



Wiltshire
COUNTY COUNCIL

**Monkton Hill, Chippenham
Pedestrian Enhancement**

12 Month Follow Up Report

August 2008

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1.0 Report Purpose

- 1.1 Wiltshire County Council undertakes a twelve month monitoring period of the Integrated Transport schemes it implements.
- 1.2 This report covers the twelve month period following the introduction of the one way operation of Monkton Hill to vehicles and the introduction of the designated footway marked on to the carriageway.

2.0 Scheme Background

- 2.1 Following the improvement works to Chippenham Railway Station Forecourt it was identified that improvements to the existing pedestrian links in the surrounding area were required. Particularly to the existing facilities on Monkton Hill between its junction with Station Hill and North Wilts District Council Offices at Monkton Park, this resulted in pedestrians coming into conflict with vehicles due to the restricted space and lack of footway.
- 2.2 An initial investigation was undertaken to assess the feasibility of a number of solutions, ranging from the full closure of Monkton Hill, to those which still maintained vehicular flow in some capacity. Due to strong local opinion, measures which prevented any vehicular movement on Monkton Hill were discounted at an early stage as outlined in a report presented to the County Council's regulatory committee on the 7th January 2004, which resolved to continue investigating measures with reduced impact to vehicles.
- 2.3 Wiltshire County Council commissioned it's term consultants Mouchel Parkman (now known as Mouchel Group) to investigate measures which could improve facilities for Pedestrians and Cyclist's. These solutions were outlined in a further report presented to the County Councils Environmental Advisory Panel on the 9th of November 2005, who endorsed the preferred option of:
 - *Converting the identified section of Monkton Hill into a one way with priority to traffic entering from Station Hill, enabling a highlighted section of carriageway for use by pedestrians.*
- 2.4 To facilitate the introduction of one way working the promoting Highway Authority is required to introduce a Traffic Regulation Order. One of the requirements of this process is to undertake a statutory period of consultation. This consultation period commenced from the 23rd June 2006 until the 17th July 2006, and resulted in five letters of objection and two letters of support being received. Of those objecting to the proposal, one of the letters was from Chippenham Town Council. No formal response was received from the County Council's local member during this period, but their previous objection to the scheme was noted in the report outlining the comments.
- 2.5 All the comments received during the consultation period were presented in a report to the County Councils Cabinet Member for Environment, Transport and

Economic Development, who after due consideration approved the introduction of a one way system for Monkton Hill.

- 2.6 Wiltshire County Council subsequently appointed its term consultant to undertake the detail design of a scheme which would facilitate pedestrian and cyclist movements and maintain vehicular flow when entering from Station Hill. The design was undertaken in accordance with the resolution of the report presented to the County Councils Environmental Advisory Panel on the 9th of November 2005, in that it provided a highlighted section of carriageway for pedestrians. Upon completion of the design process a Stage 2 Road Safety Audit was undertaken by an independent team of road safety engineers.
- 2.7 Scheme implementation was undertaken during May / June 2007 by the County Councils term consultants Ringway and then subjected to a further Stage 3 Road Safety Audit (prior to use) by independent road safety engineers. Some minor remedial works were recommended and were undertaken in July / August 2007, these remedial are included;
- i. The painting of pedestrian symbols onto the area used as footway to provide increase identification to pedestrians and motorists.
 - ii. Requesting that North Wilts District Council and local residents undertake maintenance of the foliage overhanging the new footway, the associated signage and the street lighting.

3.0 Scheme Data

- 3.1 As part of the monitoring process a traffic survey has been undertaken during July 2008 to obtain current volumetric flow and mean speed data. This can be compared with data obtained prior to scheme installation (June 2006).
- 3.2 Information has also been obtained from the STATS 19 database maintained by Wiltshire Police, which details all collisions involving motor vehicles that result in personal injury.
- 3.3 The results of the surveys can be seen in the tables below.

Traffic Flow

	To NWDC Offices		To Station Hill	
2006 (prior to installation)	902 vpd	12.7mph	367 vpd	13.3mph
2008 (after installation)	741 vpd	12.9mph	n/a	n/a

Key: vpd = Vehicles per Day

Note: No information for traffic travelling in the direction of Station Hill has been obtained, as this is no longer a permissible direction of travel.

Collision History

	Collision Classification			Total
	Fatal	Serious	Slight	
3 years Prior (01/06/2004 – 31/05/2007)	0	0	0	0
12 months After (01/06/2007 – 31/05/2007)	0	0	0	0

4.0 Representations

4.1 Number

- 4.1.2 During the 12 month period after scheme installation, only one representation has been made to the County Council regarding this scheme. This representation has come from North Wilts District Council Personnel, Licensing and Administration Committee.

4.2 Comments Made

- 4.2.1 The comments received were related to the scheme design / operation, with emphasis on the safety of vehicles using the access to NWDC offices. In particular vehicles exiting the one way section of Monkton Hill are in conflict with those in the two way section that are seeking access to the District Council offices.

4.3 Actions Taken

- 4.3.1 Given the concerns raised by NWDC it was considered that a solution could be provided to the identified problem by altering the priorities so that those vehicles entering and exiting the District Council's offices had priority over those exiting Monkton Hill. A 'Give Way' road marking and signs were therefore installed at the junction of Monkton Hill (southern end) and Monkton Park, along with advance signing of the change.
- 4.3.2 These works were undertaken during March \ April 2008.

5.0 Conclusion

- 5.1 The scheme is considered to have achieved the initial objective of improving the pedestrian and cyclist provision throughout Monkton Hill.
- 5.2 It is not considered that the introduction of the one-way system has increased the volume or speed of vehicles using Monkton Hill, and the effective narrowing may have reduced its appeal as an alternative route to Station Hill.

6.0 Recommendation

- 6.1 The scheme is retained in its current format and that ongoing monitoring is undertaken via the County Councils ongoing monitoring of all roads by the Casualty Reduction Officer.