

HIGHWAYS AND TRANSPORT

**Calne CATG
Anchor Road, Brewers Lane
Calne**

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1 Introduction and Background

Calne Town Council have given support for a feasibility study to be undertaken into a road safety and traffic calming scheme at Brewers Lane and Anchor Road, Calne.

An issue has been raised through Calne Area Board to consider traffic calming and pedestrian safety provisions along Brewers Lane / Anchor Road.

In addition, there has also been reports of vehicles striking the corner of Kew Cottage, 1 Brewers Lane. The resident has requested either a bollard to be placed in the area, or for traffic calming measures to be installed, including the consideration of making Brewers Lane and Anchor Road one-way.



2 Data Collection

2.1 Review of Area:

Brewers Lane and Anchor Road, Calne is situated North of London Road, just East of the Town Centre. Brewers Lane provides one of three opportunities for those living North of the River Marden, to cross the river and travel into the town centre and nearby facilities.

Priestly Grove and Anchor Road form part of National Cycle Route 403 (Chippenham to Marlborough) and there are footpath links off Brewers Lane providing pleasant river walks into the town centre or Wessington Park Housing Estate and surrounding areas.

Facilities close by include The John Bentley Secondary School and Holy Trinity Primary School, as well as Calne Leisure Centre.

Brewers Lane is used as a busy pedestrian and cycle link to those wishing to travel south of the River Marden and make use of the facilities in the area. Whilst the area is a relatively quiet lane during the day, there are certain peak times when the pedestrian and cyclists activity is prominent. Namely at school start and finish times.

As well as there being pedestrian and cyclist activity at certain times during the day, there are also reports of Brewers Lane and Anchor Road being used as a convenient "Rat run" into Calne Town Centre when traffic on the A4 is busy.

Brewer's Lane also meets the Right of Way Footpath Calne 77 just west of the first bridge you cross when travelling eastbound. This access is a well signed and a popular route for walkers.

2.2 Collision data

An investigation of the Police collision database shows there have been no recorded personal injury collisions in the 36 months preceding the production of this report.

2.3 Metro Count Data:

A Metro count was laid on Brewers Lane recording data from 11th-28th July 2016, the results of which are demonstrated below:

	Combined directions	Westbound	Eastbound
No. of vehicles	4384	1584	2800
Mean Speed (mph)	15.3 mph	15.1 mph	15.8 mph
85 th %ile Speed (mph)	18.5 mph	18.1 mph	18.8 mph
Maximum Speed Recorded	27.3 mph	25.7 mph	28.9 mph

The metro count data shows that the speed of traffic using Brewers Lane is within the current speed limit of 30mph and there are no concerns of speeding on this route.

It is noted that eastbound movement is almost twice the volume of those travelling westbound, which supports the claim that the lane is used as a "rat-run" to avoid congestion on the A4 at peak times.

3 Analysis

3.1 Review of Sign & Road markings

Brewer's Lane has very few sign or road markings currently in place. A give way line indicates the junction with Anchor road on the east side of Brewers lane. There is also a solid white line currently in situ highlighting the edge of the road beside Kew Cottage.

There are four street light units positioned along the length of the road which provide adequate lighting to the area.

3.2 Consultation

There are a number of considerations to take into account if Brewers Lane is to be commissioned to one way traffic flow. This includes the interests of local residents and their current habitual use of Brewers Lane. To prevent "rat running" traffic, the one way system would need to be implemented for traffic travelling Westbound (travelling from Anchor Road/ Priestly Grove to Shelburne Road).

As there are several properties including a residential development directly joining Brewers Lane, it will be essential for Calne Town Council / Area Board to carry out local consultation. Understanding the local perception towards this scheme will assist in the final design and implementation.

Furthermore, the proposal is likely to benefit pedestrians and cyclists travelling to and from The John Bentley School and Holy Trinity School. Both schools currently have out of date travel plans, which could benefit from updating. This exercise may lead to additional funding being made available through the Taking Action on School Journeys initiative. An updated travel plan will help identify ways to increase walking and cycling to the schools. It is recommended an approach to the schools to see if this is something they would consider as part of the consultation exercise.

4 Recommendation

This proposal is offered as a potential solution to excessive vehicle use by non-residents and to improve pedestrian and cycle links to the area.

The proposal is to introduce a one way system to vehicular traffic (westbound) but to retain two way access for cyclists and pedestrians.

The proposal includes for improvements to existing footways, drop kerbs, the provision of an on-carriageway footway, signing and road markings. A preliminary design is set out in **Appendix A** of this report.

The provision of a one-way system will require extensive consultation and advertisement of a new Traffic Regulation Order.

It should be noted that no consultation has taken place with residents on this proposal and promotion of this scheme would sit with the Town Council.

If there is support for this scheme, our recommendation would be for the Town Council to consult directly with all residents of Brewer's Lane and Saddle Back Close and to undertake a more general consultation exercise to inform the local community of the proposal.

5 Costing

Itemised Cost:	Estimated Value:
Preliminary cost estimate	£7,700
Traffic Regulation Order	£3,000
Topo Survey	£2,500
Consultation	To be borne by Calne Town Council/CATG
Total	£13,200

The estimated cost is £13,200*

*This is a ball park estimate based on a number of assumptions at preliminary design stage.

A further source of potential funding is through Section 106 agreements with developers. There is potentially Section 106 money available from the Sandpits Lane development, which can be used to improve cycle and pedestrian links to the town centre and schools.

6 Appendix A – Recommendation Plan