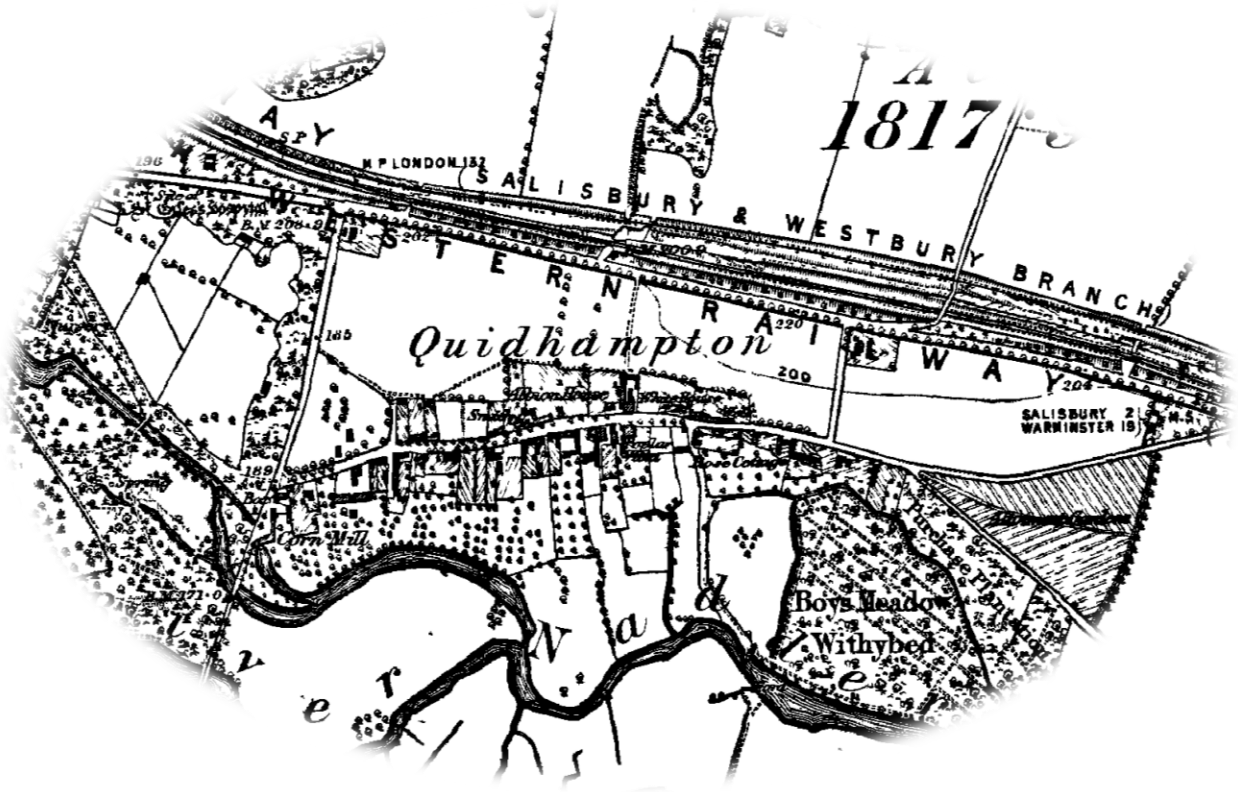
Quidhampton Parish Council Lower Road Working Group

Recommendations

Prepared for Quidhampton Parish Council



QPC LWRG
03/02/2020

Recommendations for Improvements

Quidhampton Parish Council (QPC) Lower Road Working Group (LRWG), 3rd February 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 on Lower Road. Following on from this speed reduction, a Community Speed Watch (CSW) programme was instigated and is very active, typically operating two weeks each month between twelve volunteers. Work is also ongoing regarding the deployment of a Speed Indicator Device (SID) on both the A3094 and Lower Road.

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 segregated footways on some stretches of Lower Road. This results in pedestrians and traffic occupying the same space. Since Lower Road also forms part of the National Cycle Network, a key link into Salisbury from the west, there are also numerous cyclists also using the road.

