



SHREWTON TRAFFIC PLAN 2016

Prepared by:

Shrewton Parish Council

January 2016 (updated January 2017)

Vision for the Future of Our Village

Our VISION for Shrewton is for a streetscape that enhances the well-being of the community where people are the priority and which:

- re-builds social cohesion
- reduces noise and air pollution
- maintains the safety of individuals as they move around the community
- provides economic benefits through interaction of people within a community
- delivers health and welfare benefits through fewer short journeys by car

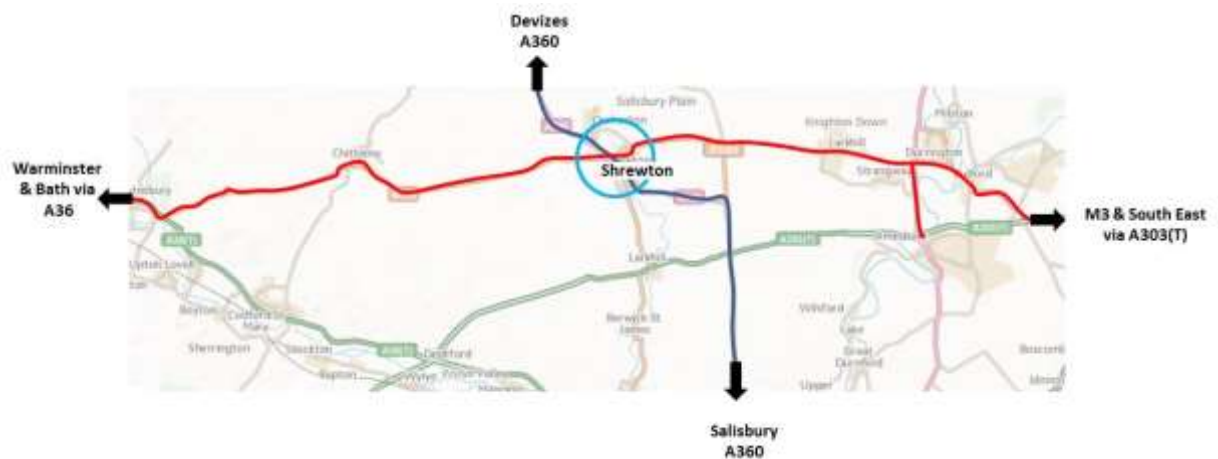
We aim to achieve this by;

- reducing traffic in the village by encouraging unnecessary traffic to use appropriate alternative routes
- providing traffic measures to manage traffic for the benefit of residents, pedestrians and cyclists
- introducing appropriate speed limits
- proposing costed solutions that consolidate and rationalise those that have been submitted previously
- recognising the need to work in collaboration with all stakeholders and experts to achieve our objectives

Key issues

Stonehenge Visitor Centre

Over the years Shrewton has grown into a large village partly due its position as a crossroads of two major routes across Salisbury Plain - the north south axis (A360) and the route west to Warminster and the A36 (B390)



The A344 was closed in 2013 to accommodate the new Stonehenge Visitor Centre. This has caused:

- Traffic queues on the A303(T) as it approaches the single carriageway stretch past Stonehenge
- Motorists taking alternative routes via the B3086/Packway from the east, the B3083 to the south and west, and the A360/B390 to the north and west
- Unprecedented volumes of traffic rat-running through Shrewton

This has been confirmed by the 2014 Atkins (Wiltshire Council's Highways Consultant) survey which stated that:

- On the peak Friday of August, 38% of southbound traffic through Shrewton had diverted off the A303(T), representing an additional 1100 cars a day
- Drivers can save 20 minutes over an A303(T) transit time by coming through Shrewton
- Drivers have become used to using the alternative route through Shrewton and take to the rat-runs rather than risk delays.

The problem is compounded by a significant number of large vehicles ignoring the weight limits applicable to the B3086 (2 tonnes) and the B3083 (7.5 tonnes) through the village.

At times of peak holiday traffic the High Street and B3083 Salisbury Road become gridlocked. Residents have witnessed heavy goods vehicles stuck on both roads, unable to move forwards or backwards. Drivers become angry and upset, and there has been conflict between villagers and aggressive motorists.

Proposed Building Developments

There are several development proposals either in or close to the village that will compound an already unsustainable traffic problem:

1. As a large village Shrewton is required to accept the building of new homes. The draft Neighbourhood Plan envisages about 30 new homes by 2026.
2. Larkhill is constructing Service Family Accommodation as part of the British Army Rebasing Plans.
3. Further homes are planned in Bulford.
4. There are plans for a new Royal Artillery Museum near Larkhill which has ambitions for 1m visitors per annum, almost equal to the Stonehenge Visitor Centre.
5. Wiltshire Grain Store has received planning approval to extend the site adjacent to Rollestone Camp/Bustard Crossroads to allow for an additional 20,000 tonnes of grain storage.

