

FYFIELD, LOCKERIDGE AND WEST OVERTON PARISH

TRAFFIC PLAN

Managing traffic in three villages.

Promoting Safe Speeds and Street Design



Fyfield, Lockeridge and West Overton traffic group

September 2013

Report prepared for Marlborough Area Board and Wiltshire Council by the 3-village traffic group, presented to villagers and agreed by Fyfield and West Overton Parish Council with support from Hamilton-Baillie Associates* Ltd.

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EXECUTIVE SUMMARY

FYFIELD

The main concern is the speed of traffic on the A4 and the associated problems with turning on to and off the A4 at junctions in Fyfield.

The junction of Upper Fyfield with the A4 is particularly hazardous. Close to the brow of the hill, the turning is effectively blind for traffic approaching from the west. **We recommend a design study to determine how best to make drivers aware of the junction and the need to reduce speed.**

We are also concerned about traffic speed generally on the A4 and through Upper Fyfield. It is hoped that the new speed limits to be introduced (50mph on the A4 and 40 mph in Upper Fyfield) will help slow traffic, the width and configuration of the A4 at this point still foster high speeds. **The design study recommended above should address the need to reduce traffic speed at this section of the A4.**

The speed of traffic also makes it hazardous for pedestrians crossing the road to access the garage shop and the Upper Fyfield bus stop.

In view of increased traffic in Lower Fyfield where there are no pavements **a 20mph speed limit is recommended.**

LOCKERIDGE

The main concern of the village is controlling the speed of traffic.

With a primary school, a popular pub and the village hall, the centre of Lockeridge is busy and attracts an increasing volume of traffic. It also has a high level of non-motorised traffic, as well as a great deal of leisure activity such as cycling, dog walking and horse riding.

Reconciling traffic movement with the safety and quality of the village is therefore paramount, and an appropriate speed limit should be introduced. **We recommend that 20mph should be the advised speed limit.**

The entrance points or “gateways” into the village should be further emphasized by natural planting or more distinctive signage.

The key space of the village – the crossroads at its centre - should be the subject of a distinctive design in order to increase its “place-making” function. **We recommend that different coloured or other top-surfacing measures should be considered for the carriageway from the pub to beyond the school.**

Local measures to increase visibility and make road users aware of how many people are moving around the village in different ways should continue to be encouraged and promoted with enthusiasm.

WEST OVERTON

The main concerns are the control of traffic speed, visibility on the many blind bends throughout the village, turning off and onto the A4 at the Bell Inn and the safety of children at the playground on Forge Lane.

A number of measures are proposed for West Overton, aimed principally at reducing speeds, improving driver awareness of the village context, improving safety for children, and enhancing the comfort of pedestrians. These include:

- 1) Measures to improve the safety of the junction with the A4 at the Bell Inn, where dangerous overtaking and speeding traffic makes turning into and out of the village hazardous. **We recommend the provision of physical refuse islands to be placed either end of the hatched markings on the A4 to stop the dangerous overtaking when vehicles are slowing down to turn into the village.**
- 2) At some of the key junctions throughout the village and along key stretches where speed is a problem we would like to remind drivers that they are in the centre of a village and make them more aware of their speed. **We recommend that this problem is tackled by narrowing the carriageway visually, or defining residents' parking spaces.**
- 3) Around Knights Close we propose significantly improving the legibility and connections between the play area and the surrounding streets, so that the need for extreme caution is made very apparent. In particular, we would like to increase the visibility of footpaths leading to Knights Close play area. **We recommend putting in place some creative measures to alert children to the proximity of the road and possible traffic.**
- 4) At some very tight corners in the village forward visibility is very obscured for turning vehicles. **We recommend that the use of mirrors be investigated taking into consideration the fact that mirrors can sometimes create a sun light reflection hazard.**
- 5) Measures to improve the safety of those walking along the road from the village to the Bell Inn. **We recommend the clearing and maintenance of the verge to enable easy refuge from oncoming vehicles.**
- 6) Improving the safety of the blind bend near to what used to be the West Overton Stores. **We recommend the erection of a 'stop' sign at the junction of Manor Farm and Post Office cottages (south of The Bell Inn from A4).**
- 7) Many of the roads throughout the village are unsuitable for wide vehicles. **We recommend the installation of signs warning of the unsuitability for wide vehicles.**

PREAMBLE

This report is part of the Traffic in Villages Initiative promoted by the Marlborough Area Parish Council Forum and funded by the Marlborough Area Board. The rationale for the initiative is given below. In April 2012, the Forum organised a 'Traffic in Villages' seminar at which Ben Hamilton-Baillie introduced his ideas using the villages in our area as illustrations. The response was very positive and some 17 rural villages agreed to participate in the Initiative.

The recommendations we make draw on a number of basic principles that have been employed elsewhere in the UK and in mainland Europe to integrate closely three aspects: highway engineering, good urban planning and landscape design. Combining these principles helps to create a low-speed environment that promotes safety, efficient movement and civility by maximising driver awareness of the surroundings.

Hamilton-Baillie Associates (www.hamilton-baillie.co.uk) provided consultancy support, and we would like to thank them for their inspiration, help and advice.

Our parish consists of three villages. Each has distinct traffic issues, and this report will therefore consider each village separately.

The Traffic Group set up for this project was led by Ruth Scriven, Chairman of the Parish Council Traffic Committee, and its members are Mike Morrissy (Fyfield), Tracey Mercer (West Overton) and Mary Spender (Lockereidge). Further advice has been given by Judith Woodget, John Harding, Gilly Roberts, Trish Smith and Randal Richards. The draft report was presented to villagers in various venues, including the school, the local pub, and the Kennet Valley Hall (over 60's Club), and all comments have been taken into account. The Parish Council adopted the Report on 30th September 2013.

INTRODUCTION AND RATIONALE

Traffic management has become a high priority for all those living and working in the village communities. Traffic is faster and there is more of it, while ever-larger lorries supplying the farms and equestrian establishments squeeze along narrow lanes. Our villagers are concerned to keep local roads safe and to preserve the rural quality of the historic Kennet Valley, which is a designated Area of Outstanding Natural Beauty.

For all three villages, dealing with increased traffic volumes and speed are priorities, but all are also concerned about the absence of pavements, blind bends, and the safety of walkers, dog walkers, cyclists and horse riders on main thoroughfares. Initially, it was thought that a coherent and unified approach to traffic management would therefore be the best solution to common problems. However, it became apparent that while the three villages do share some concerns, each has its own distinct issues. As a result, a description of these issues and suggestions to mitigate them are presented for each individual village.

Within each village section the organization of the material is identical:

Context

Key Spaces

Concerns and Suggested Mitigations

Self Help

Long-term aspirations

This report should be the basis of future discussion and decision-making by the Parish Council and WC Highways on all traffic issues within our villages.

FYFIELD

Fyfield in context

Located on a bend in the River Kennet, Fyfield is situated 2 miles west of Marlborough. Until the 1930s, the village stretched along both sides of the A4, with more dwellings opposite what is now the Texaco garage. The widening of the A4 meant that those houses that backed onto the River Kennet on the south side of the road were demolished. Their occupants were rehoused in the newly created Upper Fyfield.

Today Fyfield still spans the A4 and is a small village with 3 distinct areas. Upper Fyfield consists of 20 houses grouped by the southbound turning to Lockeridge from the A4. Some 35 dwellings make up Lower Fyfield, on the no-through road past the village church of St Nicholas, Taylor's Green, and down to the river. There are also a few dwellings (13) on the north side of the A4.