Road safety issues are likely to be further compounded by ongoing housing development further round the A3094 between Harnham and Netherhampton; the speed and increased volume of traffic flow anticipated to use the rat run through Quidhampton to access Salisbury can only increase the already significant risk.

Background

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 published on the QPC website and used as the basis for a consultation with the village by means of a questionnaire to find out which options were preferred[1].

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. A report was produced to present the findings of the LRWG[2] which included fifteen potential options based on WC generic advice and LWRG local knowledge; this report was published on the QPC website and a copy sent to WC for further comments regarding costs, feasibility and to inform a detailed scheme design. WC provided further detailed comment on the options in the form of a report as discussed at the QPC meeting January 2020. Members of QPC also added their comments against each option. The LWRG was tasked with producing a final proposal for a scheme, to be discussed at an Extraordinary Meeting February 2020.

This report represents the final stage of this activity, presenting a holistic scheme for improvements in the village.

Prioritisation of Options

Available information concerning likely costs and feasibility (supplied by WC in response to the long list of fifteen recommendations for consideration) was combined with views from parishioners and used as the basis prioritization.

Assessment was undertaken using the following criteria as a guide:

- What can be done to make it safer for pedestrians?
- What can be done to slow cars down?

[1] https://parishcouncil.quidhampton.org.uk/2019/01/traffic-consultation/
[2] https://parishcouncil.quidhampton.org.uk/2020/01/lower-road-working-group-report-january2020/

- What is/are the best investments we can make?

It was not possible to assess the relative impact of individual options nor make an objective assessment regarding value for money, but the LRWG decided that a sensible approach would be to look at the sections of the village identified in the previous report and that a minimal scheme should provide some measures in each section.

To recap, the sections identified were as follows (moving from east to west):

- 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)

Highlights

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. It is critical that some measure is applied to reduce speed here, ideally with a lowered speed limit on Skew Rd to provide a buffer between the current adjacent 60mph and 20mph limits[3].

The existing pedestrian crossing outside the White Horse pub would be a good location for traffic calming at a point where pedestrians and cars already share the space.

Humps, cushions and pillows are not widely supported; other options are preferred.

Proposed Scheme

As resolved in the Parish Council meeting held January 2020, this report presents a scheme to be taken forward for detailed design work and funding applications. All costs are indicative only and are based on WC response to each of the fifteen recommendation in the long list prepared by the LRWG.

The items marked as highest priority forma package of works costing in the region of £10K-15K. It is the view of the LRWG that this would achieve significant positive impact with minimal costs.

The items marked as second highest priority form a more significant package of works (costing in the region of £50K) but have the potential to achieve far more significant benefits.

The items marked as third highest priority would enhance the overall package (costing in the region of £35K) but are also most complex in terms of engineering with commensurate costs.

The overall cost of the scheme in its entirety would be in the region of £100K.

Table 1; Scheme Options

Item	Priority	Summary	Indicative Cost (£)	Comments
R1a	1	Coloured footway surface	9000	Defining the footway clearly as a space for pedestrians is a priority. This will also have the effect of moving parked

[3] It is appreciated this has been discussed previously but the transition from 60mph (National Speed Limit) to 20mph at a point in the road where the road narrows and curves to the right before leading into a straight section through the village is a cause for concern. This is due to a) the potential for conflict at the 20mph portal and b) the way in which cars enter the village from the east at vastly excessive speeds.

