



HENLEAZE, STOKE BISHOP & WESTBURY-ON-TRYM NEIGHBOURHOOD PARTNERSHIP

September 2015

Title: Chock Lane Traffic Calming scheme – Monitoring Report

Officer: Rob Grieve, Principal Officer, Highways and Traffic, Transport Service.

1 Background

- 1.1 Residents have been raising concerns regarding the speed and volume of traffic in Chock Lane for several years.
- 1.2 In June 2009 a consultation exercise was undertaken to gauge the level of support for an experimental closure of Chock Lane to through traffic. Of the responses received, 61% were against closing Chock Lane to through traffic. Concerns were raised about the lack of pedestrian crossing facilities on Eastfield Road and so works on Chock Lane and Eastfield Road to improve the pedestrian facilities were implemented in March 2010.
- 1.3 The concerns of the residents remained and so the Henleaze, Stoke Bishop and Westbury-on-Trym Neighbourhood Partnership (NP3) Transport Working Group bid for and Active Neighbourhood Transport Grant of £15,000 to implement a traffic calming scheme. They subsequently received £5,000 in June 2013 to fund feasibility work to determine a suitable solution.
- 1.4 The feasibility study identified a number of options and a two phase approach for their implementation.
- 1.5 In March 2014, the Neighbourhood Partnership approved £7,000 from their Wellbeing budget to implement certain traffic calming elements from each phase of the study as a single scheme.
- 1.6 In September 2014, the red surfacing was installed at the top of Chock Lane to provide an indication to drivers where pedestrians were likely to be in the absence of a formal footway, but a similar section of surfacing

at the bottom of Chock Lane was not completed due to parked vehicles. The quality of this work was not acceptable and since then discussions have been ongoing with the contractor to resolve this.

- 1.7 In June 2015 the main works commenced works on site. The works consisted of three over-runnable chicanes and were substantially completed with the lining taking place on 22 July 2015.
- 1.8 The red surfacing at the bottom end of Chock Lane remains outstanding but this and the remedial work to the red surfacing at the top is due to be completed late September.
- 1.9 Concern has been raised that the works that have been undertaken have failed to slow traffic speeds and make the road any safer. This report therefore summarises the data available to determine whether the scheme has made any impact.

2 Road Characteristics

2.1 General

- 2.1.1 Chock Lane (USRN 4545833) lies within the Westbury-on-Trym ward and is an unclassified road joining Eastfield Road at the South end and Trym Road at the northern end.
- 2.1.2 It falls within the Westbury-on-Trym Conservation Area. Numbers 23-26 Chock Lane are Grade 2 listed properties and two post-medieval limekilns are sited on the west side of Chock Lane opposite number 9.
- 2.1.3 The road has been one-way (south to north) since 27 July 1967.
- 2.1.4 A 13 tonne structural weight restriction was in place from 2004 until the culvert was upgraded and the weight restriction removed in 2009.
- 2.1.5 A 20 mph speed limit was introduced on 13 October 2008.

3 Road Characteristics

3.1 Traffic Speeds

- 3.2.1 Speed data was collected in 2009 using Automatic Traffic Counters (ATC). Data was collected over a week long period.
Mean average speeds were recorded of 19.9mph over a 24 hour period. The morning average speed was 20.1mph and the evening average was 20.7mph.
Approximately 30% of traffic was exceeding 20mph
- 3.2.2 Data obtained from the project implementing the citywide 20mph speed limits show speeds recorded on Chock Lane in 2012 of 17.2mph in the morning peak and 17.8mph in the evening peak.
- 3.2.3 Speed readings undertaken by the local Speedwatch group in 2013 indicated that between 40 and 50% of vehicles exceed the

20mph speed limit with around 7% traveling at speeds greater than 24mph.

3.2.4 A speed survey was carried out in the week commencing 20 July 2015 after the scheme had been installed. The radar unit was located on lamp column 5 and recorded vehicles as they pass 23/24 Chock Lane, immediately prior to the point where pedestrians exit the footpath back onto Chock Lane for the short section without a dedicated footway.