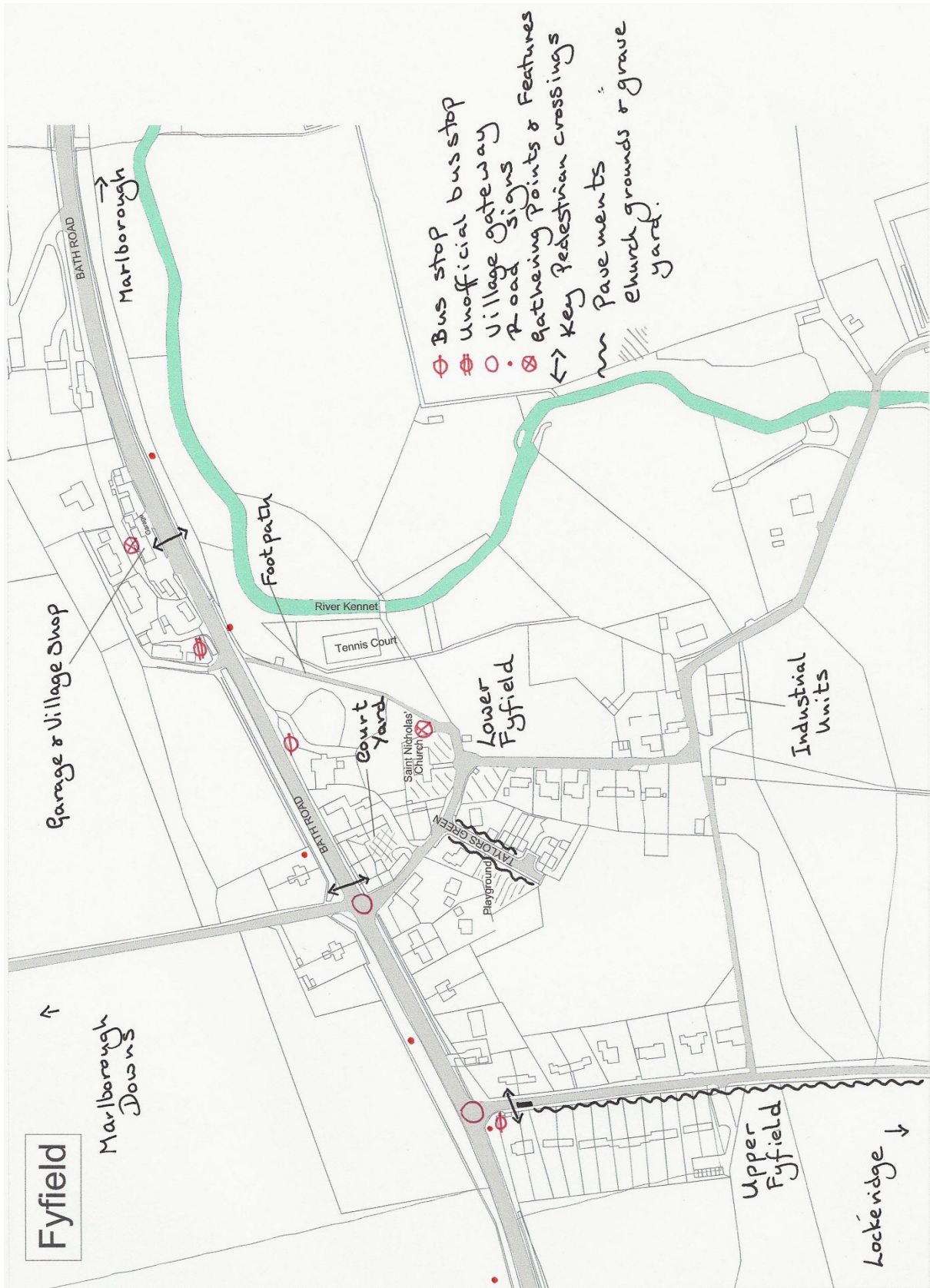
There is also a 4 unit factory (on the site of the old dairy) for office/light industrial use at the end of Lower Fyfield.

A small village shop is provided in the Texaco Garage.

Gateways traffic and pedestrian factors

Map F1 shows the gateways and features that influence traffic in Fyfield. The village is of insufficient size to change the character and context of the A4, and therefore relies on signing and highway measures to define its east and west gateways. The approach from Lockeridge into Upper Fyfield is not well defined, where the southern-most houses are located. There is scope for verge-side measures and changes in widths at the southern entrance to help reinforce the village boundary and context.

Map F1



Key Spaces

There are four key spaces in Fyfield:

1. Taylor's Green playground

2. The space fronting the church and graveyard in Lower Fyfield
3. Courtyard leading into Fyfield House
4. The crossing of the A4, giving access to Marlborough Downs to the north, popular with walkers and horse riders

Concerns and Suggested Mitigations

Major Concerns

1. Turning on to and off the A4 at Upper, Lower and North Fyfield. There are effectively three critical turning and crossing points. The speed of traffic on the A4, where some vehicles overtake dangerously, ignoring the double lines, make these key junctions very uncomfortable and dangerous. This includes right-turning vehicle access to the Texaco garage and shop. The junction of Upper Fyfield with the A4 is particularly hazardous. The hill is effectively blind for traffic approaching from the west. The turning itself is close to the brow of the hill and is heavily shaded by trees which further impair visibility. Motorists appear to take no notice of the SLOW written on the road surface and travel far too fast given the proximity of the junction. **We recommend a design study to determine the most effective ways to increase driver awareness of a dangerous junction ahead and of the need to reduce speed.**
2. Speed is an issue both on the A4 and through Upper Fyfield. The new speed limits of 50mph and 40 mph, respectively, which are to be introduced should help. However, there is still concern that the width and configuration of the A4 will still foster high speeds. Details of the interaction of the Parish Council with Wiltshire Council to enact these changes are available in the link provided in Appendix 1. **The design study recommended above should also address the issue of speeds throughout the village.**
3. Pedestrians crossing to access the garage shop.
4. Pedestrian access (particularly school children) to the Upper Fyfield bus stop.

Subsidiary Concerns

1. Traffic flow through Lower Fyfield has increased over the past two years since four small business units were fully occupied. **A 20mph speed limit is recommended.**
2. As a result of the development, there are approximately 20 additional cars arriving daily plus an assortment of delivery lorries, white vans, farm vehicles and the occasional 6 axle HGV delivery lorry. These have difficulty turning.
3. Bus Stops. Stopping buses cause queuing traffic and risky overtaking by impatient drivers, particularly at 8.00 am when the eastbound school bus stops, and for all scheduled westbound buses.
4. Drivers parking on the road in Upper Fyfield too close to the junction in spite of the availability of dedicated parking space.

Self Help

The issue of the A4 and traffic speeds is so critical to traffic, bicycle and pedestrian movement in Fyfield that much depends on the introduction of the lower speed limits on the approach to the turning. In this context, there is less scope for local action at this stage. Additional measures to promote lower approach speeds are needed to underpin the changes in speed limits.

For Lower Fyfield and traffic generated by the business units, we plan for local school children to write to the management of each unit expressing their safety concerns for their village.

Similarly, we will address the lorry turning issues through continued discussion and contact with the landlord and local management.

The issue of parking in Upper Fyfield can similarly be tackled through local discussions and negotiations with residents and the landlord of the pub.

Long term aspirations

The traffic proposals for Fyfield are closely tied in with longer term measures to adapt the A4 to lower speeds and the continued need for a 30 mph speed limit through Upper Fyfield. Central to these aspirations are measures to improve the safety of the three points where vehicles exit or enter the main road, in Upper Fyfield, Lower Fyfield and the Texaco garage. Redefining and improving the bus stops, and combining these with measures to improve ease and safety for pedestrians crossing the A4 would reconnect the village with the local shop. Such an improvement would also address the issue of access to the Marlborough Downs from the south.

Long-term aspirations for Fyfield can therefore be summarised in two main points:

- a) Safer road crossing for non-motorised and slower agricultural traffic.
- b) Increased safety at all three junctions for vehicles joining and leaving the A4.

Both these aspirations will require clearer definition of the critical junctions in the marking, paving and detailing of the A4, as a component of future road safety measures for the main road.

Reference Documents

To access documents, letters and photographs that comprise two different speed reduction submissions for Fyfield village in the Fyfield & West Overton Parish to Wiltshire Council, please use this link:

https://docs.google.com/document/pub?id=1MkWpZx7b1ezb8R02RKXWGCeYddY2d_Odb2h2CPxwnsl

LOCKERIDGE

Lockeridge in context

The village has a population of about 300 population and consists of some 130 dwellings of various types. It is situated a mile south of Fyfield on the A4, four miles west of Marlborough, and lies on the route south to Alton Barnes, Woodborough and the Vale of Pewsey. Its position just south of the River Kennet makes Lockeridge a meeting point for local traffic on the parallel route to the A4, connecting the surrounding villages of Manton, West Overton, East Kennett and Fyfield. Additionally, much traffic passes through the village to and from the Pewsey Vale particularly at 'commuting' times.

Although a small village, it provides important local facilities and employment for the surrounding community. The 80 pupil Kennet Valley primary school serves the group of three villages in the parish and a wider catchment area, while the Kennet Valley Hall, between Lockeridge and West Overton, is an important focal point for community activities. There is a popular pub, the "Who'd a Thought It". The village is also home to several farms, a major chicken producer, two equestrian establishments, a working garage, a vehicle sales outlet and an increasing number of home-based services and enterprises.

For a small village, Lockeridge has an unusually complex form. The original village is linear, with the school and pub grouped along the road from Fyfield, with later extensions from Ivy Lane to the triangular village green on Lockeridge Dene effectively marking the southern end of the village. More recent settlements lead off towards West Overton and also up to West Woods. The majority of the village lies within a Conservation Area (see Appendix 1).

