

ROAD SAFETY AND TRAFFIC PLAN FOR THE VILLAGE OF WINSTER

Compiled for the Parish Council by the Traffic and Road Safety Committee.

Draft 2: FOR PRESENTATION TO COUNCILLOR SIMON SPENCER

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BACKGROUND

The village of Winster lies in the Peak District National Park approximately 4 miles to the west of the county town of Matlock and approximately 3 miles to the south west of Two Dales and Darley Dale. It is located between the main A6 road that serves the Matlock to Bakewell route and the A515 which serves the Buxton to Ashbourne route as well as multiple small villages and other places of work.

In recent years the volume of traffic using the village has increased significantly with major developments along the A6 corridor increasing the volume of traffic in the area and leading to more people looking for short cuts to avoid delays. Indeed, road closures for Winster are now posted and discussed on the main Matlock Facebook page, which shows the extent to which it has become a rat run.

There appears to have been no consideration of the effects that the multiple developments already undertaken (for example Sainsbury's development) and those planned (near the DFS site) would and will have on the village of Winster. Indeed, amongst the numerous planning documents and consultations on the multiple developments in the area can any mention be found of the possible effects on outlining villages, never mind any evidence that this was considered.

As a result the village now faces multiple traffic issues with speeding traffic, traffic travelling to fast for the road conditions (30mph is simply too fast for most roads within the village), blind turns and parked cars and failures to adhere to weight limits.

The solution to these issues is a community led approach in conjunction with local authorities and highways to devise interventions across the village that improve road safety for residents and drivers alike.

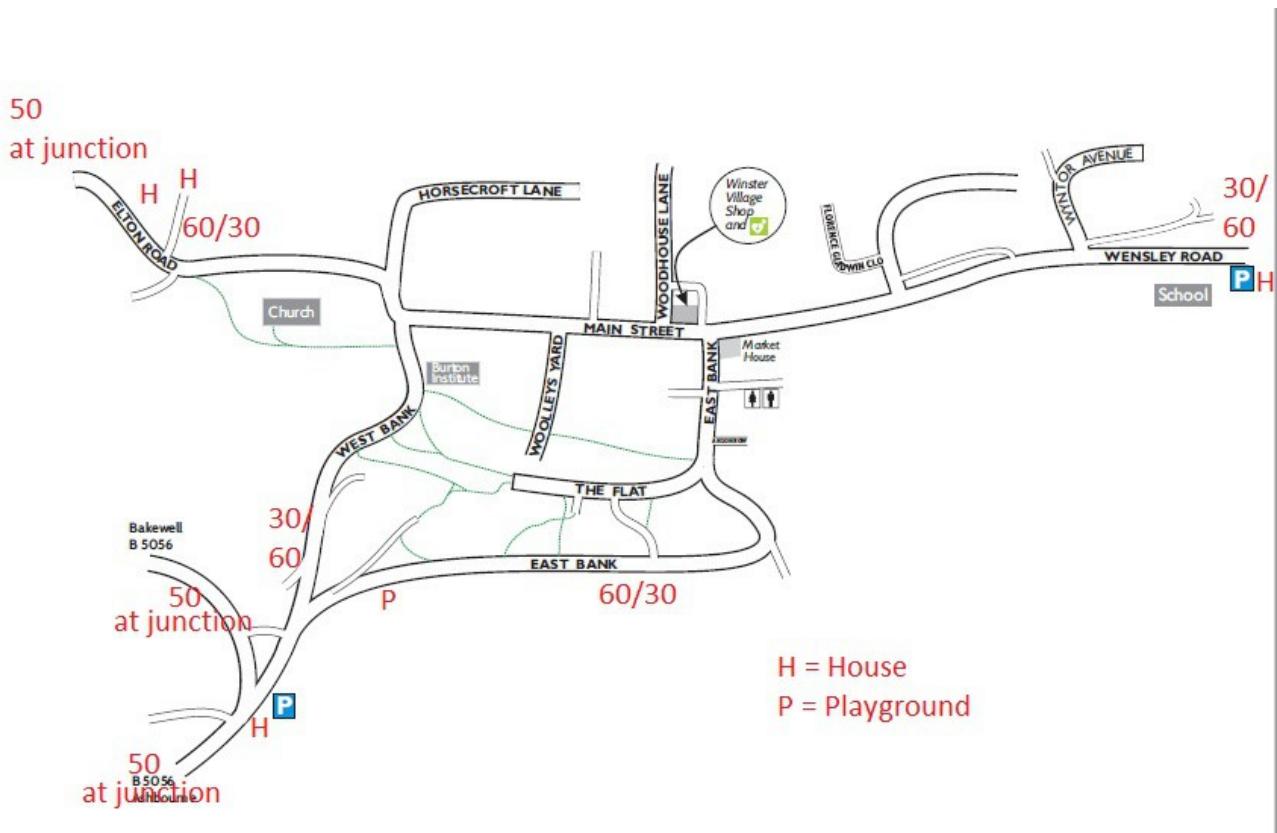
This report has been developed in consultation with the local community and represents their wishes in tackling the issues across the whole village. A recent residents survey undertaken by the Parish Council identified road traffic and safety as, by some distance, the biggest concern of the community.

