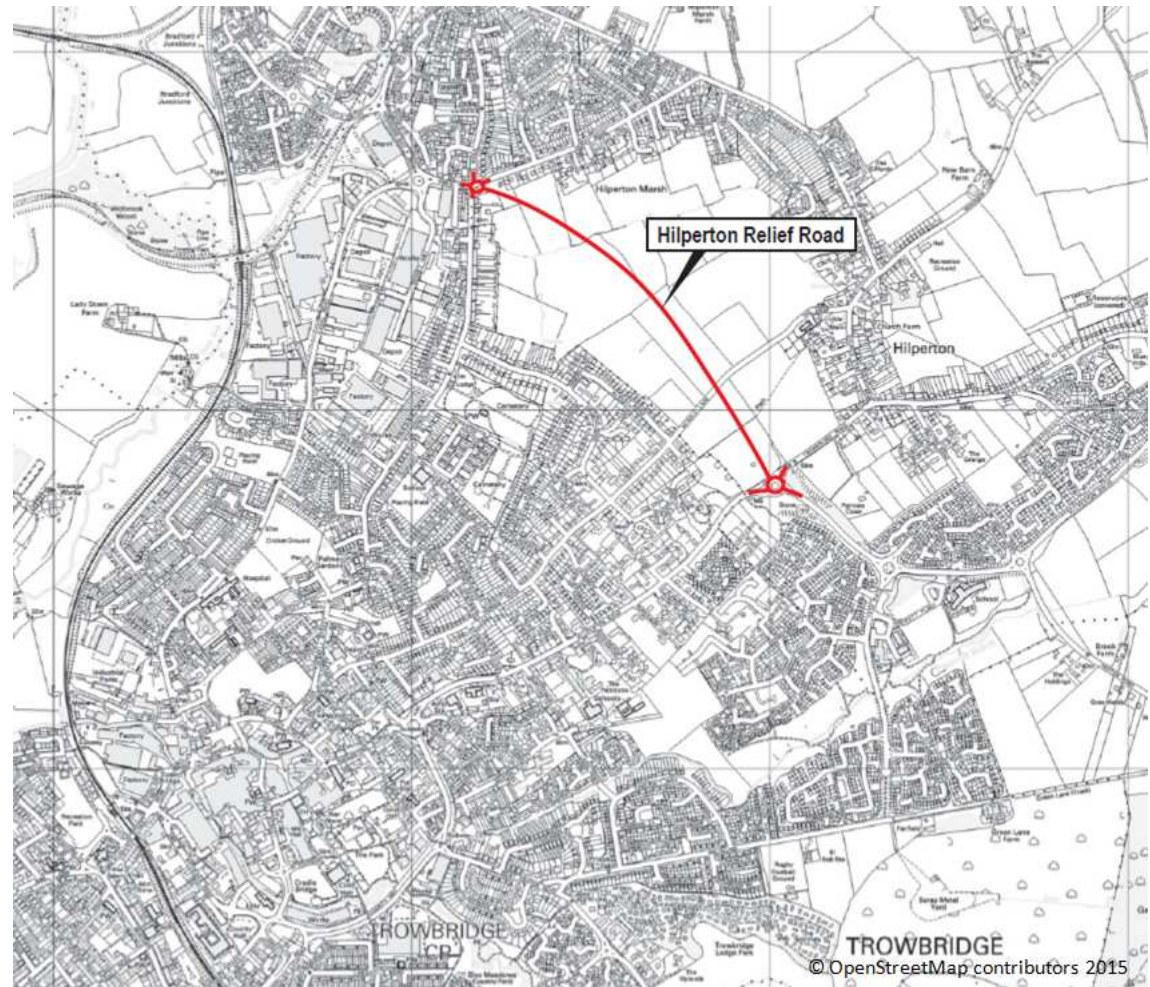


## TROWBRIDGE TRAFFIC COUNTS 2017 POST HRR OPENING

Sustainable Transport





# Overview

*HRR Objectives*

*Traffic Counts – before and after*

*Traffic count limitations*

*Traffic trends post opening*

*Speed data*

*Summary*

*Questions*



# HRR Objectives

## ***Primary Objective***

- *Reduce level of traffic through Hilperton, particularly HGVs*

## ***Secondary Objective***

- *Support traffic routing strategy for Trowbridge*

# Traffic Counts – Before

2009

AM and PM

Turning Counts

Light Goods Vehicles

Heavy Goods Vehicles



## TROWBRIDGE TRAFFIC MODEL

REPORT OF SURVEY

August 2009





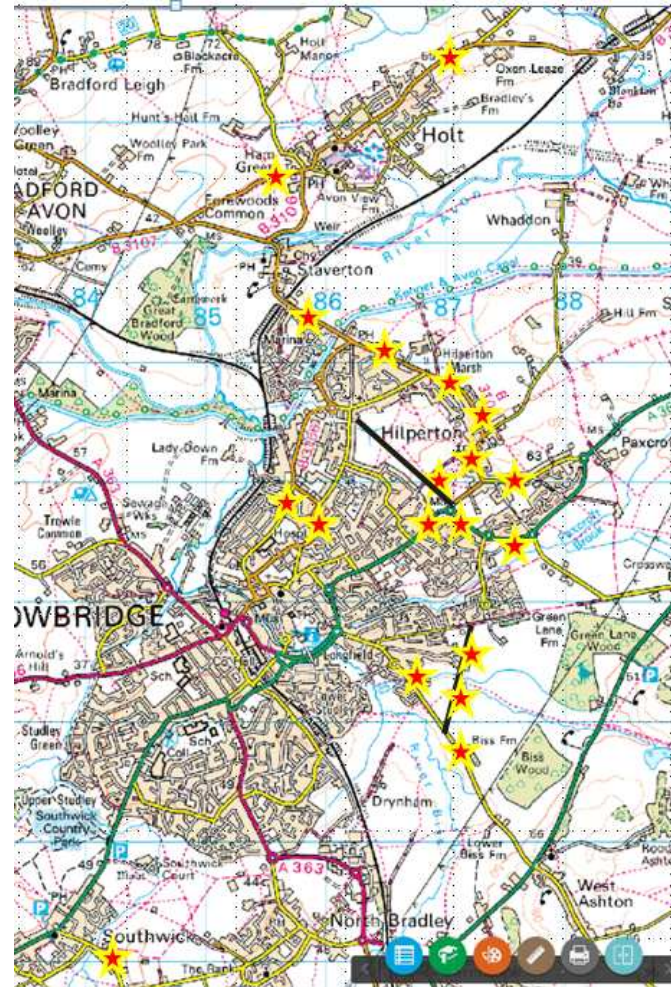
# Traffic Counts March 17













## Comparison data includes

- Hilperton
- HRR
- Leap Gate
- Southwick
