

Holyport Road, Holyport.

Traffic Calming assessment and options.

Overview.

Holyport Road is a 1.2km long, unclassified semi-urban road connecting the A308 Windsor Road and Holyport Green. For approximately half of its' length it is bounded on both sides by domestic properties but for the other half, by properties on one side only and by open countryside on the other. The road is street lit and is a "restricted road" subject to a 30mph speed limit by virtue of Section 82 (1)(a) of the Road Traffic Regulation Act 1984. For the majority of its' length there is a footway on both sides. It is an important local distributor road serving and giving access to and from numerous local residential properties, local businesses and a school. There are seven junctions serving residential area's off of the road. There are four permanent vehicle activated speed warning signs, two in each direction.

The road carries a variety of traffic serving the residential properties and local businesses. Residents commute in and out of the area and other parents commute in and out with children for the school on Stroud Farm Road. At peak times there is considerable traffic flow to and from the A308 and a significant number of pedestrians, particularly children.

Traffic Speed.

There have been regular complaints by residents about the speed of traffic using Holyport Road. Several remote speed surveys have been carried out in the area of Tectonic Place, (as being most representative of an unobstructed section of the road). The 85th percentile speeds, (recognised as being the most representative of the general speed of traffic), are:

14th – 27th June 2006

North bound	-	(Average Weekday Flows)	-	South bound
35.6mph	(3600)			34.6mph (3504)

09th – 16th May 2008

North bound	-	(Average Weekday Flows)	-	South bound
34.6mph	(3209)			34.3mph (3258)

07th – 15th Jan 2012

North bound	-	(Average Weekday Flows)	-	South bound
34.9mph	(2889)			33.4mph (3073)

20th June – 09th July 2013

North bound	-	(Average Weekday Flows)	-	South bound
34.0mph	(3150)			35.1mph (3276)

As can be seen the "general" speed of traffic is between 33.4 and 35.6mph and the total regular weekday flow of traffic is between 5800 and 7100.

Injury Collision History.

Since RBWM became the Highway Authority in 1998, there have been 21 collisions involving injury between, (but not including), the junctions with the A308 Windsor Road and Holyport Green. Seventeen were classed as "slight" and three "serious" injury category collisions. They involved 24 "slight" injury casualties and 4 "serious" injury casualties. There were three children slightly injured, (two pedestrians and one car occupant), and two children seriously injured, (both pedestrians). The collisions are mainly concentrated around the junctions with Aysgarth Park, (four slight), Springfield Park, (six slight) and Stroud Farm Road, (three slight and two serious). Of these 21 injury collisions, only four have, "Exceeding the speed limit", "Travelling too fast for the conditions" or "Reckless/Careless/In a hurry" as a cause or contributory factor.

(It should be noted that during the same time period the junction with the A308 Windsor Road has had one fatal and seven slight category collisions).

Calming Measures.

Physical calming measures come in a variety of forms either vertical or horizontal. However, the road layout, traffic use and flows and environmental considerations mean that there is no “one size fits all” solution to traffic calming.

Vertical measures include raised junction tables, full width road humps or road cushions.

Horizontal measures include islands and refuges, build-outs and narrowings both with and without priority working. Vertical and horizontal measures can be used together. The overall width of Holyport Road is insufficient for islands or refuges to be able to be used.

Potential locations and options.

The junction with the A308 Windsor Road is a heavily used junction with an existing mini roundabout. Introducing a full raised table junction here would be very expensive and although it might help to reduce injury collisions at the junction it would be unlikely to reduce traffic speeds on Holyport Road. A full width road hump just inside the Holyport Road may reduce the speed of entering traffic but may also cause noise issues for nearby residents.

The northern section of Holyport Road has some potential locations as shown below.



The photograph below shows the junctions of Aysgarth Park and Whiteacres Drive. As can be seen, at peak times traffic queues extend through these junctions so horizontal calming measure would cause additional hold-ups and would not be appropriate. A raised junction table, particularly at the Aysgarth Park junction may prove effective in controlling traffic speed particularly as this junction has four injury collisions. However, the current width of the junction would require an extensive raised table with associated higher costs. There are at least two residential driveways opposite the junction which would be adversely affected by a raised table. There may also be surface water drainage issues to be addressed. Whitacres Drive junction is smaller and has no driveways opposite but has no injury collisions associate with it. Again drainage issues would need to be addressed adding to costs.



Moving south there are two potential locations for horizontal measures plus the potential for a raised junction table at the junction with Springfield Park.

There is road space in the vicinity of 'Reculver' and 'Salvador' and again in the vicinity of 'Heatherbrow', (below), for horizontal calming measures without affecting accesses to any properties. Also, both potential locations are beneath existing street lighting columns.

However, again during peak hour flows, queues can extend back this far from the junction with the Windsor Road and horizontal calming features may interfere with this traffic flow.



There is potential scope for a raised junction table at the junction with Springfield Park, (below left). There are inspection covers to services in the main carriageway and a surface water drain in the centre of the junction that would require additional works to address. Again this location does have the benefit of being directly under a street light for improved nighttime visibility.



There is potential for horizontal physical calming in the vicinity of 'Barrefield' and 'Miranda', (above right). This again has the advantage of a street light which at present carries a bus stop flag and timetable case. To use this location successfully, the bus stop would need to be relocated. This point is just to the north east of, but clear of, the access for Tectonic Place.



Just to the south west there is a another possible location for a physical calming feature below lamp column 19. This would be clear of the access and any residential driveways. However, another existing bus stop would need to be relocated.

Due to residential accesses and driveways, the only remaining location where it would be possible to introduce physical calming features is closer to the junction with Stroud Farm Road.



There is a potential location in the vicinity of the property 'Summerfield' and numbers 3 to 6. Once again a well used bus stop would need to be relocated. The final possible location for physical traffic calming would be at the junction with Stroud Farm Road using a raised table junction. A problem here would be that the recently introduced School Crossing Patrol could not operate on the junction as they cannot stop traffic on more than one road at the same time. The presence of a level surface at all arms of the junction may encourage pedestrians, particularly parents and children at school times, to cross at a variety of different points around and across the junction possibly between vehicles thus diminishing their own safety.



Conclusion.

Although apparently a long, straight road suitable for physical traffic calming measures, Holyport Road has only a few potential locations but some of these also have limitations. It is also possible that where the location for a calming feature is feasible, the residents nearby, despite wishing that the council would introduce some measures, might not want them outside of or close to their own property.

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