

Project Brief
Road Safety Feasibility Study
Calne Without Parish Council

1 Introduction

- 1.1 Calne Without Parish Council approved the commissioning of a project to carry out a feasibility study into the road safety issues within the Parish. The Council has however identified a number of road safety issues for which the standard solutions are inappropriate to the locations and the problems and are seeking environmentally sensitive alternatives to the more standard urban highway solutions.
- 1.2 The feasibility study should identify a number of location-appropriate solutions to the real problems experienced by residents.

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2 Background

- 2.1 Calne Without Parish Council covers the rural area that surround the town of Calne in Wiltshire. The Parish includes the large village of Derry Hill and Studley and smaller communities of Stockley, Calstone and Lower Compton. A large part of the area is covered by the Bowood Estate. The Parish has 3 A roads the A4, A342 and A3012 running through it. Recent moves to improve air quality in Calne Town centre have seen traffic, in particular HGVs, removed from Calne Town centre and moved on to the surrounding rural routes through Calne Without.
- 2.2 The rural communities have seen significant increases in traffic and the conflict between users, walkers, cyclists, horse riders, cars, HGVs and agricultural vehicles is a constant cause of concern to local residents. Perceptions are of traffic, which is rat running, travelling too fast and is too big for the rural roads and that the pressure on the main roads is ever increasing.
- 2.3 The Parish Council has sought through the Wiltshire Council Community Area Transport Group to address the concerns of locals but often the problems do not meet the criteria for action by the Highways Authority or the solutions themselves are not effective to the identified problems.
- 2.4 The Parish Council has decided to commission a feasibility study to look at the Parishes problem areas and come up with environmentally sensitive and appropriate solutions to the actual and perceived traffic safety issues.

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- 2.5 The report will be used by the Parish Council to identify a number of projects for the Parish Council to engage in either on its own or in partnership with adjacent Parishes or Wiltshire Council to improve road safety. The Parish Council is in receipt of Community Infrastructure Levy Funds which it could use to fund certain improvements. The Report will also inform the review of the Calne Area Neighbourhood Plan. And help in the review of any developer that may come to the attention of the Parish Council.
- 2.6 Successful plans are built on a thorough and comprehensive understanding of the special qualities and circumstances that combine to create an individual place.
- 2.7 The Parish Council understands that if you want drivers to respect the rural areas roads and villages then you must make them clearly identifiable as areas where pedestrians, cyclists and horse riders will be sharing the road and may have priority in certain areas.

"If you want drivers to behave as they should in a village, make sure it feels like a village"
Hans Monderman 1945-2008

3 Contact Information

The Project is being taken forward by three Councillors supported by the Parish Clerk. The contact information for each is as follows:

Tenders should be returned by email to the Parish Clerk by the end of December 2020.

| | | |
|-------------------------|--|-------------|
| Cllr Jim Cook | Jim.cook@calnewwithout-pc.gov.uk | |
| Cllr Keith Robbins | Keith.robbsins@calnewwithout-pc.gov.uk | |
| <u>Cllr Alan Malpas</u> | <u>alan.malpas@calnewwithout-pc.gov.uk</u> | |
| Sarah Glen (Clerk) | clerk@calnewwithout-pc.gov.uk | 07771888956 |

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4 Project Objectives

To make appropriate use of the following principles

- Improve road safety for all users;
- Reduce accident risk on Parish A roads at the junction with minor roads;
- Where safe, to create shared spaces where the traditional distinction between space for pedestrians and space for vehicles is minimised or abolished;
- Use inherently rural features such as hedges, banks, walls, the position of buildings and bridges as features to naturally calm traffic;
- Ensure that clutter is kept to the minimum necessary for the safe operation of the road network;
- Ensure that whatever works are carried out conserve and enhance the distinctiveness of the area.

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5 Project details

5.1 For each of the specific locations below the objective of the project is to identify measures to reduce / alleviate the problems and improve safety through the use of highway acceptable environmentally led solutions.

5.2 For each of the identified locations a solution or number of solutions should be identified, evaluated and costed. The solutions should be categorised into a hierarchy according to the ease and cost of the solution and must identify any traffic regulation orders required for their completion.

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5.3 The proposal should outline the methodology to be adopted for the feasibility study, the anticipated scope of the work, the timescale for the work, the cost and proposed output. The proposal should make provision for an initiation conference which should identify key risks to delivery of the anticipated output, an interim report (ideally at the halfway point of the work) a final report and presentation to the council of the findings.

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6 Locations to be considered

| Location | Problem |
|--|--|
| Church Road, Derry Hill | Speeding, 'Rat Running' and Traffic Calming |
| Studley Lane | Speeding, Pedestrian Safety and Cyclist Safety. |
| Studley Crossroads | Junction safety, accident Hazard; potentially linked to 'Rat Running' |
| Church Road (and Lansdowne Crescent East) | Daytime parking and school 'pick up and drop off times, speeding |
| Church Road A342 junction | Sight lines (to the left) for right hand turns. |
| Ratford | Conflict between Horse Riders and motorist |
| Sandy Lane | Safety, traffic speeds and HGVs too wide to pass |
| Mile Elm | Accident black spot on the bends |
| Broads Green | Safety, traffic speeds and rat running conflict between traffic pedestrians, cyclists and horse riders |
| Stockley | Safety, rat running, HGVs, conflict between traffic and pedestrians and cyclists. |
| Blacklands | HGV traffic and rat running |
| Lower Compton | Safety, HGVs and traffic speeds. |
| <u>A4 from Forest Gate to eastern extent of Studley Crossroads</u> | <u>Safety, speeding</u> |
| <u>A342/A4 junction at Old Derry Hill</u> | <u>Safety, speeding and turns from A4 to A342 and vice versa</u> |
| <u>A4 Forest Gate Complex / Causeway Garage</u> | <u>Safety, turning into/out from the Forest Gate to/from the A4</u> |
| <u>A342 Old Derry Hill from Lansdowne Arms to The Well House</u> | <u>Safety, HGVs too wide to pass</u> |

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7 Reporting

- 7.1 The Parish Council will expect an interim report which identifies the key findings of the initial scoping and survey work and an outline of the anticipated outcomes. The Parish Council will at this stage, if necessary, identify its priorities for the schemes to be taken forward for further analysis.

7.2 The feasibility report will also be required to identify the potential costs for improvements, the delivery risks and timescales as well as the requirements for official consultation.

7.3 Opportunities for external funding of any enhancements should also be identified.

8 Project Team and Experience

Contractors applying to undertake the work will be requested to provide evidence of competence, ideally with examples of similar work within this sector and details of the team that will be carrying out the work.

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