

Calne Without Parish Council

**Road Safety Feasibility Study (Stage 2)**

Study Area 3 – Heavy Goods Vehicles (Sites 2, 7, 16 and 16b)

September 2022



## 1.0 INTRODUCTION

In 2020, Calne Without Parish Council commissioned Entran to complete a Road Safety Feasibility Study for the parish. The Brief identified 16 locations and stated the problems that required investigating.

For each of the sites, the Brief requested options for addressing the problems, advice on whether the options would require consultation or traffic regulation orders (TRO), the likely effectiveness of measures, and the costs of each option.

The Brief requested an interim report identifying the key findings of the initial scoping and survey work and an outline of the anticipated outcomes. Entran completed site investigations for each of the site and carried out a number of workshops with CWPC and in October 2021 issued a document entitled 'Stage 1 report; Interim report – appraisal of evidence, initial findings and recommendations.

The purpose of the interim report was to allow CWPC to prioritise the schemes to be taken forward for further analysis. In our fee proposal, Entran identified that to fulfil the Brief for each of the 16 sites would be likely to exceed the PC's anticipated budget and so our proposed scope of work included a short-listing of sites at Stage 1 to assist the PC in taking around eight sites forward to Stage 2. Upon completion of Stage 1, it was agreed to take 10 sites forward to Stage 2

The sites were split into four study areas, consistent with the Stage 1 Workshops; these are as follows:

- Study Area 1 - Derry Hill and Studley (sites 1, 2, 3, 4 and 5)
- Study Area 2 – A4 (sites 13, 14, and 15)
- **Study Area 3 – HGVs (sites 2, 7, 11, 12 and 16)**
- Study Area 4 – Wider area (sites 6, 8, 9 and 10)

The Brief provided by CWPC was clear that the issues raised are “*real problems experienced by residents*” and that the study is aimed very clearly at improving safety and convenience for all road users. The Brief stated that in some locations standard solutions would be inappropriate and that environmentally sensitive alternatives should be explored rather than the more standard urban highway solutions. Clearly, given the purpose of the study, safety is paramount.

The Brief included the Hans Monderman quote “*If you want drivers to behave as they should in a village, make sure it feels like a village*”. This is taken from the publication Traffic in Villages which has informed the approach to this study, to improve safety for all highway users in the Parish.

This Stage 2 report should be read in conjunction with the Stage 1 report. This report covers Study Area 3, Heavy Goods Vehicles (HGVs).

## 2.0 STUDY AREA 3 – HGVs

### Site selection

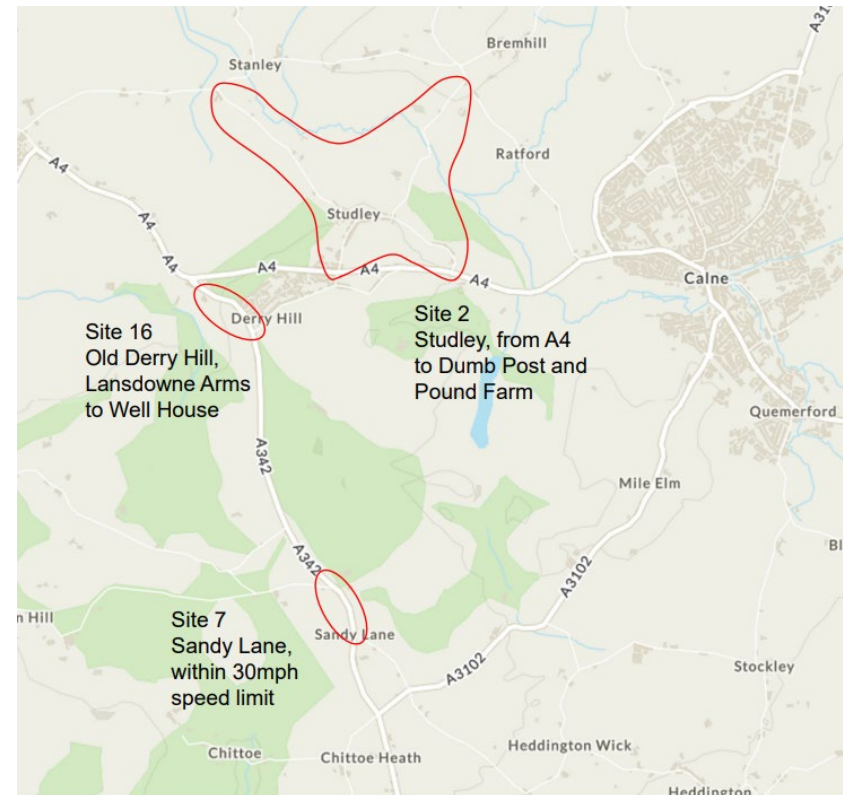
The Stage 1 report examined five sites where issues had been raised in connection with HGVs. Three of the five sites were selected to be taken forward to Stage 2. For clarity, no empirical evidence was found to suggest continued or long-term inappropriate HGV activity in the Blacklands area (site 11), other than during periods of road works on the A4. The issue was therefore acknowledged but not taken forward to Stage 2. Concern had been raised about the speed of HGVs in Lower Compton (site 12); however, a 40mph speed limit has since been introduced on the road serving the Hills site and therefore this site was not taken forward to Stage 2.

