

**SUPPORTING EVIDENCE FOR A COUNCILLOR LED
BID TO THE PEWSEY AREA BOARD FOR THE
PROVISION OF A PATHWAY AND ASSOCIATED
HIGHWAY TRAFFIC CALMING MEASURES TO BE
PROVIDED IN THE IMMEDIATE VICINITY OF THE
WOODBOROUGH CHURCH OF ENGLAND SCHOOL**

**THIS DOCUMENT IS PROVIDED BY THE WOODBOROUGH PARISH COUNCIL IN
ASSOCIATION WITH THE WOODBOROUGH ROAD SAFETY GROUP AND THE
WOODBOROUGH CHURCH OF ENGLAND PRIMARY SCHOOL**

November 2011

(Section 8 updated to 19/12/11)

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1 Background

The tragic death of a pupil (Finlay Connor) and the very severe non-fatal injuries to his Mother outside school on 14th March 2011 has made the community aware of how inadequate our road network has become for parents and children as they access the C of E Primary School in Woodborough.

2 Summary

2.1 The Current Problem

The only available off-street parking is at the Social Club in Smithy Lane, from where pedestrians walk down the single-width Smithy Lane with no pavement, often with cars trying to pass them going in both directions. As pedestrians exit from Smithy Lane onto the C38, Broad Street, there is a narrow pavement running south towards the school for about 8 metres, where it terminates with a dropped curb. Immediately opposite is another short run of pavement (with a dropped curb) that terminates at the school entrance. There is no obvious crossing point between the two pavements. Where Smithy Lane joins Broad Street the sight lines to the north (from the Honeystreet direction) are extremely limited. Neither pavement currently has any safety barriers, and the existing traffic-calming chicanes, together with the pavements, reduce Broad Street to a single width road at this point. The C38 is used as a rat-run by vehicles cutting across Pewsey Vale as the quickest route between Salisbury to the south and Swindon to the north. Parents and children have to contend with vans, heavy lorries, tractors and school buses besides cars.

2.2 The Proposed Solution

The village has formed a working party, the 'Woodborough Road Safety Group' (WRSG) to resolve these problems and improve road safety for all users, and specifically the children and parents using the school. This group is co-sponsored by the parish council and the school, and currently comprises school governors/parents, parish councillors and villagers.

Following a very well attended Public Meeting in mid 2011 many parishioners and parents have submitted proposals and suggestions to both the WRSG and the parish council, which are being explored jointly.

The objective of this submission is to show how, at a relatively small capital cost, parents and children could be removed from Smithy Lane by making a footpath through the adjacent field that borders both Smithy Lane and Broad Street, and deliver them safely to a properly marked crossing point between the two existing pavements on Broad Street that would be virtually opposite the school entrance.

Besides the obvious safety benefits to the pedestrians, vehicle drivers would no longer have to negotiate with pedestrians in Smithy Lane or Broad Street.

Implementation of the footpath in the field would resolve a major element of the congestion problems, but it is seen as only one part of an integrated overall solution in the longer term.

The footpath would consist of compacted scalplings; a post and rail fence would be required, with a further stock fence to keep the horses currently resident in the field at a safe distance from the pedestrians. Maintenance, such as annual spraying for weeds, could probably be financed jointly by the parish council and the school.

There is no question that all road users, parishioners, parents and children would benefit from this permissive route which will link the car park facility with the school.

The path work is estimated to take a week, with the joining of the path to the pavement probably taking another week.

Written approval has been obtained from the landowner of the field, and is included in this submission. A letter of commitment to the on-going use of the Social Club car park is also included.

Offers of help with materials, legal work and labour, have already been received.

3 Bid Information

3.1 Costs

Total cost of pathway (see section 8)	£6,167 (exc vat)
Coloured surfacing on carriageway pavement and new Enhanced informal crossing point linking new footpath Through field	£4,000

3.2 Brief summary of bid

The implementation of a pedestrian pathway in the field adjacent to both Smith Lane and Broad Street will provide a completely safe connecting route from the car park used by parents at the Social Club to a point on Broad Street virtually opposite the school entrance. It will also solve high levels of unrest amongst the residents of Smithy Lane and the West End of the village caused by intolerable congestion during school start and end times. The benefits to the school community, local residents and to visitors (who find themselves using the C38 and the C261 in Woodborough at the 'wrong' time, namely the school drop-off and pick-up times) are both significant and long term.

