

Technical Note

Title	P21/03344/F – Proposed Traffic Calming		
Prepared by	DRT	Checked by	Reviewed by
Date	18 th November 2021	Version	1.0

1. Introduction

- 1.1. This note has been drafted in response as a rebuttal to objections received from South Gloucestershire Council (SGC) Highway officer on 14th July 2021.
- 1.2. Following a meeting with SGC on 3rd November, it was proposed that a design for traffic calming would be suggested. With slower speeds through the village, it is anticipated that visibility splays at the access can be accommodated without the need for a build-out.
- 1.3. The location of the proposed traffic calming measures are shown on the attached drawing 0956-008.

2. Village Gateway

- 2.1. Approaching the site from the west, there are village signs at the start of the 30mph speed limit, see Google Street View images below. There is a faded 30mph roundel as well.



- 2.2. It was considered that if there was a more visible entrance gateway to the village, it would assist in slowing vehicles down.
- 2.3. The website Traffic Choices <https://www.trafficchoices.co.uk/somerset/index.shtml> gives examples and information for traffic calming and safety schemes. It is proposed that signs are erected on more prominent posts, such as those in the image below.



2.4. This would be combined with Dragons Teeth markings such as the image below.



2.5. The Traffic Choices website refers to research that a village gate way in conjunction with Dragon's teeth markings are reported to slow traffic by around 6mph¹

¹ https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwas1304/resources2/01%20-%20Driving%20simulators%20for%20robust%20comparisons-%20A%20case%20study%20evaluating%20road%20safety%20engineering%20treatments.pdf

- 2.6. The recorded eastbound speeds from 2019 were an 85th percentile of 36mph. A 6mph speed reduction would bring that in line with the speed limit.

3. Pedestrian Island

- 3.1. A comment from the Road Safety Audit was that an informal crossing point was recommended to allow access to the eastbound bus stop. A pedestrian island would also offer additional traffic calming through the village.
- 3.2. There are two pedestrian islands to the east, within the village, built in the existing carriageway width offering 3.25m traffic lanes either side and an 800mm wide island with uncontrolled crossing facilities.
- 3.3. Drawing 0956-007A shows a pedestrian island to the west of the site access similar to those in the village, with a footway on the southern verge linking to the site access. The limit of public highway/verge reduces to 1.5m, which therefore limits the footway width to 1.5m, a similar width to the footway on the northern verge.
- 3.4. Data from TRL report 397² demonstrated a pedestrian refuge resulted in a 5mph speed reduction. The 2019 85th percentile westbound speeds were 40mph. Reducing by 5mph would bring them down to 35mph.
- 3.5. Drawing 0956-007A shows a 54m visibility splay to the east, suitable for the 35mph speed. Visibility to the west as been drawn at 53m (34mph) to the nearside kerb, but also 43m (30mph) to the centreline, as the proposed island should prevent westbound vehicles travelling along the southern carriageway edge.

