

Board I - Introduction

Start Here

Welcome to this public consultation about traffic issues, organised by West Hill Parish Council. The consultation explores traffic concerns in the village of West Hill. These concerns relate to local peoples experience of the using the local roads as pedestrians, cyclists, bus users, motorists and also as place to live and take leisure.

The Parish Council has appointed PJA to prepare a Traffic Study into these issues. Copies of the draft report are on display. PJA are a national consultancy with experience in transport, engineering and placemaking studies and have a local office in Exeter.

The project involved reviewing the current conditions to gain a understanding of the most important traffic issues. A number of technical surveys were undertaken which showed that speed on some routes was unacceptability high for a village neighbourhood. Other surveyed looks are traffic flow, including classification and through traffic.

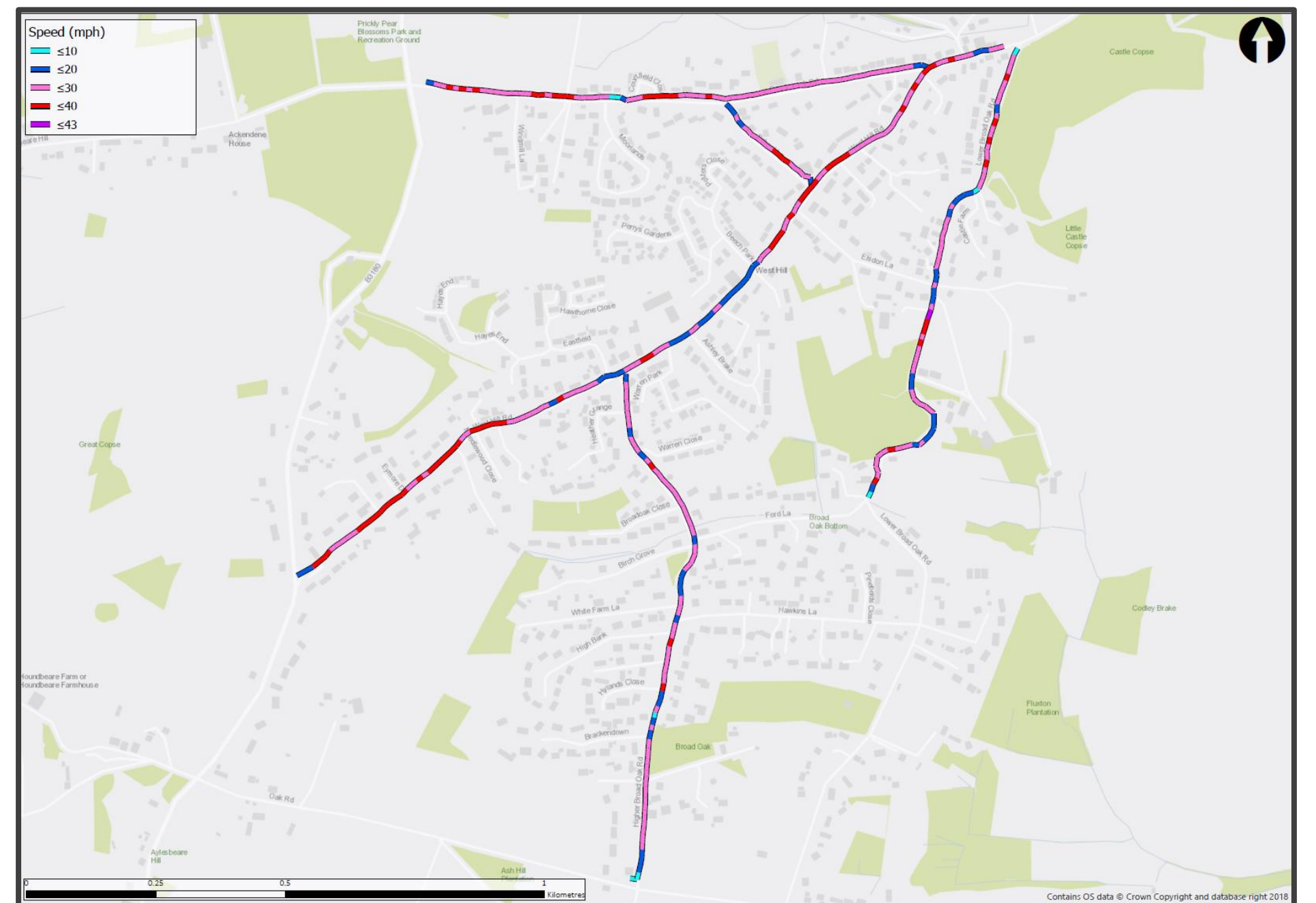
A workshop was held with the Parish Council and other invited guests to explore local issues and solutions. The following were identified;

