

## **Traffic group report for September 2019**

### **SID mounting poles**

A provisional quotation has been received from Ringway (Wiltshire Council's contractor) for the installation of additional SID mounting poles of £855.26 per pole. However, Wiltshire Council have set 'Terms and Conditions' on the deployments of SIDs, among which is a requirement that they be in place for a maximum of two weeks before being moved. This is based on research by the Transport Research Laboratory (based in a study in Kingston-upon-Thames, very much an urban area) that showed the effectiveness of the signs wears off after two weeks, however a study in Dorset (which is nearer to our situation than a suburban town) showed that SIDs work when deployed and to a lesser extent between deployments when a site is targeted continually. The Dorset study showed that short deployment periods are only effective for the deployment period after which speeds return to normal levels and that SIDs are most effective at reducing speeds at specific points, as opposed to long stretches of road and should be deployed for long periods.

Our experience in Shrewton (watching from the roadside) is that the majority of errant drivers do react to the signs and tend to slow down when reminded of the speed limit.

### **Horse signs on B3086**

The local traffic engineer has surveyed the horse signage on the B3086 and has provided a provisional estimate of £1,000 to amend this to a more appropriate location and advisory distance (it was not stated whether this £1,000 is the whole cost of the project - so £250.00 contribution from Shrewton - or it would cost Shrewton £1,000).

### **B3083**

Some residents of the B3083 Shrewton –Winterbourne Stoke road have expressed concern over the traffic speeds and levels and that all efforts seem to be being directed towards the London Road. Residents can be assured that we are aware of these issues and are looking at what actions we can take, for instance we are awaiting delivery of additional mountings for our 'portable' speed indicator device, however there are limited mountings available on the B3083. It has also been suggested that 'white gates' would be a benefit.

### **Metrocount wrongly stated as being in the London Road**

Wiltshire Police has consistently stated that they do not consider the London Road to have a traffic issue; a resident (politely) expressed their frustrations about the traffic to a police speed check team, following this an inspector visited the resident to discuss issues. During these discussions it turned out that the police were using data from a Metrocount unit they had been told was fitted in the London Road; this was incorrect as the unit has been fitted in the High Street near Carriers Court, where traffic speeds are low. As a result, the police have asked for more information in order that they can take more appropriate action.

### **London Road traffic volumes**

From 4 August to 3 September 149,675 vehicles transited the London Road. The average speed was 30.2 MPH, with an 85th percentile speed of 35.3 MPH i.e. 15% of vehicles (22,451) were exceeding 35.3 MPH. The maximum speed recorded was 78 MPH.

### **Pavement width, footpath near bus stop at southern end of High Street**

It has been raised with the Parish Council that the footpath near the bus stop at the southern end of the High Street is not wide enough to accommodate disability scooters due to the iron railing that separates the river from the highway. This has been raised to Wiltshire Council, the latest response (received 4 September) was that this would have to be raised through CATG.

This concludes the traffic group report.