

Briefing Note for Calne CATG

Area Board Issue 3-21-10 – The Avenue, Yatesbury – excessive speed causing concern for walkers, horse riders and cyclists

Background

The area of concern is approximately ½ a mile in length and is situated between the junctions of Nolands Road and The Street (see map below). It is a typical country road, featuring little roadside development, no system of street lighting and is subject to the national speed limit. Traffic volume is low (it is a no through road for motor vehicles) and this section forms part of the National Cycle Network, Route 403.

It is alleged that speeds are high, but there is no data available to support this claim.

The Parish Council has requested calming measures in the form of two chicanes to create a priority system with single flow traffic. However, such a system cannot be considered on an unlit road with a national speed limit.

The CATG has asked officers to consider alternative measures to encourage lower speeds.



Current Provisions

There are bend / junction warning signs positioned at the western end of the site for both inbound and outbound traffic and a short section of centre line covering this junction. There are some small direction signs indicating Nolands and Yatesbury village and small way-markers for the cycle route.

Recommendations

Whilst it is not desirable to blight this area with traffic signs or other traffic features commonly found in urban areas, an upgrade of signs and road markings might be acceptable.

For example, signs could be provided to warn of equestrians and cyclists. Also, as the road narrows slightly towards the eastern end near Vulpit Cottages, a warning sign could be

placed to emphasise this along with edge line markings. Consideration could also be given to upgrading the warning signs for the bend / junction at the western end. The current provision is shown below alongside the potential upgrade. Warning signs can also be supplemented with SLOW carriageway markings.



The way finders for the cycle route are quite small and these could be made larger to help highlight the route to all users. Again, these could be supplemented by road markings similar to those shown below:



Potential Costs

The uplift on current prices for 22/23 is not yet known, but a sum of around £4,000 should be sufficient to cover all or most of the recommendations given.

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23/02/22