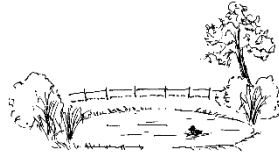


ALDBOURNE PARISH COUNCIL



Pedestrian and Road Safety Audit

Next Review July 2022

Owner: Aldbourne Parish Council

Author: Highways Lead

Author	Date	Version
Traffic Working Party w/ Hamilton Baillie Associates	2013	V1
Leigh Harris	2021	V2

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Audit Log

ID	Date Raised	Option	Measure	Location	Owner	Action Required	Parish Council comment	Wiltshire Council Comment	Status
1	2011		Encourage / permit roadside parking to slow traffic. Potentially mark out spaces	B4192	Aldbourn PC	N/A	2021 – This measure has now eradicated as cars now park there. Marking out spaces would also require ‘policing’		Closed
2	2011		Encourage / permit roadside parking to slow traffic. Potentially mark out spaces	Oxford Street	Aldbourn PC	N/A	2021 – This measure has now eradicated as cars now park there. Marking out spaces would also require ‘policing’		Closed
3	2011		Tubs and shrubs to close ‘community junction’ alley to vehicles	Alley next to community junction	Aldbourn PC	N/A	2021 – This alley is rarely used and this measure was met with great resistance.		Closed
4	2011		Barrier to close ‘community junction’ alley to vehicles	Alley next to community junction	Highways	N/A	2021 – This alley is rarely used and this measure was met with great resistance.		Closed
6	2011		Change colour or material of road surface outside Post Office to emphasise pedestrian crossing point and alert drivers to pedestrian presence	Post Office crossroads	Highways	Yes	2021 – CATG has this under consideration. There will be costs involved. PC to chase	2021 Currently Wiltshire Council is reviewing its use of high friction road surface treatments. The materials previously used are a costly maintenance liability. Our colleagues in county hall are endeavouring to find a solution to this problem. We will be in touch in due course. Your report will now be closed.	Open
7	2011		Install zebra or pelican crossing in place of the coloured strip.	Post Office crossroads	Highways	N/A	Survey carried out by Wiltshire Council showed that not enough people use this point as a crossing area to qualify it as an area for a zebra or pelican crossing.		Closed
8	2011	PoC 1		Post Office crossroads	Highways	N/A	At a public meeting held in 2014 to discuss closing off this alley there		Closed

							was large scale opposition to this being done.		
9	2011	PoC 2		Post Office crossroads	Highways	N/A	2021 – This alley is rarely used and this measure was met with great resistance.		Closed
10	2011	PoC 3		Post Office crossroads	Highways	TBR			Open
11	2011	PoC 4		Post Office crossroads	Highways	TBR			Open
12	2011	PoC 5	Change road layout to conventional crossroads	Post Office crossroads	Highways	N/A	2021 – Do not believe this will alleviate the issue		Closed
13	2011	PoC 6	Change road layout to conventional crossroads	Post Office crossroads	Highways	N/A	2021 – Do not believe this will alleviate the issue		Closed
14	2011	PoC 7	Change road layout to conventional crossroads	Post Office crossroads	Highways	N/A	2021 – Do not believe this will alleviate the issue		Closed
15	2011	PoC 8	Change road layout to conventional crossroads	Post Office crossroads	Highways	N/A	2021 – Do not believe this will alleviate the issue		Closed
16	2011		Tubs & shrubs to close ‘forge alley’ to vehicles	One end of forge alley	Aldbourne PC	Yes	2021 – Investigation is further required		Open
17	2011	S&L 1		Pump	Highways	TBR			Open
18	2011	S&L 2		Pump	Highways	TBR			Open
19	2011	S&L 3			Highways	TBR			Open
20	2011	S&L 4	Re-define parking areas	Outside library	Highways	N/A	2021 – not required		Closed
21	2011	S&L 5	Re-define parking areas		Highways	N/A	2021 – This is centre of village, do not feel it is viable to close access		Closed
22	2011		Close eastern exit of Oxford Street to B4192			N/A	2021 – This is centre of village, do not feel it is viable to close access		Closed
23	2011		Re-arrange car parking spaces to get access to pond	Square	Highways	N/A	Wider parking bay installed that also allows for easier access to the noticeboard and pond.		Closed
24	2011	WSPJ 1	Close Southeast	West Street Pump		TBR			Open
25	2011	WPPJ 2	Path	West Street Pump		TBR			Open
26	2011	OSLR	Parking	Oxford Street		TBR			Open
27	2011	OSLR	Priority	Oxford Street		TBR			Open
28	2011		Rearrange parking	Back lane pump	West Street Pump	TBR			Open

