

Calne Without Parish Council

Road Safety Feasibility Study (Stage 2)

Study Area 4 – Wider Area (Sites 6, 9 and 10)

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 4, Wider Area



2.0 STUDY AREA 1 – Derry Hill and Studley

Site selection

The Stage 1 report examined four additional sites that did not fall under the headings of Study Areas 1 to 3. Three of the four sites were selected to be taken forward to Stage 2. An issue raised in connection with the double bends at Mile Elm (Site 8 was not selected to be taken forward to Stage 2).

The three sites covered by this Stage 2 report for Study Area 4 are:

- 6. Ratford
- 9. Broads Green
- 10. Stockley

The issues at Broads Green and Stockley relate to the existing speed limits and are therefore examined together.



3.0 SUGGESTED MEASURES

Site 6 - Ratford

Issues have been raised by local residents in connection with conflict between horse riders and motorists.

Residents have raised concern that the road lacks signage to indicate this road is frequently used by horse riders; there is also a suggestion that police agree the national speed limit is too high for a road of this nature. The stables fronting on to the road further indicate the frequent use by animals.

The Stage 1 report stated that if the reduction in speed limit were to be pursued, then a speed survey would be required. It is unlikely that the road through Ratford would meet the requirements for a 30mph speed limit. The introduction of a 50mph or 40mph limit may have a counter-productive effect in granting drivers 'licence' to travel at that speed in close proximity to horse riders. The 2022 updates to the Highway Code advise drivers to pass horses at no more than 10mph and at a distance of no less than 2m (rule 215).

Additional signage to alert drivers to the presence of horse riders appears to be the most productive means to address this issue. No TROs would be required to introduce this sign. The requirement for this sign is a 'concentration' of accompanied horses and ponies i.e. greater than surrounding roads. Confirmation from PC should suffice for WC purposes.

The recommendation is to install two signs on posts advising 'Accompanied horses or ponies likely to be in the road ahead' (Diag 550.1)

This is shown in Appendix A.



3.0 SUGGESTED MEASURES

Sites 9 and 10 – Broads Green and Stockley

The roads through Broads Green are subject to the national speed limit (NSL). A 2019 speed survey showed 85%ile speeds of 41.1mph, mean 34.7mph and 19.8% of vehicles were exceeding the posted 40mph speed limit. This data demonstrates that the majority of users in the vicinity were keeping to the posted speed limit. However, residents have requested an extension to the 40mph speed limit across Broad's Green with gateway features welcomed.

At present, the speed limit is 30mph in the centre of Stockley and the centre of Heddington, with 40mph limits between the villages and between Stockley and Broads Green. This is shown at Appendix B.

There is a reasonable case for extending the 30mph westwards in Stockley (replacing the existing 40mph limit) which would justify a 40mph 'buffer' speed limit extending through Broads Green.

Based on the above, Stockley, Heddington and Broads Green should be considered together in order to promote a consistent approach to the speed limits. Two options have been considered as illustrated in Appendix B and described below.

Heddington has a more clearly defined village centre whereas Stockley is linear in nature with spaces between clusters of houses and farms. The recommendation is to introduce rural village signs at the Stockley entrances to alter drivers to the likelihood of encountering pedestrians, cyclists, horse riders and farm vehicles.

Figure 1. Example rural village name plate





Option 1 would apply a consistent approach to speed limits in this location with 30mph speed limits in Stockley and Heddington, each preceded by a short 40mph buffer speed limit as a transition from the NSL.

This would extend the 30mph speed limit to the south and west of Stockley (reducing the speed limit from 40mph to 30mph in both cases), and then introduce a new 40mph speed limit through Broads Green.

Two additional 40mph 'buffer' speed limits would be introduced to the west of Heddington (through The Splatts) and to the north of Stockley.

This is shown in Appendix B.

Option 2 is similar to Option 1 but without the two additional 40mph buffer speed limits at The Splatts and north of Stockley.

The recommendation is to pursue Option 1 but only to pursue Option 2 if the additional speed limits failed to meet Wiltshire Council criteria.

Option 1 would require eight new 40mph signs and posts at Broads Green, The Splatts and North of Stockley, each backed with NSL signs.

At the Stockley boundaries three new Rural village signs will be required. These will be paired with standard 30mph signs on the off-side of the carriageway, but these will simply be relocated rather than new.

