

HIGHWAYS AND TRANSPORT

Calne A4 White Hart Pedestrian Improvements

Wiltshire Council
 Where everybody matters

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1 Introduction and Background

This report is in response to a request from Calne Area Board via the CATG for a feasibility study for pedestrian improvements in and around the double mini roundabout of the A4/A3102 by the White Hart public house. The aim is for a safer environment for members of the public travelling in the area.



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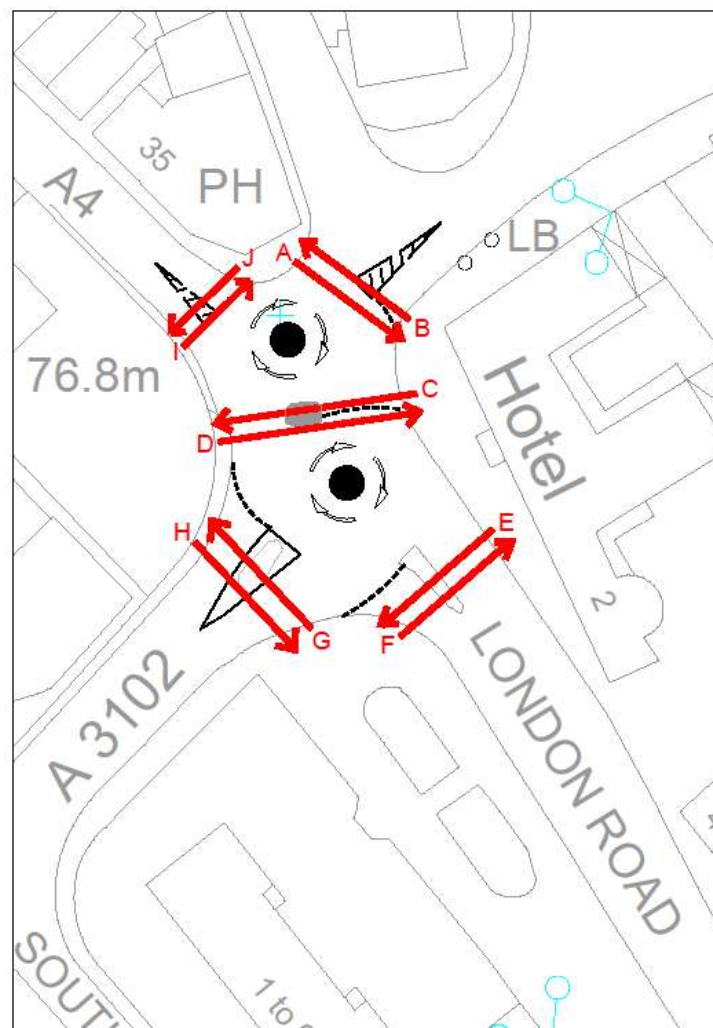
Data Collection

2.1 Pedestrian Review

The location is at a double mini roundabout junction with 2 major A roads, the A4 and A3102, it links the town of Calne to Chippenham, Melksham and the A4 East to Beckhampton/Marlborough.

A pedestrian survey was undertaken to identify pedestrian movements as shown below, see **Appendix A** for data.

The survey was undertaken during term time mid week 7am-7pm. The survey showed pedestrians were crossing A-B and E-F with a high majority of those pedestrians being aged 18-65



2.2 Collision data

Current collision data (last 6 years) shows no general concern for safety of pedestrians.

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	1	1
2-wheeled motor vehicles	0	1	0	1
Pedal cycles	0	0	1	1
Horses & other	0	0	0	0
Total	0	1	2	3

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	1	1
Passenger	0	0	0	0
Motorcycle rider	0	1	0	1
Cyclist	0	0	1	1
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	1	2	3

2.3 Additional observations

This junction has a double mini roundabout arrangement and is the intersection between two “non-primary” routes, A4 and A3102 and a residential road, “The Green”. The junction is situated well within a 30 mph limit and street lighting is provided throughout. The junction is used by all vehicle types and peak time queues are frequent, particularly during the morning rush period. Traffic movement in and out of The Green is considerably less than on the two A routes. The A4 is part of a main bus route. Vehicle approach speeds have not been flagged as a concern.

Whilst there is potential for school pupils to cross the A4 here as part of their journey to and from school, the majority of pedestrians observed were estimated to be between the ages of 18 and 65 years. Most pedestrian activity was recorded across A-B and E-F, (see plan of section 2.1).

The junction is situated just inside of the town's designated Conservation Area but despite this the streetscene is dominated by traffic signs, bollards and other roadside infrastructure. Some of the signs are poorly sited causing difficulty for pedestrians to see and be seen. The footways here are wide and there is scope to alter curb lines and to reposition signs without causing obstruction.

The twin roundabout arrangement and busy environment demands high levels of concentration for drivers but because of this, they are less likely to be aware of pedestrian activity around them.

3 Analysis

3.1 Review of Signs and Road markings:

It is noted that the existing signing and road markings in the area are in need of reviewing and refreshing. It should be noted that areas of the carriageway surface is in a poor condition for laying new lining.

4 Recommendation

4.1 Option 1

It is recommended to remove the existing island and replace with a pedestrian refuge fit for purpose, new kerbing, tactile paving and bollards, also the relocation of existing sign assembly. Provide new dropped kerb crossing points with tactile paving and bollards to highlight the desired crossing location on either side of the A4, declutter signing. Refresh all lining. **See Appendix B**

4.2 Option 2

Relocate and replace existing dropped kerb crossing point into pedestrian desire line as per the survey results. New pedestrian bollards. **See Appendix B**

4.3 Option 3

Option 3 consists of option 1 and 2 together along with the removal of the northern mini roundabout to be replaced with a T- junction. This will include amendments to existing kerb-lines, carriageway resurfacing, signs and new road markings. **See Appendix B**

5 Costing

The estimated costs of the recommendations are:

Option 1 = £24,000

Option 2 = £6000

Option 3 = £43,000

6 Appendix A – Pedestrian Survey Data

Appendix B - Recommendations