The three sites covered by this Stage 2 report for Study Area 3 are:

- 2. Studley Lane
- 7. Sandy Lane
- 16. A342 Lansdowne Arms to Well House

However, the safety barrier at the junction of A342/A4 has also been included as an extension to Site 16 and labelled 16b.

**Figure 1. Study Area 3 locations**





## 3.0 SUGGESTED MEASURES

### Site 2 – Studley Lane

During Stage 1 of the study a number of additional representations were made by local residents including photographs of inappropriate HGVs using Studley Lane and Norley Lane, including a vehicle becoming stuck and causing damage to property.

Two options were considered at Stage 1 to deter inappropriate HGVs using Studley Lane/Norley Lane (except for access). The first option was to replace the 'Unsuitable for heavy goods vehicles' sign at Studley Crossroads and to provide a second sign at the Norley Lane/A4 junction. The second option would be to introduce a 7.5t weight limit, except for access. The working group determined that the weight limit would be the preferred option.

Since the Stage 1 report was completed, the sign at Studley Crossroads has been replaced with a more prominent sign, in line with the Stage 1 first option. No further issues have been reported to the Parish Council since the sign was replaced; however, the preference is still to pursue the formal weight limit.

A necessary requirement of any weight limit is the need for drivers to be able to choose an alternative route at the point they encounter the weight limit. For this reason, any weight limit on Studley Lane and Norley Lane would have to extend northwards to appropriate points where drivers could choose alternative routes. This requires the weight limit to extend to the north-west to Stanley Lane (Pound Farm), and to the north-east to Bremhill Lane (Dumb Post PH).

Any such weight restriction would be subject to an 'except for access' exemption to allow large vehicles to still gain access to properties within the weight limit area.

In each location, a pair of 600mm signs (Diag 622.1A) on posts would be required, accompanied by 'except for access' plates, and End signs (Diag 622.2) on the reverse; sixteen signs and four plates in total.

This is shown in Appendix A.



## Site 7 – Sandy Lane

The Stage 1 report identified that the A342 through Sandy Lane is a Wiltshire Council designated Local Lorry Route and is the shortest route to Devizes from the A350. It is therefore highly unlikely that this route could be restricted for HGVs or removed from the Local Lorry Route.

There is limited scope to widen the carriageway at the southern end of the village due to the close proximity of a house on the western side and wall on the eastern side. A significant road widening would require a compulsory purchase order which is unlikely to be successful given the low number of PIAs.

Additional signage could be introduced indicating 'road narrows' or a more prominent Chevron sign for southbound traffic; however, as this is a conservation area, care needs to be taken not to introduce unnecessary clutter. No TRO would be required for this sign.

As part of the Stage 2 process, a detailed audit of all road signs and street furniture was undertaken. During Stage 2, the road was resurfaced to the south of Sandy Lane and the road markings were reinstated without some of the previous red road surfacing.