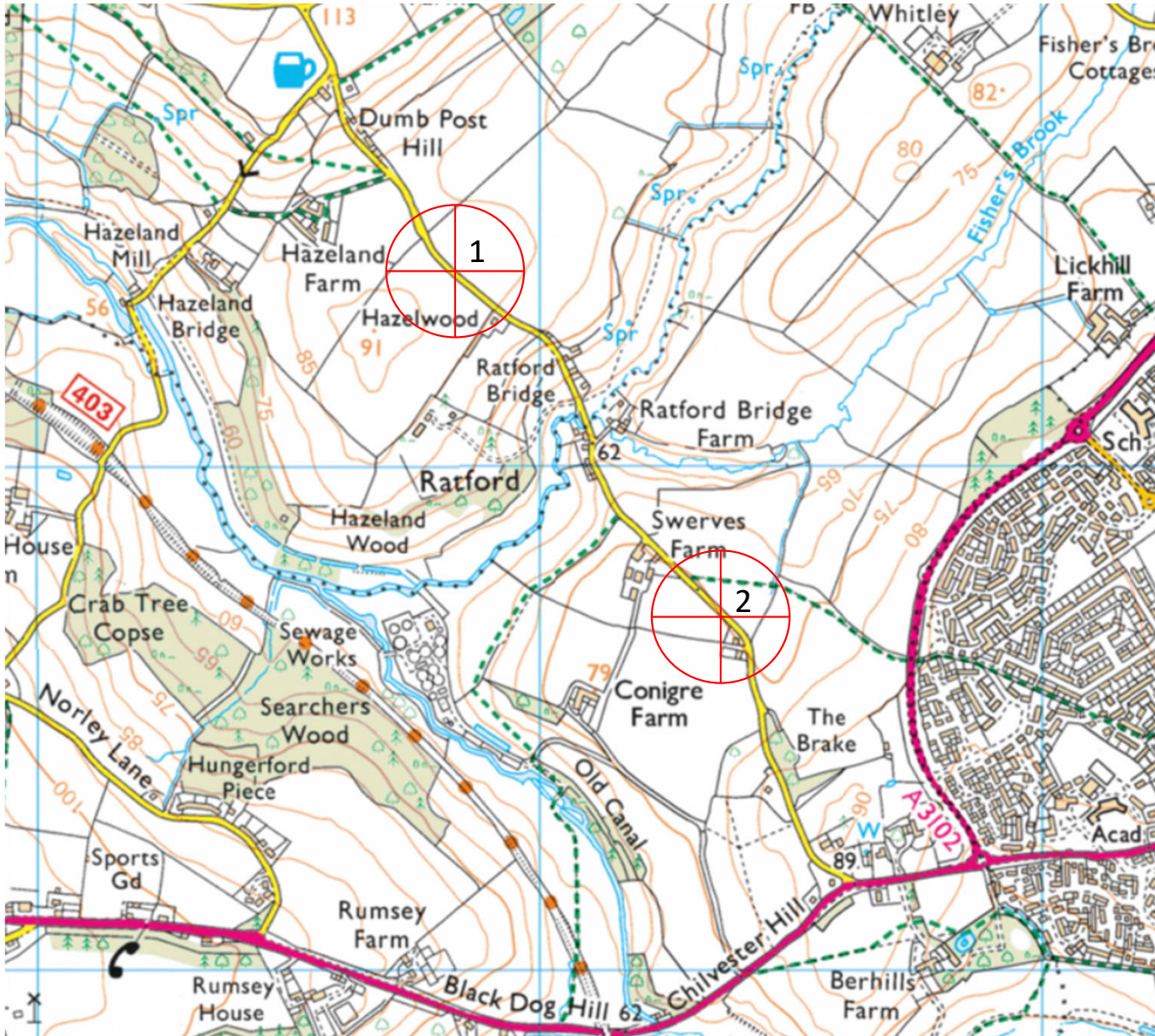
The village gateways will be augmented with white 'gates' to reinforce the rural nature of the area.

The existing and proposed signage arrangements are shown in Appendix B.