29	2011		Change priority of the junction	Oxford Street / Lottage Road Junction	Highways	N/A	Not viable. See comments from Wiltshire Council.	Wiltshire Council have been asked about changing the priority layout of this junction and having a mirror to allow a view up Oxford Street. They do not support either measure, due to them actually making the road more dangerous, not less.	Closed
30	2021		Lollipop person to be paid for	B4192	Aldbourn PC/School	TBR	2021 – to investigate if its viable		Open
31	2021		30mph speed limit further out at the top of Oxford Street (Baydon Hill)	the top of Oxford Street	Aldbourn PC	N/A	2021 - Limit has now been moved		Closed
32	2021	CS 1	Install chicane	Castle Street	Aldbourn PC	Yes	2021 – PC to follow up		Open
33	2021		Tarmac and place parking spots near field entrance	Entrance of Whitley Road Field	Highways	Yes	2021 – PC to follow up. Entrance is still owned by Wiltshire Council.		Open
34	2021		Cars parking on the corner of the sports field. During wet weather they drag mud onto the path and also park on the path.	Farm Lane/Southward Lane	Aldbourn PC	Yes	The council has previously looked at providing parking further down near where the pavilion was. There would be considerable costs in this and no guarantee that it would be used. Grass matting under the grass on the corner may be a better option.		Open

Introduction:

The aim of this Pedestrian and Road Safety Audit paper is to address the key concerns of the residents, and propose solutions, both short and long term, for action both locally and by Wiltshire Council for the village as well as any future County Council highway priorities.

It is intended to be a 2021 audit to provide an UpToDate record of the items established in the 2013 Traffic Plan, along with a record of other highway/pedestrian issues that have subsequently come up and what action has been taken to ensure the public are informed by the Parish & Wiltshire councils actions.

Background:

The Aldbourne Traffic Plan was originally drafted by the Traffic Working Party¹ in 2013 that came from the 2011 Aldbourne Community Plan². Aldbourne has been party of many initiatives such as the Marlborough Area Board traffic initiatives. This is to enable to capture the relevant information to support and resource the Parish Councils across the county to address issues relating to traffic, movement, and village quality.

There are continuing concerns over the traffic and parking within the village as illustrated by evidence gathered for the Neighbourhood Development plan highlighting villagers concerns over traffic, parking, and pedestrian safety. This has resulted in the inclusion of a parking policy in the draft pan, traffic and parking identified as one of today's challenges in the Character and Design Statement, and the safety policy in the draft plan.

The Pedestrian and Road Safety Audit will evolve into an iterative document owned by the Parish Council and will be formally reviewed on an annual basis. ³ The intention is to create a mid to long term vision that identified and prioritising action in relation to key areas of concern to the community. No action will be taken on any proposals without a full discussion by the Parish Council, and if necessary the village

This document identifies 6 focal points for review and potential action

1. Post office crossroads
2. The Square and Library area
3. West Street pump junction
4. Oxford Street/Lottage Road junction
5. Castle Street
6. 20mph speed limit

¹ Traffic Working Party members: Diane Powell, Neil Howard, Keith Warren, and Michael Cowan.

² ReferencetotheCommunityPlanaretotheAldbourneCommunityPlanpublishedinAutumn2011. During the development of the plan, every household in the village received a questionnaire to record residents' views on a variety of matters, including traffic.

³ As voted and agreed by the Parish Council March 2021

Aldbourne Village



(Image 1) Aerial pictures: © Getmapping PLC Photos: Diane Powell ⁴

Location

Aldbourn lies in a triangle between Marlborough, Swindon, and Hungerford, 7 miles from M4 J15, and is within the North Wessex Downs Area of Outstanding Natural Beauty. It is a very picturesque village, much of which is designated a Conservation Area, and contains over 80 listed buildings. Many features of historical interest or significance remain today, including two village pumps and the Market Cross.

It is a growing village: the population has increased by 12% in the last ten years and is now over 2000, living in approximately 800 dwellings.

The village is situated on the B4192, which is the main route between Swindon and Hungerford. In addition to the B4192 entering and exiting the village (on West Street and South Street) there are five further vehicular routes leading into the village. These roads all converge on The Square which lies at the heart of the village.