The role of the village as a local centre, its rural location and its dispersed layout generate a high level (relative to the village size) of non-vehicular traffic: pedestrians, cyclists, horse-riders, dog-walkers, children on scooters, parents with pushchairs and others. Those pavements that exist in the village are narrow and there is no desire to increase the area of pavement since the essential rural area of the village must be preserved. This means that thoroughfares created in times past have to cope with increasing volumes of traffic of all types. Drivers of vehicles increasingly need to be made aware of the high number (compared to larger towns) of people and animals who also use the highway.

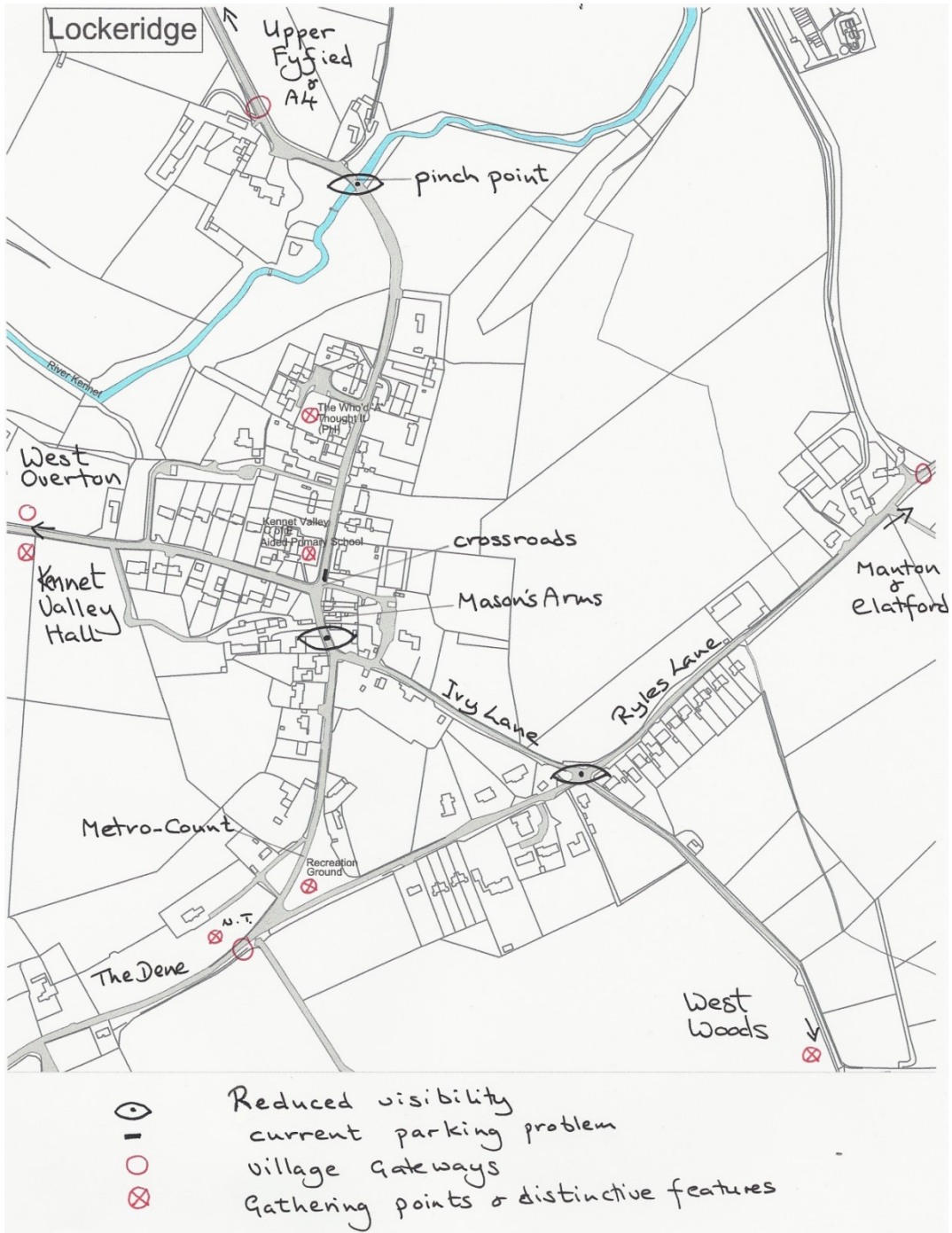
The residents of Lockeridge have long demonstrated a high level of interest and engagement in attempting to reconcile traffic movement with the safety and quality of the village. For example, measures to reduce pressure around the school gates through a "park-and-stride" arrangement with the owner of the local pub; early engagement with traffic management consultants to define 'self-help' measures resulting in scarecrow competitions and a dog show; school art being displayed on railings; use of school railings to advertise forthcoming events; a Christmas tree on the village green. The historic layout of the village and narrow spaces thus generated create the need for careful attention to street details around a number of key spaces.

Gateways, traffic and pedestrian factors

The village already benefits from the installation of standard white gateway features at the north and south entry points. These play an important role, but we feel that their effect and impact could be significantly reinforced. This could be achieved through a combination of measures, mostly possible through local actions.

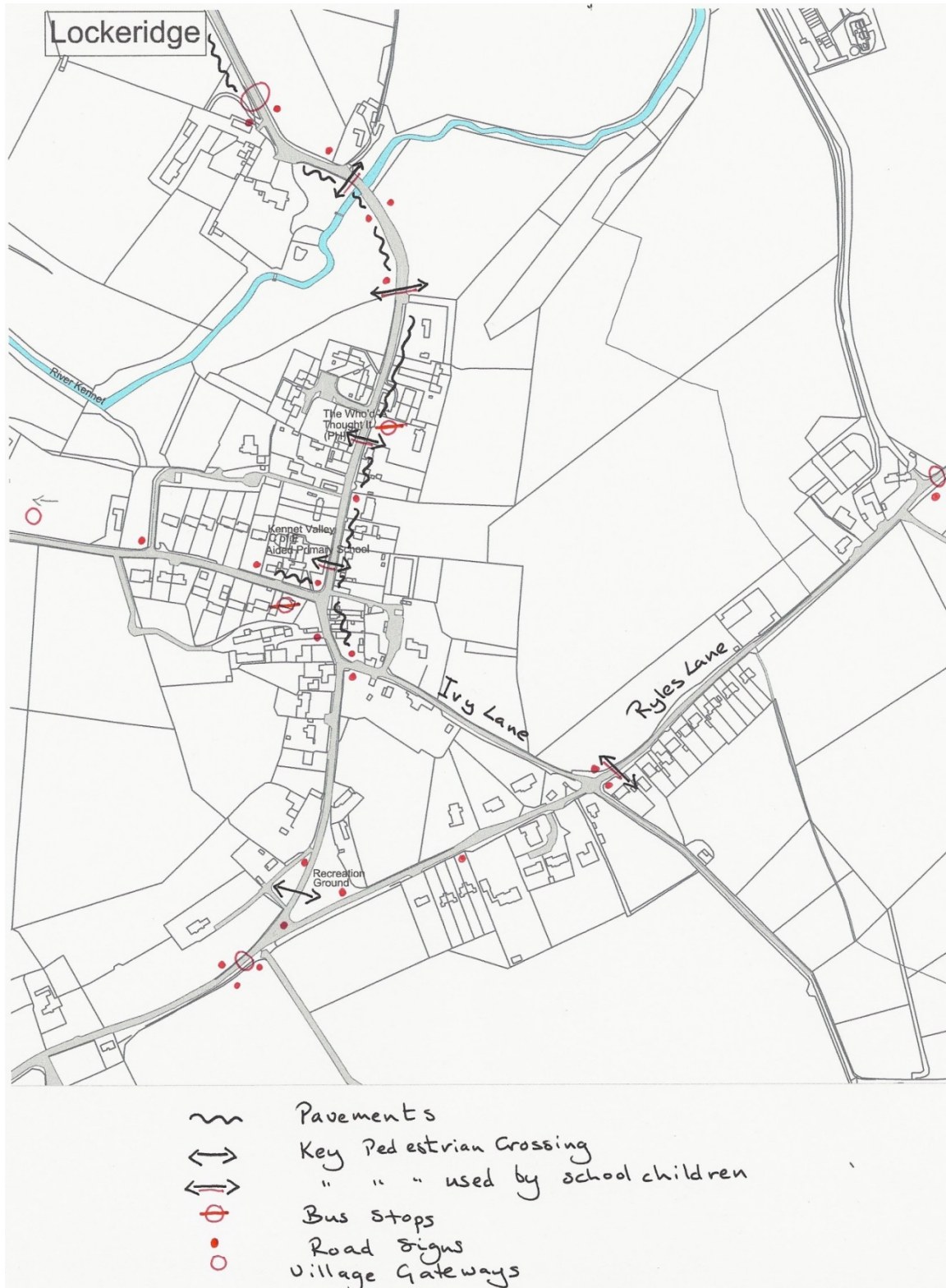
We would also like to see clearer entry points into the village at the western approach around KVH on Overton Lane, and on Ryles Lane at the eastern gateway, but would not consider actual gates to be justified at this stage. From our experience of placing the two original gates, we would recommend that residents living at these locations should be consulted over exact positioning of our gateways, whether they be new planting or simply enhancing current natural points. The current 30mph limits would seem the correct general area for their location.

