

Wootton Bassett and Cricklade Area Board 1 December 2010

Purpose of report

To request a decision is made by the Area Board to spend the delegated transport budget

Delegated Transport Budget - £14,205

Implications of not making a decision at the Area Board

Should there not be a decision made at the Area Board on 1st December 2010, there will be insufficient time to be able to commit to the proposed project within the financial year ending 31 March 2011 and the funds will be reallocated to another area.

Recommendations

To undertake amendments to existing kerb lines and drainage at Cross Lanes Purton. Advised solution, could be achieved within this year at a cost of £8,000 to £9,000.

To undertake a feasibility study & preliminary design to develop a solution to provide improved crossing facility in the region of Webbs Court, Lyneham for the cost of approx £7,000,
Advised solution could be undertaken within current year and some of the costs absorbed within the transport team.

Report author

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Appendices

Appendix 1 – Scheme assessments

Appendix 1

1. Purton: Cross Lanes

Potential benefit to community – Medium

Achievability – High

Estimate of scheme -£9,000

Concerns

Safety concerns at the junction of the B4553 / C70 / C47.

Location does not register as a collision cluster locations however community concern remains regarding safety at the location.

Discussions held by Parish Council with Steve Hind - Principle Engineer, Wiltshire Council regarding solutions. Proposal developed to undertake amendments to existing kerb lines and drainage. Advised solution, could be achieved within this year at a cost of £8,000 to £9,000

An additional solution to convert Hayes Knoll Road to one way, requires the introduction of Traffic Regulation Orders. It is considered unlikely this can be advertised and resolved within a suitable timeframe which would for its introduction within this financial year. As the funding available must be spent within this year, I would suggest this element is best considered as an additional scheme in a future year.

2. Lyneham

Potential benefit to community- High

Achievability of feasibility study - High

Estimate of scheme - £30,000 - £40,000 depending on crossing provision

Estimate of feasibility -£7,000

Concerns

Relates to the lack of crossing provision on the A3102, in the vicinity of the bus stops to the north of Lyneham. The broken footway provision on the western side. Sub-standard crossing provision on the existing splitter island of the A3102/B4069 (western arm). The crossing provision on the Tockenham Road.

Proposed solution

Undertake a feasibility study & preliminary design to develop a solution to provide improved crossing facility in the region of Webbs Court, initial thoughts are a refuge would be suitable although this may change if survey work dictates otherwise.

Investigate the introduction of an additional footway linking the existing provision at Hogget's Close to the existing termination south of The White Hart. Minor amendments to the roundabout splitter island. Investigate crossing solutions for Tockenham Road.

Information to be collected; Pedestrian surveys, Speed / Volume Surveys, Topographical Survey, establish extent of highway boundary.

3. Cricklade - Common Hill Refuge

Potential benefit to community: Low (due to small number of properties likely to benefit)

Achievability: Medium

Request for the introduction of a pedestrian refuge and additional footway.

Alterations have previously been completed to improve the pedestrian crossing facilities in the vicinity of the roundabout.

An initial assessment of the carriageway width (6.2m to 7.0m) has concluded there is insufficient to accommodate the introduction of refuge island. For a refuge island of minimum width (1.5m), a carriageway width of 8.5m is required. Allied to this there is footway on the southern side of the carriageway to provide a suitable link to.

It is considered extremely unlikely there is sufficient pedestrian demand to warrant the introduction of any formal crossing provision (Zebra, PUFFIN etc).

With regard to the introduction of a footway there remains the potential for its construction, however there are a number of engineering challenges which may prohibit this:

- i) presence of underground services,
- ii) need to relocate a number of telegraph poles
- iii) Height differential between adjacent properties and carriageway level
- iv) The need to provide a positive drainage system.

Whilst these are achievable, ultimately there will be a considerable cost implication.

4. Wootton Bassett - Longleaze Traffic Calming

Potential benefit to community - Medium to Low

Achievability: Low

Estimate of scheme - £60,000 + (depending on solution type)

Estimate of feasibility - £10,000

I have not been able to track down the initial request for this location but I suspect the level of concern relates to the speed of vehicles and possibly the volume.

Proposed Solution: It is very difficult to provide a definitive solution at this point, hence the need for a feasibility study / preliminary design. However I would comment the geometry of the road, in conjunction with the nature of the development does not naturally contain vehicle speeds. I strongly suspect that any solution would have to involve the introduction of vertical traffic calming features such as speed cushions or raised tables / junctions, as the vehicle flows do not appear to be sufficient to ensure that a priority working solution would operate well enough to reduce vehicle speeds.

Traffic calming is often very controversial with residents and regularly divides local opinion on both the need and the appropriate format.

5. Lydiard Millicent - Crossing by The Sun Inn

A scheme is currently being incorporated within the Taking Action on School Journeys initiatives for the Lydiard Millicent area. Negotiations are on on going with the Land Owner to secure the relevant access / permissions. Once these are secured then construction can commence. It is hopeful that this will be achieved in this financial year.

Recommendation: No further Action