The Square, with its duck pond and The Crown pub, is one of the key spaces in the village, together with The Green which is overlooked by both St Michael's church and The Blue Boar pub.

⁴ Maps: © Crown copyright and database rights (2011) Ordnance Survey (0100049050)

Policy Context

In 2011 the Aldbourne Community Plan surveyed residents' view on several matters affecting the village. The survey found that traffic in the village, more specifically speeding and parking issues, was one of the residents' greatest concerns. As a result, Aldbourne Parish Council resolved to take action to try to improve pedestrian safety by reducing speeding and dangerous parking in the village.

On a national level the Localism Bill aims to give local communities more power to influence local events. This is particularly significant at a time when cuts in government spending limit the scope for conventional Highways solutions to traffic problems. 'Manual for Streets 2' (published by the Chartered Institution of Highways and Transportation in September 2010) emphasises that streets should be places in which people want to live and spend time in and are not just transport corridors. In particular, the manual aims to reduce the impact of vehicles on residential streets by asking practitioners to plan street design intelligently and proactively and gives a high priority to the needs of pedestrians, cyclists, and users of public transport.

Design Principles

The Pedestrian and Road Safety Audit aims to address several concerns but there are two underlying principles:

- 1) Promote safety of pedestrians and drivers in the village by reducing speeds and increasing driver awareness of their environment
- 2) Prevent the spread of "urbanisation" in the village by enhancing the key spaces, addressing parking congestion and reducing street clutter.

Much of this work is picked up within the Neighbourhood Development Plan which, when adopted, will provide policies in relation to safety of road users and pedestrians in relation to future development.

Gateways and Entry Points

Seven roads provide entry to the village, all entrances are marked with an Aldbourne and a 30mph sign. White gates acquired are at the entry points of West St and Oxford St.

The (2011) Community Plan survey showed the B4192 (West St and South St) and Oxford St pedestrians are considered most at risk and vehicle accidents are thought more likely.

Key Areas

The Square

The Square lies at the heart of the village and the conservation area. Many of the most historical features and village characteristics can be found here. The pond, and several other commodities such as the Crown pub, the library, the hairdressers, the village noticeboard, the Old Forge, and the bus stop are situated here.

‘The Green’

The Green lies at the centre of the conservation area and is overlooked by St Michael’s church and the Blue Boar pub. Residential buildings, mostly listed because of historical interest lie on all four sides. It is widely regarded as Aldbourne’s finest feature and is the setting for many of the villages annual social events.

Generally speaking there are few concerns about The Green from a traffic perspective although inconsiderate parking at the top end sometimes makes access difficult. The Parish Council has been in prolonged correspondence with Wiltshire Council about completing the line of setts which edge the Green – to date a suitable product has not been found. The Square, however, is of concern for many reasons, as described later.

Key Concerns

General

B4192

The village is situated on the B4192 which is the main route between Swindon and Hungerford. It is the diversion route used to redirect traffic whenever the M4 is closed between J14 and J15. Satellite navigation systems highlight this as an optional non motorway route.

In addition to the B4192 entering and exiting the village (on West Street and South Street) there are five further vehicular routes leading into the village: Marlborough Road, Ewins Hill, Castle Street, Lottage Road and Oxford Street. Thus, a total of seven roads all converge in the centre of the village, leading to a high volume of traffic at all times of the day and week.

The B4192 bisects the village, with approximately half of the dwellings lying to the north and half to the south. The shops, public houses, school, library, churches, and halls, which are central to the way of life, are all situated in the heart of the village, with the majority north of the B4192.

Elsewhere on the B4192, for pedestrians entering the village from the south there is a pavement on the west side of the road but this stops at Glebe Close, forcing pedestrians to either continue on the road or to cross at a point of limited visibility in order to continue on pavement. Entering the village from the west there is pavement on one side only, again forcing pedestrians who live on the other side to either walk on the road or to cross at a point of limited visibility.

There have been previous requests for a proper crossing, such as a zebra crossing, where the current 'red strip' is between the corner of the Community Junction and the Post Office. There have been two pedestrian surveys carried out to look at the numbers crossing here. The one in 2014 was carried out in the wrong place. However, the one carried out later at the correct point, showed that not enough people were crossing at this point which means it does not qualify for an official crossing point.

In 2018 a request for signs warning that pedestrians are crossing the road were requested for either side of the red strip via CATG. There has been no further action from CATG since the request was made.

