

## **SPRING QUARRY/BASIL HILL TRAFFIC FLOW PROVISION**

### **Public Question and Answer Session**

- 1. How will the traffic measures suggested prevent Neston being used as a rat-run?***

The design of the junctions will be such that traffic will seek the easiest exit which will be towards the A4.

- 2. How can focussing solely on the junctions be done without considering the impact of traffic volume on the many small roads leading to the junctions?***

Traffic will be encouraged away from the smaller roads by the existence of more efficient junction options.

- 3. Given the multiple uses of the various roads in and around Neston – including cyclists and dog-walkers – that are already inadequate for the volume of traffic, can additional measures be employed to deter motorists, for example, weight restrictions?***

Numerous upgrades to the surrounding road network are required to minimise delays and to encourage the additional traffic to use the more major routes. An example of this is the installation of signals at the B3109/Westwells Road junction and the upgrading of the Fiveways' signals. Along with alterations to signing, the Highways Department believe this will encourage most of the traffic towards Melksham to use the faster B3109 and A365 roads rather than going through Neston, where car parking and the narrow roads mean vehicles frequently have to slow/stop to pass.

The Highways Department appreciate that there are local concerns that some of the additional traffic would travel through Neston so they will be undertaking traffic surveys in September to look at the current traffic flows through the village. These surveys will be repeated when the Basil Hill development is in place. If there has been a considerable negative impact they will look to tailor a solution to the particular issue which is more effective than attempting to install predictive solutions before the issues, if any, have actually arisen.

- 4. The residents of Neston do not consider that the S106 monies agreed are sufficient to meet the needs of the development and also wish to know when the money will be used.***

The Highways Department will not be waiting until the development is complete to decide on the use of the S106 monies but will require evidence from monitoring during the construction period to determine the spending plan.

- 5. Why can't hearsay evidence be used? The residents of the area are experts on the day-to-day issues of traffic flow through their villages.***

Concrete evidence is required to justify spending and counters measuring speed and volume will be used.

**6. *What can we do to open up single lane roads, for example, using double yellow lines to stop parking on roads?***

The current existence of parked cars should deter drivers from using Neston as a rat-run.

**7. *By increasing traffic volume further, how are ecological issues being addressed?***

The Highways Department requires developers to include proposals for environmentally-friendly options, for example, cycle lanes.

**8. *The primary school in Neston is currently enjoying popularity from families living outside the area – has this been taken into consideration in calculating traffic flow?***

School admissions are not the province of the Highways Department.

**9. *How are TRICS calculations used – is data current and does it consider anticipated development? Why was a strategic assessment not done of the whole area that also included commercial vehicles? Will cyclists be given their own areas at junctions to get ahead of the traffic and will pavements be widened?***

TRICS data is used to select comparable developments to determine traffic impact (a worse-case scenario is used to quantify traffic volume). A strategy for the area was not considered due to the 13 week constraint on planning applications; however, the applicant was requested to survey the wider area but cannot be compelled to do so. Cyclists will be given dedicated space at junctions and footways will be widened where possible.

**10. *Due to the level of incidents will the planners consider the use of chicanes and a 20 mph speed limit through Neston to eliminate heavy good vehicles and slow traffic?***

A 20mph speed limit requires specific policies and must be self-enforcing, however, the Highways Department will install tubes to analyse the speed of motorists through the village in order to ascertain the correct provision for speed reduction.

**11. *Why has more housing in Westwells been planned and would the planners consider closing the Westwell Road junction?***

While discussions regarding the proposed development are in progress, the land is not an allocated site and therefore should be opposed. Closing the junction is an option, albeit contentious, that the Highways Department will consider.

**12. *Have the planners visited the entire area at a busy time?***

Yes.

**13. *Green Hill also suffers from heavy vehicles and traffic flow – can construction traffic be prohibited from using Green Hill Lane?***

The planners will respond to this when they look at the various issues raised by this meeting.