The average speeds recorded over a 24 hour period were 14.1mph with 99.6% of vehicles travelling at 21mph or under. Two vehicles were recorded between 21-26mph with no vehicles above 26mph.

3.3 Traffic Volumes

3.3.1 The survey data in 2009 recorded average volume of traffic over a 24 hour period as 1957 vehicles. The AM peak at 8am recorded 192 vehicles in an hour while the PM peak at 4pm was 192 vehicles.

3.3.2 The Speedwatch records for 2013 show an average of 205 vehicles per hour.

3.3.3 The post scheme traffic counts in July 2015 recorded the average volume of traffic over a 24 hour period of 1711 vehicles. The AM peak at 8am recorded 155 vehicles in an hour while the PM peak at 4pm was 153 vehicles.

3.4 Accident History

3.4.1 There have been no recorded injury accidents in the last ten years.

3.4.2 The police have confirmed that they have no record of any calls to accidents in Chock Lane whether injury or damage only to vehicles or property.

4 Conclusion

4.1 Traffic speeds seem to have reduced since the installation of the chicanes and are substantially below the posted speed limit.

4.2 The scheme still needs the red surfacing to be installed at the lower end of the lane which will help highlight the presence of pedestrians. There are also remedial works to the red surfacing at the top still to be carried out.

4.3 The scheme appears to have been positive in terms of impact.

4.4 The elements of the initial phased traffic calming scheme that have not been implemented to date include:

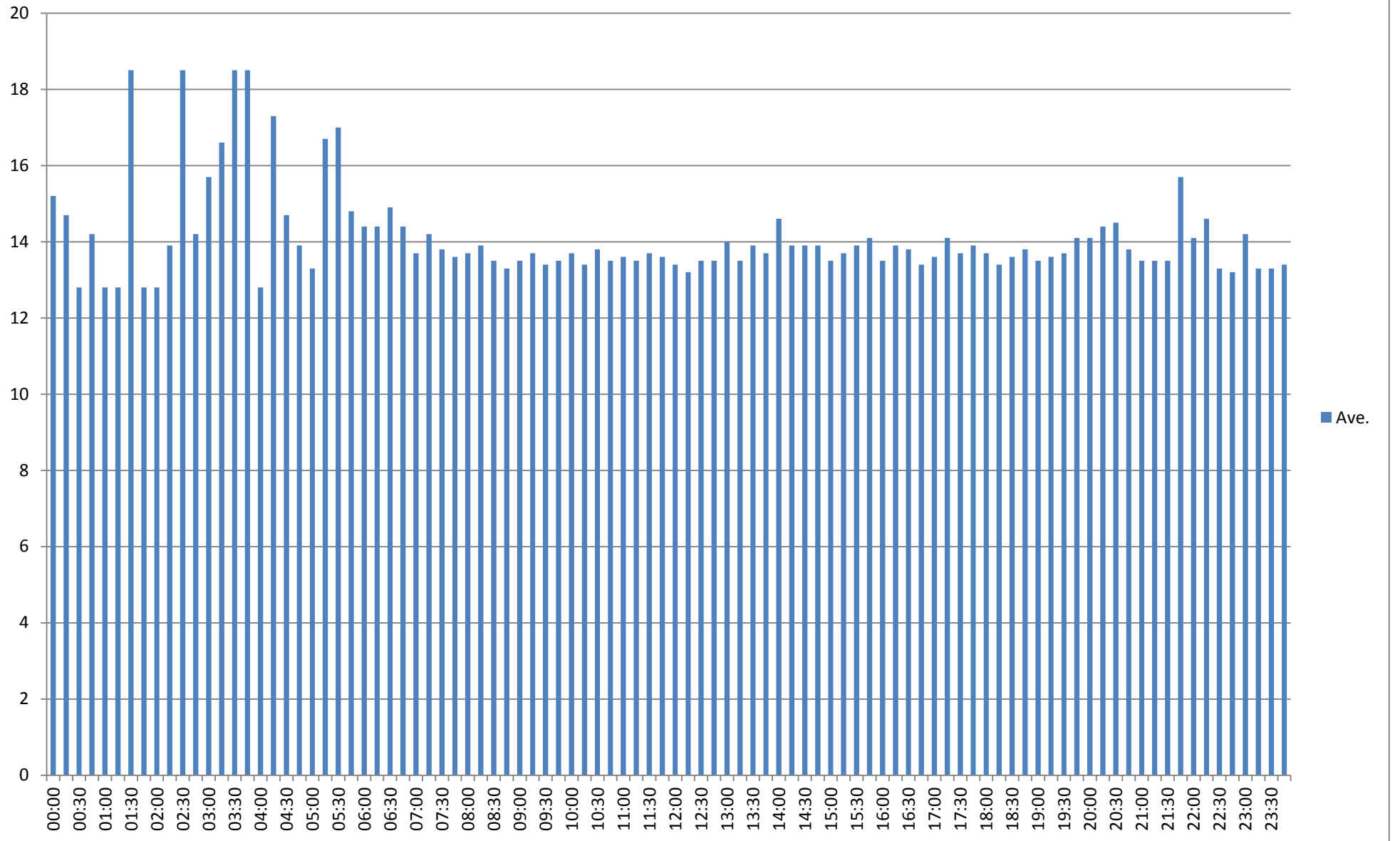
- Kerbed build-out outside no. 10 to provide better visibility for pedestrians crossing to the footpath.