Maps L1 and L2 illustrate the village layout and show the major features that vehicle traffic needs to be aware of (L1) and where much pedestrian traffic takes place (L2)



Map L1

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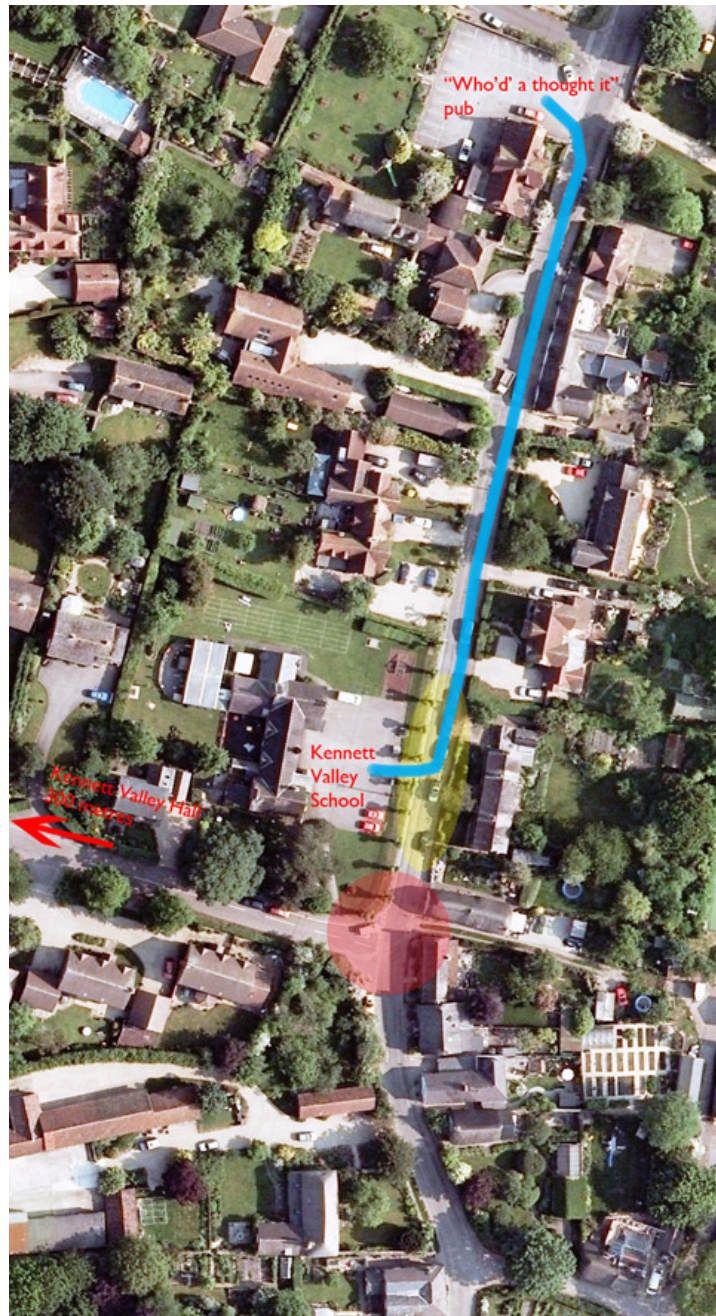
Map L2

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Key spaces

Lockeridge has a number of distinct spaces (see maps L1, L2 and L3) which merit particular attention. In order of importance they are:

1. Four separate road entry points.
2. The crossroads outside the school entrance. This effectively forms the centre of the village and is the most important location where local people and traffic interact. See photographs below, which show the walking route to school from pub car park and the proximity of the school to the junction with the road to West Overton.





Kennet Valley School and the junction with West Overton road

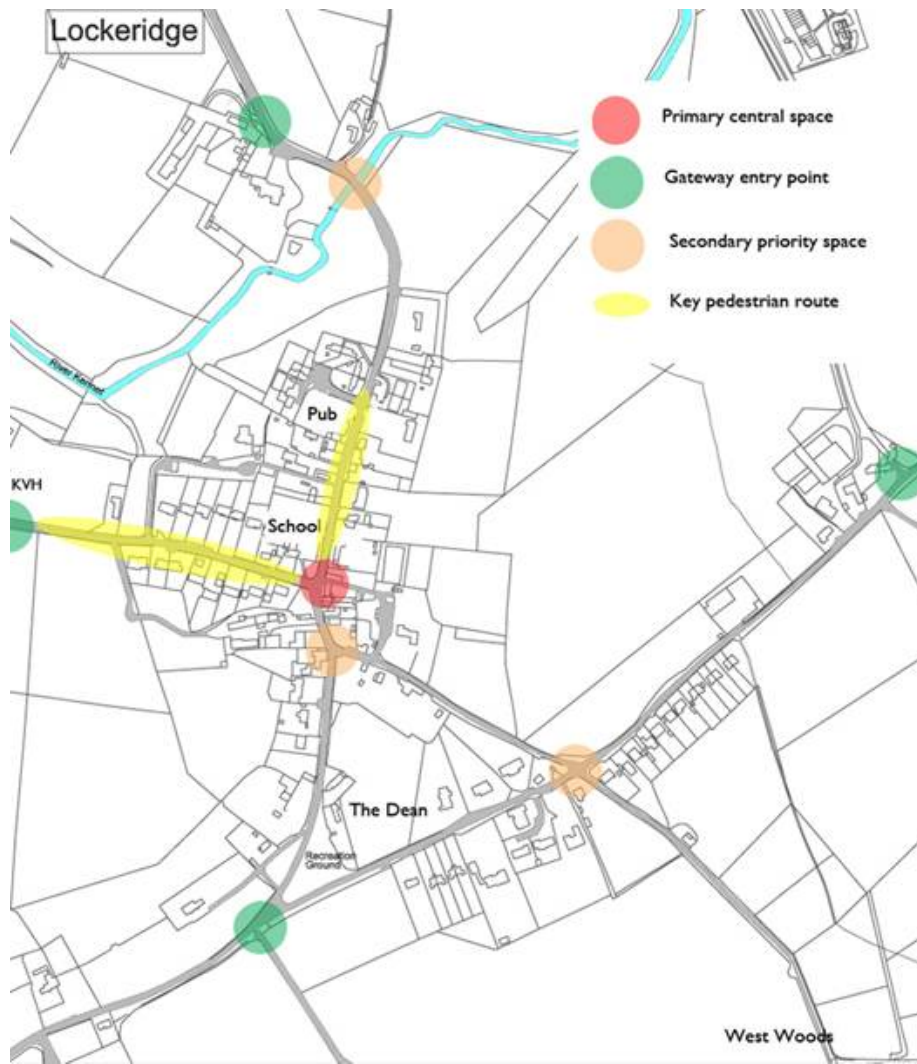


Car park of Who'd a Thought It and relation to main through road in Lockeridge



Junction of Back Lane/Ryles Lane with through route in Lockeridge

3. The space around the “Who’d a Thought It” pub, including its car park, especially now that it forms part of the school access arrangements. (See photographs above and Map L2)
4. Kennet Valley Hall (KVH) and its approaches. Although somewhat outside the village, significant pedestrian and vehicular traffic from the village (and elsewhere) is generated.
5. The Dene – the open space is used for village get-togethers, Jubilee celebrations, etc., and generally as a picnic and play area. It is partially owned by the National Trust.
6. West Woods – a popular destination for locals and visitors - particularly popular with teenage mountain-bikers – and accessed via the tight crossroads junction of Ryles Lane / Back Lane. This route also services the local chicken farm and its large lorries.