In March 2020, a call was logged via the MyWiltshire system to ask for the red strip to be repainted as it had worn away again.

Public Bus

The public bus service provides transport to Swindon, Marlborough, and Hungerford, but the majority of residents use cars or vans for regular journeys to work, training, or study. Less than 20% of 2011 Community Plan survey respondents regularly use bus services (generally because frequency and times of services do not match the demand). This again contributes to the volume of private vehicle movement through and within the village.

A survey of villagers conducted in 2018 for the Neighbourhood Development Plan identified less than 6% of respondents using buses to get to work with 72% using cars.

Post Office

The frequently used Post Office Store and Café is to the south of this main road. There is a considerable amount of pedestrian traffic crossing this very busy road at all times of the day and every day of the week. The road bends on entering and leaving this section and there is no single stretch providing good visibility for safe crossing.

There is no zebra or pelican crossing, a fading red strip of tarmac showing the least dangerous place to cross. This red strip has now become very dilapidated with previous observations have monitored pedestrian crossing lines and only about 50% of people who utilise the route marked by the red strip. This suggests that simply replacing the red strip may not be the most effective course of action for this area.

Speeding

Villagers have expressed concern of the number of vehicles travelling at speed through the village, and the subject has been discussed at numerous Parish Council meetings.

2012 an Aldbourne resident acquired a Speed Indicator Device (SID)⁵ and collated data for many months until it was requested to be removed.

The data showed a significant number of vehicles travelling at speeds in excess of 30, 40 and 50mph at several different locations in the village. In April 2012, a MetroCount survey was carried out in South St and the data showed that the 85th percentile was 39.1mph (the 85th percentile is the speed at which 85% of the traffic is travelling at or below).

In 2018 the Aldbourne Parish council decided to purchase two Speed Indicator Devices (SIDs) that were set up initially in West St and South St by the community speed watch group. Over the next two and a half years to February 2021 they were moved around the five approved access points to the village. The average traffic movements recorded at each of these locations on a daily basis was:

	Pre Covid 19	Post Covid 19
West St.	1,300	830
South St.	2,400	1,450
Castle St.	820	600
Oxford St, (Baydon Hill)	750	N/A
Marlborough Rd.	410	N/A
Average daily total	5,680	

At times when the M4 has been closed for planned motorway improvements over a weekend the daily movements recorded by the West St SID rises to 3,500 compared to a pre Covid average of 850 and post Covid of 300.

On average 20% of all traffic entering the village regardless of the road is recorded 40% at exceeding 30mph and 20% exceeding 36mph, the speed at which a driver could be prosecuted for speeding. Over the entire period 70 vehicles have been logged by the SIDs as travelling in excess of 60mph.

In June 2018, the council agreed to ask CATG to look at moving the 30mph speed limit further out at the top of Oxford Street (Baydon Hill). This was approved and the Aldbourne Parish council has agreed to donate £375 towards the works. This is 12.5% of the total cost as they are being shared with Baydon, who are having the 30mph limit moved further out at their end too. The works have been approved and it is anticipated they will be carried out during 2021.

The statistics from both units were sent to the police by James Sheppard in June 2019 and they were asked to carry out regular speed checks.

⁵ Purchased at the villager's own expense

Parking

There has been a steady increase in the number of vehicles parking in the village during the day for owners to use facilities such as the Co-op, Post Office other businesses, and during the evening / overnight by residents.

Many households now have more cars than parking spaces therefore the streets and are becoming congested. A particular problem area during the day is the Post Office crossroads, where vehicles park on all four corners creating visibility problems for vehicles turning into and out of Marlborough Road / Castle Street and restricting visibility for pedestrians trying to reach or leave the shops or recreational facilities on the other side.

Parking at the lower end of Oxford Street (west side) is a problem during the day and night because it restricts visibility for vehicles emerging from Lottage Road. Cars speeding down Oxford Street towards this junction exacerbate the problem (See image 10).

The Neighbourhood Development Plan evidence shows 62% of responding households having 2 or more cars or vans with the average number of off road parking spaces in Oxford Street being 0.96, West Street 0.41, and Castle Street at 1.18.

Next Steps

The following pages describe several options for improvements which could address the speeding or parking problems identified above. These should now be given further consideration and wider consultation with stakeholders and other interested parties to determine which would be the most effective.