3.3 What is the lifetime of the benefits resulting from the project?

A minimum of 10 years, and significantly longer with the correct maintenance regime

3.4 What is the annual maintenance cost (of path) resulting from the project?

The following materials estimates are based on a 10 year period;

10 x annual weed killing sprays	£1000
2 x fence treatments	£1000
Total	£2000
Annual Maintenance Cost of path	£200

3.5 If the required annual maintenance is not a statutory duty of Wiltshire Council's Rights of Way section, will any costs be covered by your parish council?

Yes. It is expected that significant volunteer involvement from both the village and the school will provide the necessary labour. The Woodborough Road Safety Group has two parish councillors and two school governors and villagers.

3.6 Is there full approval for this bid by the parish council?

Yes

3.7 Is there written approval from all landowners involved?

Yes – letters attached

3.8 If 'Yes', for how many years are they willing to commit for?

No time limit has been specified by either landowner. However, both landowners are well known to the community and time guarantees could be obtained if necessary.

3.9 What is the proposed completion date of the project?

If funding is available in January 2012, completion of the path and crossing point is viable about March 2012, and additional traffic calming measures between March and July 2012.

3.10 Describe the proposal in detail including maps and photographs where they clarify.

The proposed works are simple but highly effective - please see sections 2.7, 3, 4, 5 and 7.

3.11 Describe the community benefits expected to result from the proposal. Include benefits to locals and visitors.

- Greatly improved safety of both children and parents walking to school in both Smithy Lane and Broad Street, due to the complete separation of pedestrians and vehicles
- Removal of high levels of dissatisfaction expressed by the residents of Smithy Lane with the current intolerable levels of congestion
- This successful school is in many ways the focal point of the village, drawing parents from within the catchment area – includes the Altons, Stanton St Bernard, Honey St, Bottlesford, Hilcott and the Manningsfords - and beyond.
- If, or when, the Great Stones Way is implemented, there is likely to be a very significant increase in tourists in both the Altons, Honeystreet and Woodborough.
- Broad Street (the C38) is the main north / south road that goes through Woodborough, and many vehicles use it to cut across the Pewsey Vale as a direct route from Salisbury to Swindon, thus constituting an unwelcome 'rat-run'.
- A reduction in the angst experience by commuting traffic, which in turn will lead to a reduction in careless and inconsiderate driving behaviour
- The improved safety of the pedestrians in both Smithy Lane and Broad Street will help to discourage high levels of inconsiderate parking both at the crossroads and along the C261 (the east / west road through the village itself)

3.12 Describe how these resultant community benefits will be measured.

We would expect –

- an immediate reduction in the level of complaints from residents in the Smithy Lane and Broad Street areas, and those in the West End of the village
- that never having to experience again what the village went through in March 2011 with the death of Finlay Connor would be an immeasurable benefit in itself

