

BARFORD ST MARTIN
EXPERIMENTAL TRAFFIC SCHEME

B3089 West Street

Wiltshire County Council has undertaken vehicle and speed counts on 4 occasions dating from February 2004 to February 2005, the counts were all taken during school term time the counts recorded for 7 full days, the results are as follows:

Number of vehicles

	MON	TUES	WED	THURS	FRI	SAT	SUN
FEB 04	4409	4524	4470	4570	4865	3641	2983
JUL 04	4733	4746	4647	5010	5094	4106	3438
NOV 04	4763	4738	4719	5113	5239	3676	3265
FEB 05	4180	4340	4325	4493	4526	3402	2837

Speed Counts (85%L)

	MON	TUES	WED	THURS	FRI	SAT	SUN
FEB 04	32.8	33.4	33.7	32.4	33.2	34.2	34.8
JUL 04	32.5	32.4	32.3	32.4	32.8	33.0	33.4
NOV 04	30.4	31.6	32.1	31.9	31.6	32.9	33.4
FEB 05	31.9	32.2	32.2	32.2	32.3	33.1	33.6

To conclude, the results show a fluctuation in the number of vehicles using West Street over the last 12 months. This is considered to be normal over a one year period.

The speed readings taken at the same time as the vehicle counts also show a slight drop in the speed of vehicles travelling along West Street.

As well as the above automatic counts taken, Traffic Engineers randomly visited the site over the last 12 months to observe the traffic and pedestrian behaviour.

The observations were that for the majority of the time the priority system worked well with general compliance from the motorist. However it was noted that on some occasions motorists failed to give way and that two-way flow took place in the narrowed section of carriageway. It is considered that this could be overcome if the scheme were made permanent by further reducing the width of the through carriageway width from 4m to 3.5m. This would have the beneficial effect of allowing a further widening of the footway on the school side.

At peak school times the area in front the school and Pear Tree Cottage were kept clear of obstruction.

No large tailbacks or queuing to the A30 were observed.

Parents dropping off children at the school generally parked up by the church, which enabled the flow of traffic to continue as normal.

Observed benefits of the scheme are that pedestrians now have more footway to walk along and the crossing width is shorter.

There have been no reported injury accidents since the scheme was implemented.

Mount Lane

Some concerns were made by local residents before the scheme was implemented, that Mount Lane would be used as a rat-run for vehicles avoiding the priority system.

Again counts were taken on 4 occasions over the last 12 months and the results are as follows:

Number of vehicles

	MON	TUES	WED	THURS	FRI	SAT	SUN
FEB 04	84	64	51	57	71	48	46
JUL 04	67	71	82	78	93	88	49
NOV 04	46	52	58	69	73	68	21
FEB 05	44	49	45	50	62	44	26

The results show that the number of vehicles using Mount Lane has decreased.

C338 Horse Shoe Lane

As with Mount Lane some residents thought Horse Shoe Lane may be used as a rat-run to avoid West Street, again counts were taken on 4 occasions over the last 12 months and the results are as follows:

Number of vehicles

	MON	TUES	WED	THURS	FRI	SAT	SUN
FEB 04	98	90	101	93	85	85	75
JUL 04	103	111	110	102	104	99	75
NOV 04	83	93	89	93	111	91	57
FEB 05	74	85	77	92	102	84	76

The results show that overall there has been no real change.