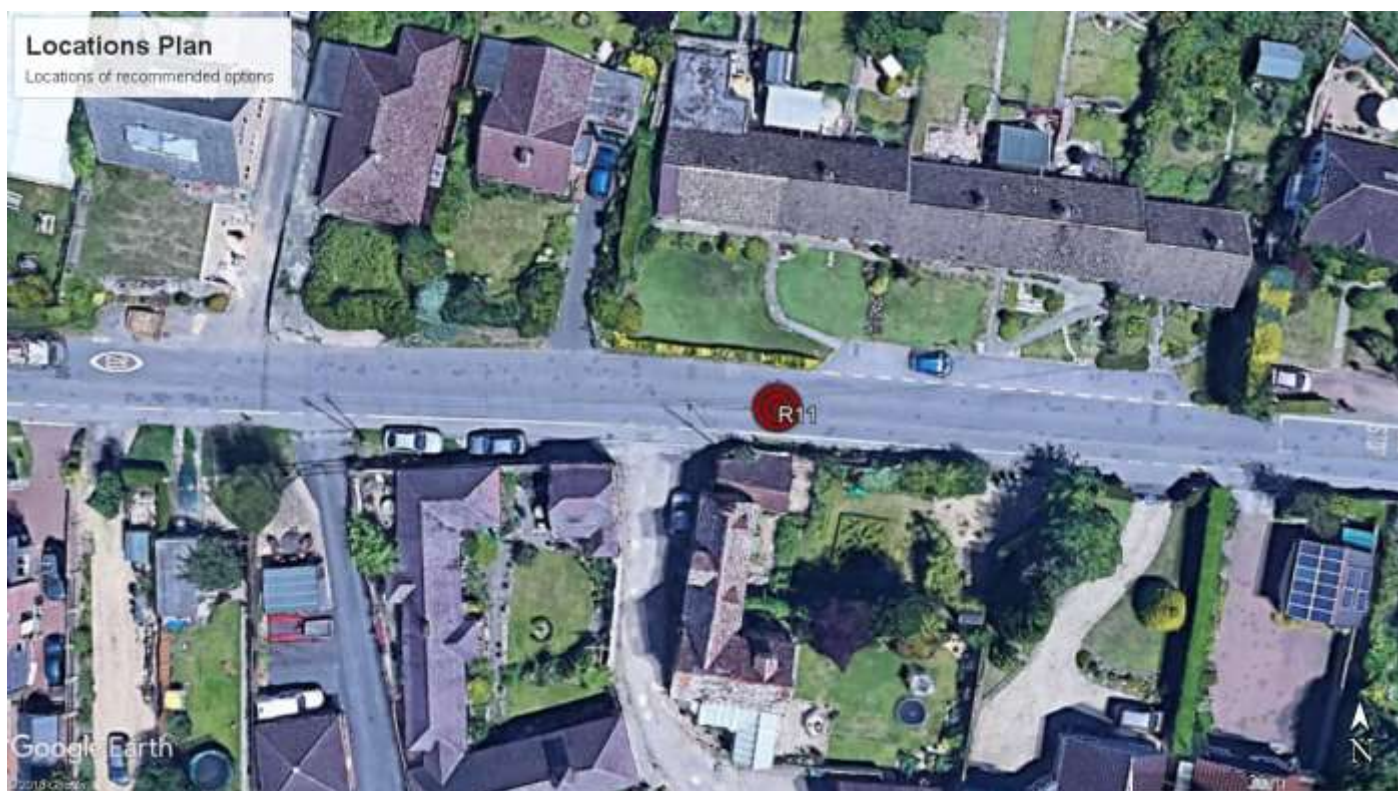


Figure 7; Recommendation R11

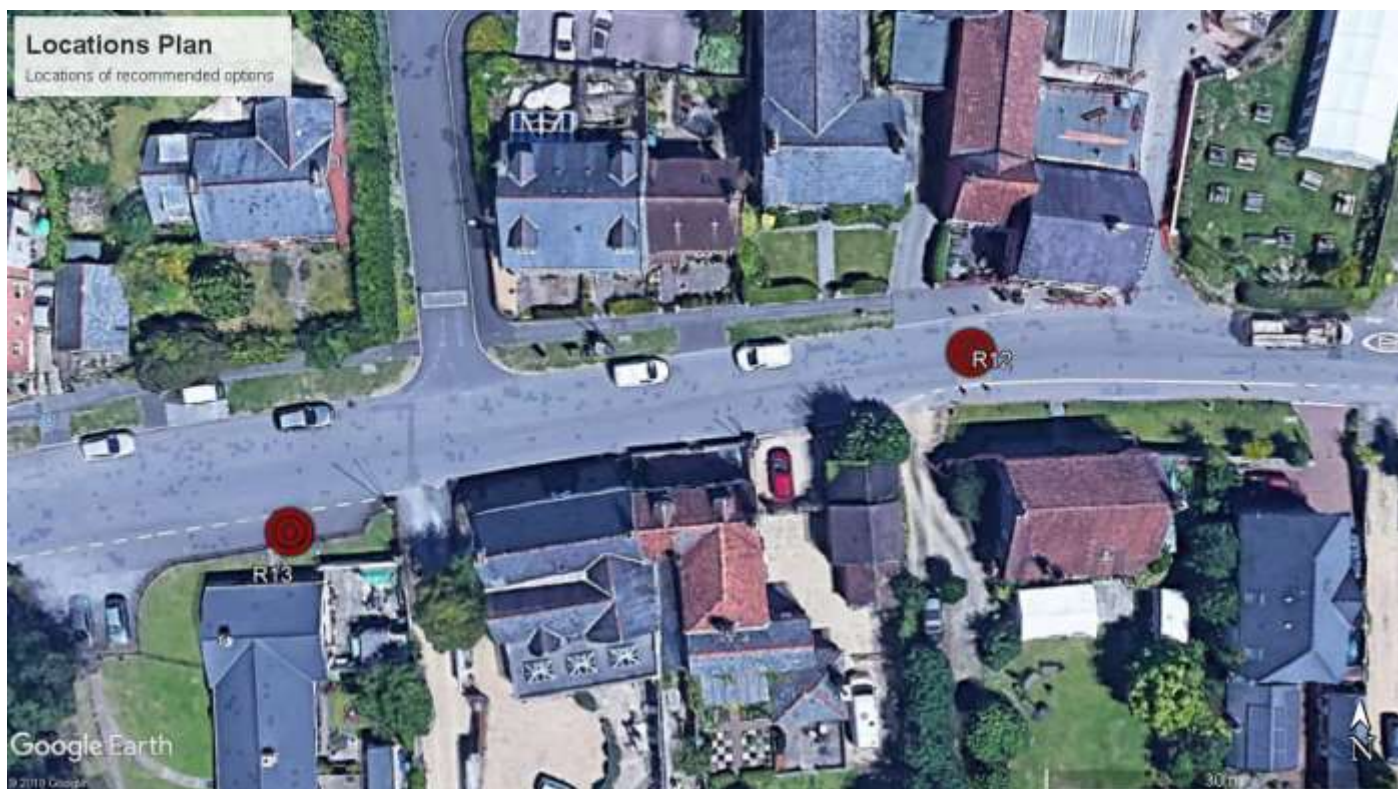


Figure 8; Recommendations R12 to R13



Figure 9; Recommendations R13 to R14



Figure 10; Recommendation R15

Appendix 3

Detailed views of specific recommendations.