- Holt

## Data collected

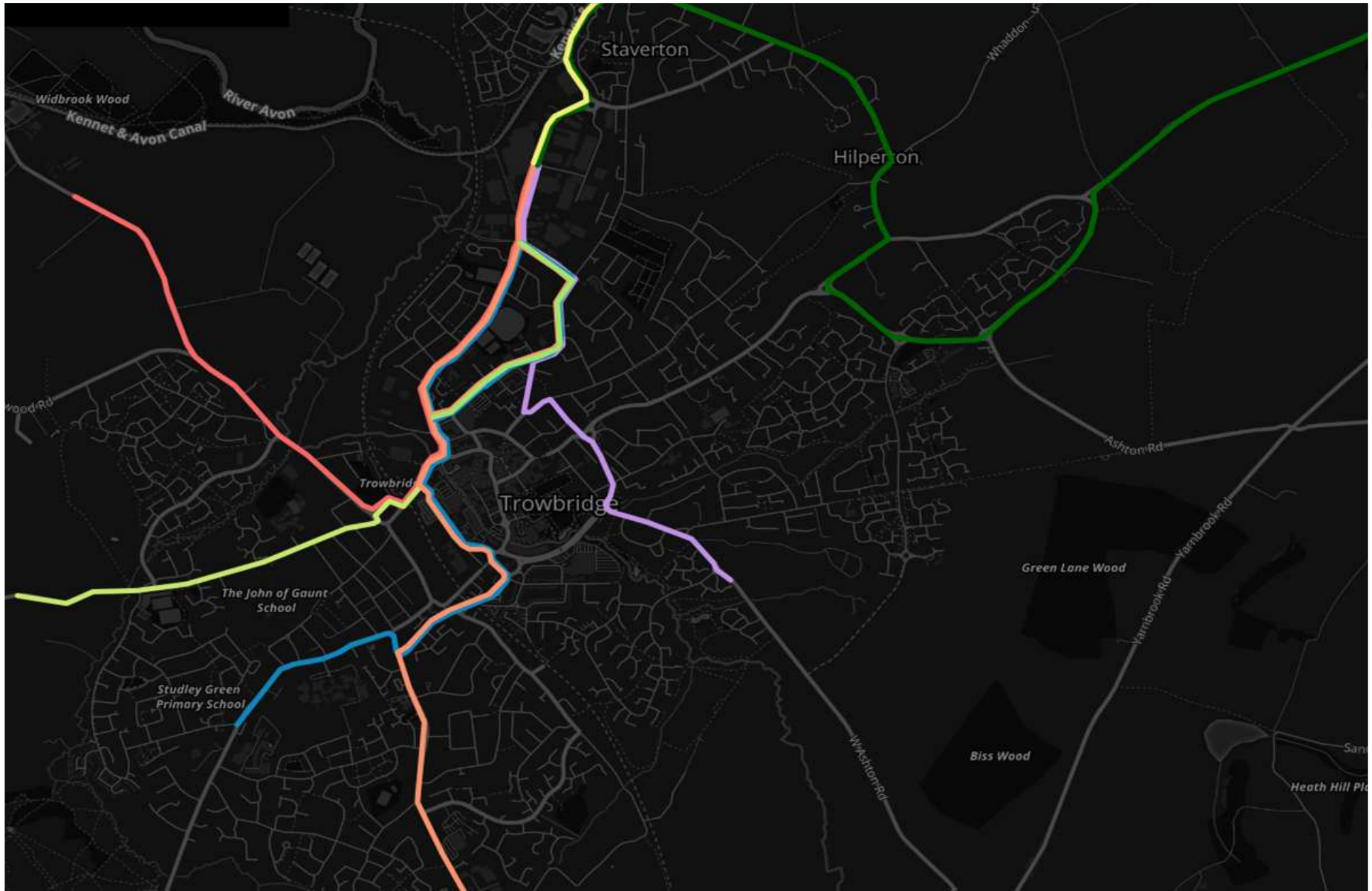
- Flows
- Speeds
- Vehicle type



Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	$d(1) < 1.7\text{m} \ \& \ \text{axles}=2$		1 (Light)
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	$d(1) \geq 1.7\text{m}, \ d(1) \leq 3.2\text{m} \ \& \ \text{axles}=2$		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	$\text{groups}=3, \ d(1) \geq 2.1\text{m}, \ d(1) \leq 3.2\text{m}, \ d(2) \geq 2.1\text{m} \ \& \ \text{axles}=3,4,5$		
2	2	Two axle truck or Bus	TB2	4	$d(1) > 3.2\text{m} \ \& \ \text{axles}=2$		2 (Medium)
3	2	Three axle truck or Bus	TB3	5	$\text{axles}=3 \ \& \ \text{groups}=2$		
>3	2	Four axle truck	T4	6	$\text{axles} > 3 \ \& \ \text{groups}=2$		
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	$d(1) > 3.2\text{m}, \ \text{axles}=3 \ \& \ \text{groups}=3$		3 (Heavy)
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	$d(2) < 2.1\text{m} \ \text{or} \ d(1) < 2.1\text{m} \ \text{or} \ d(1) > 3.2\text{m}$ $\text{axles} = 4 \ \& \ \text{groups} > 2$		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	$d(2) < 2.1\text{m} \ \text{or} \ d(1) < 2.1\text{m} \ \text{or} \ d(1) > 3.2\text{m}$ $\text{axles}=5 \ \& \ \text{groups} > 2$		
$\geq 6$	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	$\text{axles}=6 \ \& \ \text{groups} > 2 \ \text{or} \ \text{axles} > 6 \ \& \ \text{groups}=3$		
>6	4	B-Double or Heavy truck and trailer	BD	11	$\text{groups}=4 \ \& \ \text{axles} > 6$		
>6	$\geq 5$	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	$\text{groups} \geq 5 \ \& \ \text{axles} > 6$		