SPEED LIMITS

The central part of Winster has a speed limit of 30mph. This begins just before the school on the east side of the B5057 (after a farmhouse on the left hand side) and stretches to just beyond the church on the West side along the B5057. The limit beyond the 30 zone to the West of the school is the national 60 limit. The limit just beyond the 30 after the church is the national 60 limit before becoming a 50 zone at the junction to the B5056 road.

On the south side of the village two roads lead down steeply down into the village called East and West Bank. On West Bank the 30 zone starts just after the turn off to East bank. On East Bank the 30 zone doesn't start until further along after a set of swings. The speed limit beyond the 30 zones here is the national speed limit of 60 before becoming 50 at the junction to the B5056.

Illustration 1 below shows the approximate location of the speed limits.



School side entrance to the village.

The 30mph speed limit as you enter the village is very close to the school and after the first house of the village. This means that vehicles entering the village are coming off a 60mph limit straight into a 30mph limit next to the school, playing fields and all weather sports pitch. These facilities are used all year round at all hours (the sports pitch has floodlights). For traffic exiting the village this way they are within a 30 zone which is a straight (although narrow) stretch of road heading to the 60 zone, meaning many vehicles are accelerating quickly as they exit the village. There is also a public footpath with stile that leads onto the 60mph road which is used frequently by walkers. The images below show this stretch of road.



This first picture shows the house on the left hand side, still in the 60 zone, with the 30 zone in the distance.



This second picture shows the start of the 30 zone just before the turning for the car park used for the school, playing fields and all weather pitch and with the school building after.

The third picture here shows the straight road leading to the 60 zone with the school pictured on the right.



Church side entrance to the village.

The 30mph limit as you enter the village from the church side is after houses on the left hand side (that remain in the 60 zone). Further there is a crossing for a much used public footpath as well as the cemetery entrance (also used as a turning zone for refuse trucks). There is also no footpath for much of this stretch of road leading out from the church to the cemetery and the public footpath to the left of the cemetery. At the end of this road is a junction to the B5056 which is a 50 zone. Therefore you turn from a main road that is a 50, onto a road that leads into a small village and are immediately encouraged to drive faster as you enter a 60 zone. After you enter the 30 zone you face a very narrow stretch of road, again with no pavement, and where any vehicle travelling at 30 or even close is travelling too fast for the road. Below are images of this stretch of road.



This picture is taken just after leaving the 30 zone and shows the houses to the right hand side.



This picture shows the road down towards the 60 zone, a straight stretch that allows for speeding.



This picture shows the stretch of road down to the cemetery and public footpath with no footpath. This is within the 60 zone.

This picture shows the road shortly after the 30 zone which is very narrow, blind and with no footpath.



South side entrance to the village leading to

East and West Bank.

The remaining entrance to the village is from the B5056, from which you turn before heading steeply down East or West Bank. The B5056 is a 50mph zone but turning off you enter a 60mph zone which stretches to the top part of West Bank and along the flat part of East Bank. So again you come off a main road and are told it is okay to increase your speed as you begin to enter the village

Before the road splits into two you pass a house. If you take West Bank you pass a playground and the Parish owned land known as The Common along a narrow straight stretch of road before entering the 30 zone. This is also a much used public walking area as it stretches out of the village to several public footpaths as well as up to the Miners Standard public house. Anyone travelling anywhere above 30 along here puts pedestrians, children and other drivers at risk. Once you enter the 30 zone you are then into a narrow stretch of road only suitable for one car at a time, through multiple houses before a sharp bend as you head downhill.

Similarly the road down East Bank becomes a 30mph zone but as you head down you are faced with a steep hill, parked cars and a blind bend. Anyone travelling at the speed limit here on down West Bank is driving way too fast for the road conditions. Below are photographs that illustrate this.



Entrance to the village from the south side opposite The Miners Standard. Coming off a 50 zone into a 60 zone as you enter the village.



Within the 60 zone there is a residential property next to the public car park.



Top of West Bank with a play area and bench to the right and the Common to the left, again within the 60mph zone.



These three illustrate the road down West Bank which is within the 30 zone with multiple residential properties and blind bend.

This is the main entrance point for traffic coming into the village.



This shows the end of the stretch of road on East Bank leading into the narrow 30mph zone.
The two below show the narrow nature of the lane and sharp bend at the end.