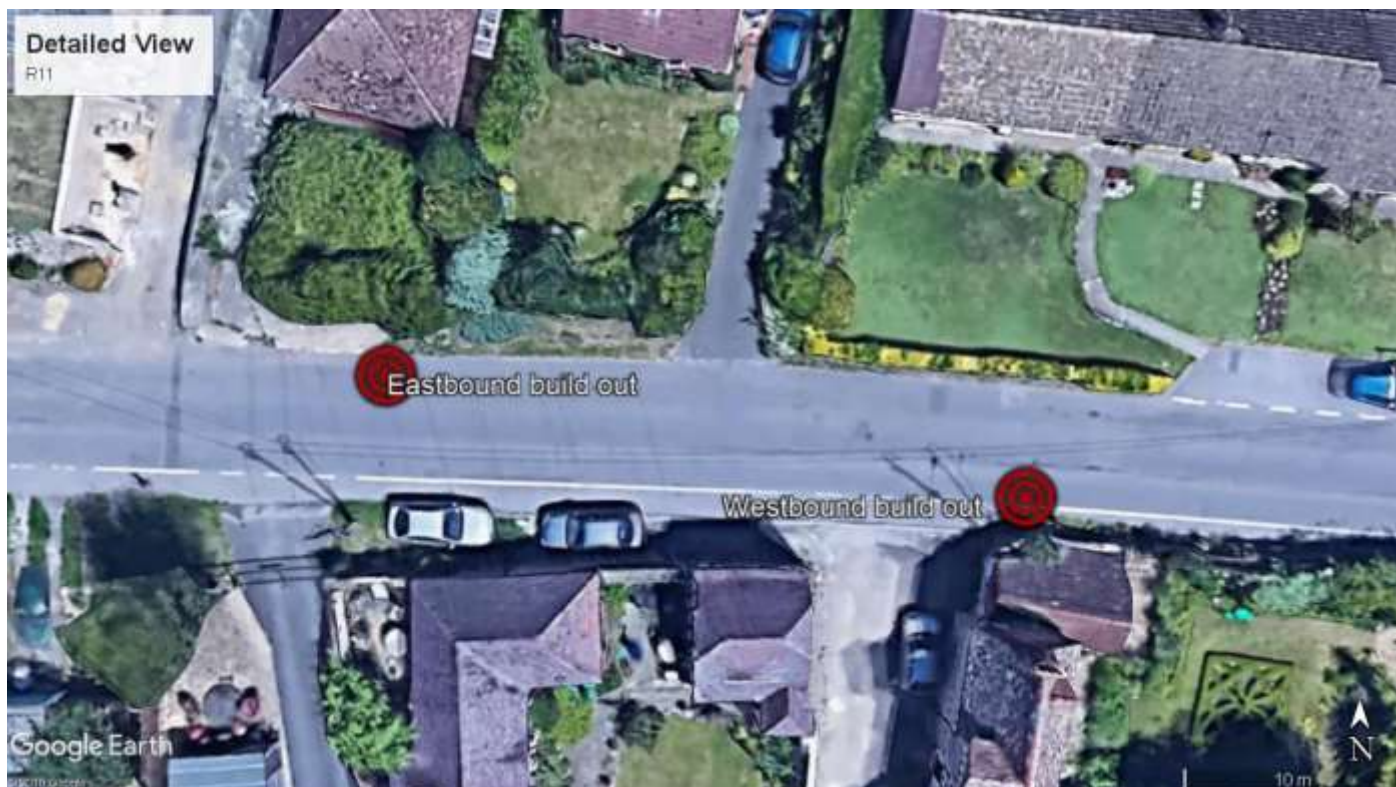


Figure 11; Detail of R11



Figure 12; Detail of R15

Appendix 4

Examples of similar and related measures.



Figure 13; Example of road narrowing using hard feature



Figure 14; Example of build out of the kind to produce chicanes (here used instead to provide a longer pinch point including parking). Note the position of the bollard and also the gap left for drainage; a wider gap can also be left for cycles.



Figure 15; Example of chicane (note position of driveways). Note the position of the bollard and also the gap left for drainage; a wider gap can also be left for cycles.



Figure 16; Example of chicane (note position of driveways). Note the position of the bollard and also the gap left for drainage; a wider gap can also be left for cycles.



Figure 17; Example of chicane (note position of driveways). Note the position of the bollard and also the gap left for drainage; a wider gap can also be left for cycles.



Figure 18; Example of a speed hump (note position of parked cars)



Figure 19; Example of speed table at a four-way junction



Figure 20; Example of speed cushions (note position of bollards adjacent to carriageway; note position of double yellow lines; note proximity to junction)



Figure 21; Example of a DIY Street (after SusTrans)

Appendix 5

Specific views within the village.



Figure 22; view looking south looking down Footshill from the A36 junction, with start of 20mph limit marked



Figure 23; view looking north up Footshill towards the A36 junction, with end of 20mph limit marked

Image credits

All images used with permission and/or in accordance with stated reuse policies.

Figures 13 and 14: WC.

Figures 15-21: Traffic Choices (<https://www.trafficchoices.co.uk>).

Figures 22 and 23: Google Earth

Version Control

Version	Circulation	Notes
0.1	LRWG	Initial Draft
0.2	LRWG	Revised Draft
1.0	QPC	First release for discussion at September QPC meeting
2.0	LRWG	Second release (draft) for comment by LRWG being circulated to QPC prior to wider dissemination
3.0	QPC; WCC	Updated to include comment from LRWG.
3.1	Public (via QPC website)	Minor corrections: <ul style="list-style-type: none">• Years added to dates used throughout to avoid ambiguity.• Captions amended for Figs 14-17; gaps shown are for drainage rather than cycles• References to Traffic Working Group (TWG) amended to Lower Road Working Group (LRWG) to concord with the name of the group as constituted by QPC and as recorded in the QPC meeting minutes.• File name of report similarly updated:<ul style="list-style-type: none">○ From: <date>_QPC_TrafficWorkingGroupReport_<version>.pdf○ To: <date>_QPC_LowerRoadWorkingGroupReport_<version>.pdf• Statement regarding usage of images added to Image Credits section