4. Pedestrian Crossing

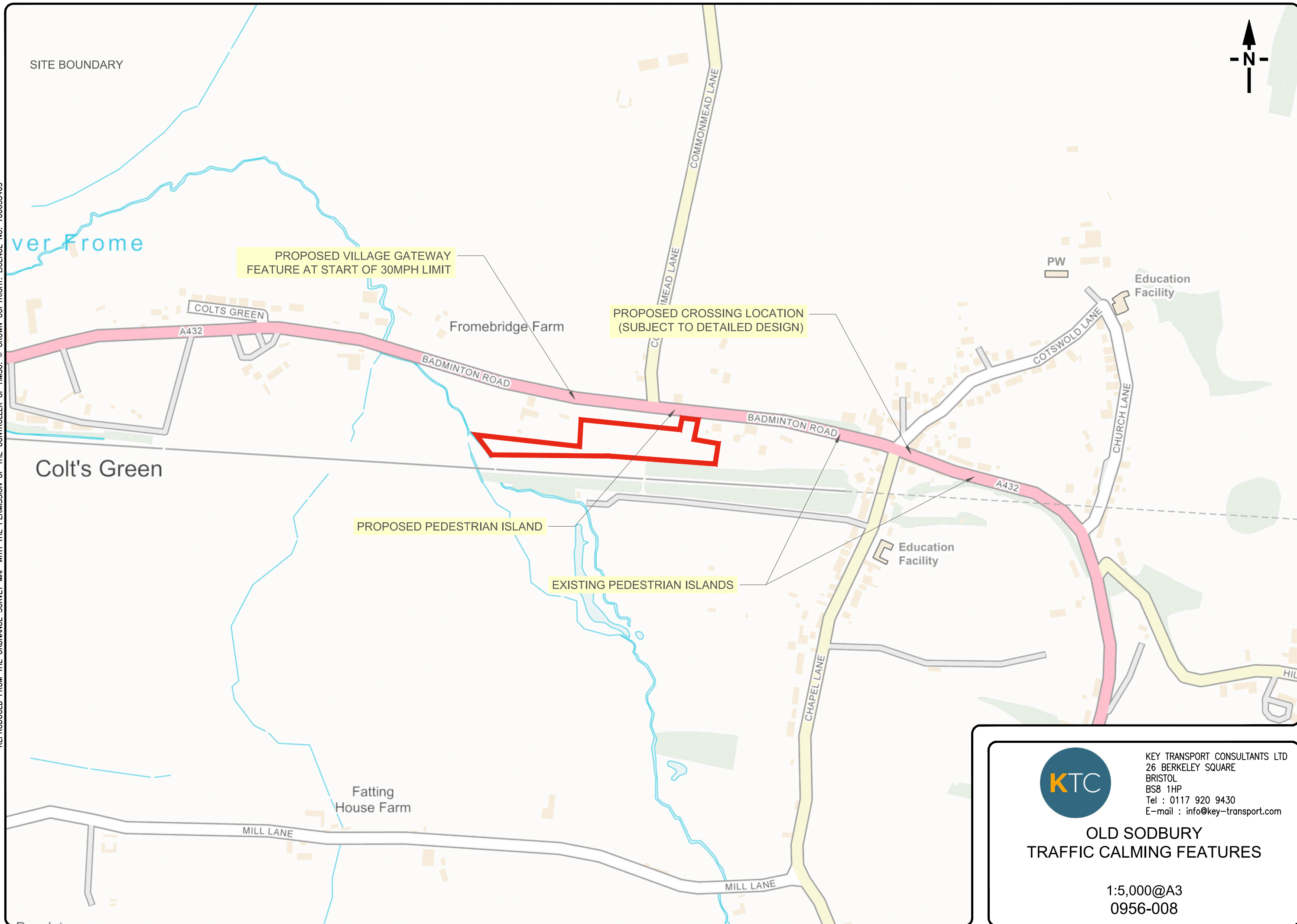
- 4.1. The developer is willing to fund a controlled pedestrian crossing within the village, to help existing residents and residents of the new development cross the road to access the school and bus stops, but also to offer another element of traffic calming.
- 4.2. The proposed location would be east of the Chapel Lane/Cotswold Lane junction as it is away from access points and also on the line of the Cotswold Way, which will benefit leisure walkers in the area, and shown on drawing 0956-008
- 4.3. The precise layout and location of the crossing will be agreed with SGC officers at the detailed design stage.

² <https://trl.co.uk/uploads/trl/documents/TRL397.pdf>

5. Conclusion

- 5.1. Based on the data from Traffic Choices and TRL, the proposed traffic calming should reduce vehicle speeds through the village and enable visibility at the access without the need for a build-out.
- 5.2. The proposed crossing would assist existing residents, residents of the proposed development and leisure walkers on the Cotswold Way with a safe crossing of the A352.