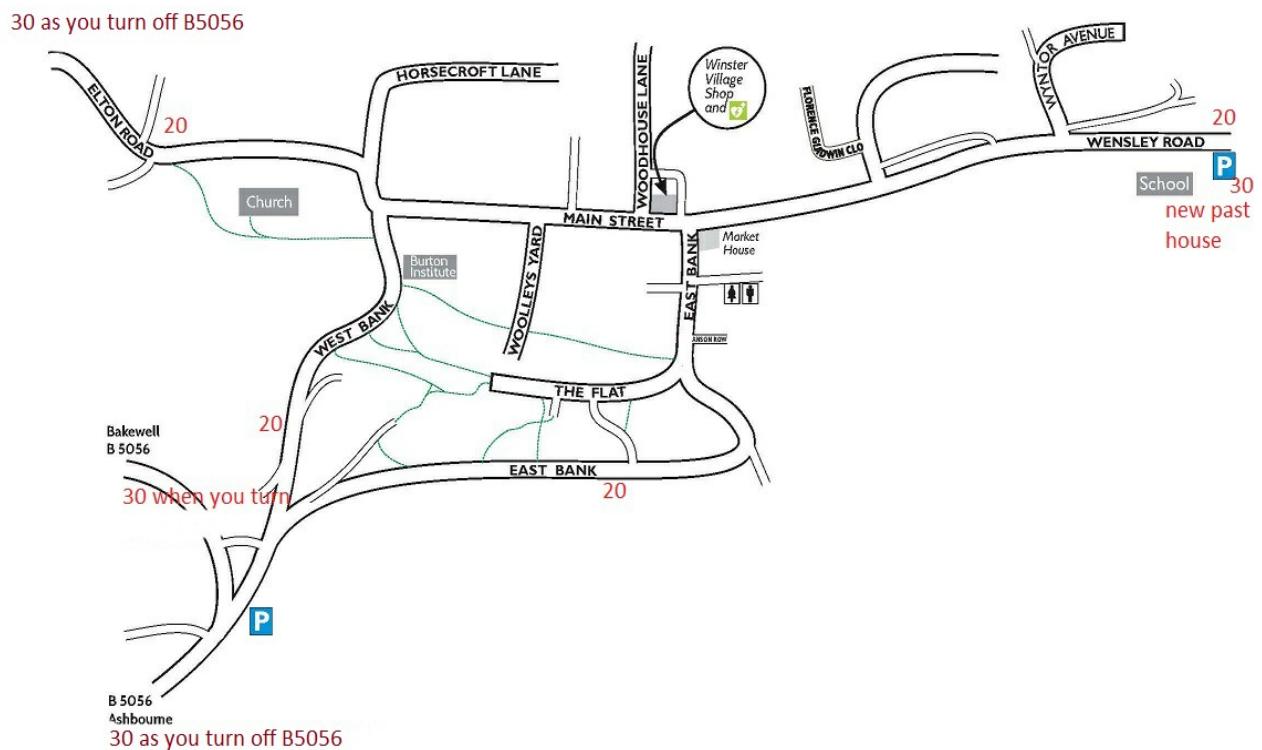


PROPOSED NEW TRAFFIC SPEED ZONES

It is proposed that the existing core central 30 zone of the village is replaced by a 20 zone, that all 30mph signs are replaced at the same locations with 20 signs. It is further proposed that a new speed zone is erected beyond the existing speed limit at the school as you head out of the village of 30mph instead of the existing 60mph. This should stretch from the existing zone past the house and stile to public footpath before changing to the 60. This is to ensure traffic entering the village is not coming immediately from a 60 zone but instead taken down from a 60 to a 30 zone where the first house is located and then down to 20 before the school entrance. Similarly this means that drivers heading out of the village are not going immediately into a 60 zone ahead but instead a 30 zone.

It is also proposed that the existing 60 zones that exist on the south and west of the village when turning from the B5056 (church and West/East Bank side) are replaced with 30 zones. This therefore creates a ring of 30 zones around the outskirts of the whole village to incorporate all houses, playgrounds and public spaces. The central parts of the village (existing 30 zones) are then a core 20 zone. The illustration below shows the proposed new speed zones.

Although the installation of new speed zones is desired and necessary, it is unfortunately recognised that these alone will not be sufficient to slow all traffic and have the necessary safety effect we wish to achieve. Thus, there are several flash points within the village that need further addressing for other traffic safety measures.



ROAD STRETCH FROM OUTSIDE LEACROFT ROAD TO THE SCHOOL (WENSLEY ROAD)

This stretch of road is the longest straight part of the village. Although the road narrows past the turning to Wyntor Avenue, unless there is oncoming traffic this is not enough to slow vehicles in either direction. As the road is straight with good visibility speeding is frequent in both directions, with those heading out of the village seeing a free stretch of road and an upcoming 60 zone and those entering the village coming out of a fast country road and facing no obstacles until they reach Main Street and the corner of Market House/East Bank.

The issue is particularly acute outside the school, with this being the entry and exit point to the village being the part typically driven fastest by motorists. The pavement outside the school next to the car park is very narrow and slopes down towards the road.

Further as this stretch of road leads down to the school, playing fields and all weather pitch it is frequently crossed by children as well as adults. There is no designated crossing point with parked cars obscuring crossing in front of Leacroft and a slight curve to the road making it difficult further down next to Wyntor Avenue before the pavement disappears on the North Side. The pictures below show these issues.



These two illustrate the open and inviting nature of the road heading out of the village from in front of Leacroft Road and Wyntor Avenue respectively.