Map L3

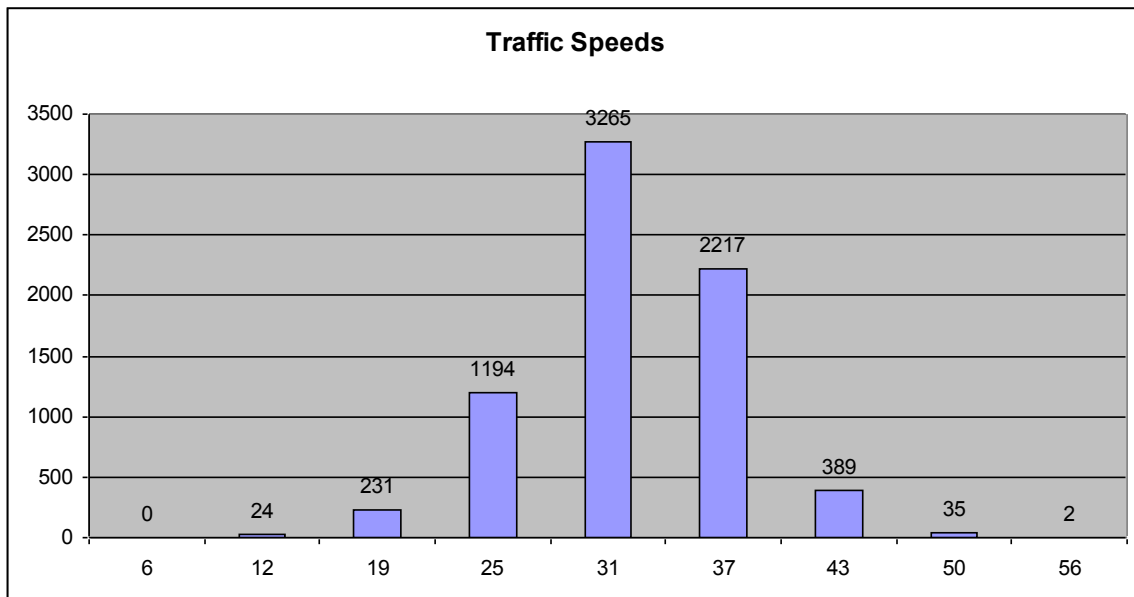
Concerns and suggested mitigations

Metro counts of traffic carried out in 2010 and 2012 by Wiltshire Police show that

a) the volume of traffic has increased in that period – from an average daily number of 695 to 736;

b) traffic speed has increased in the 85th percentile, from 30mph to 34.2mph.

See Appendix 3 for details. Data from the 2012 Metro count is plotted below.



On this evidence we anticipate meeting the 35mph Community Speed Watch threshold for action in the near future unless this trend is reversed. Increased traffic speed has a negative impact on local activities and non-vehicular movement. Linked to concerns about speed is the need to emphasize a number of important spaces in the village, where we need to retain an appropriate balance between public space and the needs of traffic.

Major Concerns

1. The highest priority is the speed of traffic approaching the village through Fyfield from the north. There are blind bends at Lockeridge House and on the bridge over the River Kennet. The road also narrows at this point and effectively forms a pinch point for traffic. Moreover, this southbound approach is part of the designated safe walking route to the school. In the past, the speed of some vehicles has been sufficiently high for control to be lost and collisions have occurred with the village entrance 'gates' and adjacent hedging. Slowing traffic speeds seems to be the only measure that can be taken, thus raising the question as to what is the **appropriate** speed to be observed on this section and along the main street past the school and the various junctions. **We recommend that 20mph be the advised speed limit.**
2. The second most important focus for concern includes the central crossroads just south of the school. This space has to cope with coach and lorry turning movements, converging traffic, parking pressures and significant pedestrian/

vehicle interaction, and the blind bend approach near the Old Mason's Arms cottage makes it a dangerous spot. There is particular pressure at 8.45am-9.00am during school drop-off times and the morning rush hour (see traffic survey, appendix 2).

3. The frontage and approach to the primary school continues to be a prime concern, particularly as its presence is not sufficiently clear to approaching and passing drivers. We are keen to maximize awareness of the school, its activities, and the important links to the school from the pub car park and beyond. **We recommend that the road surface be differentiated by an appropriate top dressing, perhaps in common with that at the crossroads.**

Subsidiary Concerns

1. Speed of traffic and driver awareness along the route to and around the entrance of the Kennet Valley Hall on Overton Road. A high proportion of outside bookings means that not only local traffic uses this area. An increasing number of villagers and their children now walk or cycle to the hall.
2. Traffic on Ivy Lane leading up to West Woods. With a major chicken farm, an equestrian establishment, two pony paddocks and four private dwellings, there is a high level of surprisingly heavy traffic up to the woods (see Appendix 4). As a popular leisure destination for the general public, the woods attract regular pedestrian, cycling and horse-riding usage. Both Ivy Lane and the metaled byway/bridleway to the woods need driver care and concentration, particularly at their junction.
3. Traffic speeds and volumes on Ryles Lane/Back Lane. Although not as full of traffic as the centre of the village, traffic volume is increasing, possibly reflecting its use as a village "bypass". Moreover, many drive at unsuitable speeds for what is essentially a single track lane that frequently has walkers, cyclists, horse riders and tractors on it.
4. Heavy lorries. Appendix 4 is an analysis of heavy traffic. Some local heavy traffic, to farms and equestrian establishments, is part of the economic pattern of our village and we can only attempt to monitor speed and driver care. No re-routing ideas for the frequent chicken farm lorries have been found tenable; horsebox movements are generally made with care; large feed and wood shaving supplies are not frequent. However, all lorry drivers need to be reminded of the busy times in the village, e.g. school drop-off times, and suitably-sized vehicles used given the narrowness of the road through the village. The Highways department needs to be fully aware of any unacceptable local disruption or danger from planning applications; the Parish Council has an important role in advising of such concerns so that restrictions can be applied. There appears to be a small (but rising) trend for very large lorries passing through the village, doubtless following sat nav advice on the shortest route to e.g. Devizes. Consequently there are problems when they navigate the blind bend near the central cross roads and school. **Action by Wiltshire Council is needed to make known the unsuitability of the route through Lockeridge for heavy vehicles.**

Self Help

Continue to plan and implement measures that increase driver awareness of the village as a space that is used by people and animals in very different ways.

1. Promote ideas that function as “mental speed bumps”. These include:
 - school art on railings
 - general inclusion of schoolchildren for events and ideas
 - local dog-walking groups etc.
 - local events: Christmas party on the Dene (including a Christmas tree) and lights; annual Spring plant sale; scarecrows etc. in village spaces, run by “Lockeridge Alive” local resident group.
 - encourage school /community events – e.g. school fair (July) in playground
 - active promotion of School Travel Plan which has encouraged scooter/ bike/walking to school and car pooling. This already makes a significant contribution, and we intend to monitor and review its effect. Extending and refining the Travel Plan is a vital local contribution, and we will continue to evaluate the benefits of this element, and the role of the pub and its car park, supported by the very helpful landlords.
2. Organize bulb planting or other gateway impact suggestions
3. Increase visibility and legibility of the routes to the school, perhaps with footprints across major crossing points, and/or along “travel to school” route
4. Approaches by the community and school to all local businesses and generators of heavy traffic (itemized in appendix 4) to ensure they understand our concerns and take all possible care to avoid times of high volumes/school drop-off hour.
5. Ensure that planning application responses to Wiltshire Council include detailed comments on traffic implications.

Long term aspirations

The critical effect of traffic speeds on the value of public space and the public assets suggest that we should seek to introduce every measure that will contribute to keeping and maintaining lower speeds. As part of this aspiration:

1. We will continue to seek introduction of a 20 mph zone or speed limit for the village as recommended above, consistent with the other measures to discourage speeding.
2. More permanent measures to slow speeds, through stronger “place-making” measures at key spaces, will require the development and use either of

coloured surface paint or secondary paving surface - something that can distinguish and identify the spaces from the rest of the carriageway.

3. It should be noted that even if we were convinced of the benefit of speed bumps, Highways have advised that the carriageway in the centre of the village is too narrow for that idea to be feasible.

Reference Documents

NB as well as the Appendices, a detailed set of photos of Lockeridge has been assembled, for ease of reference: <https://plus.google.com/photos/115872634614720100501/albums/5771058429021497329?authkey=CO2N8Kun2Yu0TQ>

WEST OVERTON

West Overton in context

Nestled into the valley and set back from the A4, West Overton is a compact village with a population of about 1100. The local sarsen stone was used in many older buildings and boundary walls and is a feature of the village. Houses in West Overton date from a number of different periods and are pleasantly and interestingly mixed in a criss-cross of lanes and pathways which lead to the river and rising downland beyond.

The village itself consists of 120 dwellings, a church, three working farms, the Sarsen House residential care home for adults with learning disabilities and the popular Bell Inn pub on the A4. There is a playground which is popular with children in the village and a small sports pitch. The church of St Michael and All Angels is located to the east of the village. Built on higher ground above the river and water meadows, its tower is a landmark of the village and the parish that can be seen from some distance.