Focal Point 1: The Post Office Crossroads

Post Office Crossroads – as previously mentioned this area is of great concern due to the high risk of pedestrian accident or vehicle collision. Due to increase of cars and limited amount of parking available, areas 4,5, 8 and 10 are full of cars making it dangerous to drive through.

Annotations to aerial photo:

- 1. 'West Street'
- 2. 'Barnes Yard' new housing development
- 3. 'Community Junction' community Youth Centre and shop
- 4. Post Office Café and Deli shop
- 5. 'Marlborough Road'
- 6. 'Castle Street'
- 7. 'Dabchick's Delight' Indian takeaway
- 8. Cut through towards 'The Crown' public house
- 9. 'The Square' leading Eastwards to 'South Street'
- 10. '12 The Square' House private residence
- 11. 'Toad Hall' private residence
- 12. Access to 'Barnes Yard' from 'West Street'/'The Square'
- 13. Red strip across road, now badly damaged by construction work at 'Barnes Yard'



(Image 2)

Options:

POC Option 1:

Bar vehicular traffic from using the cut through (8) that runs from the B4192 into The Square towards The Crown. This would: (i) reduce the crossroads effect outside the Post office; (ii) improve pedestrian safety in The Square by removing fast moving vehicles using The Square as short cut; (iii) enhance The Square area generally.

POC Option 2:

Bar vehicular traffic from using the alley that runs from the B4192 into The Square between the Old Bakehouse and Community Junction. This would improve pedestrian safety in The Square by removing fast moving vehicles using The Square as short cut and enhance The Square area generally.

The figures below show some other possibilities and use the following colour coding:

- Light grey: tarmac road.
- Dark grey: tarmac of different colour, used for parking.
- Red stripe: 'preferred crossing' indication (now severely worn).
- Light blue: raised pavement for pedestrians.
- Lavender: unraised zone for pedestrians.
- Brown: buildings.
- Green: private unbuilt fenced off areas.

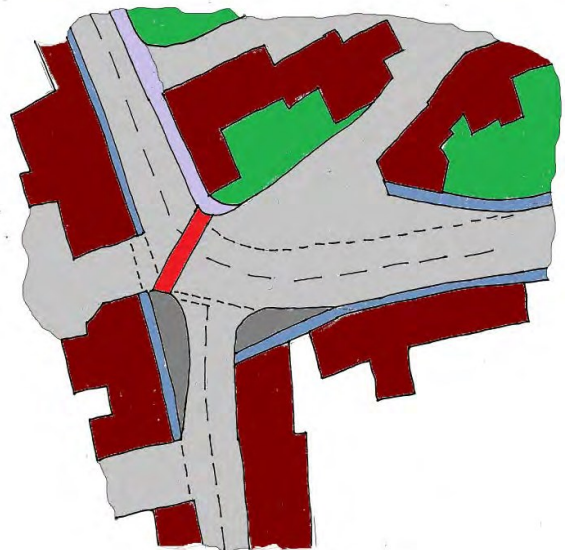
The **figure on the right** shows the current usage. Some ideas for alternatives are given below.

POC Option 3:

Creating a junction area that has no road markings. **See figure below.** Stripes across the road (lavender) mark the boundary of this area. This proposal allows us to experiment with various parking arrangements – on the North or the South side of the Eastwards road.

POC Option 4:

Create a 'Piazza'(!). The junction area becomes a village feature with, perhaps, an outdoor table tennis table outside the Community Junction and chairs and tables either directly outside the Post Office or outside 12 The Square, for the Post Office Café.





(Image 4)

POC Option 5:

Changing the priority of traffic by creating a T-junction. Priority from West Street (B4192) to Marlborough Road and vice versa. Give way from 'The Square' (South Street) to West Street (B4192). Prior example of give way on the same road number: The Hare junction at Lambourn (B4000). Junction would be a staggered crossroads (with Barnes Yard being the fourth road).

POC Option 6:

Distinctive surface where four ways meet. This suggests an area for pedestrians to cross.

POC Option 7:

Place a distinctive feature where four ways meet.

POC Option 8:

Put a kink in South Street. Traffic runs straight past 'Dabchick's Delight'. This then allows parking in front of Toad Hall and the other houses on that side of the road. The junction of the four roads is then a normal 4lway junction instead of being staggered. This changes the need for pedestrians to cross diagonally across the road into an easy crossing across Marlborough Road and a more difficult crossing in front of traffic giving way from South Street (which is easier to cross because the traffic already has to stop there to give way).