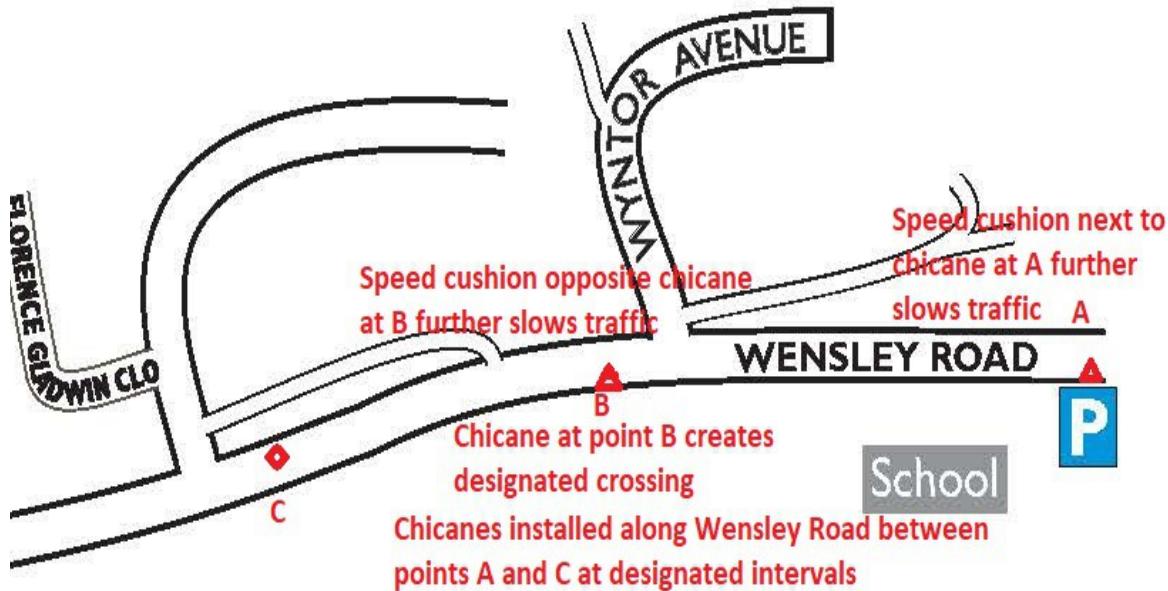


The open nature of the road after coming in from the 60mph zone in open countryside with the school, playing fields and all weather pitch entrance on the left.



This shows the narrow pavement at the entrance to the car park, sloping down towards the road.

PROPOSED SOLUTIONS.



It is proposed that a series of chicanes are installed between points A (school entrance) and point C (Village end of Leacroft Road). These should start from the school with traffic coming into the village forced to give way to traffic leaving, meaning that traffic coming in at speed should expect to have to stop. The chicane would have to be situated far enough past the school car park to make sure entrance to the car park is not blocked by vehicles giving way but this should not distract from the effectiveness of the measure. Indeed, as there is some limit to vision coming into the village it would have to be located further along anyway. A speed table should be installed next to the chicane outside the school, further reducing traffic speed entering and exiting the village.

The chicanes should then be installed at set intervals along the road on alternate sides. As the road is narrow the chicanes would not need, or be able, to be as wide as in traditional traffic calming schemes and would need to allow buses still to fit without issues. The design should be similar to that pictured below.

It is further recommended that one of these chicanes becomes a designated crossing point (located at point B on the map) with it being located on the South side of the road, removing this as the point of limited vision where the roads curves. The crossing point may be in the form of a formal crossing or could be more informal but aided by a speed table next to the chicane.

As these speed tables are located away from immediate properties, concerns about noise should be minimal (even though some research suggests that the reduction in noise as speed is reduced offsets any increases in noise as cars move up and over them). The speed table design is also not as dramatic as traditional speed bumps and is less uncomfortable for vehicle passengers and creates less noise.



An image of suggested chicane on entering the village situated outside the school itself. Next to the chicane should be a speed table.

Chicanes would then be installed further along the road alternatively installed on each side.

It is further recommended that this issue of the narrow pavement at the corner to the school car park is tackled by removing the wooden fence, widening the pavement back to the school wall and installing a railing part way round the corner and part way along the road. This is illustrated in the picture below.



Picture showing where chicane could be located in front of telephone exchanges with speed table/chicane next to it. This creates a designated crossing point for pedestrians and children coming from Leacroft Road and Wyntor Avenue (the entrance to which can be seen on the left hand side). This would also increase wheelchair/disabled access which is much needed and over-looked in the village.

It is suggested that the signage that suggests entrance to a village should be moved beyond the house and stile to public footpath to protect all residents and walkers. Effort should be made to make this look like the entrance to a village and residential area to imprint on drivers minds the need to slow and drive carefully after the fast country road.

It is further recommended that a vehicle activated speed signs is installed on one of the chicanes along this stretch of road. Advice suggests that this sign should not show vehicle sign, as this can lead to "boy racers" competing to record higher speeds. Therefore, the sign should simply flash to show the speed limit, 20mph and encourage vehicles to adhere to it. The sign should only activate when vehicles are travelling above the speed limit so as not to cause unnecessary distraction to the surrounding environment. Further consultation should be sought on the optimal location of this sign, both in terms of effectiveness in reducing speeding traffic and reducing nuisance to residents.