Appendix A

Horse rider signs in Ratford



CWPC
Road Safety Feasibility Study
Stage 2

Study Area 4 – Wider area

Site 6, Ratford

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Accompanied horses or ponies
(diag. 550.1)

2No signs approx 1km apart



Appendix B

Existing and proposed speed limits in
Broads Green, Stockely and Heddington

60mph speed limit in Broads Green and all roads to the west of Heddington village centre

40mph speed limits to the west of Stockley village centre and between Stockley and Heddington

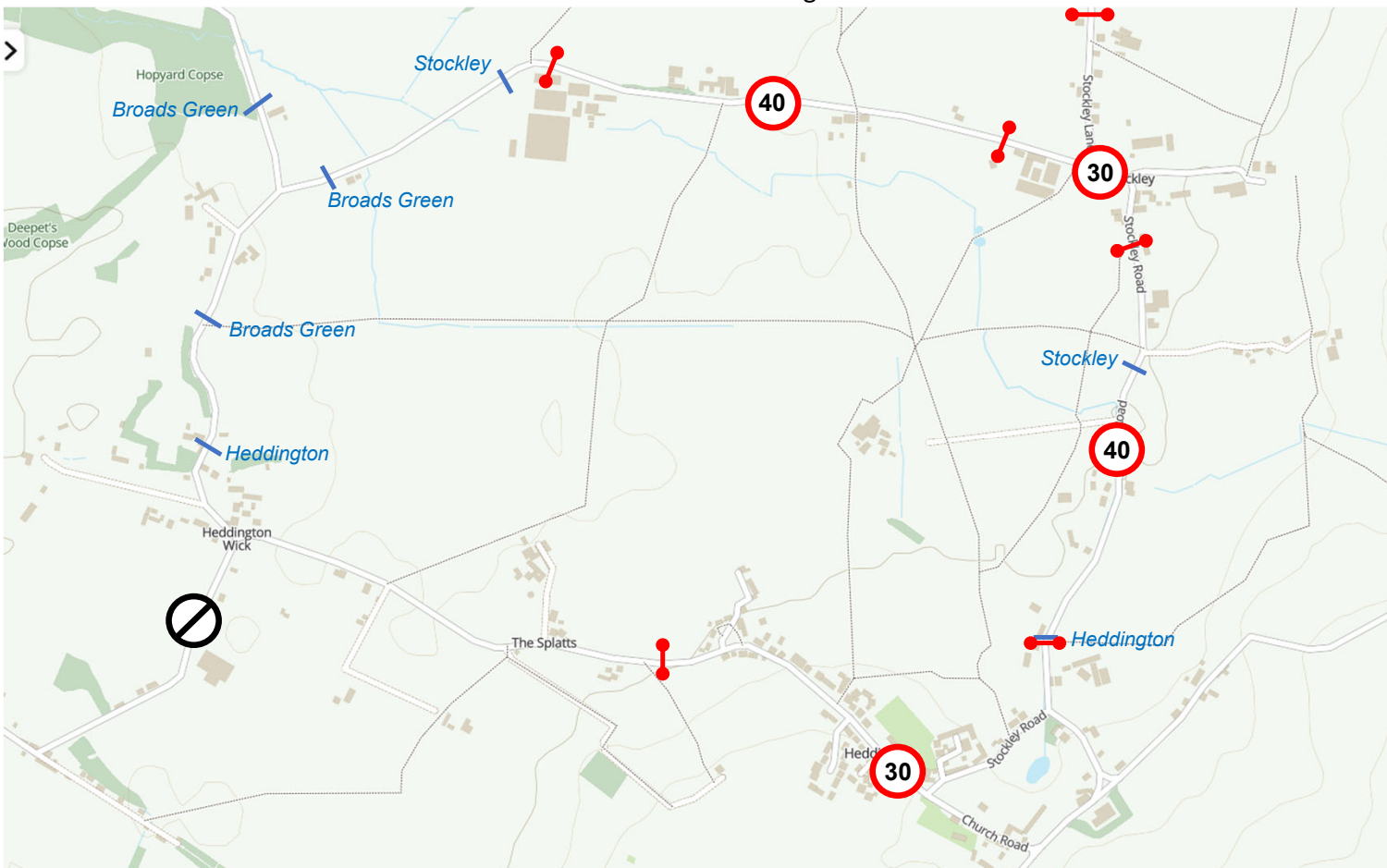
30mph speed limits in Heddington village centre and Stockley village centre

CWPC Road Safety Feasibility Study Stage 2

Study Area 4 – Wider area

Sites 9&10, Stockley and Broads Green
(Existing)