3.13 Is there anything else you would like to add to support your bid?

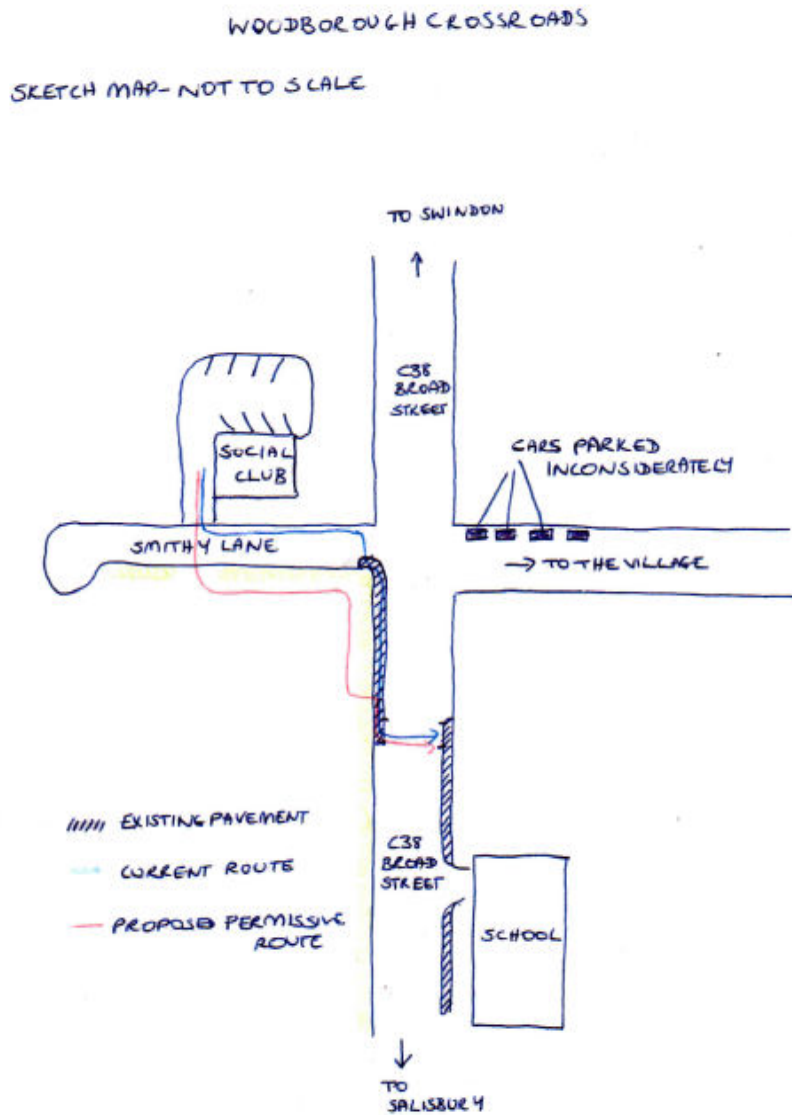
The propose pathway is an integral part of a larger long term solution to the overall problem of congestion in the vicinity of the school. However, without the pathway certain other elements of the overall solution may well not be feasible.

Woodborough Parish Council has voted to make a donation of £250 to the Social Club from its 2012/2013 budget towards the cost of white lining the car park and part of Smithy Lane – the whole cost of the white lining (approximately £800) was previously being borne solely by the Social Club.

Woodborough Parish Council also meets all the running costs of the WRSG (hall hire, consumables etc).

4 Plans & Sketches

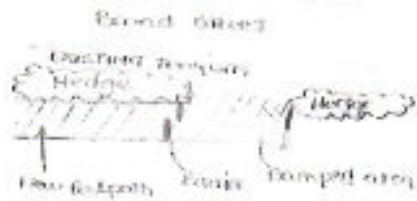
4.1 Sketch showing the proposed route of the pathway and new crossing point



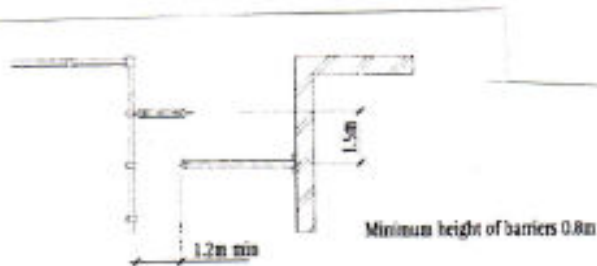
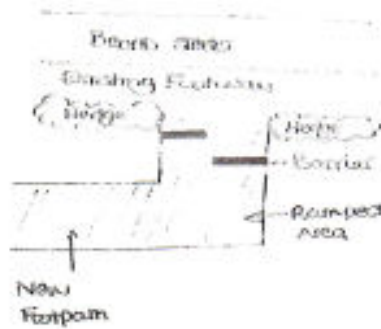
The optimum position of the new crossing point has been recommended by the Road safety Manager (Education) at Wiltshire Council, and confirmed as being appropriate by the Highways Department.