There are existing flashing signs that are activated at school time and highlight the school zone, both on entering the village at the school and exiting when passing the Wyntor Avenue turn off. Unfortunately the effect on these appears to be limited and are inadequate without the road and speed limit changes proposed. Further the signs are often inoperative. It is suggested that these signs are maintained and ensured to be continually working and part of the broader road strategy proposals outlined here.



Proposed new vehicle activated sign, flashes only when vehicles are travelling above 20mph.



Images showing the existing flashing signs that are supposed to be activated at school start and end times. Left one is when leaving the village, right is when entering.

ROAD STRETCH FROM BOTTOM OF LEACROFT ROAD TO BOTTOM OF WEST BANK (MAIN STREET)

This stretch of road is characterised by narrow sections caused by parked cars, the historic Market House, bus stops and parking for the shop. Unlike the previous stretch of road it does not seem appealing for speeding vehicles but despite the restriction in vision caused by parked vehicles and the lack of space, vehicles are still regularly driven too fast for the conditions. This puts the safety of children and pedestrians at risk both along the sides of the road and those wishing to cross for the shop or to their houses. Further traffic travelling at unsafe speeds threatens collisions with cars coming the opposite way or exiting East and West Bank. The proposal for the central zone to be 20mph would help to reduce the speed of some vehicles but without further measures it is unlikely that this alone would be enough. Any car travelling at 30mph or anywhere near is travelling too fast for this stretch of road.

The first stretch of road between Leacroft Road and the Market House/East Bank junction has cobbled parking to the south side and parking normally fully utilised to the north side. There is a lack of pavement for part of the stretch on the north side and only the cobbled area (also used for parking) on the north side.

Cars coming into the village from the direction of the school often travel too fast with oncoming cars often not able to see them as they pass parked cars, forcing sudden breaking and vehicles often swerving onto the cobbles suddenly. There is then the blind junction for vehicles exiting East Bank and the issue of vehicles driving too fast to take the turning safely if turning up East Bank. The Market House (a historic National Trust building) sits on the corner here and has recently itself been damaged by a vehicle collision.

The prevalence of parked cars, though undoubtedly reducing speed, makes crossing the road dangerous, especially when vehicles are still driven too fast for the conditions. Recently an elderly resident was nearly knocked down by a car as she crossed the road outside the shop. The shop on the north side of Main Street is used by many elderly residents as well as children, who also frequent the play ground down the lane to the side of the shop.

As the village stretches towards West Bank many residents and visitors still need to cross and the unsafe speed of vehicles and parked cars again makes this more dangerous than it should be. Further the turn up West bank is blind, on a sharp corner and has no real pavement for pedestrians. This corner is again taken too fast by many vehicles.



Image showing the pinch point in front of Market House where vehicles driving too fast in both directions often have to swerve and sharply break to avoid each other.



This photograph shows the blind nature of the exit from the bottom of East Bank onto Main Street with the corner of the historic National Trust Market House on the right.

Indeed, the historic National Trust Market House was recently damaged by a vehicle collision. In a recent meeting with a National Trust surveyor it was noted that a recent condition report on the Market House had mentioned the issue of damage caused to the building by passing vehicles. Although nothing can be done about the proximity of vehicles to the property, the report highlights that the speed of vehicles has an impact in spraying water and grit onto the building. The National Trust surveyor indicated they would be very happy to see speed reduction/traffic calming here to protect the historic building.



These three images show different views of Main Street. Looking down from outside the shop on the left. Looking in the opposite direction from opposite the running to West Bank in the bottom left and looking at the junction to West Bank below.



PROPOSED SOLUTIONS



It is suggested that a further chicane is installed on the south side of the road to make vehicles travelling towards the shop give way to cars on the opposite side of the road who are passing parked vehicles (marked by a letter B on this image above). This prevents vehicles travelling at speed at this point and gives priority to vehicles with less visibility. This must be far enough back not to present more difficulties to pedestrians using the stretch of road with no footpath just past the garage. If this cannot be achieved then a further chicane should be situated opposite to make a road narrowing that protects pedestrians.



Photo looking towards Main Street from outside the garage. It is suggested that a chicane is installed here forcing cars entering the village to give way to those leaving, slowing traffic as it heads towards the pinch point of parked cars and Market House. Consideration should be given to whether this would create pedestrian issues on the right side as you look on this photograph where there is no pavement. If so then a further narrow chicane should be installed to offer protection to pedestrians and a pinch point created.

As the stretch of road beyond the Market House has vehicles parked along both sides and is within the conservation area, chicanes and other traditional road safety measures may not be deemed appropriate. It is thus suggested that either a form of speed bumps/tables or road surface changes are utilised in front of the shop, midway along Main Street and before the turning to West Bank (marked with diamonds on the satellite image above). These are necessary to discourage vehicles travelling too fast in both directions. Installed outside the shop, these would slow vehicles heading in the school direction from accelerating too fast past the parked cars and stops vehicles from building up too much speed as they approach the shop from the opposite direction. Installing these midway down main street stops vehicles from accelerating too much in either direction. Lastly the installation in front of West Bank discourages vehicles from taking the corner too quickly and restricts the speed of vehicles looking to speed-up after coming round the narrow lane coming into the village.