The audit concluded that the Stage 1 recommendation should remain, and that a new 'Road narrows on both sides' (Diag 517) sign should be introduced for northbound traffic approaching the village, together with a slightly larger 'sharp deviation' sign (Diag 515) for southbound traffic.

This is shown in Appendix B.

During the Stage 2 process, a further suggestion of white village 'gateways' was considered. Measurements were taken from similar 'gates' on the A4 at Studley Crossroads and it was found that similar gates would indeed be possible to reinforce the village nature of Sandy Lane as drivers enter the village. These could be accommodated beneath the Sandy Lane village name plates on both sides to the north of the village, but only on one side to the south of the village. Illustrative sketches are included in Appendix B.



### Site 16 – A342, Lansdowne Arms to Well House

The Stage 1 report identified that the A342 is a Wiltshire Council designated Local Lorry Route and is the shortest route to Devizes from the A350. It is therefore highly unlikely that this route could be restricted for HGVs or removed from the Local Lorry Route.

There is limited scope to widen the carriageway at Site 16. A significant road widening would require a compulsory purchase order which is unlikely to be successful given the low number of PIAs. The speed survey demonstrates that most vehicles are travelling within the posted 40mph speed limit in this location.

The Stage 1 review suggested that additional signage could be introduced indicating 'road narrows' and 'double bend' for southbound traffic; No TROs would be required for these signs.

The audit of road signage indicated that there were previously two signs at the top of the hill for northbound traffic ; namely a 'Road narrows' sign and a 'Double bends in road' sign. However, at some time between 2016 and 2021 the 'Road narrows' sign was replaced with a 'Steep incline 12%' sign and 'Low gear now' plate.

Consideration was given to reintroducing the 'Road narrows' sign for northbound traffic; however, an excessive number of signs would be likely to result in the message of all three signs being reduced or entirely lost. No change should be made to the existing signs for northbound drivers.

The audit identified that there were no signs warning southbound drivers (uphill) that the road narrows towards the top of the hill. The recommendation is therefore to introduce a 'Road narrows on both sides' sign (Diag 517) in advance of the road narrowing as shown in Appendix C.



#### Site 16a – A342 junction with A4 – safety barrier

The junction of the A342 and A4 was included in the Stage 1 report as Site 14; however, the safety barrier at that location has been included here as Site 16b in order that it can be considered with the Study Area 3 sites.

In August 2020 a personal injury accident occurred at this junction resulting in multiple fatalities. Due to the very serious nature of the incident, a full police accident investigation was undertaken. This report does not seek to comment on that investigation or its findings; however, it is clear that the existing safety barrier on the north-western side of the A4 was insufficient to prevent the vehicle from entering the adjacent property, and indeed is likely to have contributed to the nature of the incident.

The existing barrier is a conventional 'Armco' barrier with steel posts and a single rail, terminating at its northern end with a sloped rail and concrete toe.