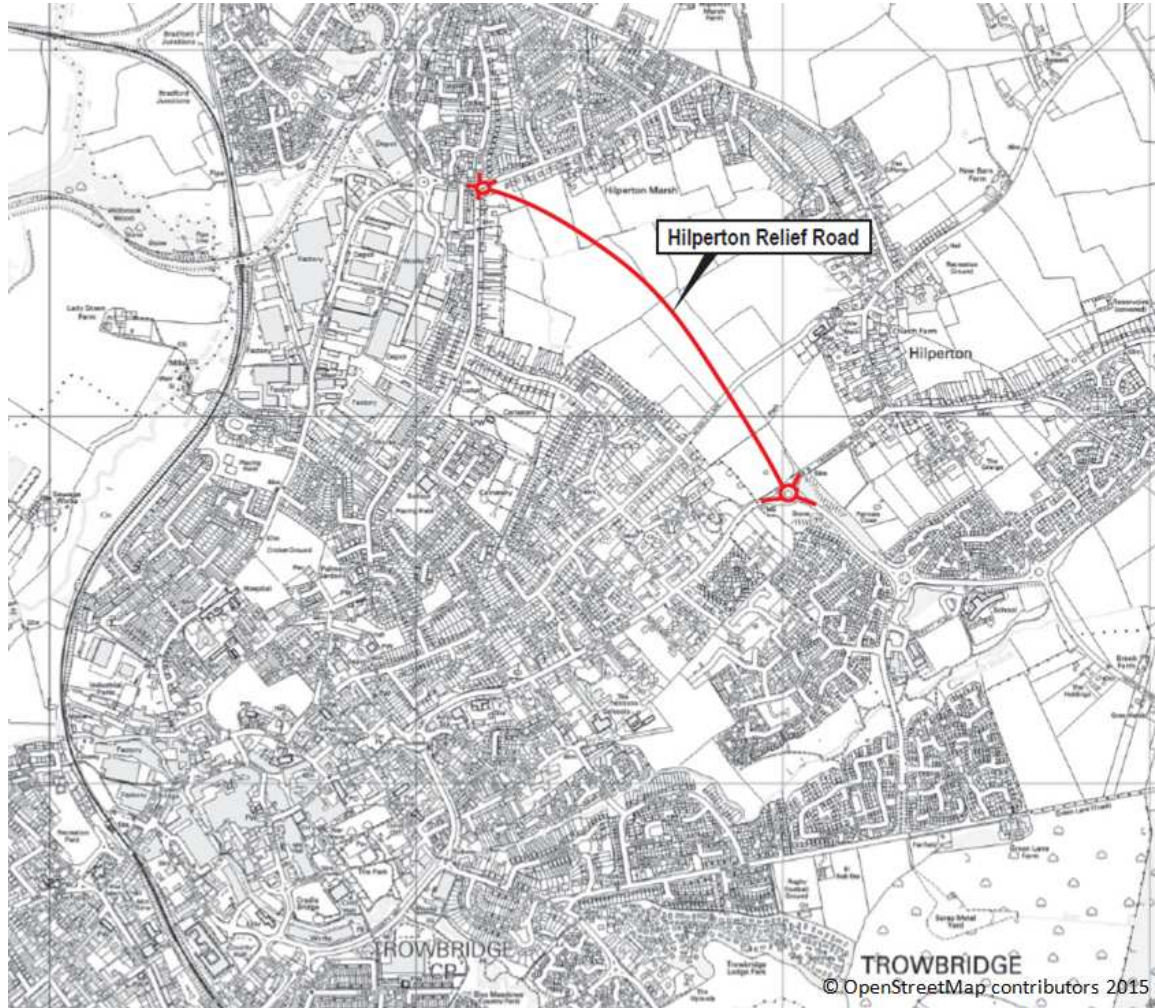
# Traffic Count Limitations

- **Before**
  - Peak hour only
  - 2009
  - Single day
  - Appropriate growth factor (3% used)
  
