

Highways Improvement Request Form

Contact Details

Name:	Calne Without Parish Council	Date:	07/04/2023
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Issue Details

Location of Issue:	Studley Lane, Studley Hill and Norley Lane, Studley
Community Area:	Calne
Parish or Town Council:	Calne Without Parish Council

Nature of Issue:

The village of Studley is currently subject to the national speed limit. The lanes are narrow, have poor visibility and lack pedestrian footways, creating conflict between motorists and other road users. The Studley Gardens development resulted in a physical and visual widening of Studley Lane close to its junction with the A4. The provision of a footway altered the nature of the lane, creating a sub-urban context for drivers leaving the A4.

Requests have been received from local residents to reduce the speed limit from the national speed limit to 30mph (or 20mph). There have also been residents' claims that the signage and gateway into Studley Lane are insufficient in conveying the rural nature of this lane to those leaving the A4.

Speed surveys suggest that a 30mph speed limit in Studley would have little effect in reducing vehicle speeds. Indeed, for most of Studley 30mph would not allow drivers to stop in the available road ahead. A 20mph Zone would need to be self-enforcing and would therefore require speed reducing measures. Given the nature of the existing lanes (narrow, sinuous, high banks), conventional traffic calming measures are unlikely to have a material effect on driver speeds. Softer measures (gateways, highlighting features such as the Methodist Church, junctions etc) to alert drivers to the nature of the village may have a beneficial effect.

How long has it been an issue?	Ongoing.
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What would you like done to resolve this issue?

Our proposal is to provide a 20mph Zone in the village of Studley with associated speed-reducing measures. These are detailed in the appended Road Safety Feasibility Study (Stage 2), Study Area 1 - Derry Hill and Studley (Sites 1, 2, 3, 4 and 5), which was prepared on behalf of Calne Without Parish Council.

The proposed measures are:

- St1 Gateway (Sketch SK05) - highlight the existing pedestrian crossing using muted buff surface treatment and granite setts to provide a threshold to the 20mph Zone; planter and 20mph signs.

- St2 Throttle (Sketch SK06) – double string course of granite setts and 20mph roundel at natural throttle to the north of the timber yard.
- St3 Methodist Church (Sketch SK07) – double string courses of granite setts to highlight village environment; dark grey surface treatment to informal car parking area to provide further visual thinning.
- St4 Studley Junctions (Sketch SK08) - remove the road markings and highlight the junctions using double courses of granite setts around the junction radii. This will highlight the junctions for drivers but will also appear to narrow the carriageway and reduce the junction radii, thereby reducing vehicle speeds at the same time as removing urbanising road paint.
- St5 Gateway (Sketch SK09) – planter with 20mph sign and double string course of granite setts at western gateway to Studley.
- St6 Gateway (Sketch SK10) - 20mph sign and double string course of granite setts at northern gateway to Studley.
- St7 Norley Lane Visual Thinning (Sketch SK11) - 500mm wide strip of dark grey surface treatment on the northern side, adjacent to the hedge, to enhance the visual thinning provided by the hedge.
- St8 Gateway (Sketch SK12) - highlight the existing pedestrian crossing using muted buff surface treatment and granite setts; planters with 20mph signage.

Have you been in touch with your local Wiltshire Councillor? (Yes/No)

Yes

This form needs to be completed and e-mailed or sent to your local Town or Parish Council. Town and Parish contact details are available via the link below:

<https://cms.wiltshire.gov.uk/mgParishCouncilDetails.aspx>

Town or Parish Council Comments: (To be completed by Town or Parish Council only)

Calne Without Parish Council fully supports the proposed scheme and requests that it is developed so that a bid for substantive funding may be submitted.

Given the proximity to, and similarity with, the measures promoted for Derry Hill, we request that these are brought together as a single substantive scheme. If necessary due to timing constraints, the 20mph zone element could be deferred for delivery as a regular project through LHFIFG.

It is the intention of the Parish Council to also promote a scheme to introduce a formal weight restriction on HGVs in Studley. However, we understand that Wiltshire Council is currently unable to consider new weight restrictions at present, so this has been excluded from the above proposal.