

HINDON PARISH COUNCIL

Executive Summary

1. **Introduction.** Serious concern has been expressed by residents of Stops Hill and Chalk Lane concerning danger to road users, especially pedestrians and cyclists, from speeding traffic travelling on the C25 to and from Hindon and Tisbury. The results of previous traffic surveys, carried out at the request of Hindon Parish Council (PC), show a significant reduction in speeds and that CSW activities appear to have succeeded in reducing vehicle speeds by around 5 mph in less than 4 years. This is a better result than that achieved by trials conducted by WC in villages elsewhere in Wiltshire and compares favourably with their results achieved according to 'before and after' data either side of installation of 20 mph zones in those villages. Nevertheless, these statistics cannot hide the fact that about 15% of drivers exceed the speed limit, some excessively so; something needs to be done to bring that number down.
2. **Submissions to CATG.** The following traffic calming measures have been submitted to CATG for advice. Hindon PC has now received advice from Julie Watts, Principal Engineer to the WC Traffic Engineering Department, and her advice, together with estimated costs, has been assessed and used as a basis for the recommendations contained below.
 - **A 20 mph Limit.** In the South West Wiltshire CATG area any Parish/Town Council is expected to contribute £1k towards a feasibility study, with no guarantee of a positive outcome, and to fund the entire installation costs, which could range from £5-10k.
 - **Rumble Strips.** The proximity of residential properties likely to be affected by the noise created by rumble strips and the limited space on the carriageway to provide safe passage for cyclists/motorcyclists means this is not a feasible solution.
 - **Speed Bumps.** Speed bumps are the most effective measure to slow speeds but they are hugely unpopular, therefore it is advisable to consult widely. Speed cushions are likely to be the most appropriate option for this location as they would be relatively low cost to install, approximately £9k - £12k a pair depending on the lighting requirements.
 - **On Carriageway Footway.** A desktop study suggests that this length of carriageway meets all the requirements apart from forward visibility, which will require checking on site once the current COVID-19 restrictions are relaxed. A 1m wide On Carriageway Footway would cost approximately £4k and £10k with coloured surfacing. (NB: works would require a full road closure).
 - **One Way System at Choke Points or a 'Venturi' or Chicane at the Entrance to Stops Hill (aka Build Outs/Narrowing/Chicanes).** Narrowing the carriageway can make drivers slow on approach but generally only when unfamiliar with the road layout or when they meet opposing traffic flows. Cost is very much dependent on the type, length, signing and lighting requirements but typically cost between £7k to £35k.
 - **A Pedestrian Crossing at the Junction of Stops Hill/Chalk Lane.** Known as an 'Informal Pedestrian Crossing' this is typically a feature that consists of dropped kerbs, bollards and coloured surfacing to highlight the area that pedestrians are crossing. There is no legal requirement for vehicles to stop and let pedestrians cross at such a feature. This could be explored further when the COVID-19 restrictions are lifted. The sightlines would also need to be checked to ensure that the informal crossing point is fully visible. This may require the removal of some the adjoining hedgerow. Cost is typically around £5k.
 - **A Mini roundabout at the Bottom of Stops Hill outside the Village Hall.** A mini roundabout is unlikely to be effective at this location due to the lack of flows from The Dene/School Lane. It would also be difficult to get the

correct deflection without substantial kerbing works. It would also be necessary to remove some of the parking at the bottom of the High Street to ensure adequate visibility. Given the amount of kerbing work that would be required at this location it is likely that the cost would be in the region of £15k -£20k.

3. The following factors have been identified:
 - a. **Costs.** Except in the case of a 20 mph zone, current WC policy is that PCs are expected to contribute between 25-50% of the overall cost, depending on the merits of each case decided by CATG. Hindon PC's budget has already been set for FY 20/21. In the event of any work resulting from Hindon PC's submission to CATG being carried out in this FY, an assurance has been given that any contribution required can be paid in FY 21/22.
 - b. **Timescale.** It is unlikely that any work requiring on-site studies, let alone actual installation work, will be possible while 'lockdown' is in force. It is likely, however, that WC will agree with Hindon PC's request to waive the requirement for a further planned traffic survey, given the level of urgent concern. The next meeting of CATG, due to take place on 27 May 20, has been cancelled. The issue has been raised in another way with Integrated Transport.
 - c. **Alternative Measures.** There is compelling data available, supported by anecdotal evidence, that CSW activities at the speed hot spots in Hindon, which include Stops Hill, combined with the acquisition and deployment of Speed Indicator Devices (SIDs), have significantly reduced the speed levels of traffic passing through Hindon. CSW combined with SIDs appear to have had an effect greater than the sum of their parts and are, by some way, more cost effective than any single measure examined above.
4. **Recommendations.** It is recommended that:
 - a. **20 mph Limit Zone.** The proposal to introduce a 20 mph limit zone in Hindon be withdrawn from the submission to CATG. After due consideration by Hindon PC, it was agreed that a commitment to contribute £1k towards a feasibility study, with no guarantee of a positive outcome, and to bear the complete cost of subsequent installation was unaffordable.
 - b. **Rumble Strips.** It is recommended that Hindon PC should **not** pursue rumble strips in their submission to CATG.
 - c. **Speed Bumps.** It is recommended that Hindon PC pursue the installation of speed cushions at the top and bottom of Stops Hill under existing street lights, subject to affordability. Given the advice to consult widely, Hindon PC should ensure that all local residents are consulted.
 - d. **On Carriageway Footway.** It is recommended that Hindon PC pursue the suggestion with CATG of an On Carriageway Footway, subject to affordability.
 - e. **Build Outs/Narrowing/Chicanes.** It is recommended that Hindon PC pursue the suggestion with CATG of some form of Build Out, subject to affordability.
 - f. **A Pedestrian Crossing at the Junction of Stops Hill/Chalk Lane.** It is recommended that Hindon pursue the suggestion with CATG of an 'Informal Pedestrian Crossing Point', subject to affordability.
 - g. **A Mini Roundabout outside the Village Hall.** It is recommended that Hindon PC should **not** pursue the suggestion of a Mini-Roundabout outside the Village Hall.

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