- **After**
  - 2017
  - One week
  - Dynamic Trowbridge

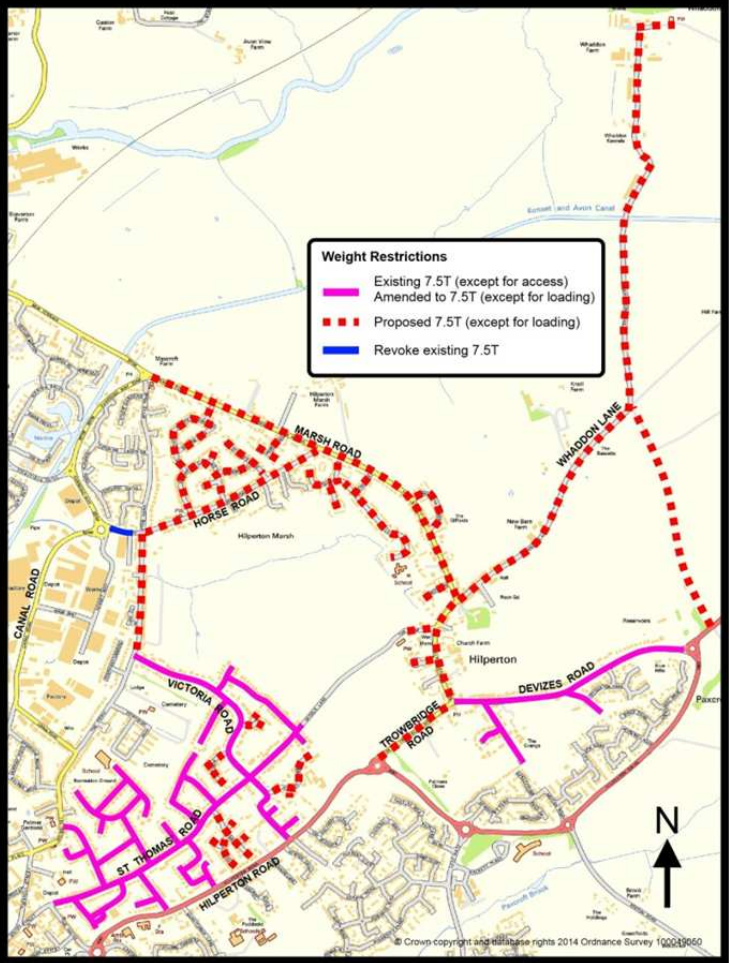


# Advisory Routes 2009





# Weight Limits



## ***RESUTLS***

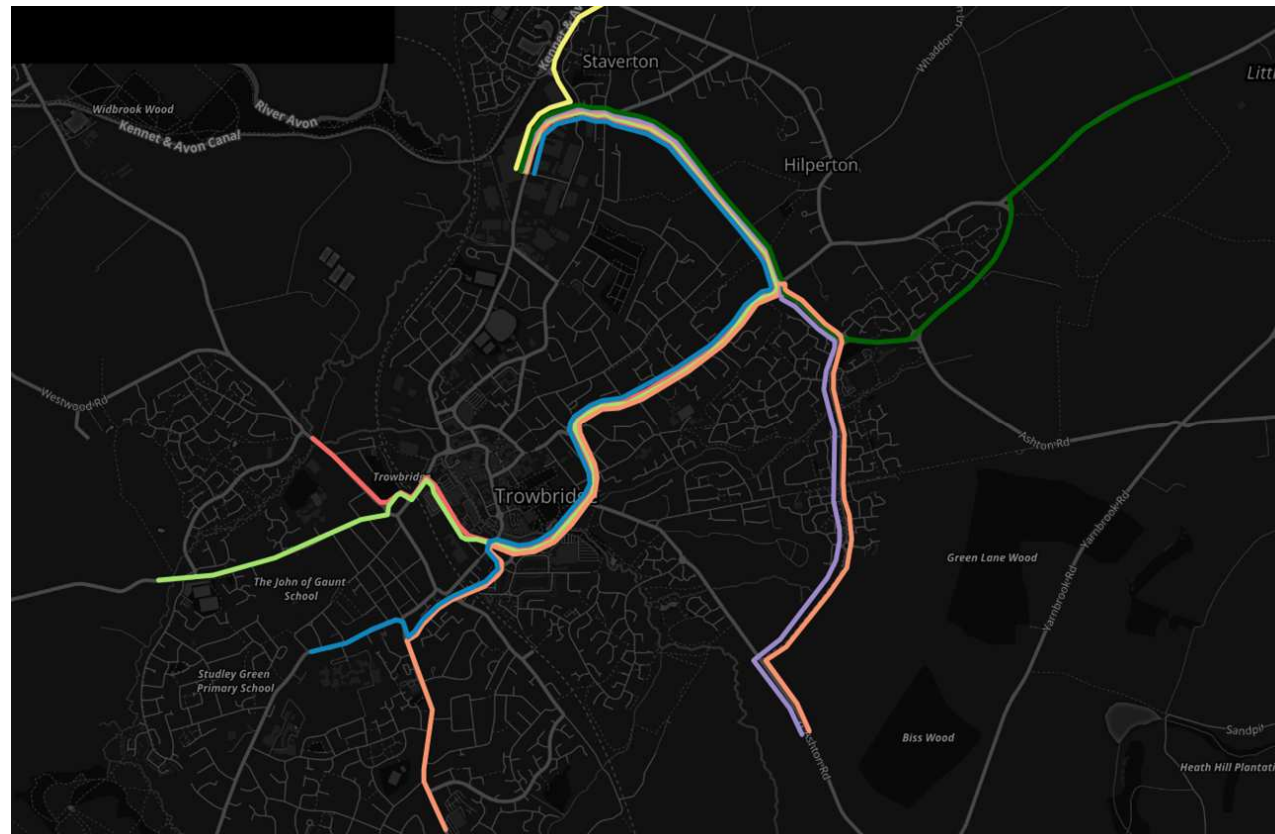
### ***Primary Objective:***

*Reduce level of traffic through Hilperton,  
particularly HGVs*

Marsh Road (at Hammond Way) changes from 2009:

- LGV reduced from 929 to 537
- HGV reduced from 34 to 4 (now HGV restriction applies)
- **89% reduction HGV**