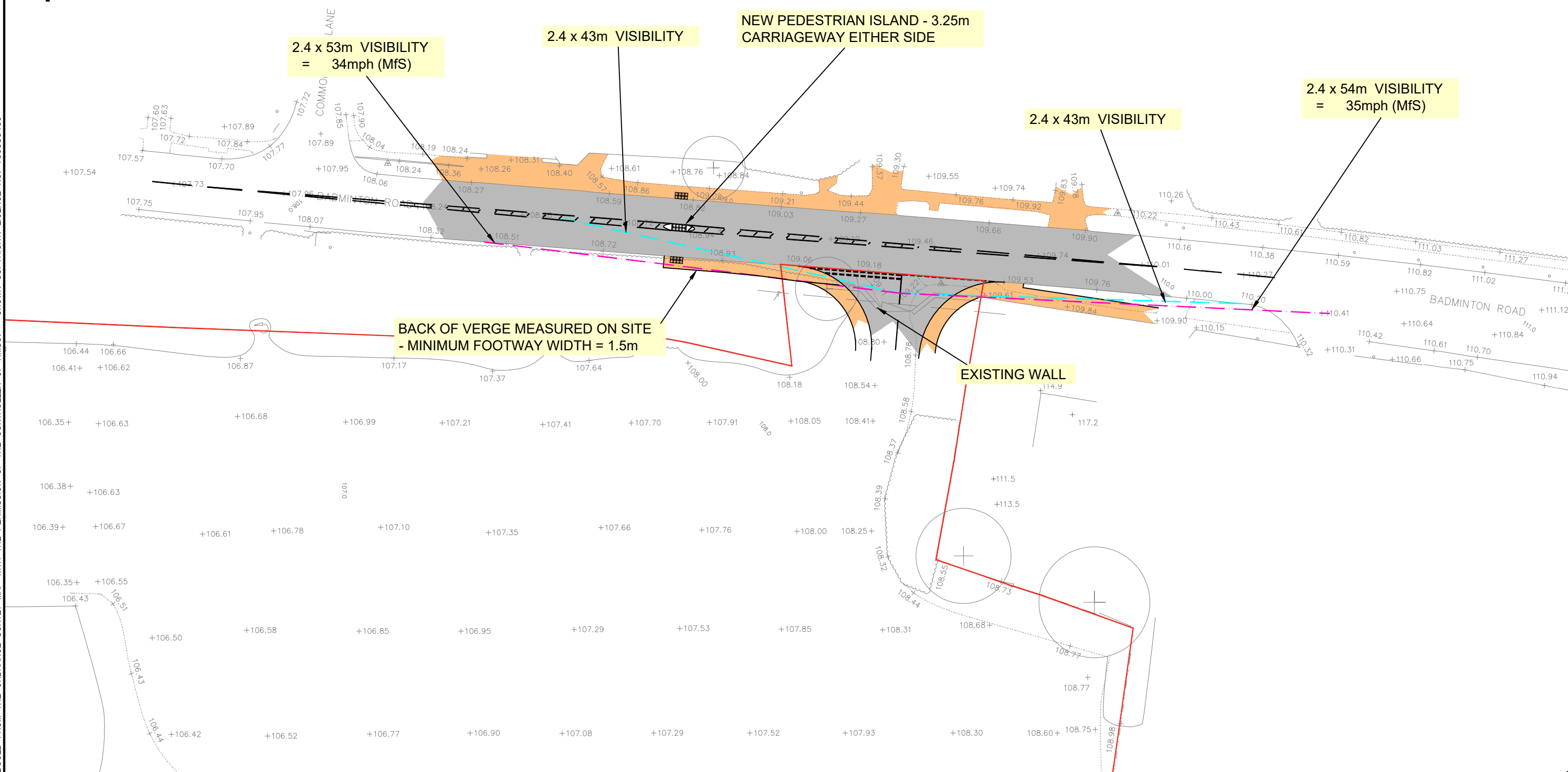
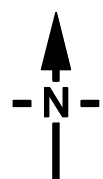
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OLD SODBURY TRAFFIC CALMING FEATURES

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