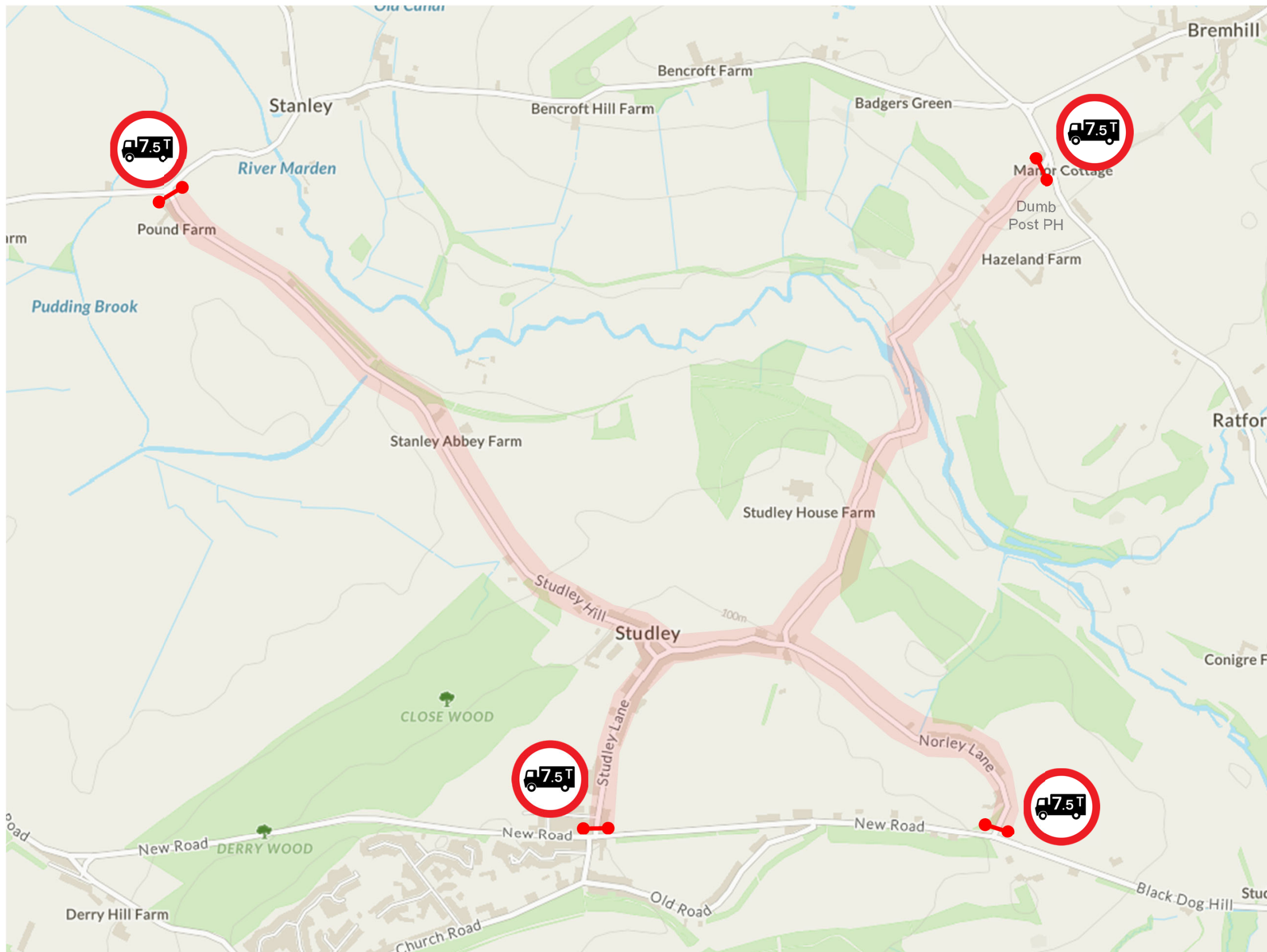
The recommendation is to extend the barrier northwards by 30m with a high visibility 'fishtail' end, but for an independent Road Safety Audit to determine appropriate end detail to promote passive safety.

The proposed barrier extension is included as Appendix D.