All these developments will increase the volume of traffic on the Packway/B3086

Proposed A303 Tunnel

On 1 December 2014, the Government announced funding for the A303(T) tunnel and Winterbourne Stoke by-pass proposed for completion in 2024. Meanwhile, we have major problems that require urgent solutions today. It is imperative that during the works Shrewton does not become either the official or unofficial diversion for traffic seeking to avoid the inevitable disruption

Shrewton Village Traffic Issues

The following issues are highlighted as the main challenges for Shrewton;

- The 2T weight limit in the High Street has been unenforceable since 1990
- Volume of traffic on the A360 has increased significantly
- The A360 is characterised by being wide in places. Drivers feel no sense of vulnerability and drive at wholly inappropriate speeds (70mph+ has been recorded)
- The speed of the traffic makes access to properties difficult and dangerous and the noise/vibrations from heavy goods vehicles is felt inside houses
- Crossing the A360 for pedestrians/non-motorised traffic and also motorised vehicles - there is a north-south divide in the village due to the road
- The village has lengthy sections of roads with no pavements which means villagers are forced to walk in the road
- There are extremely narrow sections with sharp bends where there is a very high risk of collisions between cars and pedestrian/cyclists/horse riders
- The limited visibility of some driveways makes exiting residential properties hazardous particularly where through traffic drives at excessive speeds
- Roads such as the High Street and Salisbury Road are regularly abused by HGVs that exceed the weight limits
- The condition of many of the roads in and around Shrewton are in a poor state leading to excessive noise and ponding

This is the current state in Shrewton. Whilst in the past residents were resigned to the seemingly inevitable steady increase in traffic as lifestyles changed the sudden and dramatic increase in 2013 was a tipping point.

The Way Forward

Shrewton (Weight Limit)	Appropriate and legally compliant weight limit 'Except for loading' rather than 'Except for access'
London Road	Priority systems to reduce traffic speeds particularly for traffic entering the village Footway between to link houses at the village boundary with the main body of the village Re-classify 'B3083 and B3086' roads to 'C' or 'U' classification to discourage rat-running
High Street, Tanners Lane and B3083 Salisbury Road	Resurface carriageway to include coloured surface including roadmarkings to define pedestrian footways and manage parking Review of parking and pedestrian access outside the Co-op Review roundabout islands and reduce width of approach from High Street to increase pedestrian footway widths and create a single lane entry on to roundabout
High Street / Tanners Lane	20mph speed limit
Salisbury Road	20mph speed limit
Rollestone Crossroads	Discourage straight on traffic towards Shrewton with a roundabout or realignment of the carriageway so that London Road is a side road exit and not the main route
Amesbury Road / Salisbury Road / Maddington Street A360	Traffic calming that uses a combination of horizontal deflections, islands and road narrowing to encourage traffic to adhere to speed limit
Carriageway Resurfacing	Generate asset management plan and prioritise carriageway surfacing.

	Provide low noise asphalt materials when undertaking re-surfacing
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The Challenge

Location	Problem	Objective	Potential Measures		Construction Funding / Timescale
			Parish Council	Wiltshire Council	
London Road	Inappropriate numbers and speed of traffic that continues to require access to Shrewton / Orcheston via B3086/London Road/High Street. Pedestrians forced to use London Road/B3086 to access the village in absence of pavement/footpath feel vulnerable to traffic. Situation will deteriorate in view of future developments	Create safe environment for pedestrians from London Road (both current and anticipated residents) to access village with acceptable vehicle numbers.	Developing plan to initiate developer funding in Shrewton	Possible provision of priority systems to reduce traffic speeds particularly for traffic entering the village. Locations include approach to Shrewton boundary and/or mid-way along open field section between developments. Provision of a footway between houses along south side of London Road. Comply with Traffic Signs Regulations and General Directions (TSRGD) 2015 which will not require the illumination of traffic bollards to avoid the need for costly electrical supplies.	Short-term Approx: £20k build-outs (including street lighting upgrade) £30k footway To be funded via Capital funding or developer funding of Shrewton housing projects
High Street, Tanners Lane and B3083 Salisbury Road	High Street, Tanners Lane and Salisbury Road are locations for higher levels of interaction between pedestrians, Non-motorised Users (NMU) and traffic. Elevated sense of vulnerability and degree of hazard for pedestrians and NMUs leading to reduced levels of social interaction/cohesion and increased risk of injury	Create an environment that reduces conflict of traffic and pedestrians/NMUs that is both self-regulating and sustainable Appropriate speeds in accordance with DfT circular 'Setting of Local Speed Limits' for pedestrian focused street	Encourage villagers to set an example and drive at 20mph via parish bulletins and local magazines (i.e. Arrowhead)	High Street – Resurface carriageway and include provision of coloured surface and roadmarkings to define pedestrian footways and managed parking. Visual narrowing and pinch-points should be created to reduce traffic speeds and provide access and safe routes for pedestrians. Review of parking and pedestrian access outside Co-op for safe access. Review roundabout islands (to meet Equality standards) and reduce width of approach from High Street to increase pedestrian footway widths and create a single lane entry on to roundabout. High Street / Tanners Lane - Potential provision of 20mph speed limit from mini-roundabout to end of housing at start of London Road in High Street and in Tanners Lane from A360 to existing 30mph sign in Elston Lane incorporating all side roads. Salisbury Road – Provision of 20mph speed limit from A360 to River Till bridge incorporating Chalk Hill and Rollestone Road. (This can be tied-in with rationalization and removal of lighting from traffic signs under TSRGD 2015 revision). Work to tie-in with necessary resurfacing of carriageway along whole length of highway.	Short-term Approx: £15k additional to carriageway resurfacing in High Street for coloured surfacing (footways) Utilise Wiltshire Council allocation of £6 Billion government funding for pot-holes/surfacing works (approx: £50k) Local Sustainability Transport Fund (if applicable) Cost savings made through combining surfacing and traffic measures Speed limit approx. £3k - £5k for terminal and repeater signs Funded from £13.5k 2014/15 Community Area funding if design / Traffic Regulation Order (TRO) can be completed on time (or procure signs/posts and progress TRO)
Shrewton (Weight Limit)	Weight restrictions on B3086/London Road/High Street and B3083/Salisbury Road consistently abused (particularly an issue of MoD staff from foreign countries not familiar with area). Current weight limit does not meet with TSRGD 2002 thus making it difficult to enforce without agreed dispensation from DfT and accommodating traffic regulation order.	Discourage use of these routes by heavy vehicles / non-alighting coaches and strict enforcement of the weight restrictions. Encourage use of A360 where access to or transit through Shrewton is unavoidable.	Parish council to contact MoD regards contribution for revised weight limits that can be understood by their overseas units to reduce abuse by MoD personnel.	Consider the use of plugs (short sections of weight limit) to make abuse more difficult. Consider use of 'except for loading' rather than 'except for access' in targeted areas. Consider width restriction in London Road (just west of grain silo) and Salisbury Road (south of houses/dairy) to provide self-enforcing measure that restricts large vehicles rat-running. Consider re-classification of 'B3083 and B3086' roads to 'C' or 'U' classification to discourage rat-running.	Short-term Approx: £10k (including replacement of advance direction signs) Funded via Capital funding or developer funding Grain Store developer funding (due to access required encourages abuse by other HGV vehicles to access Shrewton via London Road) Look to MoD to contribute