July 2022

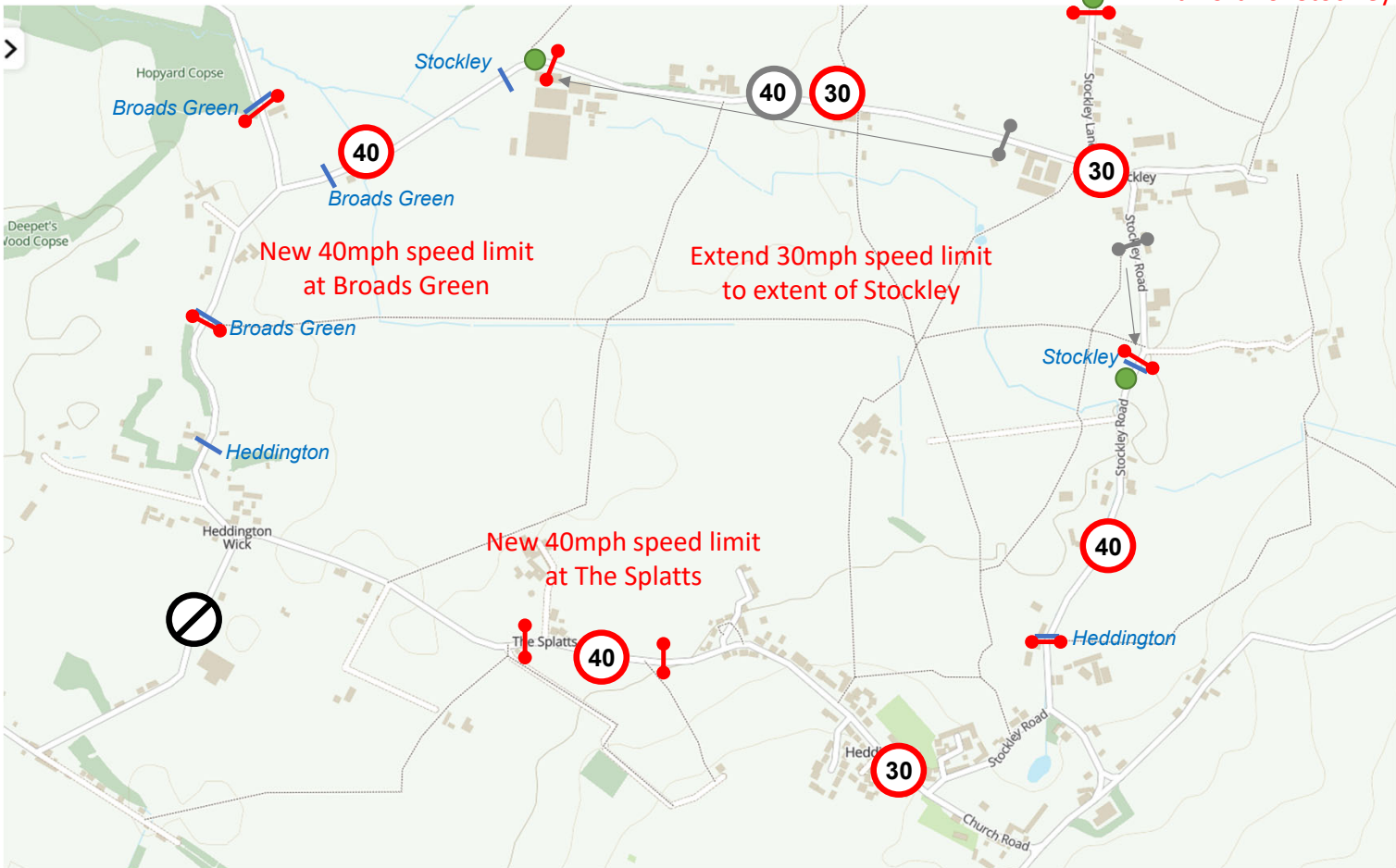


60mph speed limit on roads to the west of Heddington village centre

40mph speed limits in Broads Green and between Stockley and Heddington

30mph speed limits in Heddington village centre and Stockley

40 New 40mph speed limit North of Stockley



CWPC Road Safety Feasibility Study Stage 2

Study Area 4 – Wider area

Sites 9&10, Stockley and Broads Green

(Proposed, Option 1)