Should more traditional speed bumps/tables prove unpopular with local residents, be deemed too difficult to install due to parking or not in keeping with the historic setting, it is suggested that road surface changes are installed in these locations. These should have the same or a similar effect as they are both visually obvious and also have the same effect on cars, being uncomfortable to drive over at higher speeds. Below are examples of road surface changes and these could obviously be tailored to be in keeping with the historical setting and the conservation area (installed in stone or cobbles). As cars are normally parked on both sides of the road in these locations the road surface changes need not stretch beyond the middle section of the road.

It is also proposed that a curved mirror be installed to the lamp post on the opposite side of the road at the bottom of East Bank to allow vehicles emerging at the junction to see traffic that is blocked by the Market House (around Point B on the satellite image).



Examples of a road surface change. Similar could be installed in keeping with the "look" of the village along Main Street (stone effect).



Lamp post opposite bottom of East Bank where mirror should be installed.

WEST BANK FROM TURNING OFF MAIN STREET TO SPLIT WITH EAST BANK

This stretch of road is both narrow and steep and usually has multiple parked cars with a sharp bend adding to the already difficult road. If vehicles travelled at a slow enough speed and if vehicle restrictions were followed then safety would not be issue. Unfortunately this is not the case and vehicles travel too fast for the conditions and some ignore or do not see the weight limits imposed. Heading down vehicles are often too fast as drivers fail to break adequately to slow for the conditions. Travelling up from main Street the road before the first bend appears wide and inviting at first and vehicles are often too fast before the drivers realise the extent of the bend and disruption of parked vehicles.

Further the turning off Main Street at the bottom is sharp and blind, with no protection for pedestrians. The building on the corner recently had a vehicle hit their front porch which protects their main entry to the property. The pavement here is low and indeed drops down from the height on Main Street, encouraging cars to either cut across it or consider it an irrelevance. The road surface change at the end of Main Street will help somewhat with this but further measures are necessary.



Picture of the corner of West Bank with narrow and shallow pavement and showing proximity of vehicles to houses.

Picture looking up West Bank where the road looks deceptively wide before the sharp bend with parked vehicles normally present.



PROPOSED SOLUTIONS

It is proposed that in order to slow vehicles coming down West Bank a series of measures should be installed starting from the existing 30mph limit that it is proposed should become 20. Road markings should be utilised that emphasis this is now a 20mph. There should be a circled 20 painted onto the road followed by other road markings that catch drivers attention as you get closer to the bends and houses. The current slow signs should be interspersed with these markings. It is suggested that a speed table is installed before the bend to the right where the bollards are currently installed, this is away from any residences so any noise concerns should be minimal. This should slow down traffic coming down and should discourage them from picking up much speed again before the sharp left bend further down. However, it's necessary to further emphasise this with further markings either with another circled 20 or other markings. These need to be on the right hand side of the road rather than the left as they would be obscured by parked cars.

Traffic heading up the hill from Main Street also needs slowing down before the first bend heading up hill. However, this is a more tricky task if physical restrictions are required. As the road is steep some traditional measures may not be appropriate. Further, any speed tables or bumps before the bend would be very close to residences and there would be no noise protection from parked cars that would be afforded elsewhere. It maybe that again road surface changes could be utilised here that are not as dramatic in shape as traditional speed bumps, but should have a similar effect.

MORE CONSULTATION FROM RESIDENTS ON WEST BANK IS NEEDED HERE TO ESTABLISH THEIR PREFERRED OPTION.

It is proposed that the pavement to the corner of West Bank from Main Street is raised to force vehicles to go wider when taking this corner or a bollard or railing is installed. This is necessary to avoid the situation where a pedestrian is pinned against the building as vehicles turn without giving enough space.

For East and West Bank please also see discussions on one-way zones and residents only access.



It is proposed that road markings should start here in preparation for the bend with a 20 circled on the road here.



It is proposed that a speed table is installed to slow traffic before the first bend highlighted by the bollards.



It is proposed that further road markings are utilised here on the right hand side as vehicles heading down will be passing parked cars.

STRETCH OF ROAD AFTER TURNING OFF B5056 OPPOSITE THE MINERS STANDARD TO JUNCTION WITH EAST BANK

This part of Winster does not look like the entrance to a village and people who have been used to travelling on the quick country roads, with little or no housing, are still in this mindset.

There are no marked footpaths in this area and it is walked frequently as people head towards the public footpaths and the Miners Standard public house as well as the public car park.

It is previously proposed that this area becomes a 30mph zone but further restrictions should be introduced to enforce this and further emphasise the vehicle weight restrictions.

Currently there is signage when you enter the village here warning HGVs. However this is still ignored on occasion, though less than in the past. West Bank is simply inadequate to cope with heavy vehicles and this needs to be enforced and highlighted as much as possible.