Item	Priority	Summary	Indicative Cost (£)	Comments
		(typically green or red).		cars into the carriageway, resulting in an additional traffic calming measure. There is no negative impact on parking provision or increase in noise through hard design features.
R1b	1	Footway roundels	1125	See R1a. Roundels would further clarify the nature of the footway as a space for pedestrians.
R2	(1)	Clear footway of obstructions	5000	Feasibility of this is noted by WC. It is however apparent that the current position of these bollards is a serious obstacle for pedestrians, especially those using buggies or wheelchairs. See further notes below.
R4	2	Speed hump at eastern entrance to village from Skew Road	15000	This is a critical point for a measure, reducing speed on entry to the village and through the first straight section. Only a speed hump right across the carriageway is practical here; other options would not be appropriate. The position is far enough from properties to not cause a noise nuisance and off the National Cycle Network so ought not to adversely affect cycle traffic.
R11	2	Chicane near Lockes Lane	20000	It is agreed that this is the best location to install a measure and that a chicane is preferable to any form of raised feature. It is noted that detailed design work would be required to account for drainage, access to properties and the needs of buses.
R12	2	Speed table at White Horse	15000	It is noted that there may be objections to raised features but this location would be ideal for some measure, especially as this is where the footway crosses from the north to the south side of Lower Road. A large table encompassing the crossing and extending outside the pub would not be as noisy as eg a single bump or pillows. Only the pub is immediately adjacent to this feature with other properties set back from the road. Is it noted the improvement to this area would benefit the pub.

Item	Priority	Summary	Indicative Cost (£)	Comments
R15	3	Speed tables at intersection of Lower Road and Nadder Lane	35000	This is the most contentious element as a) it comprises a raised feature and b) costs are relatively high due to engineering complexity. But, a measure at this end of the village is required and other options are not feasible. Existing signage has little effect. During the course of this work, there have been two accidents at this location involving damage to property due to excessive speed[4]. This option would not only improve pedestrian safety for houses to the south of lower road, it would improve safe access to Nadder Lane, Edgam Place and Coronation Square. It is noted that detailed design work would be required to account for drainage.

In general, views expressed were negative towards raised features (R9, R10, R14). As such, the proposal minimizes these where possible and where raised features are put forward, these are of the larger table type rather than smaller humps/bumps (R12, R15).

A number of options were marked as unadvisable by WC (R7, R8, R13). Although it should be noted that it is not clear the option put forward by LRWG was adequately understood by WC and it is thought there may still be some potential here to increase parking provision and use this as a traffic calming measure.

More signage was noted as likely to have little effect (R5, R6).

QPC Parish Clerk noted the speed limit on Skew Road has been examined before (R3).

The bollards in the footway are proving problematic (R2a). It is unclear what their purpose is, although it is the understanding of the LRWG that they were installed to provide points of refuge for pedestrians as a raised footway could not be installed. They have no effect on parking (a design purpose suggested by WC); removing them and replacing with other parking control measures (eg yellow lines) would be counter-productive given there is already an issue with lack of parking provision. Whilst they may indeed provide some kind of refuge, the fact they are designed to break on impact[5] means they do not in reality provide a safe refuge and instead force pedestrians into the path of vehicles to get around the obstacle.

[4] 1.) A van took evasive action, demolishing the give way sign and pole before skidding across the pavement and into the Edgam Place wall/fence to the north of the parking lay by.
2.) A van took evasive action, mounting the pavement and demolishing the bollard on the south side of Lower Road, missing No 1 Temperance Cottages by inches and colliding with the wall on Nadder Lane.

[5] They are made of a foam plastic construction which in the recent accident outside Temperance Cottages was shown to snap on impact with no significant damage to the vehicle.

It is not clear why these bollards could not be moved or replaced with a different kind of bollard closer to to the edge of the footway, as is done widely elsewhere[6]. The use of flexible bollards (as suggested by WC) would not provide a refuge. As such, the bollards are included as a priority but further design work is required to come up with a solution.

Conclusions

Lower Road Quidhampton is a well-known rat run with traffic volumes at peak times observed by CSW from 100-240 vehicles per hour. Some 10-30% typically are measured to exceed CSW speed norms in this 20mph road. This volume of traffic combined with speed pose a significant risk to safety which QPC is addressing.

The LRWG has set priorities from the longer list of recommended options originally published and approved by QPC, taking account of the further advice from WC, outline costs and the recent views of colleague Parish councilors.