- Kerbed build-out outside Trym Court Cottages to provide better visibility for the school 'walking bus' route.
- Over-runnable chicane opposite no. 9
- Rumble strips on the approaches to the kerbed build-outs

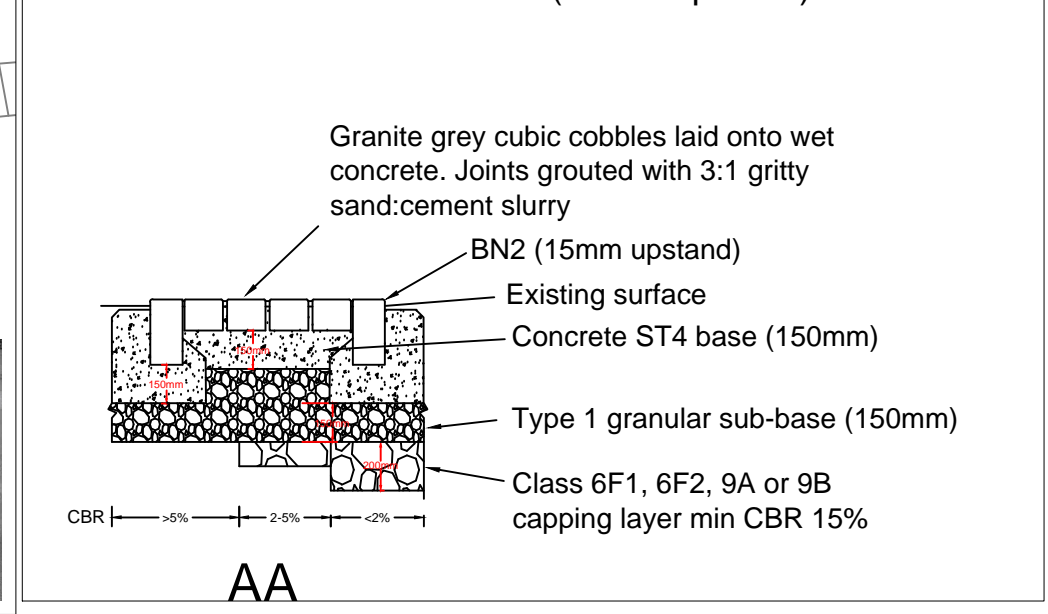
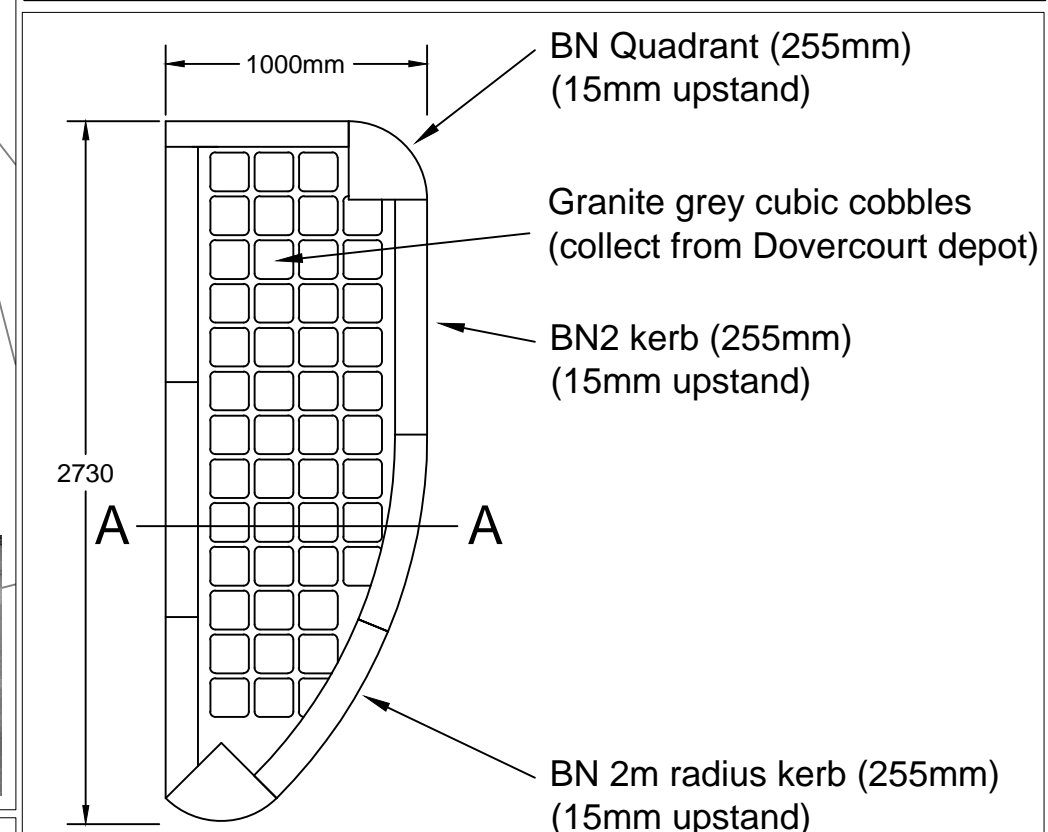