## Appendix A

Studley Lane 7.5t weight limit



## CWPC Road Safety Feasibility Study Stage 2

Study Area 3 - HGVs

Site 2, Studley 7.5t weight limit

July 2022

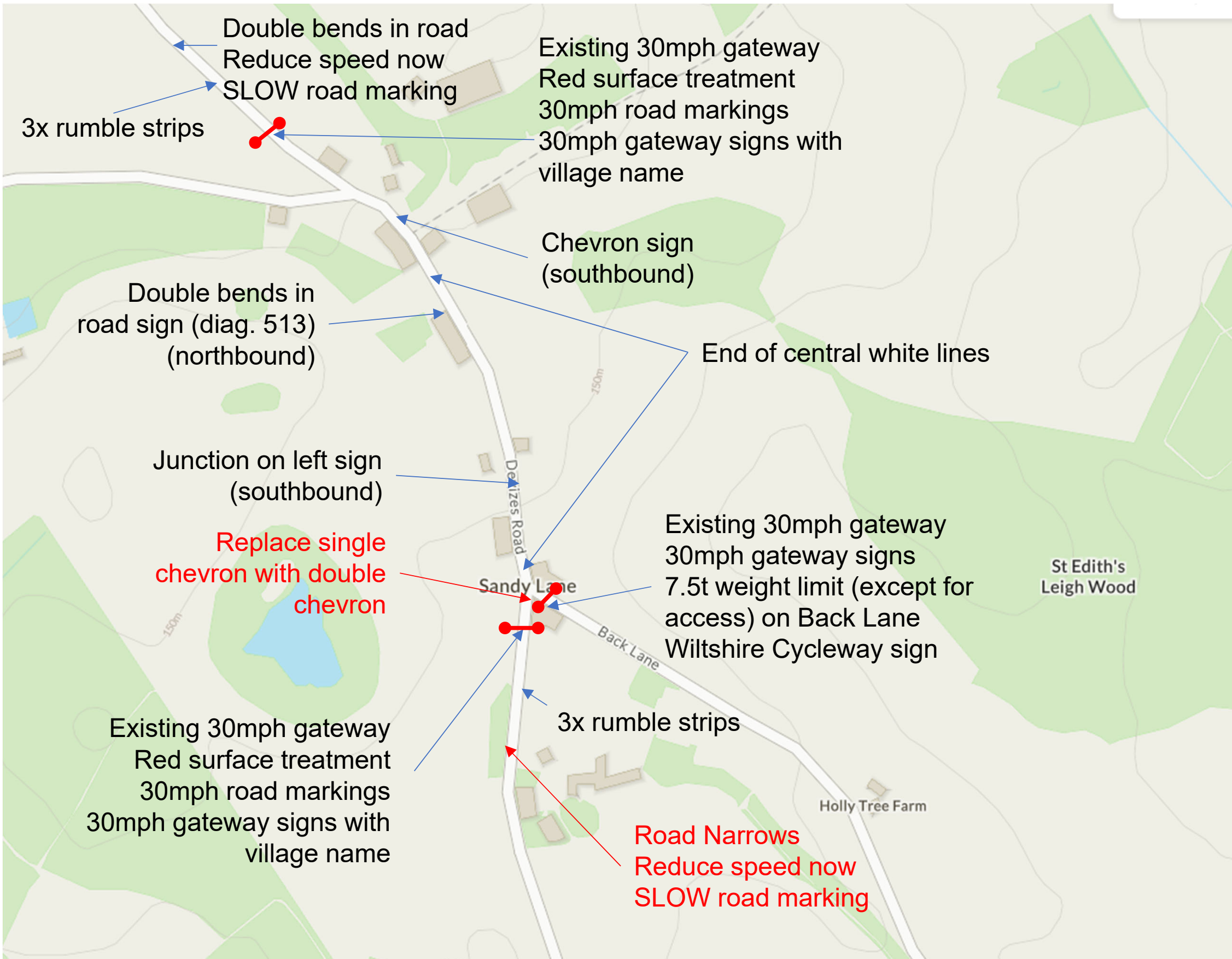


4No weight limit  
gateways, each  
comprising 2No Diag  
622.1A signs  
(Prohibition of goods  
vehicles exceeding 7.5t  
mgw) with 'except for  
access' plate and Diag  
622.2 (end) on reverse.



## Appendix B

Sandy Lane additional signage



## CWPC Road Safety Feasibility Study Stage 2

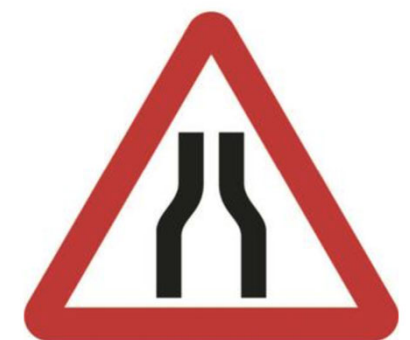
Study Area 3 - HGVs

Site 7, Sandy Lane

July 2022



Sharp deviation of route (Diag 515)



Road narrows on both sides (Diag 517)