July 2022



Rural village signs at Stockley entrances (to include white 'gates')

60mph speed limit on roads to the west of Heddington village centre

40mph speed limits in Broads Green and between Stockley and Heddington

30mph speed limits in Heddington village centre and Stockley

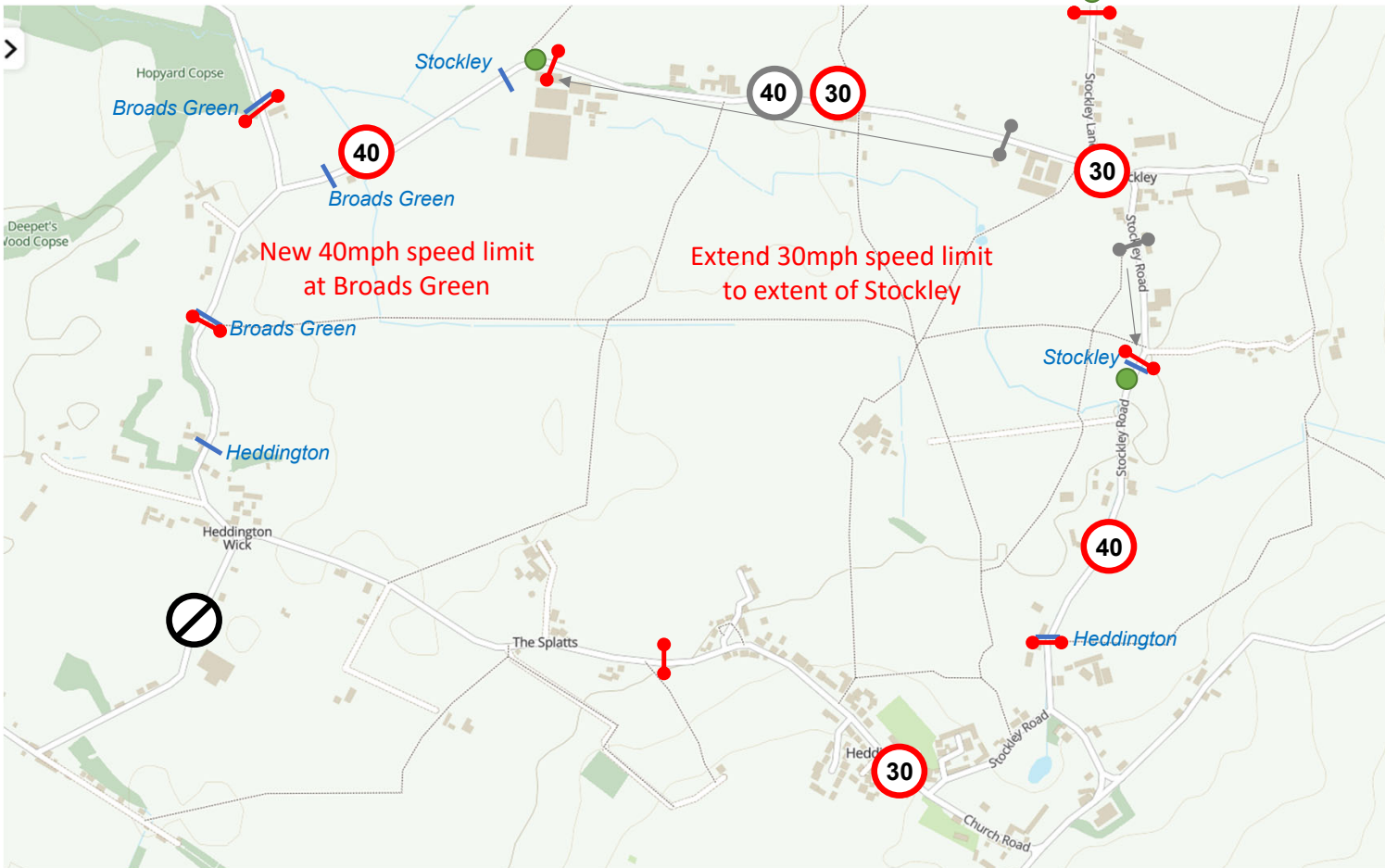
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Study Area 4 – Wider area

Sites 9&10, Stockley and Broads Green

(Proposed, Option 2)

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Rural village signs at Stockley entrances (to include white 'gates')