The list of measures proposed here is felt by the LRWG to represent the best investments we can make to address safety issues pertaining to the footway and each section of high speed road in the village. We therefore propose QPC endorse the scheme, seek funding and move forward with any necessary detailed design work, thus making it safer for pedestrians and slowing traffic down..

[6] The images shown in the appendices show bollards closer to the carriageway than in the middle of the ffotway. Also see for example Bell Bollards placed right up to the edge of the carriageway eg
https://www.furnitubes.com/street-furniture/bell-bollard

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

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 Vilage)

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

R3: Reduce speed limit on Skew Road

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 **Error! Reference source not found.**)

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 Wylye 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 **Error! Reference source not found.**)

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

Appendix 3

Location plans

Figure 4; Recommendations R4 to R6

Figure 5; Recommendations R6 to R9

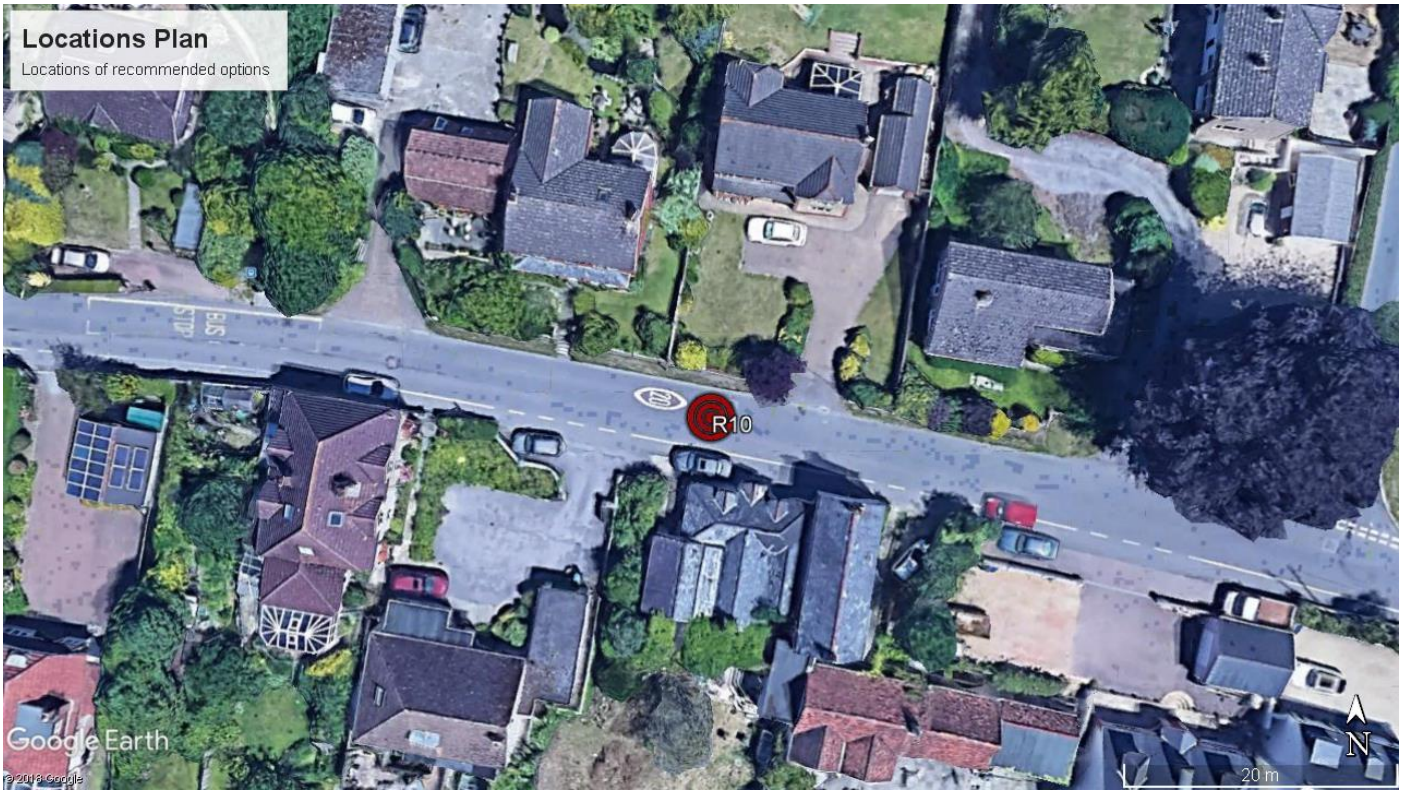

Figure 6; Recommendation R10

Figure 7; Recommendation R11