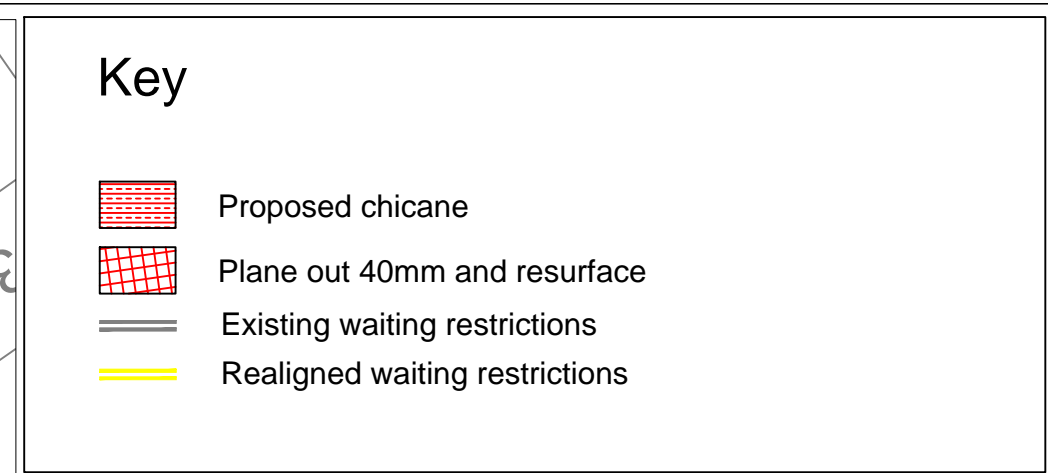
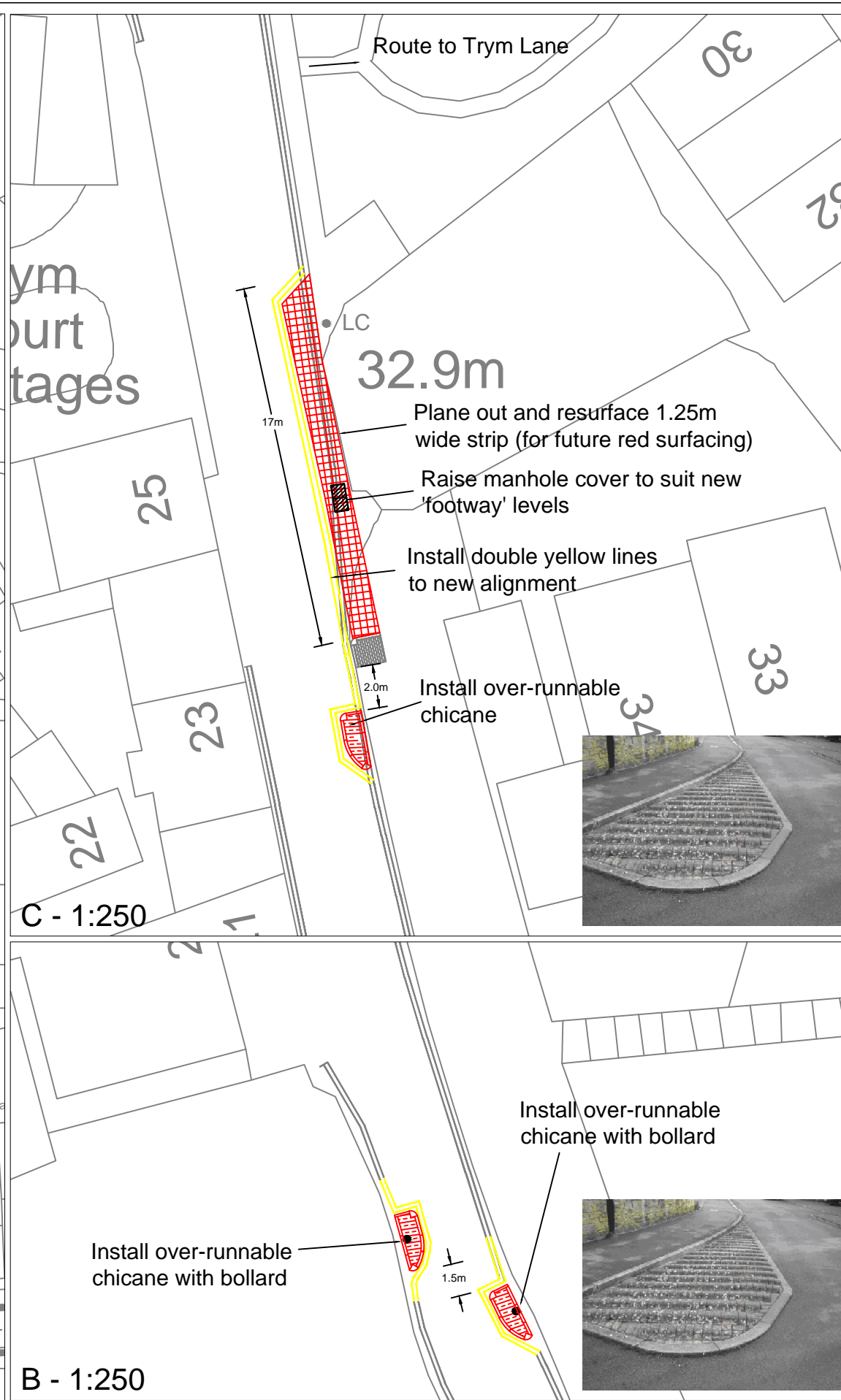
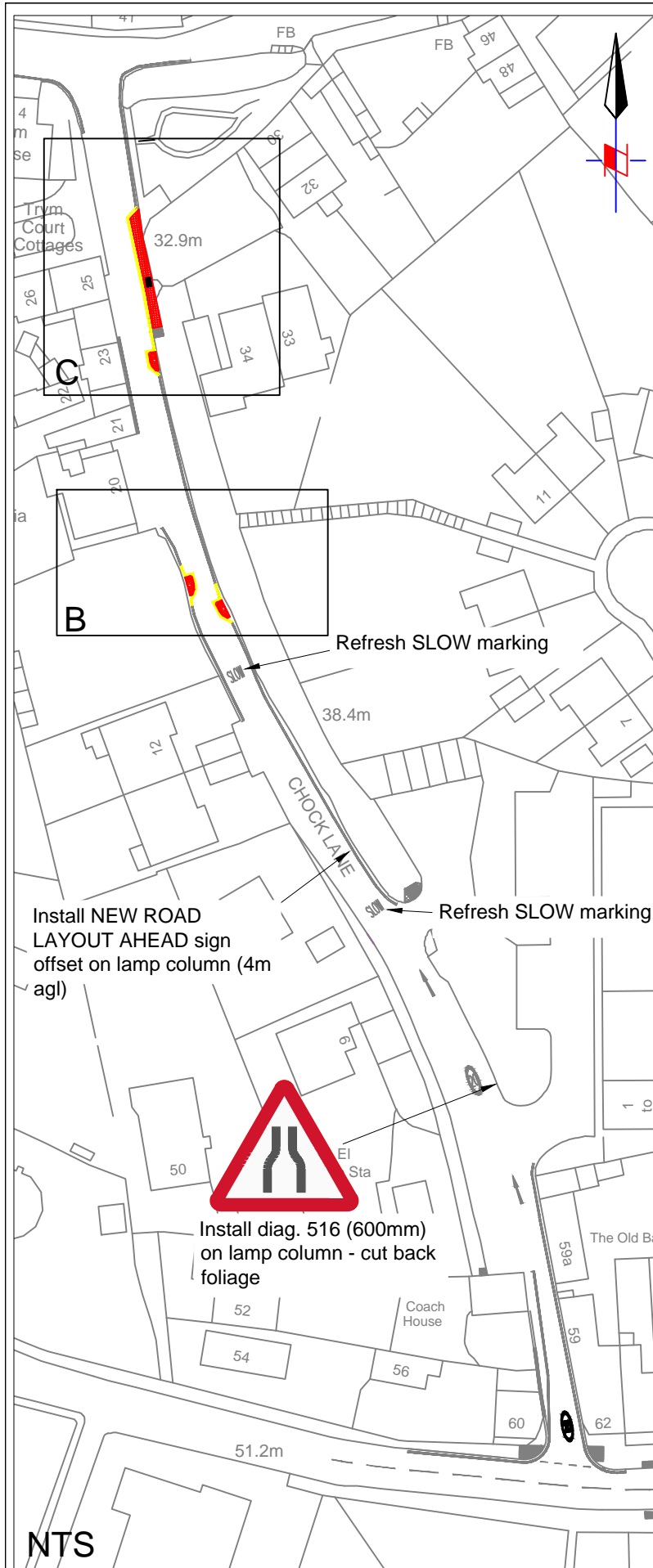
4.5 Given the reduction in speeds achieved to date it is unlikely that any further measures will reduce the speed of traffic any further.