POC Option 9:

As directly above but with a four way give way at Barnes Yard / West Street / South Street / Marlborough Road. **This is shown on the right.**



(Image 5)

Focal Point 2: The Square and Library

This section relates to the area between The Crown and the library, incorporating the pond.

Once a central meeting point, now however, the Square is an amorphous sprawl of tarmac which is mostly used as a short cut and a car park. The duck pond is virtually barricaded off by parked cars meaning a core part of the village's natural character is almost invisible. The pump is isolated in-between the junction.

There could be an opportunity to apply changes to the layout and parking to move cars away from the pond area so the pond is more visible and give pedestrians shorter crossing points across the tarmac.

Different materials such as cobbles or setts would increase the appeal of this area and promote it as a feature of the village. Changing traffic flows (for example by closing the two alleys that lead in from the west and are used simply as short cuts) would improve pedestrian safety in this village core.

Creative soft landscaping using trees, shrubs, and borders could help return the area to its old self.

Annotations to aerial photo:

1. The pond
2. 'The Crown' public house
3. 'The Green' road N. to the actual green open space
4. 'Omni'
5. Also 'The Green' road N. to the actual green
6. 'Horbroke House' private residence
7. 'Oxford Street' N.E. to the 'Co-op' shop
8. The library
9. 'The Old Forge'
10. Parking for the library and over spill parking for the 'Co-op'
11. 'Ivy Cottage' private residence
12. Cut through from 'Oxford Street' to 'South Street'
13. 'South Street'
14. 'Glebe Close' cul-de-sac
15. 'Oxford Street' junction with 'South Street'
16. Two-way access between 'The Square' and 'Oxford Street'
17. Working pump
18. One-way access from 'The Square' to 'Oxford Street'
19. Bus shelter
20. 'Pond House' private residence
21. 'The Gallery' hairdressing salon
22. Cut through from the Post Office
23. Post Office junction (see previously)
24. Cut through from 'West Street'
25. Community Junction
26. Main parking area on 'The Square'



(Image 6)

S&L Option 1:

Retain cut through from South Street to Oxford Street by bus stop but shut off the East bound route on the other side of the pump. Grass over the small area. Reduce intrusive signage.

S&L Option 2:

Realign the Oxford Street junction with West Street to create more of a T junction. This will also link the pump up with the bus stop and make crossing the road easier.

S&L Option 3:

Narrow the width of South Street by providing a raised pavement or different surface for pedestrians on the North side going between the centre of the village to/from Palmers Field.

S&L Option 4:

Additional parking spaces in front of Youth Club as a result of closing cut through.

S&L Option 5:

Additional parking spaces near hairdressers as a result of closing cut through.

S&L Option 6:

Define parking area on the curve of Oxford Street to create a more definite boundary between The Square and Oxford Street. Remove marking for parking on The Square in front of the pond. This would help to keep The Square itself more as an open space so that the pond isn't hidden by traffic so much of the time. Discourage parking here by putting road markings but this would not be enforced. It would also help pedestrians cross Oxford Street.



(Image 7)

Focal Point 3: The West Street Pump Junction

The junction of Back Lane and West St is one of the most frequently used routes for children from the Whitley Road and The Garlings areas going to St Michael's Primary School at the top of Back Lane.

The junction is relatively wide with a pump in the middle, one of the village's historic features, surrounded by parked cars. This creates two entrances / exits to Back Lane. The bend in West Street makes crossing the road difficult but crossing the road further to the South is not desirable because of the exposed position of pedestrians to traffic. Concern has frequently been raised about the parking of cars further up Back Lane in the event emergency vehicles needed to gain access to the school or houses there.

Annotations to aerial photo:

1. 'West Street' W. to Swindon
2. 'Back Lane' N. to 'St Michael's School'
3. Parking area
4. Water pump
5. 'West Street Motors' garage
6. 'West Street' towards the P.O. junction

(Image 8)



WSPJ Option 1:

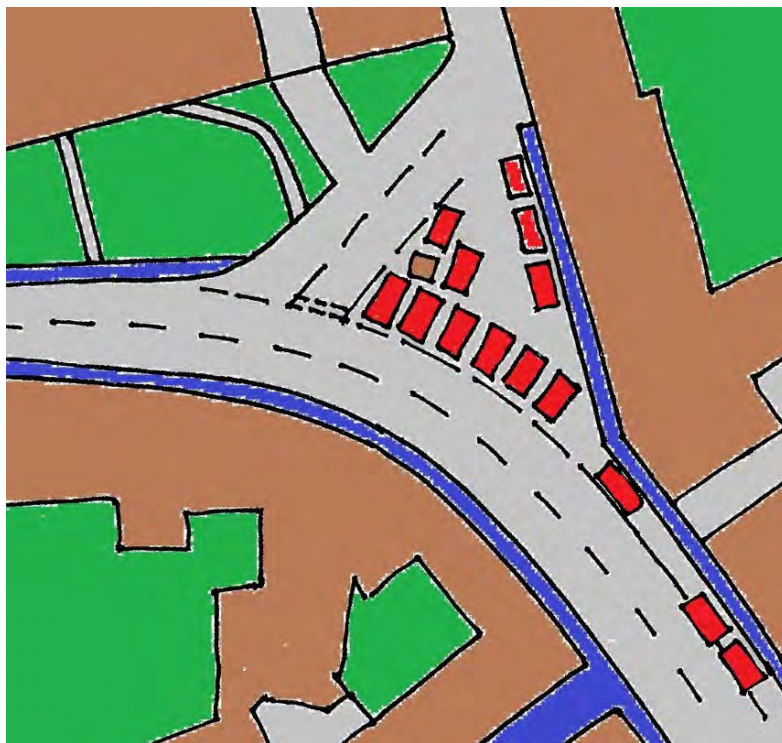
Close off the Southeast corner of the triangle to traffic and place no entry sign

WSPJ Option 2:

Creating a 'walking to school' path along the East side (blue) and further South so that children walk between the houses and the parked cars rather than between the parked cars and moving traffic.

This pushes the parked cars out slightly, narrowing the road to slow down traffic approaching the Post Office junction.

It forces traffic from Back Lane turning left to go around the other side of the pump to a position where turning is safer.



(Image 9)

Focal Point 4: The Oxford Street / Lottage Road Junction

The issue of safety at the junction of Oxford St and Lottage Rd has been raised many times previously because of the high risk of vehicle collision due to speeding vehicles coming down the Oxford Street and the lack of visibility for traffic emerging from Lottage Road. Along with the desire for a pedestrian crossing point at the Post Office, it generated the largest response in the open questions section of the 2011 Aldbourne Community Plan household survey. A solid white line has been painted to discourage



parking too close to the junction but visibility is still not adequate. The problem is the speed of traffic coming down the hill (see photo).

Additionally, the short-term parking of cars on The Paddocks in order to visit the Co-op shop opposite has caused problems.

Annotations to the aerial photo:

1. Oxford Street towards The Square
2. Oxford Street up the hill to Baydon
3. Lottage Road
4. Co-Op shop
5. Memorial Hall
6. Sports & Social Club
7. Methodist Church and hall
8. Road marked with white strip to discourage parking
9. The Paddocks cul-de-sac



Possibilities to explore:

OSLR Option 1 As already noted in the Community Plan, parking cars on the other side of the road would help improve visibility and might also slow traffic coming down the hill. The proposed solution is to try to solve the problem locally first with neighbouring residents.

OSLR Option 2 Changing the priority of the junction has been suggested but it is not supported by Wiltshire Council as it will make the possibility of an accident more likely as there will be no parked cars to slow vehicles down.

Focal Point 5: Castle Street

With several issues raised with the speed of vehicles coming down Castle Street, Aldbourne Parish Council requested for a survey to be carried out.

The results of the survey for the 7-day period from 04/06/2019 to 10/06/2019 are as follows:

- Speeds for a total of 9,981 vehicles in free-flowing traffic in both directions were recorded.
- Total traffic volume during this period was 12,293 vehicles. (This figure may be higher than above due to congestion when 'free-flowing' speeds cannot be recorded.)
- The 85th percentile speed was 24.3mph. This is the speed at or below which 85% of the traffic is travelling and is used nationally as a criteria for Community Speed Watch interventions.
- The mean speed was 20.7mph.
- 0.8% of recorded vehicles were exceeding the posted speed limit. The mean speed of these vehicles was 33.69mph

As the results demonstrated the 85th percentile was under 35mph, Wiltshire Council will not support any interventions here.

CS Option 1 – Chicane

Studies have demonstrated the effectiveness of chicanes, reducing speed limit by 7mph (Haus-Klau & Nold, 1994).



(Image 11)

A chicane could be installed (similar to the above) on Castle Street just below Westfield Chase and above the Whitley Road entrances. This will lead to reducing vehicles speeds before they reach the populated areas of Castle Street.