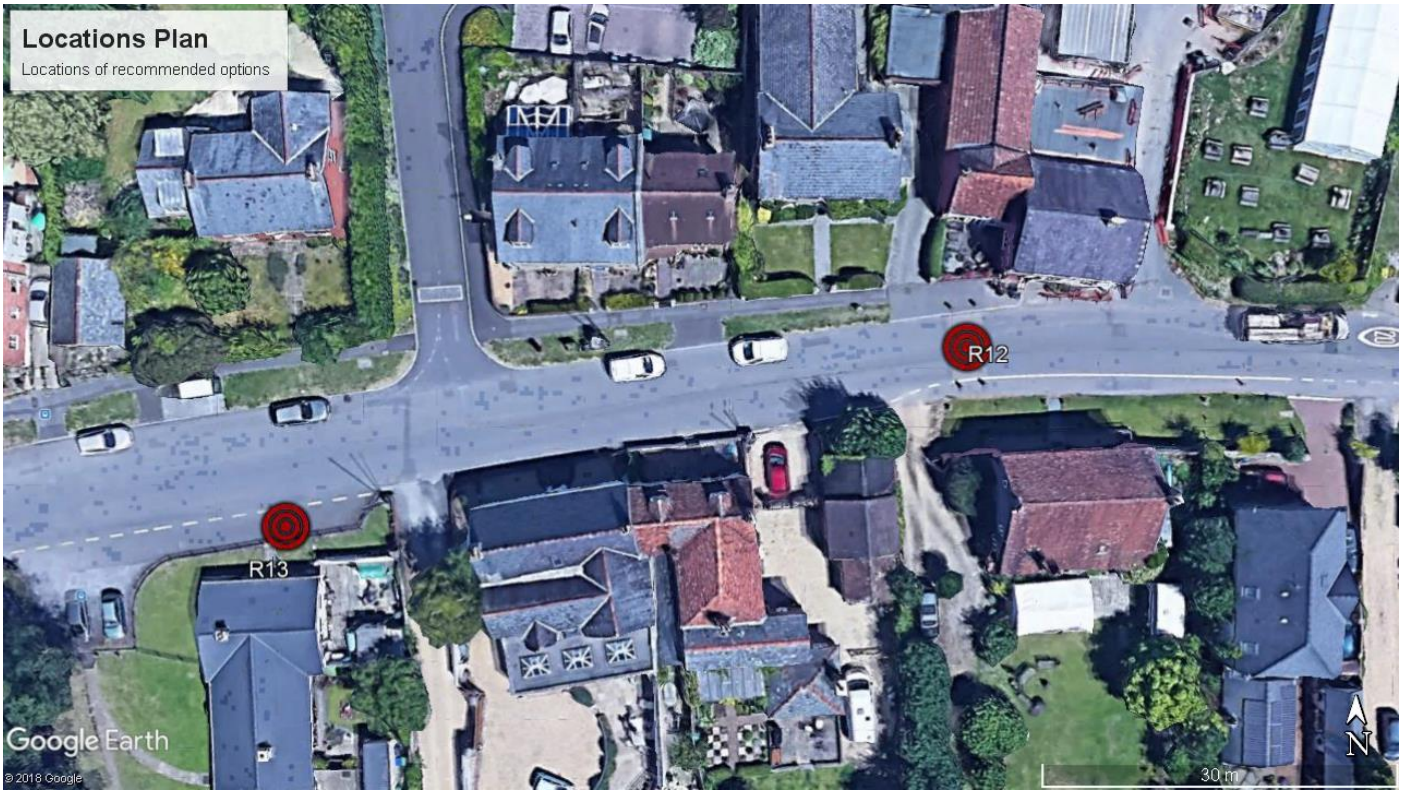

Figure 8; Recommendations R12 to R13

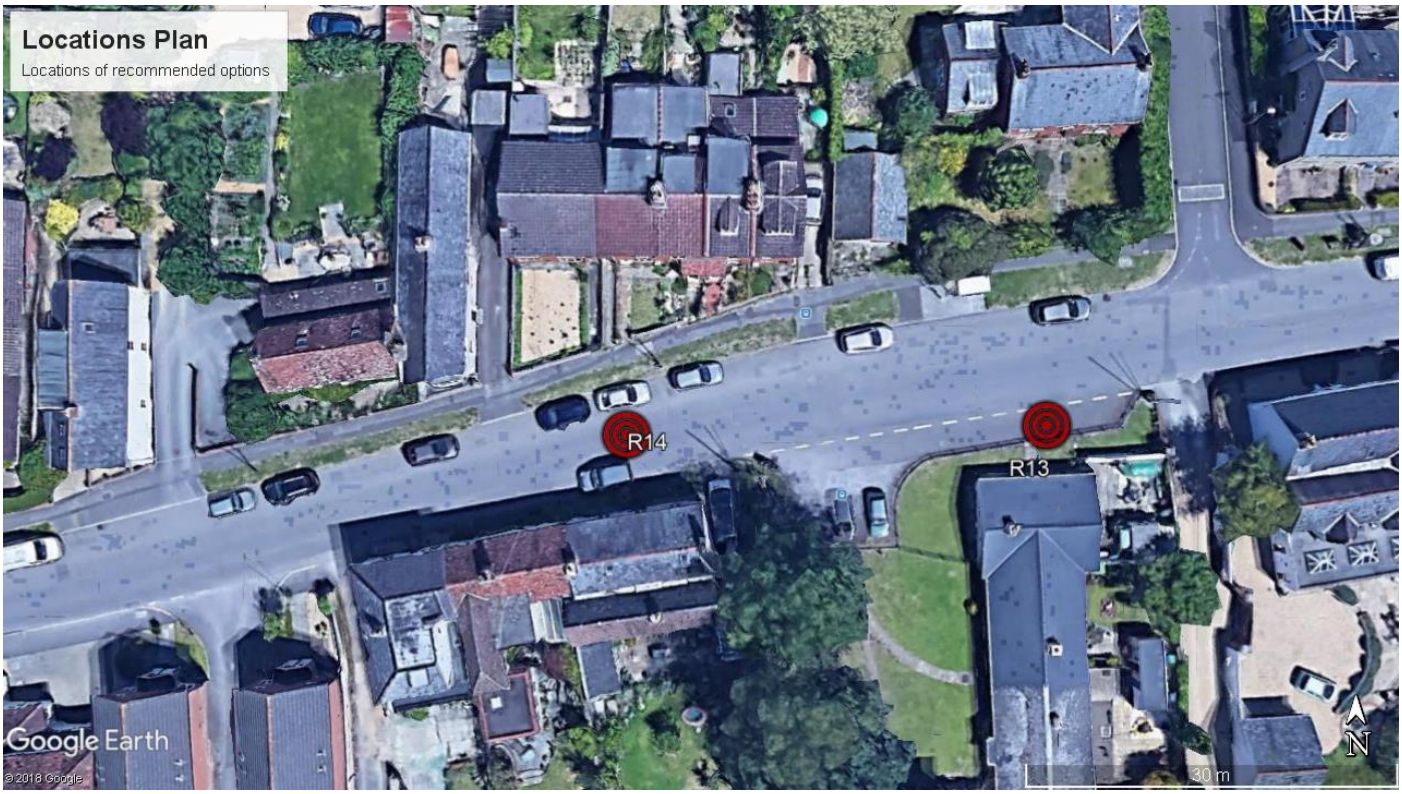

Figure 9; Recommendations R13 to R14

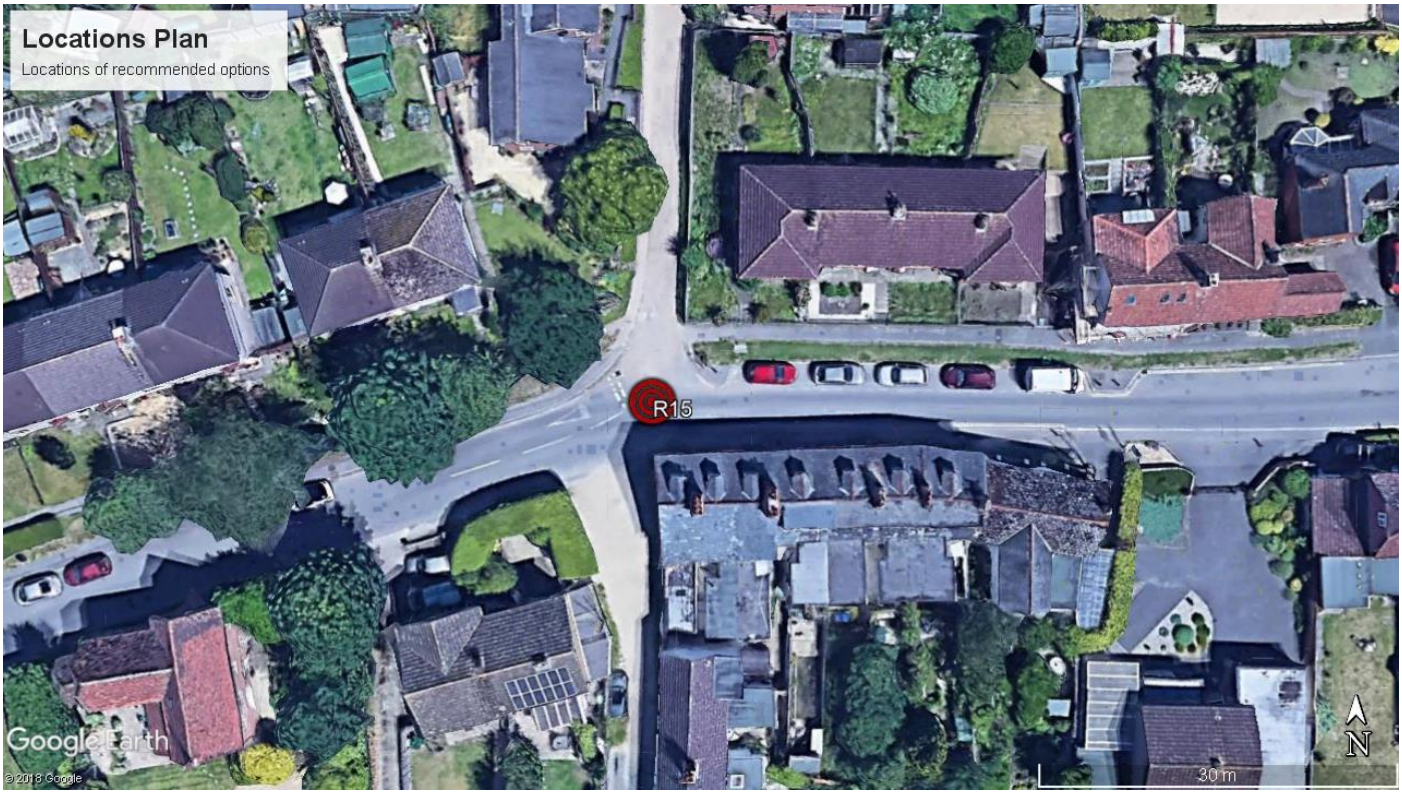

Figure 10; Recommendation R15

Image credits

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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 for discussion amongst LRWG
1.0	LRWG	First release for distribution to QPC
1.1	LRWG	Minor corrections