## Appendix C

A342 additional signage



CWPC  
Road Safety Feasibility Study  
Stage 2

Study Area 3 - HGVs

Site 16, Old Derry Hill

July 2022

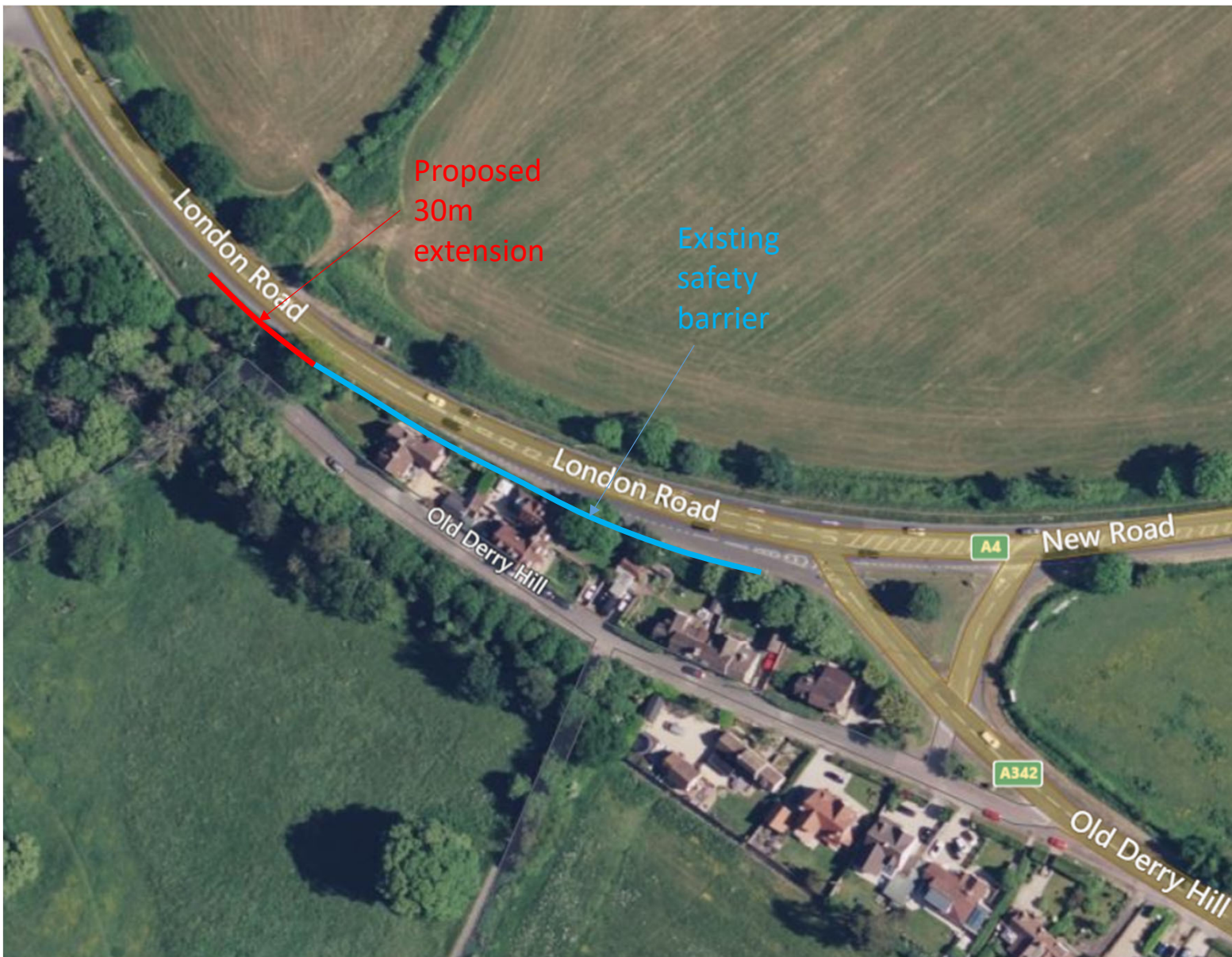


Road narrows on both sides (Diag 517)



## Appendix D

A342/A4 safety barrier extension



## CWPC Road Safety Feasibility Study Stage 2

Study Area 3 - HGVs

Site 16b, Old Derry Hill j/w A4 London Rd

July 2022

30m extension to existing safety barrier  
(corrugated Armco rail and posts, or similar)