Summary of Problems

- Traffic speed and impact on pedestrian movement
- Junction visibility at some historic side roads
- Usage of mini roundabouts and corner cutting
- Traffic behaviour and usage of recently installed speed tables
- Traffic issues associated with school drop off / school buses
- Inconstant street lighting affecting pedestrians at night
- Pedestrian safety in narrow lanes and pinch points
- Cycle safety generally, esp. young people.

Summary of Opportunities

- Virtual footway on Bendarroch Road
- Missing pedestrian connectivity / school access to the south
- Extra street lighting
- Reconsider priority at some junctions
- Install further traffic management
- Downsize any large junctions
- Walking & Cycle events or campaigns



Results from GPS Path following speed surveys



Map showing existing conditions



Board 2 - Strategy & Precedents

Based on the analysis of West Hill and the views of local people expressed at the workshop, a series of highway design interventions were developed. These are designed to better integrate traffic with the village and minimise the impact of vehicles. Four general types of interventions are identified;

- **Gateways** – mark the transition from faster moving rural roads to 'village lanes', through a design feature and / or signage.
- **Slow & Steady Village Lanes** – create the conditions for slower traffic through physical intervention and local campaigns to reduce vehicle speed and better cater for other uses, like walking, cycling, socialising and horse riding.
- **Focal Areas** – mark points of interest like the village centre, school and church with physical interventions to highlight their importance in the local community .
- **Lanes for People** – in the busiest pedestrian areas and places of interest, create the conditions for pedestrian priority over general traffic in order to readdress the balance between traffic and place function.

Each of these themes is illustrated with case studies in order to highlight possible design opportunities.

Gateways

This example from West Sussex shows low cost ways of highlighting village arrival.



Slow & Steady

This Devon example shows traffic calming to reduce speeds and improve walkability along and over the road.