# *Secondary Objective – Support Traffic routing strategy for Trowbridge*

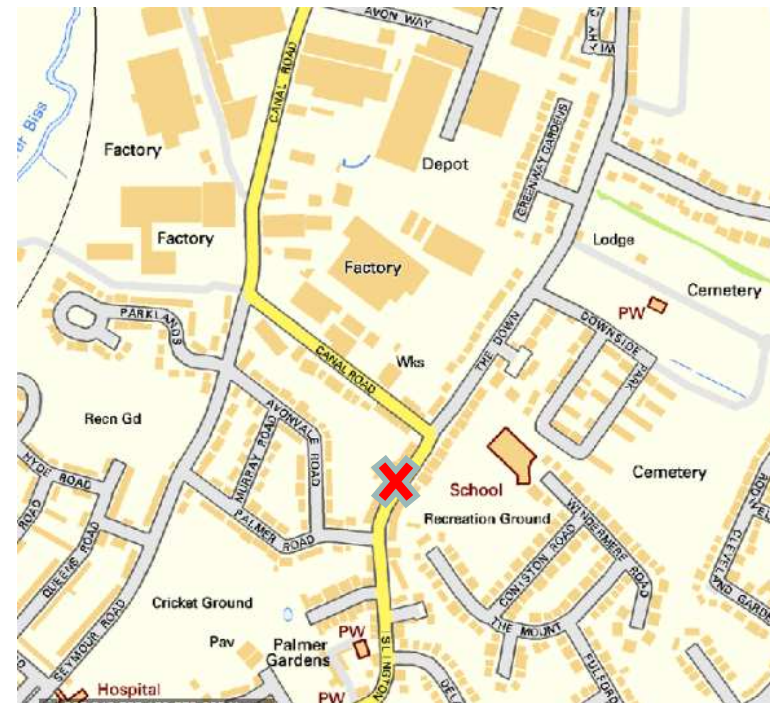




# The Down

Changes from 2009:

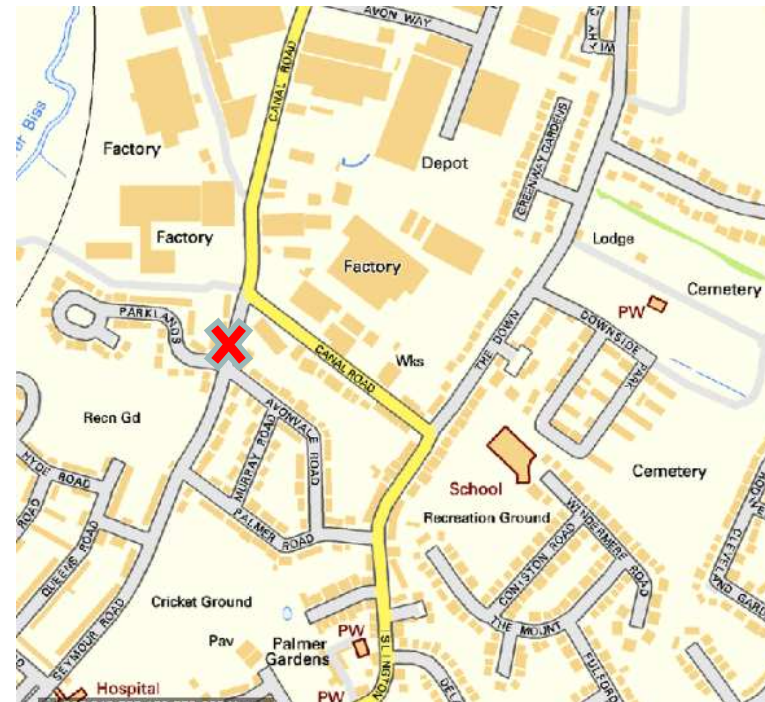
- No change in LGV
- 81% reduction HGV



# Seymour Road

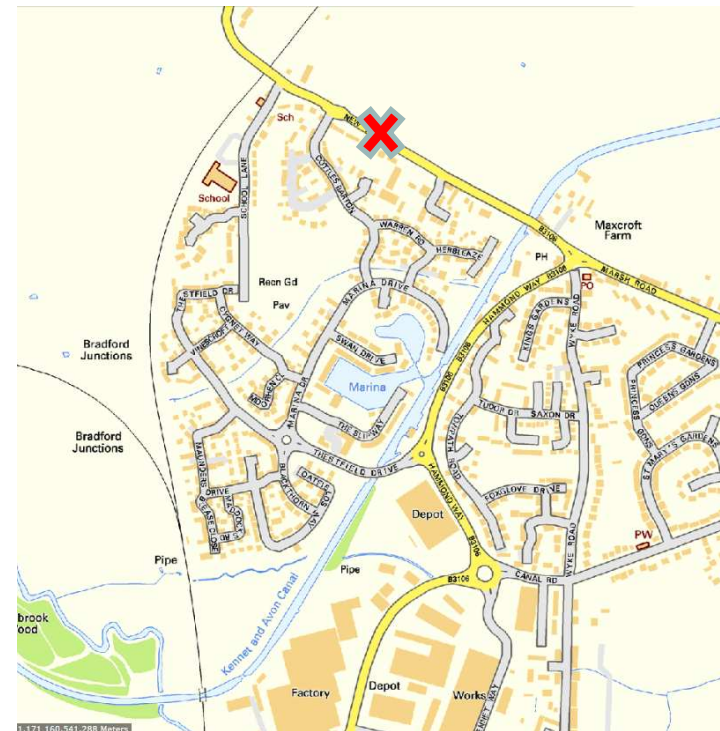
Changes from 2009:

- 19% increase in LGV
- 62% reduction HGV



# Staverton

- **Staverton**
- HGVs reduced by 53%
- LGVs reduced by 5%



## Holt (2013 - 12 hr count)

- HGVs reduced by 22%
- LGVs reduced by 21%





# Hilperton Road

- HGVs reduced by 76%
- LGVs reduced by 11%



# Hilperton Drive (Leap Gate Roundabout)

## Hilperton Drive (North of Junction)

- HGVs reduced by 55%
- LGVs increased by 16%

## Hilperton Drive (South of Junction)

- HGVs reduced by 50%
- LGVs increased by 6%



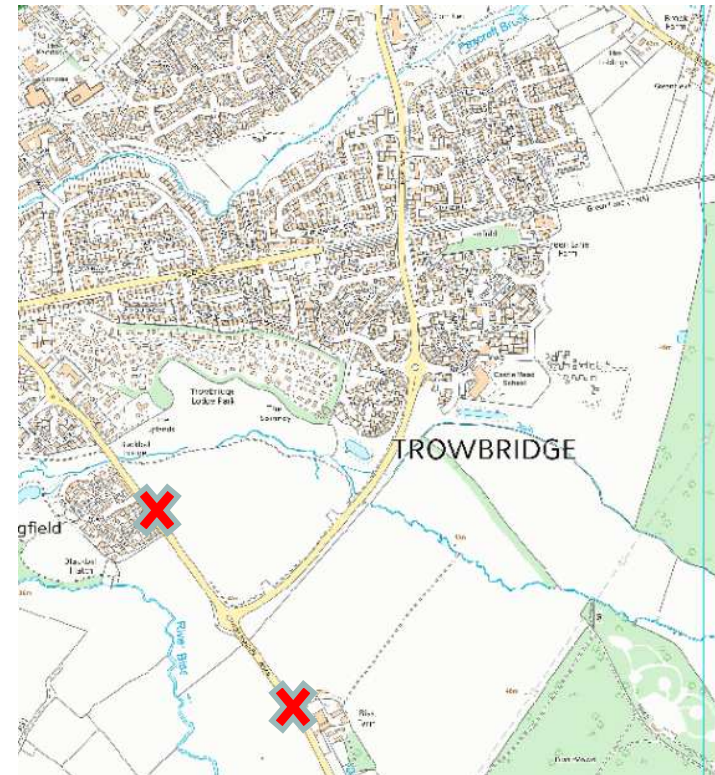
# West Ashton Rod (south and north of Leapgate)