Appendix A – Graph of Traffic Speeds

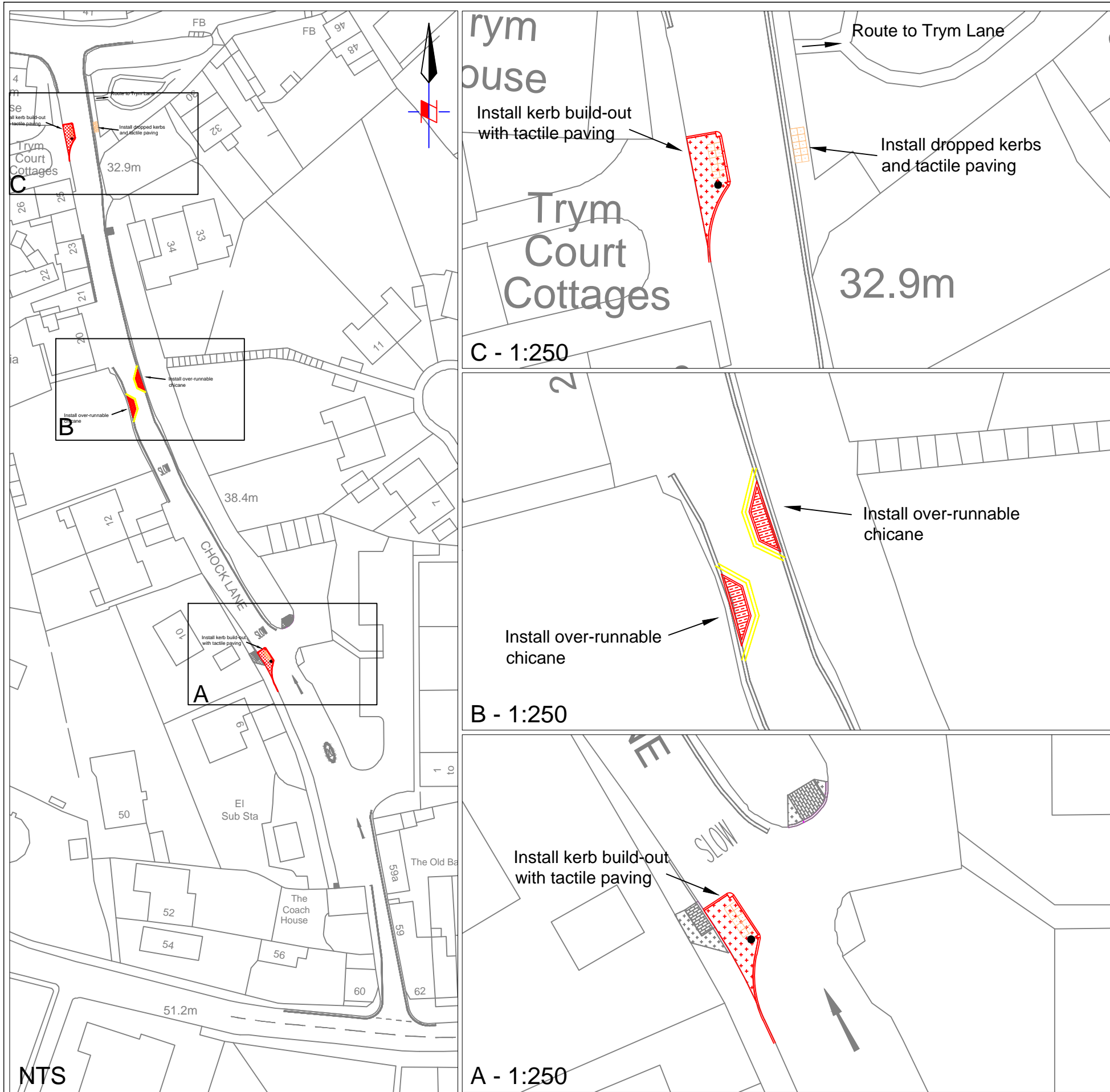
Average Speeds (5 day)









Appendix B – Plan of Implemented Scheme



Appendix C – Plan of Phase 1 Proposals



Key

-  Proposed kerbline
-  Proposed footway extension
-  Proposed chicane
-  Existing waiting restrictions
-  Realigned waiting restrictions
-  Proposed tactile paving



Example of an over-runnable chicane



Appendix D – Plan of Phase 2 Proposals