4.2 Sketch showing the design of the join-up of the path to the pavement, including Safety Barriers, and details of the Safety Barrier (Source: Traffic & Network Management, Wiltshire Council)

Sketch 1



Sketch 2



Barrier Layout

FOOTWAY CONSTRUCTION DETAIL NEW FOOTWAY	
<u>Not to Scale</u>	
20mm	<ol style="list-style-type: none"> 1 Surface Course: HRA 55/5F surf 100/150 (HRA 45/5F 150/220 if hand laid) 2 Binder Course: AC20 dense bit 100/100 3 Sub-base: Type 1 Unbound Mixture to S.H.W Clause 803, Type 2 unbound mixtures if they contain at least 50% bituminous plantings) to S.H.W Clause 804 or Type 3 (open graded) Unbound Mixtures to S.H.W Clause 805
60mm	
150mm	
<u>Detail 3</u>	
<u>NTS</u>	

5 Aerial Site Photograph



6 Other Relevant Photographs



Cars parked in the Woodborough Social Club car park - entrance off Smithy Lane. The Club is having the car park 'white lined' to indicate parking bays for about 70 cars – properly managed, there will be space for a few more cars (? 4 to 6) than at present. The Club is very community oriented, and is doing everything within its budget to assist this project.



The Social Club has taken action to prevent cars parking on the 'apron' as seen on the left, recently installing notices on the block wall; one of these notices is visible here. This apron will be 'hatched' with white lines to further indicate a 'No Parking' area. At this time, parents are forced to 'share' Smithy Lane with high levels of cars at school start and end times.



As can be seen, Smithy Lane is very narrow; at times there are cars moving in both directions and, of course, there are very much larger crowds of parents and children between 0845 / 0915 and 1500 / 1530 than is shown here.



This is where Smithy Lane meets Broad Street. The C38 is the road crossing left to right, and the C261 is the road dead ahead that goes into the village. Pedestrians now cross the lane to join the pavement, which can be seen in the centre / right. Please note the car parked just over the crossroads on the C261; despite regular pleas to parents not to park so inconsiderately, they often will do so simply to avoid the inevitable congestion in Smithy lane. This photograph does not show the full extent to which parking extends west (on the C261) into the village.

When standing at the bottom of Smithy Lane, the sight lines for pedestrians looking left along the C38 (i.e. north, towards Honeystreet) to spot oncoming traffic are virtually non-existent.



The short length of pavement ends with an informal (un-marked) crossing place. The school can be seen on the left of Broad Street, the vehicles parked outside are the large coach and a taxi.



Taken with the school on the right, looking down Broad Street towards the crossroads. Smithy Lane is on the left.

The small building on the right is a telephone exchange.

These parents/grandparents are waiting outside the school to comply with health & safety requests re dogs in the playground.

Otherwise, everybody waits in the playground.



This rather overgrown entrance to the field is opposite the entrance to the social club car park (first photo). The proposed path would begin here.



The school can be seen to the right of the photo.

The trees on the left mark the bank of Smithy Lane, and in the background they mark Broad Street.

The path would go round the boundary of this field, pedestrians turning left as they enter the field. We would install a double fence due to the horses.

The path would exit the field roughly opposite the copper beech that can be seen in the centre; the telephone exchange can just be seen to the right of this tree.

7 Relevant Letters

7.1 Letter from the Freehold Owner of the Field (Mrs Bernadette Cole)

10 Lynden Close,
East Grafton,
Marlborough,
Wilts
SN8 3US
25th July 2011

Dear Francis,

This is just to confirm that I am very happy to accommodate a permissive path around the edge of my field from the Woodborough Social Club to opposite the school, for the use of parents and pupils at the school.

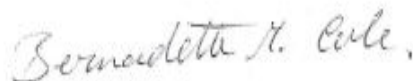
This would of course be subject to the school, parish council or other interested party arranging for suitable fencing and access via a stile or kissing gate at each end. I would suggest a double fence to minimise the risk of children being harmed by livestock in the field or vice versa.

People using the path would do so entirely at their own risk; no liability would be accepted by me, the landowner or by the owners of animals in the field, for accident or injury incurred by users of the path due to any circumstances.

Please convey my willingness to have such a path to any interested parties. Let me know how you get on.