West Overton is a vibrant community and its roads and lanes are used throughout the day by those who live in or visit the village: pedestrians of all sorts (mothers and toddlers with push chairs, children on their way to the bus stop or the playground, dog walkers, joggers, walkers, etc.), cyclists, horse riders and those using motobility aids, as well as private cars, school and public buses, and agricultural farming and plant equipment.



Gateways, traffic and pedestrian factors

There are four natural entry points to the heart of West Overton: from the east at Saint Michaels church, from the west at Wyman's Hill junction, from the south at South Farm and from the north at Manor Farm. The effect and impact of these gateways could be significantly improved by the introduction of verge-side measures to help reinforce the village boundary and context in order to alert traffic to the fact that they are entering a village environment.

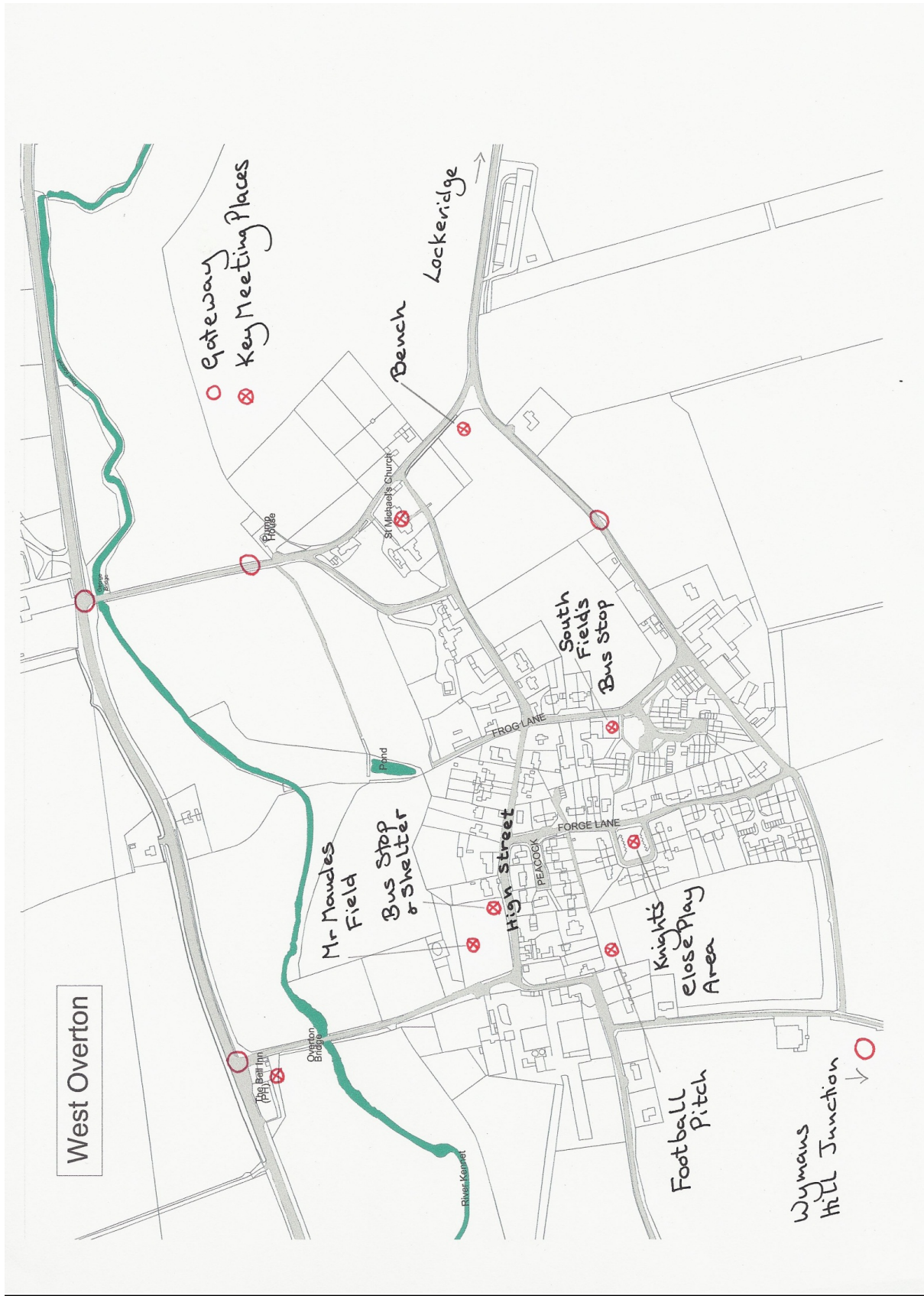
Map WO1 shows the gateways and traffic influencing features in West Overton

The village is concentrated and compact with all routes through the village regularly used by mothers with pushchairs, pedestrians, joggers, bicycles, horses, dog walkers and motorised vehicles. The key pedestrian routes are:

1. The High St from Manor Farm to South Farm
2. Forge Lane to High St
3. High St travelling west towards Wyman's Hill road
4. Bridleway north of the village connecting Wyman's Hill with South Farm

5. Frog Lane to West Overton church.

Map WO2 shows the key pedestrian routes in West Overton.



Map WO1



Map WO2

Key spaces

West Overton has a number of distinct spaces (see map WO1) which merit particular mention. In order of importance they are:

1. The Bell pub and car park, where villagers meet socially;
2. Knights Close playground, where parents and children meet;
3. Football pitch, where children meet for a range of sports activities;
4. St Michael's Church, which doubles as a social centre for the village ;
5. High St bus stop, which also houses the village notice board;
6. Michael Maude's field opposite the Post Office cottages, the venue for village fêtes;
7. Bench at top of Church Lane with extensive views over the Kennett valley.