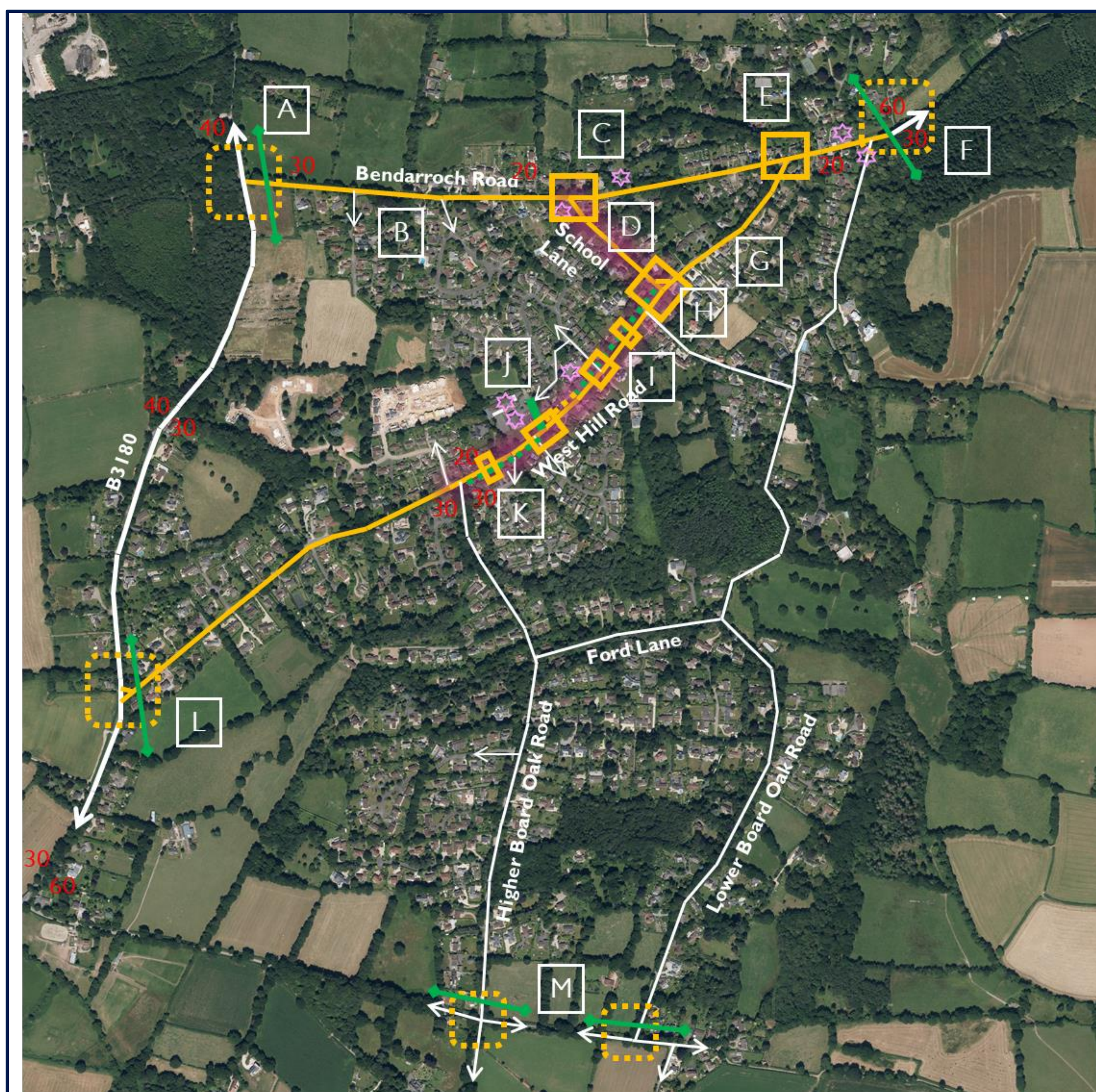
Focus Areas

Areas of special character or built architect can be marked to help reinforce local character of the area.



Lanes for People

In central areas streets can be reprioritised for people by managing traffic speed and / or flow.



Map showing overall suggested strategy

Board 3 - Sketch Design

Sketch Design 1 - Bendarroch Road / School Lane



Feasibility design showing junction of Bendarroch Road / School Lane

This scheme would install a focal area treatment to highlight this important junction and node (arrival point).

This intervention could be formed of buff textured surface dressing laid over the whole junction space. Areas to the side could highlight pedestrian comfort zones to better enhance pedestrian usability. The scheme could include integration of an improved bus shelter and bench.

1. Install focal area treatment in form of buff textured dressing laid over the whole junction space with white markings to edge. Consideration of highway studs, timber bollard or setts may also be considered.
2. Highlight pedestrian comfort zones to sides to enhance pedestrian usability and safety.
3. Integration of bus shelter and bench with new paved area adjacent to bus shelter.
4. Consider removal of some or all wider road markings.
5. Installation of new white finder post sign.

Sketch Design 2 - Bendarroch Road / West Hill Road



Feasibility design showing junction of Bendarroch Road / West Hill Road

This scheme would install a focal area treatment in form of buff textured dressing laid over the whole junction space.

1. Install focal area treatment in form of buff textured dressing laid over the whole junction space. Consideration of highway studs, timber bollards or setts may also be considered.
2. Highlight pedestrian comfort zones to northern side to enhance pedestrian usability and safety.
3. Highlight and maintain characterful fingerpost directional sign.
4. Consider removal of some or all road markings

Board 4 - Sketch Design

Sketch Design 3 - West Hill Road (War Memorial)



Feasibility design showing West Hill Road (War Memorial)

This scheme will better mark this important village public space, with 'Give - Take' arrangement to give priority eastbound (out of village).

This feature will help slow traffic and also allow reduction of West Hill Road carriageway space. This in turns, allows the spectacular expansion of the grassed area to create a larger public space and one which has less surrounding road space.

Additionally, closing the existing highway on the northern side and forming a new footpath and hard surfaced public space. This creates an opportunity for further benches and possible public art to mark this village space.

