

Moneyrow Green.

Traffic Calming assessment and options.

Overview.

Moneyrow Green is a 1km long, unclassified semi-urban road connecting the B3024 Forrest Green Road and Holyport Road at Holyport Green. For approximately three quarters of its length it is bounded on both sides by domestic properties but for the other quarter, by properties on one side only and by open countryside on the other. The road has limited street lighting but is a “restricted road” subject to a 30mph speed limit by virtue of 30mph repeater signs under Section 82 (1)(a) of the Road Traffic Regulation Act 1984. For the majority of its’ length there is only a footway on one side. It is a local distributor road serving and giving access to and from numerous local residential properties, the village hall with a nursery/playgroup and the Parish Council office plus some local businesses. There are five junctions serving residential area’s off of the road. There are currently no traffic calming or speed reducing measures.

The road carries a variety of traffic serving the residential properties and businesses. Residents commute in and out of the area and other parents commute in and out with children for the nursery/playgroup and sports facilities at the village hall. At peak times there is considerable traffic flow to and from the B3024 and a few of pedestrians.

Traffic Speed.

There have been very few complaints by residents about the speed of traffic using Moneyrow Green and there is currently no speed and volume survey data.

Injury Collision History.

Since RBWM became the Highway Authority in 1998, there have been four collisions involving injury between, (but not including), the junctions with the B3024 Forrest Green Road and Holyport Green. Three were classed as “slight” and one “serious” injury category collisions. They involved three “slight” injury casualties and three “serious” injury casualties. None involved vulnerable road users, (children, pedestrians, cyclists or horse riders). The collisions are spread along the length of the road. Of these four injury collisions, two have, “Exceeding the speed limit”, “Travelling too fast for the conditions” or “Reckless/Careless/In a hurry” as a cause or contributory factor. One involved a stolen vehicle being pursued by the Police, the other was too fast in wet conditions.

(It should be noted that during the same time period the junction with the B3024 Forrest Green Road has had one serious and eight 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 Moneyrow Green is insufficient for islands or refuges to be able to be used.

Potential locations and options.

The junction with Holyport Road and The Green is a triangular junction with limited visibility in certain directions. Introducing any form of physical calming measure here could be problematic and could actually increase the likelihood of injury collisions at the junction. It might reduce traffic speeds on all three roads but there are associated risks. Full width road humps may reduce the speed of traffic but may also cause noise issues for nearby residents.

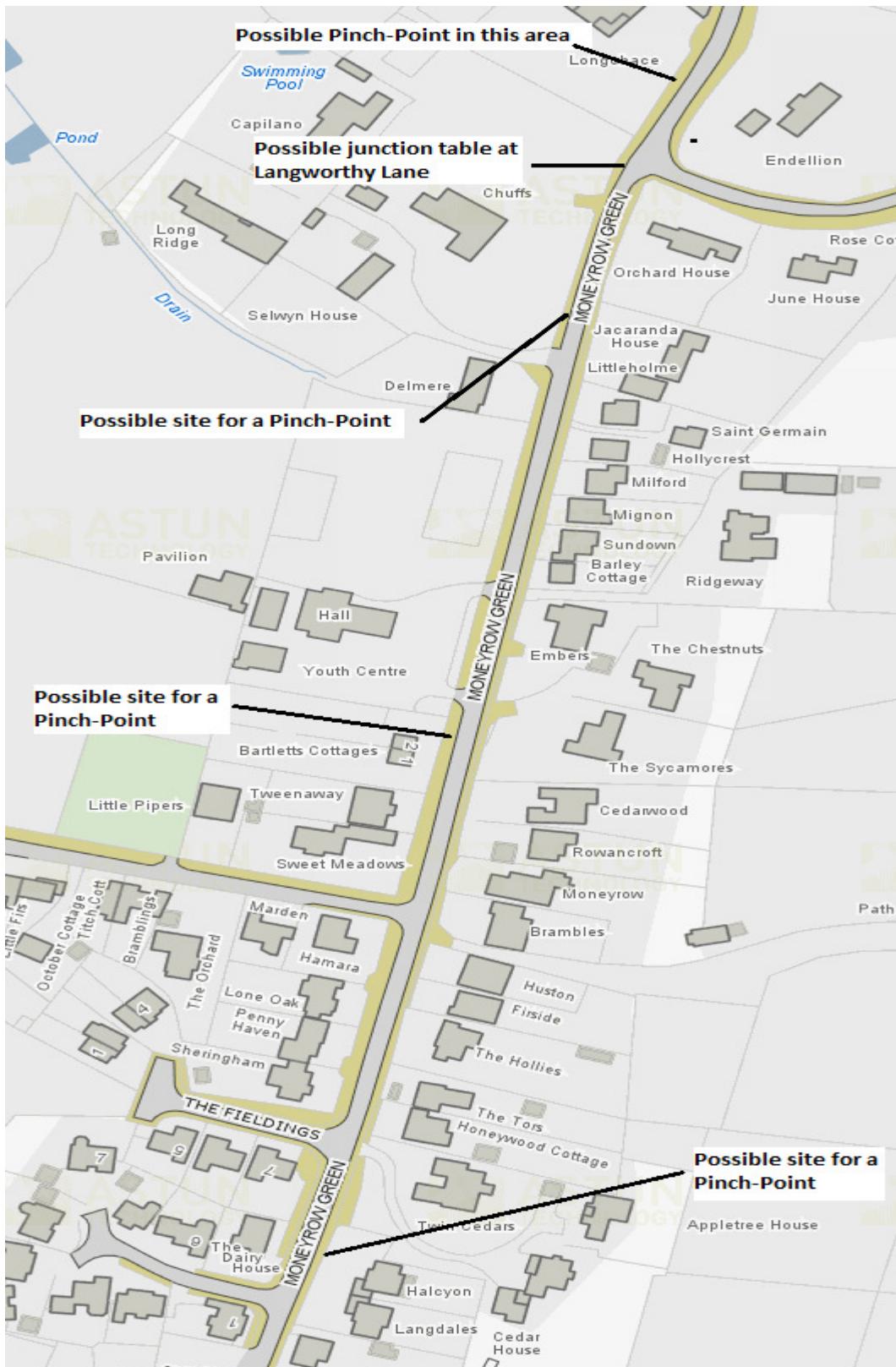
The whole length of Moneyrow Green has been walked with a particular view to where it might be possible to install some form of traffic calming measures. Also taking into account the possible objection of residents to potential measures in particular locations. The potential locations are limited and it is felt that vertical measures, i.e cushions or humps, may prove unpopular with residents due to concerns over noise. Pinch points or narrowing's, (such as are shown below), may prove to be more acceptable. However, it has been shown in other locations that a pinch point or narrowing alone is less effective at times of low traffic volumes. In such cases it has been shown that a cushion or cushions combined with a narrowing has been the most effective measure in reducing overall traffic speeds. Due to the type of traffic that uses Moneyrow Green, (buses, farm vehicles, horse boxes and commercial vehicles serving other local businesses), any such narrowing's or Pinch Points would need to be wide enough to permit such vehicles. That alone is enough to reduce the effectiveness of that type of calming measure.

Narrowing without cushions, initially successful in reducing speeds.



The same narrowing later fitted with cushions due to increasing speeds.





Conclusion.

Although apparently a long, relatively straight road suitable for physical traffic calming measures, Moneyrow Green has only a few potential locations for such measures 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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