Concerns and suggested mitigations

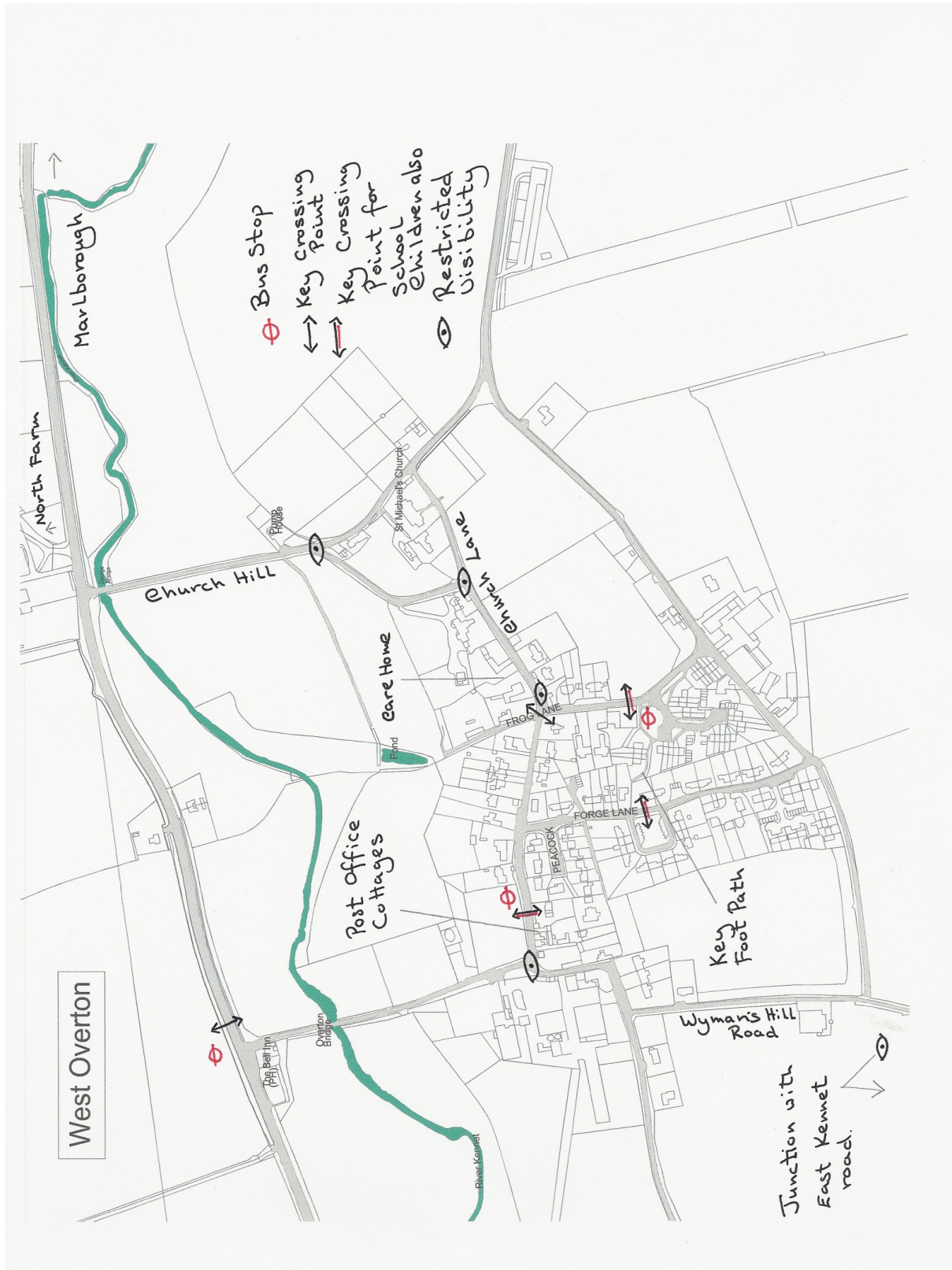
Major concerns

1. Dangerous overtaking and turning off and onto the A4 at the Bell Inn.
2. Visibility at the bend/ junction by the Post Office cottages.
3. Safety of foot traffic on the road from where the West Overton stores used to be to the Bell Inn.
4. Visibility at the bend/junction with Frog Lane.
5. Visibility of bends to the west of the village in the vicinity of the church.
6. Footways/short cuts to Knights Close play area from Southfields and the lack of a safety barrier to prevent children running into the road.
7. Traffic speed near Knights Close play area.
8. Parking in the vicinity of Knights Close play area which sometimes obscures the 'Slow, Children at Play' and 'Playground' warning signs.
9. The road east of the Forge Lane junction narrows and large tractors damage the verges.
10. High traffic speeds on the High Street between Frog Lane and Manor Farm, a main pedestrian route with many side entrances.
11. High traffic speeds approaching The Old Vicarage, near the north junction of Church Lane.
12. On-road parking in the vicinity of the Post Office cottages obscures visibility of the bend around West End Cottage, and compromises the turning at the Manor Farm junction.
13. Parking in the vicinity of Frog Lane east towards the church and south towards Southfields.

14. The hard 90 degree bend by 77 West Overton, to the west of the church.
15. The narrow winding nature of Church Hill.
16. The speed of traffic approaching from the A4 and The Bell Inn to the junction of Post Office Cottages.
17. Wyman's Hill junction: poor visibility of oncoming vehicles when turning north into Wyman's Hill and unsuitability for wide vehicles.

18. South Farm - poor visibility at the corner of South Farm when entering the village from the east. Farm traffic approaches from four directions at this point.

Map WO3 shows bus stops, key crossing points for pedestrians and school children and areas of restricted visibility which all contribute to the major concerns.



Map W03

Self help

1. Raising resident awareness of key spaces, particularly around parking areas. This could be achieved by communication through the Upper Kennet News and Parish website.
2. Arrange a speed gun survey to monitor the speed of traffic along the High St and Forge Lane. Annual surveys would enable the monitoring of changes and help to plan for the future.
3. Organize bulb planting or other gateway impact suggestions.
4. Ensure that planning application responses to Wiltshire Council include detailed comments on traffic implications.

Long term aspirations

1. The erection of a 'stop' sign at the junction of Manor Farm and Post Office cottages (south of The Bell Inn from A4).
2. The provision of physical refuse islands along the A4 to make turning onto and off the A4 at the Bell Inn safer, and to discourage drivers from overtaking dangerously at this point.
3. Measures to improve the safety of foot traffic on the road to the Bell Inn.
4. Setts or equivalent change of material at key points and at certain gateway points to strengthen a sense of place and reduce speeds through village.
5. Consideration to the placement of mirrors located at strategic locations on the tightest bends of Frog Lane, to the south west of the church, Manor Farm, at the bottom of Wyman's Hill and South Farm, bearing in mind that mirrors can create a sun glare reflection hazard.
6. A safety barrier at the end of the footpath connecting Southfields to Knights Close to prevent children running out onto the road at the Knights Close play area.
7. A safety barrier to prevent children running out on to the road from Michael Maude's playing field. A barrier needs to be placed at the east end of the footpath adjacent to the electrical substation on Forge Lane.
8. A 20mph zone through the centre of the village, particularly in the vicinity of the Knights Close play area.
9. Some of the narrow lanes of West Overton are unsuitable for large heavy goods vehicles. Signs need to indicate the narrow lanes which are unsuitable for large vehicles i.e. Wyman's Hill and the road leading west to East Kennet. Ongoing monitoring of vehicle movement is important in order to plan the preservation of the rural character of village life.

10. Moving the 'playground' road sign further south of Forge Lane so that it is not obscured by parked vehicles.

References

The photolink below leads to a number of photographs of West Overton illustrating the gateways, meeting places and key concerns;

<https://plus.google.com/photos/115872634614720100501/albums/5814386477266641329?authkey=CIGLuMCp56TovgE>