1. Form larger village green through closure of northern highway.
2. Install 'Give Take' arrangement with priority eastbound (out of village).
3. Opportunity for further benches (south facing) and possible hardspace and public art installation
4. Highlight pedestrian crossing over School Lane, via a courtesy crossing.

Sketch Design 4 - West Hill Road (School / Hall Link)



Feasibility design showing West Hill Road link to School and Village Hall

This scheme would install a new footpath link to better connect the Village Hall / school site to West Hill Road and surrounding neighbourhoods, esp those to the south and west.

The footpath should include strong axial tree planting to enhance legibility of the route and make better use of the grassed area in the village hall car park. To better connect this new important feature and provide improved continuity to the existing footpath, install a 'Give - Take' arrangement allowing a wide footpath extension.

This feature will usefully allow the footpath to be connected either side of the large Oak tree, where there is currently a footpath break. The scheme could include pedestrian courtesy crossings over West Hill Road to better link with the southern footway.

1. Install new footpath link from Village Hall / school site to West Hill Road. [Note a further option for the footpath includes coming closer to the village hall frontage]
2. To better connect this new feature and provide improved continuity to existing footpath, install a 'Give - Take' arrangement allowing footpath extension.
3. Provide pedestrian courtesy crossings over West Hill Road better linking to southern footway.

Board 5 - Sketch Design

Sketch Design 5 - West Hill Road (Western Section)



Feasibility design showing West Hill Road (Western Section)

Create slow & steady traffic conditions through installation of rumble devices at regular intervals. Better mark start of 20mph zone. Consider marking focal points as necessary.

1. Create slow & steady traffic conditions through rumble devices at regular intervals.
2. Better mark start of 20mph.
3. Consider marking focal points as necessary, like the largest trees.

Sketch Design 6 - School Lane



Feasibility design showing School Lane

Create conditions for 'slow and steady speed' and 'lanes for people' through use of virtual footway linking Benarroch Road with West Hill Road. The footway could be formed of a simple white line with a textured material highlighting the footway zone.

The footway would need to be over-runnable to allow access to driveways or for larger vehicles to pass each other. Care in the design of this treatment is needed to ensure that pedestrian visibility is maintained. In practice this means virtual footways will only work on straighter sections of highway.

1. Virtual footway formed on southern side of School Lane. The main carriageway is treated with buff high friction surface with solid white line to the edge (there is no kerb or upstand). This will discourage drivers from entering the virtual footway, unless when two cars need to pass.
2. Access to all driveways is maintained. Grass verges are unchanged.
3. The virtual footway will link to the existing kerbed footway at the southern end of School Lane.

Board 6 - Sketch Design

Sketch Design 7 - Bendarroch Road Northern Gateway



Feasibility design showing Bendarroch Road Gateway

This intervention will seek to highlight the transition in road character from fast moving rural road to village lane. The gateway will also mark the current change in speed limit through a highway narrowing scheme. This narrowing could be formed of kerbed edges and include features to the sides to house any traffic signage.

The gateway could include a signed 'Zonal Treatment' for the whole village like 'Quiet Lanes Status'. This status is appropriate for lanes with shared use by walkers, cyclists, horse riders and motor vehicles. They direct motorists to drive slowly and carefully and be prepared to stop, allowing people extra time to make room for you to pass them in safety. There are some conditions for this type of treatment and this would require DCC involvement.

1. Use buff high friction surfacing to reduce junction geometry on the minor arms.
2. Opportunity for public art perhaps drawing on historic West Hill industries, like plantations.
3. Change of speed limit reinforced with 30 roundels and buff banding. Quiet Lane status start / end signs (see below)
4. Buff banding repeated
5. Opportunity for place markers

Sketch Design 8 - West Hill Road - Southern Gateway



Feasibility design showing West Hill Road Southern Gateway

Highlight transition and change in road character through a highway narrowing intervention, using similar techniques to other gateways.

1. Retain current gateway junction with triangular green. Consider relocating white finger post sign to centre to reinforce village character.
2. Buff banding on 'slow' marking on B3180 to highlight 30mph speed limit in this section
3. Quiet Lane status start / end signs (see below). Opportunity for public art.
4. Place markers to highlight larger trees.



Example of Quiet Lane signage