## West Ashton Road (North of Junction)

- HGVs reduced by 39%
- LGVs increased by 60%

## West Ashton Road (South of Junction)

- HGVs increased by 3%
- LGVs increased by 28%





# Wynsome Street

- HGVs reduced by 11% (from 68 to 62)
- LGVs increased by 2%





# HRR (Elizabeth Way)

## HRR 2017 Count

- LGV = 2139
- HGV = 32



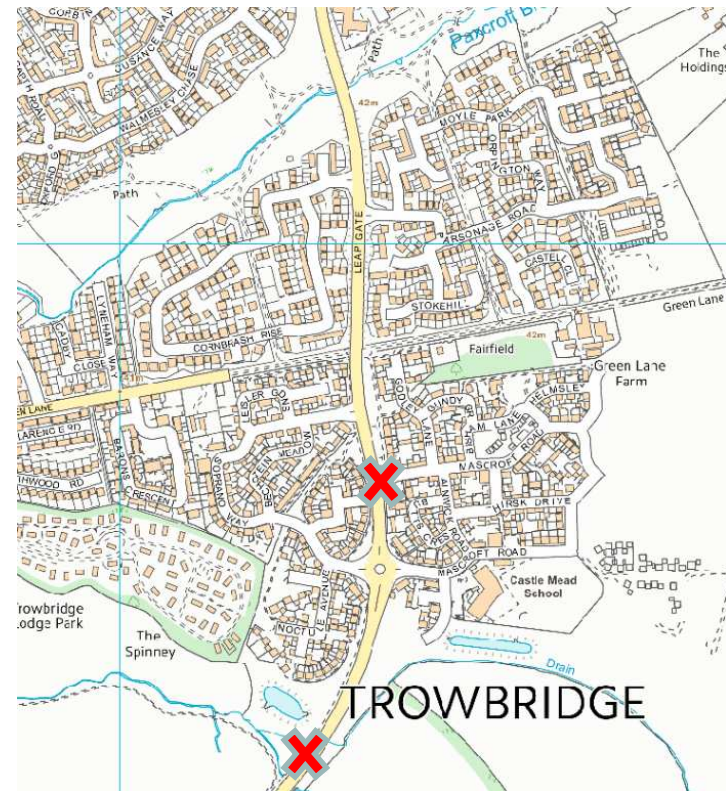
# Leap Gate 2017

## Leap Gate A

- LGV = 1,742
- HGV = 13

## Leap Gate B

- LGV = 1,792
- HGV = 11



ORDERD BY LGV NUMBER	2017 Count		% DIFFERENCE	
	LGV	HGV	LGV	HGV
Hilperton Drive A361 (N)	4234	58	16%	-55%
Hilperton Drive A361 (S)	3571	62	6%	-50%
Hilperton Road A361	3182	25	-11%	-76%
Staverton B3105	2281	40	-5%	-53%
Hilperton Relief Road B3106	2139	32		
West Ashton Road North of Leap Gate	2102	10	60%	-39%
Leap Gate B3106 B	1792	11		
Leap Gate B3106 A	1742	13		
Seymour Road	1733	17	19%	-62%
West Ashton Road South of Leap Gate	1683	17	28%	3%
Wynsome Street	1500	62	2%	-11%
The Down	1494	11	-2%	-81%
Marsh Road B3105 West	537	4	-44%	-89%
Devizes Road B3105	364	3	-37%	-68%
Holt B3107 North (12hr)	5237	676	17%	-21%
Holt B3107 South  (12 Hr)	4038	477	27%	-22%

ORDERD BY HGV NUMBER	2017 Count		% DIFFERENCE	
	LGV	HGV	LGV	HGV
Hilperton Drive A361 (S)	3571	62	6%	-50%
Wynsome Street	1500	62	2%	-11%
Hilperton Drive A361 (N)	4234	58	16%	-55%
Staverton B3105	2281	40	-5%	-53%
Hilperton Relief Road B3106	2139	32		
Hilperton Road A361	3182	25	-11%	-76%
Seymour Road	1733	17	19%	-62%
West Ashton Road South of Leap Gate	1683	17	28%	3%
Leap Gate B3106 A	1742	13		
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The Down	1494	11	-2%	-81%
West Ashton Road North of Leap Gate	2102	10	60%	-39%
Marsh Road B3105 West	537	4	-44%	-89%
Devizes Road B3105	364	3	-37%	-68%
Holt B3107 North (12hr)	5237	676	17%	-21%
Holt B3107 South  (12 Hr)	4038	477	27%	-22%



## Speed Data

The 85th percentile is the speed at which 85% of the traffic is travelling at or below.

The thresholds for interventions in a **30mph** speed limit are:

30 to 35mph = No Further Action (NFA)

35.1 to 42 mph = Eligible for Community Speed Watch

Over 42 mph = Subject to Police enforcement

## Speed Data cont...

The thresholds for interventions in a **40mph** speed limit are:

40 to 45.9mph = No Further Action (NFA)

46 to 53 mph = Eligible for Community Speed Watch

49 to 53 mph = eligible for Speed Indicator Device (SID)

CSW does not operate in any speed limit above 40mph.

	<b>AVERAGE</b>	<b>85<sup>TH</sup> %ILE</b>	<b>SPEED LIMIT</b>	<b>ACTION</b>
<b>Hilperton Road A361</b> <b>(Northeast bound)</b> Southwestbound	<b>32.2</b> 31.2	<b>35.5</b> 34.7	<b>30</b>	<b>CSW</b>
<b>Leap Gate B3106 (A)*</b> Northbound <b>Southbound</b>	<b>29.2</b> <b>31.0</b>	<b>33.5</b> <b>37.7</b>	<b>30</b>	<b>CSW</b>
<b>West Ashton Road</b> <b>(North of Leap Gate)</b> Northbound <b>Southbound</b>	<b>32.6</b> <b>34.3</b>	<b>38.4</b> <b>38.3</b>	<b>30</b>	<b>CSW</b>

## Summary - Count Data

- **HRR primary objective met:**
  - 7.5 T HGV restriction except loading  
(4 HGVs in the peak hours)
- **HRR secondary objective met:**
  - HGV re-routing leading to reductions on:
    - Down
    - Seymour Road
    - Staverton
    - Hilperton Road
    - Holt
    - Hilperton Drive



## Summary – Count Data

### **West Ashton Road (north of Leap Gate)**

Increase in LGV with decrease in HGV

### **Leap Gate (am + pm)**

1,742 LGV

13 HGV

### **Hilperton Relief Road (am + pm)**

2,139 LGV

32 HGV

# Summary – Speed Data

Community Speed Watch Threshold met at 3 locations:

- Hilperton Road (Northeast bound at Fairfields)
- Leap Gate (Southbound at Saprano Way junction)
- West Ashton Road (North of Leap Gate)
  - Northbound
  - Southbound



# QUESTIONS