Focal Point 6: 20mph Speed limit for village

A decision was made to assess the speed limit for the whole village. In April 2019, the council agreed the following:

“It was **RESOLVED** ten in favour and one against, with one abstention, to ask CATG to carry out a 20mph assessment of the following roads;

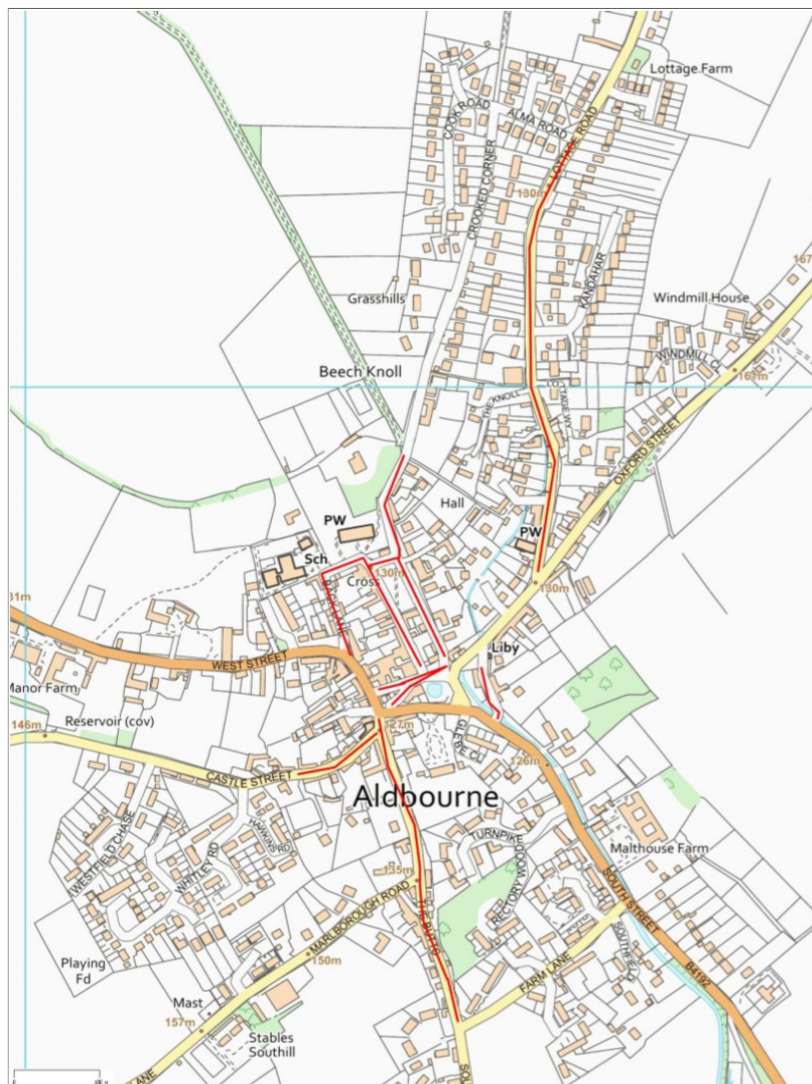
The Green, Back Lane, Crooked Corner (to Grasshills), The Square (plus two roads leading in/out off the B4192), Lottage Rd (to Alma Rd), Old South St (by the library), Castle St (bottom end), Marlborough Rd (bottom end to The Butts), The Butts.”

Several roads were requested as the cost was the same whether one road was surveyed on twenty.

At the meeting held in March 2020 a vote to contribute £625 to the 20mph assessment failed to reach a majority vote.

“It was proposed to contribute £625 to the 20mph survey but failed with only two voting in favour.

It was felt that a better use of this money, and any future that would have been requested for this project, would be to look at other methods to reduce speeds across the village.”



Benefits

By implementing one or more of these measures can create several tangible and intangible benefits:

- Reduce the speed of vehicles
 - Reduces the risk to life
 - Pedestrians will feel safer walking in the village
 - People less inclined to use their cars for short journeys
 - Reducing the number of vehicles using the roads
 - Reduces the amount of parking required in the village centre.
 - Fewer vehicles and slower vehicles both contribute to a reduction in wear and tear on road surfaces
 - Savings in maintenance costs.

NB: No action will be taken on any proposals without a full discussion by the Parish Council, and if necessary the village