

Traffic group report for July 2019

A meeting of the traffic working group was held on 25 June.

Paul Timlett has stepped down from the traffic working group. I would like to thank Paul for the time and effort he has put in to the group (and its predecessors).

The recommendations below are all subject to Parish Council approval.

Substantive Bid

It was discussed whether we should try again for buildouts in the London Road via the 'substantive bid' process. It was agreed that we should continue to push for these.

Purchase of additional SIDs and more mountings for the recently purchased 'Evolis' SID.

The purchase of additional SIDs and extra mountings for the Evolis SIDs was discussed. It was recommended two more SIDs, with solar panels, be purchased for permanent location on the A360. The issue on which device to buy relate to the costs of mounting the units plus the solar panels; Elan City (who manufacture the Evolis SID) recommend 110mm posts are used for mounting solar panels, however this would require such posts to be installed by Wiltshire Council. The SIDs (and their solar panels) in the London Road (manufactured by Pandora Technologies Ltd) mount on 76mm lamp posts but are more costly.

Purchasing more mountings for the Evolis we already have was felt to be a good idea. This device is very light and can be easily moved around to various locations, such as those where residents have requested a SID but the traffic volumes do not justify a permanently mounted unit. The message can also be changed to e.g. 'School'; the unit also has the facility to show different messages at different times.

Items to be taken to CATG

It was recommended the following should be taken to CATG:

Additional 'horse riders' signage on the B3086 (as requested by a member of the public at the May 2019 Annual Parish meeting).

'Pedestrians in road' signage to be provided on the B3083 Salisbury Road – although this road does not have any pavements it has never had any signage advising drivers of this.

Revise the signage around the Rollestone crossroads to help direct traffic (including military traffic) away from Shrewton.

Request for the provision of a pedestrian crossing in the area of the Co-Op.

At the June Parish Council meeting a member of the public requested a pedestrian crossing be provided in the area of the Co-Op. This was taken to the Traffic working group for consideration.

The recommendation from the traffic group is that this proposal is not taken forward for the following reasons:

Pedestrian crossings require a pavement (preferably over 2m wide) at both ends; there is an absence of a pavement outside the Co-Op.

Highfield Rise is situated on the approach to this area, having junctions within the approach zones (zig-zags) is considered undesirable for safety reasons (drivers emerging from the side road would have limited visibility of pedestrians using the crossing).

Placing the crossing further up the High Street would cause a conflict with the bus stop located to the north of Highfield Rise.

SID readout

In June 168,393 vehicles transited the London Road. The average speed of these vehicles was 30.2 MPH, with an 85th percentile speed of 35.7 MPH or, to put it another way, 15% of vehicles were travelling at over 35 MPH. The maximum speed recorded was 75 MPH.

This concludes the Traffic Group report.