Yours sincerely,

Bernadette Cole,



7.2 Letter from the Management Committee of Woodborough Social Club

WOODBOROUGH SOCIAL CLUB
SMITHY LANE
WOODBOROUGH
WILTSHIRE
SN95PL
TEL: 01672 851579

Mrs Ruth Kinderman
Woodborough C of E School
Broad Street
Woodborough
Wiltshire

11.07.2011

Dear Ruth,

RE: PARKING AND DROP OFF POINT WOODBOROUGH SOCIAL CLUB.

With respect of the above I can confirm that Woodborough Social Club is committed to working with the School and is willing to provide this facility for now and in the long term. The Committee has discussed this issue and agree that the use of the car park should continue in order to provide a safe drop off point for parents bringing their children to school by car. The drop off point is to the rear of the club with the front parking bays kept clear to provide a passing point and to ease congestion in Smithy Lane and at the Junction with Broad Street. It is the committee's view that at some stage the bays to the front of the club should be hatched yellow to clearly denote this "Keep Clear" area and the main parking area lined. We would be grateful if you could explore the possibility of funding to aid with this development.

For Woodborough Social Club
On behalf of The Committee

M.P.SHEEN

8 Costings

8.1 Pathway (approx 150/155m)

To dig out 100mm of soil at 1.2m wide, cover excavated area with Teram, and lay 100mm of compacted type 1 roadstone	£1089.50
To supply and construct stock proof fence consisting of 800mm high stock net and 2 strands of high tensile wire supported on 100mm by 1.7m full round stakes every 3m	£817.50
To supply and construct a post and rail fence consisting of 3.6m by 38mm rails (3) supported on 125mm by 1.8m posts every 2m	£2610.00
To lay and edge a 3m wide x 10m long path to join the pathway in the field to the pavement (cutting through the hedge) comprising 150mm compacted stone with 50mm of tar macadam base coat and a 25mm wearing coat, bound by path edgings on all sides, at the approved gradient	£1450.00
<hr/>	
Cost of 150 / 155m of pathway and fencing in the field	£4,617.00
Provision and installation of two galvanised steel pedestrian safety barriers of approved design	£200.00
Cost of 30sqm of tarmac path from field to pavement / crossing point	£1,450.00
Therefore, total cost of path project (exc vat)	£6,167.00
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8.2 Crossing Point & Traffic Calming Measures

The design options, costs for this element of the project (to include any road markings) are as below. Due to the shortage of funding available at the current time the Councillor led bid is for the works which are underlined :-

- Widening of the southernmost build-out to reduce carriageway width to 3.7m
- Introduction of over-run areas around build-outs to narrow the carriageway for general vehicles while continuing to allow larger vehicles to pass using the over-run area
- Alteration of bollards to ensure consistency along Broad Street

- Re-organisation of planters to improve functionality
- Coloured surfacing on carriageway pavement linking two sections of footway outside BT exchange. This will require minor resurfacing works to the carriageway
- New enhanced informal crossing point linking to new footpath through field
- Visual narrowing using edge markings through the narrowest section of calming, along with new signing instructing vehicles to give way to vehicles in the narrow section
- Refresh 'Slow' markings on The Sands
- Enhance the visibility of start of the 30mph limit on The Sands

The aim of these improvements is to improve the visibility and effectiveness of the existing traffic calming features, encouraging slower speeds and discouraging vehicles from attempting to pass each other through the traffic calmed section. The on-carriageway pavement and crossing point will provide improved facilities for pedestrians.

I suggest that these elements are taken forward as a first phase. There is the possibility for the group to introduce a second phase of works to enhance the visibility of the speed limit. This would involve mounting the repeater roundels on yellow backing boards and introducing 30 roundels on the carriageway. However I would recommend that the group implement the first phase and monitor its effectiveness, as the second phase is more of an approach used in urban areas and could be detrimental to the character of the village.

With regard to the mini roundabout at the junction of Smithy Lane/Broad Street/The Sands, I do not feel that this is an appropriate solution. The carriageway space required to accommodate a mini-roundabout at that location is simply not available. Mini-roundabouts are also predominantly an urban feature and not in-keeping with the rural nature of the village.

I have estimated the cost of implementing the elements outlined in the above bullet points at £15,000. This includes a sum for undertaking a topographical survey, design fees and small element of contingency. (The elements underlined amount to £4,000).

Kirsty Wilson,
Traffic and Network Management
Wiltshire Council