For vehicles exiting the village and using the triangle to turn right (marked C on the picture below), visibility is severely restricted and thus turning is dangerous.



Photo of blind right turn when leaving the village onto the B5056 at point C

PROPOSED SOLUTIONS

It is proposed that further repeat signing saying overweight vehicles must turn back is introduced before the road splits at East/West Bank and near the end of the triangle (point B). This is opposite the car park and road triangle and although still not easy, provides some manoeuvring room for over weight vehicles to rectify the mistake of turning down here.

Road markings here in the form of 30mph, slow down, white lines or more imaginative designs that emphasise to vehicles that you are entering a village should be painted onto the road at various locations.

It is proposed that the Parish Council "beautifies" the entrance to the village here with the introduction of planting boxes and other installations that show that you are entering a village, points A and B and elsewhere would be possible locations.

It is proposed that the container on the corner at point C (if planning permission no longer exists as has been suggested) should be removed if it is decided that this will make this junction safe. If this is not deemed adequate then it is suggested that this stretch of road becomes one way to prevent vehicles taking an unsafe right turn, instead making them turn right from the top where visibility is better. Any changes to this junction (marked A on the map) that are necessary should be undertaken.



STRETCH OF ROAD FROM ABOVE THE COMMON DOWN EAST BANK

This road exists as East Bank splits with West Bank. The top stretch of road is relatively flat and goes past a playground, bench and two lots of land owned by the Parish Council, currently being turned into a wildflower meadow with increased public seating areas.

The main issue here is vehicles travelling too fast along an open stretch of road, ignoring the facilities around it and the number of pedestrians who use the area. Although this road is used less frequently than West Bank as East Bank is even narrower and more difficult to negotiate further down, significant traffic here still poses a risk considering the amount of pedestrian and family usage.

PROPOSED SOLUTIONS

As the top stretch is predominantly away from dwellings the speed tables could be utilised if budgets allow. Ideally one would be installed at the entrance to East Bank and another a distance in front of the start of the new proposed 20 zone (existing 30 zone). It is proposed that further road markings are utilised here to emphasise the area that is being driven in, playground, pedestrian use, narrow road ahead.

Better visibility for the playground and seating areas should be ensured and married into Parish Council plans to increase the accessibility of this area. Indeed, the Parish Council should seek to make this area feel more like the entrance to a village.

Further down East Bank, after entering the proposed 20 zone, the road is extremely narrow and for the most part prevents vehicles from travelling particularly fast. This coupled with the historic and winding nature of this area likely restricts the type of traffic calming installations or road signage that could be installed. However as the road is so narrow any sort of inappropriate speed is very dangerous. As such a similar road surface change maybe necessary as discussed for West Bank and further input should be sought about what other measures may be necessary and practical.

For East and West Bank please also see discussions on one-way zones and residents only access.

STRETCH OF ROAD FROM END OF MAIN STREET TO ELTON CROSSROADS (ELTON ROAD)

This road for the most part is the quietest entrance to the village. However, it is still taken at speed by many vehicles. There are no parked cars in this area but there are turnings into driveways, parking in the unofficial lay-by for the church, public footpaths to join and the entry to the cemetery. There is also a long stretch of road which is frequently walked without any footpath. Further this road is weight restricted but vehicles often do not see or ignore road signage. As vehicles are heading along a fast road before turning it is easy to miss the signs when concentrating on taking the junction.



Turning into the village on Elton Road off the B5056. Signs here are easily missed by turning vehicles.



Large stretch of road with no footpath leading from the cemetery and public footpath alongside into the village.

PROPOSED SOLUTIONS

Although ideally this area would also see an investment in traffic calming it is recognised that funds are limited and as such this road is probably of lesser priorities than others. It is therefore proposed that low cost solutions are utilised here in the form of road markings emphasising the speed limit and that a village is being entered. In particular signs should be used at the start of new zones, in front of the bends and where pedestrians are likely to cross and before the blind bend leading into the village.

It is proposed that signs are added where the existing 30mph zone (proposed to become 20) are installed reiterating the weight limit and telling vehicles to turn back.



Proposed installation of new weight limit signs and advising overweight vehicles to turn back.

RESIDENTS ONLY ACCESS AND ONE-WAY SYSTEMS

It is often discussed and proposed by residents that a one-way system is installed for East and/or West Bank or they are designated residents only zones. This idea has in the past been resisted by Highways and planning.

Creating a one-way system would create a lot of inconvenience and could in fact increase traffic to East Bank which is the road least able to cope with it. This also would mean that residents of East or West Bank who may wish to go on a journey in one direction out of the village would have to take a longer route round.

Further there are issues with residents only access. Creating this to either East or West Bank would create an unacceptable increase in traffic to the other meaning that it could only be considered if it was for both roads. However, forcing adherence would be an issue and the only way to achieve this would be to create barriers, stopping them from being through routes. To achieve this though would mean that the barrier point would have to be somewhere where cars could turn round. There are not suitable locations on either road to create this barrier point.