Location	Problem	Objective	Potential Measures		Construction Funding / Timescale
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Rollestone Crossroads	Traffic travelling from Larkhill direction is encouraged to travel straight on towards Shrewton thus increasing the amount of unnecessary traffic through the village and Orcheston	Reduce the volume of traffic on B3086 / London Road/High Street to acceptable levels encouraging only vehicles that NEED to use this route.	Encourage residents to inform visitors to use main route (A360) through regular parish bulletins Support discussions with landowners (Natural England / MoD) in the provision of land for carriageway construction works	Discourage straight on traffic towards Shrewton by either; <ul style="list-style-type: none"> Provision of a roundabout Realignment of the carriageway in order that Larkhill / B3086 via Airman's Cross with London Road as a side road exit 	Longer-term Approx: £300k to £500k (to allow for land purchase) To be funded by Larkhill development / Artillery Museum / Grain Store contributions
Amesbury Road / Salisbury Road / Maddington Street A360	Traffic speeds on entire length of A360 consistently excessive and inappropriate. Disconnect from North to South of village for residents unable to cross busy road	Appropriate speed limit to be followed by traffic through village. Perception of safety by pedestrians and cyclists to create greater sense of social mobility, sustainable travel and community well-being.	Encourage villagers to set an example and drive at an appropriate speed via parish bulletins and local magazines (i.e. Arrowhead)	Traffic calming that uses a combination of horizontal deflections, islands and road narrowing to encourage traffic to adhere to speed limit such as; <ul style="list-style-type: none"> Tightening of Amesbury Road/Salisbury Road junction (to incorporate pedestrian island) Tightening of Amesbury Road/Rollestone Road junction to create visual narrowing Removal of bus lay-by and provision of additional planting to break up forward visibility and narrow carriageway Provision of traffic island near roundabout on Salisbury Road Provision of coloured surfacing and roadmarkings to create narrowing effect, improved visibility for exiting driveways and footway areas (where not present) along Maddington Street Roundabout at Maddington Street / Chitterne Road junction to slow traffic entering and exiting the village	Short-term Approx: £70k in total for general traffic calming measures Part could be funded via £13.5k 2014/15 Community Area budget to incorporate single traffic measures such as Amesbury Road / Salisbury Road junction). Potential to tie-into Wiltshire Council allocation of £6 Billion government funding for pot-holes/surfacing works Local Sustainability Transport Fund (if applicable) Longer-term Approx: £300k for full size roundabout at Chitterne Road / £80k for mini-roundabout (if appropriate)
Carriageway Resurfacing	Carriageways in poor state of repair, are cycle unfriendly and generate excessive noise in and around Shrewton This creates a hazard to pedestrians from ponding and to vehicles particularly during icy conditions	Reduce noise and improve safety for vehicles, cyclists and pedestrians.	Continue to highlight pot-holes and poor road conditions when identified	Generate asset management plan and prioritise carriageway surfacing. Provide low noise asphalt materials when undertaking re-surfacing.	Utilise Wiltshire Council allocation of £6 Billion government funding for pot-holes/surfacing works