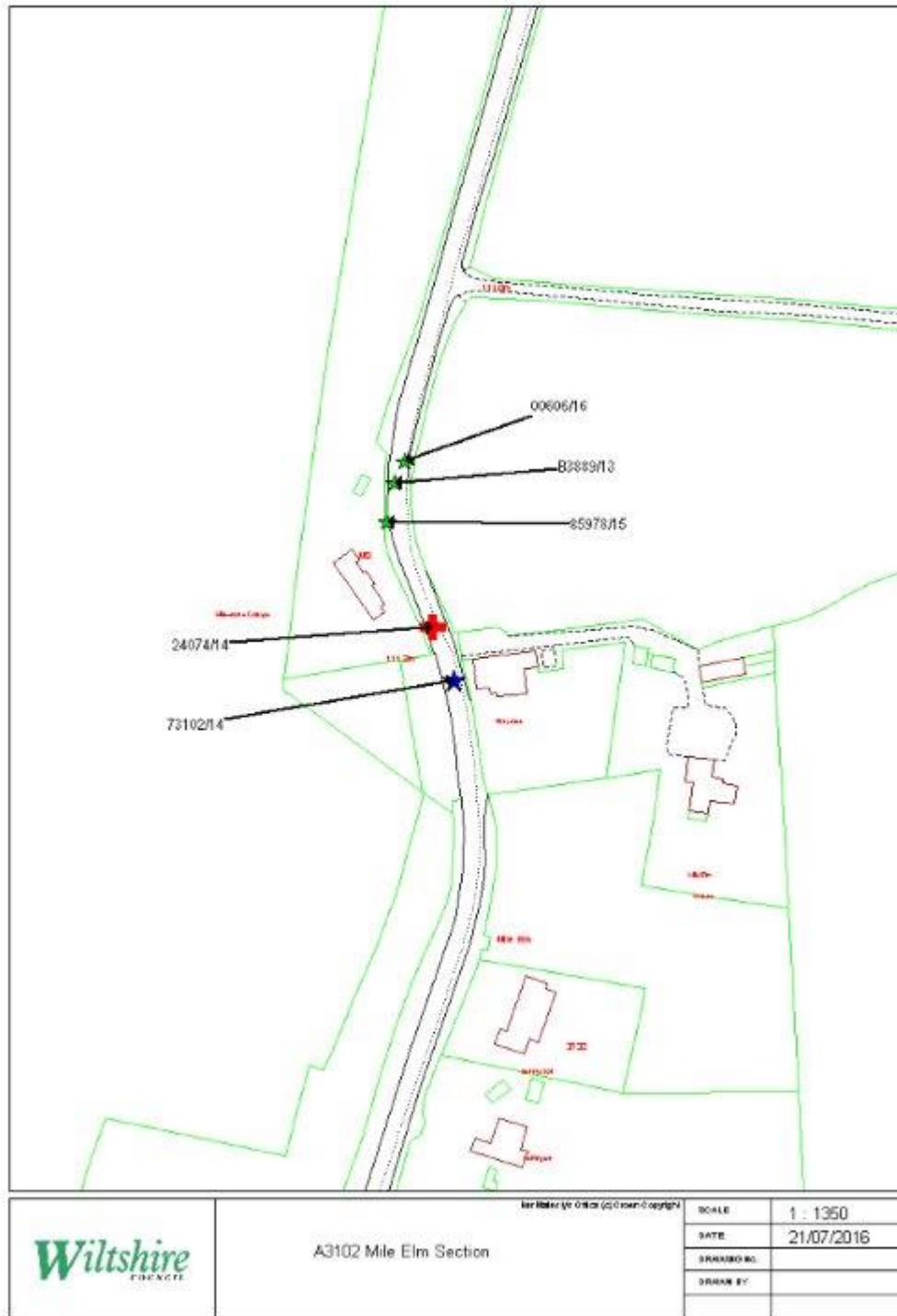


TRAFFIC ENGINEERING TEAM

BRIEFING NOTE

Subject	A3102 Mile Elm	Date:	July 2016
Circulation			
Prepared by	David Thomas – Traffic Engineering Manager		

Ref	Notes	Action
1	<p>Introduction Despite safety work being carried recently on the length of the A3102 from the A342 junction to the Calne town boundary, Mile Elm has been raised as a point of concern by local residents as a result of a cluster of accidents over the last 3 years. This note explains the actions taken and proposed to address these concerns.</p>	
2	<p>Speed Limit The A3102 was included in the overall speed limit review of all A and B class roads in the County undertaken in 2009/10. The review was undertaken in accordance with the requirements set out by the Department for Transport in their Circular 01/06 in which all highway authorities across the UK were tasked with reviewing speed limits on A and B class roads. The review recommended that on the length of the A3102 from Tossels Farm up to the 30mph terminal point at Calne that the limit be reduced from national speed limit (60mph) to 50mph. Subsequently this speed limit change was implemented on the ground in August 2013.</p>	
3	<p>Collision history The annual average daily traffic usage of the A3102 at Mile Elm is 6700 vehicles per day (2,445,500 per annum). The collision rate for the length from the junction with the A342 to the 30mph terminal point at Calne is 18.2 per million vehicle kilometres. This compares to the national average for an A class road of 18.3.</p> <p>In the last 3 years to 31/03/2016 there have been 5 recorded injury collisions within the section of road at Mile Elm. 3 being categorised as slight, 1 as serious and 1 fatal. During this same period approximately 7,336,495 vehicles have therefore travelled safely along this length of the A3102 so it is important to concentrate on the circumstances around the specific collisions as it is clear that the majority of drivers are travelling safely along this stretch of road.</p> <p>All three of the most recent collisions are recorded as southbound loss of control at or on the approach to a left hand bend, with the primary contributory factors to these collisions being listed as – Oil or Diesel on road, wet / slippery road surface, and swerving to avoid an animal in the carriageway. All occurred in wet road conditions around the same location. This level of collision history around a specific area will always trigger further action under the annual collision cluster site programme.</p> <p>It is understood that a further collision took place on the 13th June but as yet this has not been added to the Police collision database. For information the database usually runs 3 to 4 months behind actual events.</p>	



4 Works undertaken so far

Following the fatal collision in March 2014, a review of signing and lining was undertaken on the section of A3102 from the A342 junction at Bromham to the 30mph speed limit at Calne, the section of road at Mile Elm was included as part of this review. Signing and lining changes forthcoming from this review were implemented in June 2015.

5 Works proposed to be undertaken

Wiltshire Council carries out annual testing of road surface conditions (SCRIM tests) on its roads. Although the skid resistance was at an acceptable level in the tests undertaken by the Council in 2015/16, the bends at Mile Elm were at a level that required further investigation. Because of the nature of the recent collisions highlighted above Wiltshire Council has included this stretch of road in the 2015/16 major maintenance works programme and following the further assessment, carriageway resurfacing is to be carried out on the length from Tossels Farm to Pillars Lodge. This work is underway at this time

	and due for completion by the end of July 2016.	
6	Summary	
	It is considered that the proposed surfacing work will address the common causation factor in the last three (and possibly the 13 th June collision) recorded collisions that have occurred, namely that of slippery road conditions. The location will continue to be monitored through the collision cluster site programme and further works will be undertaken if deemed appropriate.	