PROPOSED SOLUTION

Despite the issues with physically creating residents only access it is suggested that motorists are discouraged from using East and West Bank. This could be in the form of signs saying something along the lines of; “narrow road – please use main road straight ahead”.

Or it maybe possible to have advisory residents only access zones. These could be signposted as resident access only and ask people to use the main road and out to the Elton crossroads but would not be an official zone that is enforced. This of course would only stop some traffic but a significant reduction should be achieved that helps reduce traffic levels to those of previous years.

WEIGHT LIMIT RESTRICTIONS

Despite weight restricts existing for the whole of Winster and even stricter ones for West Bank, these are still ignored or missed frequently. This has been a contentious issue for years and increased signs have been installed, particularly to West Bank with some success. However, with increased traffic and increased delays on the A6 corridor in particular, more vehicles appear to be ignoring the weight limit for the main thoroughfare.

PROPOSED SOLUTIONS

It is proposed that the number of signs indication weight restrictions are utilised more frequently, in particular before the last possible place where vehicles can turn back round if they have missed or ignored previous warnings.

The weight limit sign at the bottom of East Bank is too low and needs to be raised as this can be missed by drivers of larger vehicles.

Proposals already outlined to introduce chicanes and road narrowing, should also discourage over weight vehicles by making the road less attractive as a rat run.

Drivers with vehicles and trailers should be further stopped from using East and West bank with clear signs stating not for caravans or trailers.

There is a feeling amongst the local community that their concerns about drivers ignoring vehicle weight limits are not taken seriously and local authorities are unwilling to take action, whether targetted at individual drivers or engaging with the employers of the drivers. It is therefore proposed that appropriate action is taken by the relevant local authorities when weight limits are ignored and a consistent and strict protocol is determined and adhered to in this matter. Maybe the increased signage in the village could include the statement that offending drivers will face prosecution.

SUMMARY OF MAIN PROPOSALS

In conclusion it is proposed that the following traffic safety measures are introduced:

1. The core central zone of the village (the existing 30mph zone) is changed to a 20mph zone. A 30 mph zone should be extended outside this zone, starting beyond the first house when you enter the village from the school side and extending to the junctions with the B5056.
2. Chicanes are installed along the stretch of Wensley Road from the entrance of the village to the Leacroft Road turn off. Speed tables are installed at the entrance to the village and to create a crossing post next to the Wyntor Avenue turning. The pavement is widened and a railing installed outside the school. A vehicle activated flashing sign is installed on one of the chicanes.
3. Three sets of speed bumps, speed tables or road surface changes are installed on Main Street in keeping with the local historic environment. A traffic mirror is installed opposite the bottom of East Bank.
4. Road traffic calming is installed at the bottom and top of West Bank, including a speed table at the top and various road markings to warn vehicles and slow speed. The pavement on the corner of the bottom of West Bank is enhanced. A further physical speed reducing measure is installed midway up west bank, around the blind bend.
5. A further speed table is installed at the top of East bank to slow vehicles entering the village. Road markings are also enhanced to slow vehicles and warn of dangers.
6. East Bank is given physical speed reducing measures and/or signage as deemed necessary and practical.
7. Motorists are discourage from using East and West Bank except for access.
8. The entrance to the village off the B5056 and school entrance is "beautified" to show the beginning of the village. Further road signage is utilised to slow vehicles.
9. Road markings are utilised on the Elton Road entrance to the village to slow vehicles and warn of dangers.
10. Weight limit repeater signs are introduced at all entrances to the village and more serious consideration is given by relevant authorities to tackling the issue.

FURTHER READING AND SOURCES

A Review on Chicane Design based on Calming Theory, Journal of Engineering Science and Technology Review, 2020. www.jestr.org

<https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/chicane/> Although a US site it has a good image of a smaller chicane suitable for narrower roads.

Chicane illustration page 11. Traffic Choices,, Village Gateway – Physical Measures.

<https://www.trafficchoices.co.uk/somerset/traffic-schemes/village-gateway-physical-measures.shtml>

Traffic Choices – City Of Bristol <https://www.trafficchoices.co.uk/index.shtml>

Traffic Choices – Somerset County Council <https://www.trafficchoices.co.uk/somerset/index.shtml>

Effects of Traffic Calming Measures Implemented. Alicja Solowczuk 2019 IOP Conf. Ser.: Mater. Sci. Eng. 603 022044

Traffic Calming. Local Transport Note 1/07. Department For Transport

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/918429/ltn-1-07_Traffic-calming-guidance.pdf

Campaign For Better Transport – Traffic calming Measures

<https://godalming-tc.gov.uk/wp-content/uploads/2018/04/Campaign-for-Better-Transport-Traffic-Calming-Measures-Pros-Cons-Cost.pdf>

Vertical Speeding Treatments. Cambridgeshire County Council

<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/improving-the-local-highway/speeding/vertical-speeding-treatments>

Image below shows recent damage to the building caused by a vehicle striking it.

Letter from National Trust indicating support for traffic calming near Market House and the surveyors report that highlights the issue.

Lorry collision with wall West Bank 2021

Vehicle collision West Bank 2022