

TRAFFIC ENGINEERING TEAM

BRIEFING NOTE

Subject	Abberd Way Calne – Review of traffic calming scheme	Date:	January 2017
Circulation			
Prepared by	David Thomas – Traffic Engineering Manager		
Ref	Notes	Action	
1	Introduction and background		
	<p>In 2012 a sub group of the Calne Area Board was set up (Sandpits Lane S106 working Group) to identify and deliver measures to primarily improve provision for pedestrian and cyclists in the eastern side of Calne as a result of the Sandpits Lane development with funding made available from Section 106 agreements.</p> <p>One of the schemes brought forward was a combined pedestrian / cycle / traffic calming improvement near to the Penn Hill Road junction on Abberd Way. This was delivered on the ground in June / July 2016. The scheme was subject to a full safety audit process.</p> <p>There are no collisions resulting in injury recorded since the scheme was installed</p>		
2	Raised concerns		
	<p>As part of local election canvassing a number of residents expressed concern about the installed scheme. Subsequently through Councillor Ian Thorn's surgery a total of 20 written comments were received.</p> <p>The substantive points of comment made were:</p> <ol style="list-style-type: none"> 1. Driver behaviour and conflict at the western built out. 2. Confusion as to who has priority at the pedestrian crossing point. 3. Parked vehicles along the length of Abberd Way from the Oxford Road junction causing difficulty for through traffic movements. 4. Parked vehicles within the traffic calmed area causing difficulty for through traffic movements. <p>Suggestions for change made were:</p> <ol style="list-style-type: none"> 5. That the advisory crossing should be a zebra. 6. That the advisory crossing should have a build out on the north side as well as the south 7. Speed bumps would work better. <p>A general concern noted but not related to the traffic calming is the fact that Abberd Way is a large cul de sac and that there needs to be another access created onto Sandpit Lane to relieve pressure on Abberd Way & Prince Charles Drive</p>		

3.	Comment	
	<p>It should be noted that no concerns were raised by commenters with regard to the eastern buildout. Similarly on site observation during site visits did not highlight any issues.</p> <p>The signs and road markings for the whole of the traffic calmed area were noted to be in good condition and clearly visible to motorists. The number of signs and their locations are considered appropriate to the type of scheme installed.</p> <p>The difficulties at the western buildout appear to be due to the lack of inter visibility between opposing traffic streams. In part this difficulty is caused by parked vehicles directly on the westbound approach to the build out, and that Abberd Way is on a bend on the eastbound approach. In addition the parking on the length of Abberd Way from its junction with Oxford Road to the western build out can be somewhat haphazard and this affects how and where through motorists position themselves when negotiating the build out. However when driven with due care and attention the build out does work effectively and is not considered to be unsafe.</p> <p>The pedestrian crossing point is an advisory crossing through which vehicles have the priority. It is not unique for motorists to stop at this type of crossing to allow pedestrians priority, particularly if numbers of children are waiting to cross. There is of course the risk that opposing motorists may not stop and this has the potential to cause confusion and risk of personal injury. The provision of alternate coloured surfacing at the crossing point may be causing some level of confusion as to the status of the crossing to both pedestrians and motorists although it is noted that the surfacing has already become somewhat worn and faded.</p> <p>Study work undertaken before the scheme was implemented showed that the use of a formal crossing (zebra or signal control) was not possible as the overall volume of pedestrian crossing movements was too low for this type of facility.</p> <p>The parking on the length of Abberd Way from the Oxford Road junction through to the western buildout does appear to impact on through vehicle movements. Parking takes place on both sides of the road with a need for through traffic to give way to each other as the resultant carriageway width is only sufficient to allow one traffic stream to proceed. Suggestion has been made that parking should be controlled (by use of yellow lines and white bays) to ease the passage of through traffic. The parked vehicles appear to belong to nearby residents as most of the properties along this length of Abberd Way do not have off street parking. Whilst there may be a level of inconvenience and delay to through vehicles the on street parking does act as a control on vehicle speed and could be seen as an effective method of traffic calming.</p> <p>As mentioned above the retention of parking between the advisory crossing point and the western buildout does appear to cause difficulties as both eastbound and westbound traffic streams have to use the same area of carriageway to the eastern side of the buildout to pass through the area.</p> <p>The suggestion is made that the advisory crossing should have a build out on the north side as well as the south. At present the carriageway width at the crossing point is 5.5metres. An additional build out on the north side would therefore require a reduction in the width of the south side build out to maintain sufficient width for two way traffic flow (south side width would reduce from 1.8metres to 0.9metres, north side build out would be 0.9metres). Whilst in principle this would be possible it is difficult to identify what benefit would be derived in practise. One area of concern would be that visibility to the right for pedestrians from the south side build out would be compromised compared to the existing situation if the on street parking to the east of the crossing point were to be retained.</p> <p>Suggestion has been made that speed bumps (vertical deflections) would work better. Whilst vertical deflections can provide a greater level of impact they also produce more traffic noise and potentially ground borne vibration. Experience has shown that vertical deflections are generally not welcomed by nearby residents who are directly affected by the potential negative impacts.</p>	
4.	Suggested changes	
	After due consideration of the concerns and suggestions raised, site visits and discussion with Councillors the following changes are suggested:	

	<p>Suggestion - The on street parking between the Advisory crossing point and the western build out be removed. Reason – To remove a conflict point between opposing motorists and allow westbound motorists to be better positioned to pass the buildout.</p> <p>Suggestion – The on street parking on the length from Oxford Road to the western buildout should be subject to formal control by use of marked bays and yellow line restrictions. This should be subject to careful design to prevent an increase in through vehicle speed. The use of staggered parking on alternate sides of the road should be considered. Reason – To ease traffic flow and conflict along this length of Abberd Way whilst maintaining the traffic calming effects.</p> <p>Suggestion – That additional notices (signs) at the advisory crossing point be provided to ensure that pedestrians are aware that they do not have priority and should cross with caution. The notices could be combined with and mounted on additional bollards / posts. Reason – To ensure clear notification of the crossing priorities.</p> <p>Suggestion – That additional warning signs advising motorists of the crossing point be provided. Reason – To ensure motorists are aware of the advisory crossing point.</p> <p>Suggestion – That the coloured surfacing at the crossing point not be maintained and be allowed to fade. Reason – To lessen confusion over the status of the crossing to drivers and pedestrians.</p> <p>A proposal drawing is attached.</p>	
5.	Estimated Costs	
	Parking restriction changes - £2500 Notices, bollards and signs - £1500	