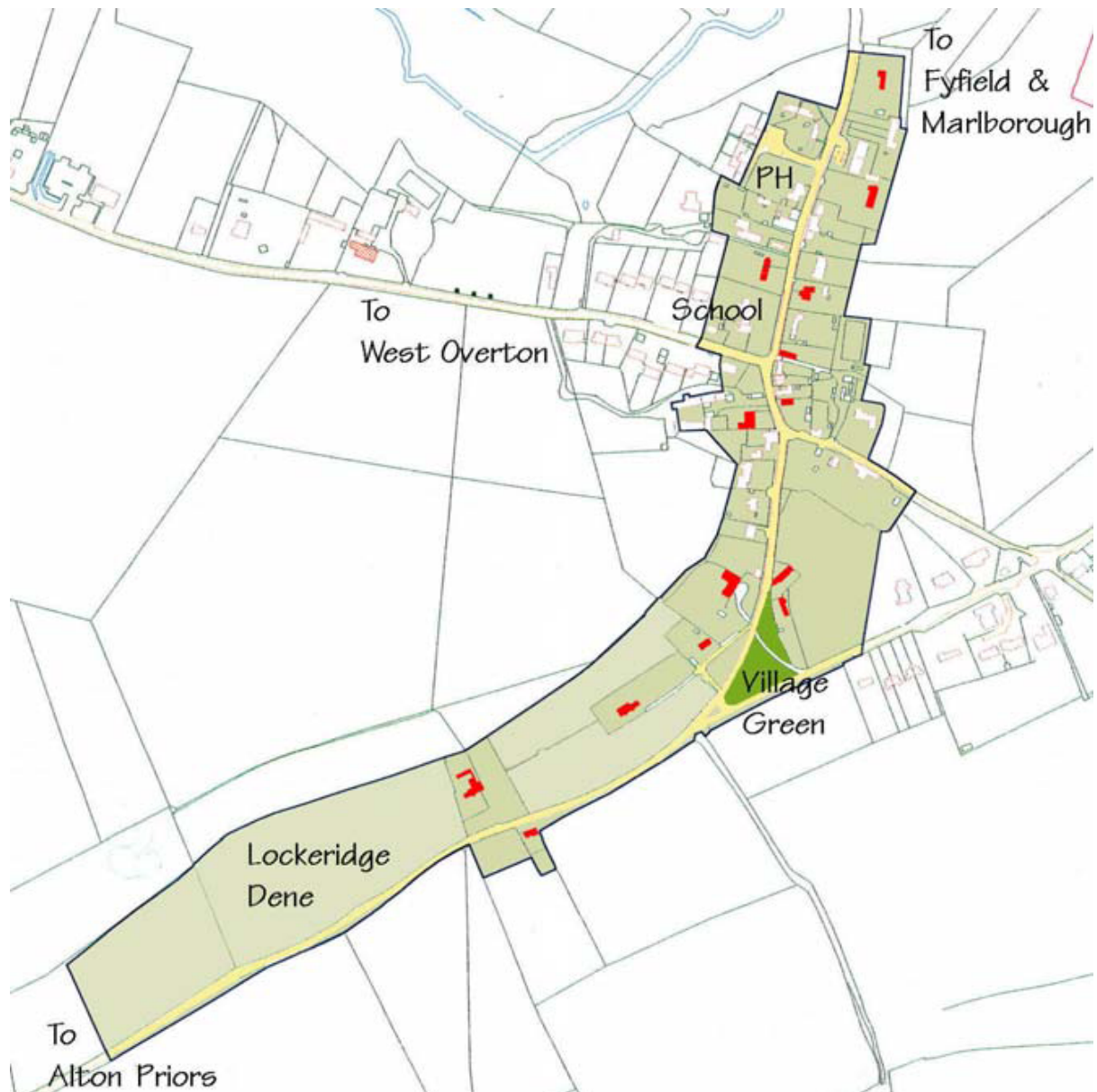
APPENDICES

Appendix 1: Lockeridge Conservation Area

Lockeridge Traffic Survey 2012

Time	Date	Cars	Vans	Small Trucks	Lorries	Large Trucks	Bikes	Other*	Total Vehicles	Pedestrian Adult	Pedestrian Child	Horse & Rider	Dog Walker
07.00-09.00 (school drop off)	Tue 3 July	158	35	10	1 mb	3	207	30	26	0	1		
11.00-12.00	Sat 7 July	120	6	2	1 mb/2 pb	1	132	4	3	1	2		
14.00-15.00	Fri 29 June	88	9	4	0	1	102	7	0	0	0		
14.00-15.00	Sat 7 July	105	6	0	0	1	112	1	0	1	0		
15.00-16.00	Wed 27 June	117	14	8	1 pb	5	145	27	23	0	0		
15.15-16.15 (school pick up)	Sun 1 July	94	5	0	4 pb	2	106	2	1	0	0		
17.00-18.00	Fri 29 June	117	12	0	1 mb/1 pb	1	132	24	12	0	1		
17.30-18.30	Thu 5 July	110	13	0	3 pb	2	128	1	0	0	0		
20.00-21.00	Tue 3 July	120	6	2	2 pb/1 mb	2	133	4	3	0	2		

*Bus, ambulance, milkman, horseboxes, campervans, tractors, coaches, oil tanker, wheelchair



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Lockeridge Conservation Area was designated in 1985 and includes much of the built up area of the village, but excludes the twentieth-century development to the east and the west. The Conservation Area runs in a linear form from just south of the River Kennet to the western edge of Lockeridge Dene and includes properties and their curtilages on both sides of the road.

Appendix 2: Lockeridge Traffic Survey 2012

Appendix 3: Lockeridge Speed Survey

1. Metro Count Speed Survey Result for Lockeridge (30 mph Speed Limit) 2012

The Results of the survey for the area of Lockeridge are provided below.

The survey was carried out between 12/06/2012 and 21/06/2012. A total of 7357 vehicles were checked. The 85th percentile was 34.2mph (the 85th percentile is the speed at which 85% of the traffic is travelling at or below).

As with every other department, we have to target our limited resources to where they will be most effective and as such I would remind you that unless there are exceptional circumstances we will not accept another count request for this location or close surrounding area for another 12 months. For your information the thresholds for interventions are below;

In a 30mph speed limit the following criteria will be applied:

30 to 34.9mph 85th percentile = No Further Action (NFA)

35 to 38.9 mph 85th percentile = eligible for Community Speed Watch

39 to 42 mph 85th percentile = eligible for the Speed Indicator Device (SID) programme

Community Speed Watch does not operate in any speed limit above 40mph.

Any other results in higher speed limits will be discussed on their individual basis and merit.

Yours sincerely

Road Safety Driving
roadsafetydriving@wiltshire.gov.uk
01225 701970

MetroCount Traffic Executive Speed Statistics

SpeedStat-15 -- English (ENG)

Datasets:

Site: [LOCKERIDGE (30MPH) LOCKERIDGE (30MPH)
Direction: 8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration: 11:34 12 June 2012 => 11:06 21 June 2012
Zone:
File: LOCKERIDGE (30MPH21Jun2012.EC0 (Plus)
Identifier: T244YB37 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default (v3.21 - 15275)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 11:35 12 June 2012 => 11:06 21 June 2012
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 6 - 99 mph.
Direction: North, East, South, West (bound)
Separation: Greater than 4.00 seconds. - (Headway)
Name: Default Profile
Scheme: Vehicle classification (ARX)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 7357 / 8285 (88.80)

Speed Statistics

SpeedStat-15

Site: LOCKERIDGE (30MPH.0.0EW)
Description: LOCKERIDGE (30MPH)
Filter time: 11:35 12 June 2012 => 11:06 21 June 2012
Scheme: Vehicle classification (ARX)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NESW) Sp(6,99) Headway(>4)

Vehicles = 7357

Posted speed limit = 37 mph, Exceeding = 480 (6.52%), Mean Exceeding = 39.55 mph

Maximum = 53.2 mph, Minimum = 7.2 mph, Mean = 29.2 mph

85% Speed = 34.2 mph, 95% Speed = 37.6 mph, Median = 29.3 mph

12 mph Pace = 23 - 35, Number in Pace = 5685 (77.27%)

Variance = 29.44, Standard Deviation = 5.43 mph

Speed Bins (Partial days)

<u>Speed</u>	<u>Bin</u>	<u>Below</u>	<u>Above</u>	<u>Energy</u>	<u>vMult</u>	<u>n * vMult</u>
0 - 6	0 0.0%	0 0.0%	7357 100.0%	0.00	0.00	0.00
6 - 12	24 0.3%	24 0.3%	7333 99.7%	0.00	0.00	0.00
12 - 19	231 3.1%	255 3.5%	7102 96.5%	0.00	0.00	0.00
19 - 25	1194 16.2%	1449 19.7%	5908 80.3%	0.00	0.00	0.00
25 - 31	3265 44.4%	4714 64.1%	2643 35.9%	0.00	0.00	0.00
31 - 37	2217 30.1%	6931 94.2%	426 5.8%	0.00	0.00	0.00
37 - 43	389 5.3%	7320 99.5%	37 0.5%	0.00	0.00	0.00
43 - 50	35 0.5%	7355 100.0%	2 0.0%	0.00	0.00	0.00
50 - 56	2 0.0%	7357 100.0%	0 0.0%	0.00	0.00	0.00
56 - 62	0 0.0%	7357 100.0%	0 0.0%	0.00	0.00	0.00
62 - 68	0 0.0%	7357 100.0%	0 0.0%	0.00	0.00	0.00
68 - 75	0 0.0%	7357 100.0%	0 0.0%	0.00	0.00	0.00
75 - 81	0 0.0%	7357 100.0%	0 0.0%	0.00	0.00	0.00
81 - 87	0 0.0%	7357 100.0%	0 0.0%	0.00	0.00	0.00
87 - 93	0 0.0%	7357 100.0%	0 0.0%	0.00	0.00	0.00
93 - 99	0 0.0%	7357 100.0%	0 0.0%	0.00	0.00	0.00
99 - 106	0 0.0%	7357 100.0%	0 0.0%	0.00	0.00	0.00
106 - 112	0 0.0%	7357 100.0%	0 0.0%	0.00	0.00	0.00
112 - 118	0 0.0%	7357 100.0%	0 0.0%	0.00	0.00	0.00
118 - 124	0 0.0%	7357 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

Limit	Below	Above
0 37 (PSL)	6877 93.5%	480 6.5%

Summary of speed survey from 2010

The count was run between 30th April and 7th May 2010 and 4866 vehicles were counted.

The 85th percentile was 30mph, this means that only 15.6% of vehicles were in excess of this amount.

The mean speed was 24.4mph

Only 2.8% of vehicles counted were speeding within the ACPO prosecution limits - i.e. they would have been prosecuted if they had been caught by police.

Appendix 4: Lockeridge Heavy Lorry Movements

HEAVY LORRY MOVEMENTS IN LOCKERIDGE

Local traffic

a) **Heavy traffic to West Woods**, forced to come through village centre and use Ivy Lane (unable to turn left or right off Ryles Lane/Back Lane):

- **Faccenda chicken farm** – 50/60 movements in 7 week cycle, mostly concentrated over 10 day period. All types of vehicle, up to artic 38 tonner, height 5 metres.
- **West Woods Stud** – at least 3 x large horsebox movements per week in season (Feb/March – Oct). They leave around 5am and return late.
- **Lockeridge Copse rented field** – 7.5 ton 3 metre high horsebox, one or two movements per week.

b) **Flintstones Stud**, Overton Road: 18 tonner, 4 metres high, no regular usage – perhaps 2 per week peak time, Feb/March/April

c) **Greenlands Farm (equestrian)**: not yet fully commercial, no data.

All equestrian establishments above have at least 6-monthly deliveries of woodshavings, hay etc, in large trailer lorries. The pallets are loaded 40 bales high.

It is recommended that the school circulates its hours regularly to all the above so as to minimise danger and disruption in the village centre.

Through traffic

Regular lorries to Honey St Saw Mills, and very large farm tractor movements, particularly corn lorries at harvest time, but fewer in number than local heavy traffic (as itemised above, plus school coach and local bus movements).

Please see appendix 2, a survey of traffic volumes, covering all traffic