

## **Traffic Survey Summary** Gill Cook & Jane Sealy & many helpers (Mar 5<sup>th</sup> 2022)

### **RESULTS FROM TRAFFIC SURVEY**

We need to bear in mind that this data was collected during the winter AND in the middle of very wet and stormy weather and will significantly be increased during the summer months.

### **TRAFFIC DATA**

The average weekly vehicle movements in Term Time between 6.00 am and 7.00 pm on the A371 (both ways) was 23,000 which increased during Half Term to 28,000

The average weekly vehicle and pedestrian movements in and out of Roughmoor Lane in term time between the same hours was 2,156 which increased during Half Term to 2,641

### **PEDESTRIAN DATA**

The average weekly pedestrian movements coming in/out of Roughmoor Lane in Term Time during the same hours was 177 which increased during half term to 369

The average weekly pedestrian movements crossing the A371 in Term Time between 8-10 am and 2.30-5.00 pm was 500 plus. We were not able to observe a whole day but assume this number will increase.

## **5 MAIN CONCLUSIONS**

1. **Pedestrian safety is vitally important. P. 168 of Local Plan WM1 point 6 states “Safe pedestrian links should be provided to enable access on foot to the village core.”** The crossing point indicated, by the drop kerbs opposite the shop, are not safe. There is no clear sight line of traffic coming from Wells. Some adults, if they are tall enough, may just be able to see over the top of the railings BUT we observed that children were walking out onto the A371 quite a long way before they could see if anything was coming. Our church school used to use the Church often for services and curriculum activities but because the traffic has dramatically increased, now they only use it perhaps for 1 service a year. The reason being the road is so dangerous to cross and needs such a lot of people to safely cross the children.

The village core i.e. shop, P.O and particularly the bus stop to Wells are all situated on the other side of the road from the proposed development. A safe pedestrian crossing is needed, however, from information we have, relating to crossing requirements, the lack of sight lines, the sharp bend in the road and the lack of a pavement the other side, there is just no safe place to put a crossing and a potential 60 new houses means a potential additional 120 more

pedestrians plus.

2. **Proposed new junction from development onto A371.** From observation, vehicle numbers recorded and photographic evidence, the proposed new junction will not work. The safest and obvious place for this junction would be coming out of Court Farm entrance where you have a clear sight line up the hill towards Cheddar. The increase of vehicles from the new development will only exacerbate what is already a dangerous part of the A371. Because of the pinch point and narrowness of the road, there is often a build up of queuing cars right across the proposed junction. Traffic trying to get down A371, traffic waiting to go up A371 and traffic trying to get in or out of Roughmoor Lane PLUS another junction with traffic trying to enter and exit will cause chaos. Questions need to be asked - will a development want very large farm vehicles going through it and whether the Roughmoor Lane junction be kept open for farm vehicles, vans etc. and any new junction be used for cars.



3. **Priority Signage at Pinch Point.** From observation and photographic evidence we have noted that cars will not give way to one another. Two vehicles try to pass but the road is too narrow leading to people having to use private driveways to pull in or cars having to reverse. More often than not, cars wait at the bottom of the hill, close to Roughmoor Lane junction and where the proposed new exit will be. This causes queuing vehicles which leads to an increase in carbon emissions from idling cars. Therefore the most obvious and safest place to wait is at the top of the hill where the road is wider with no junctions.

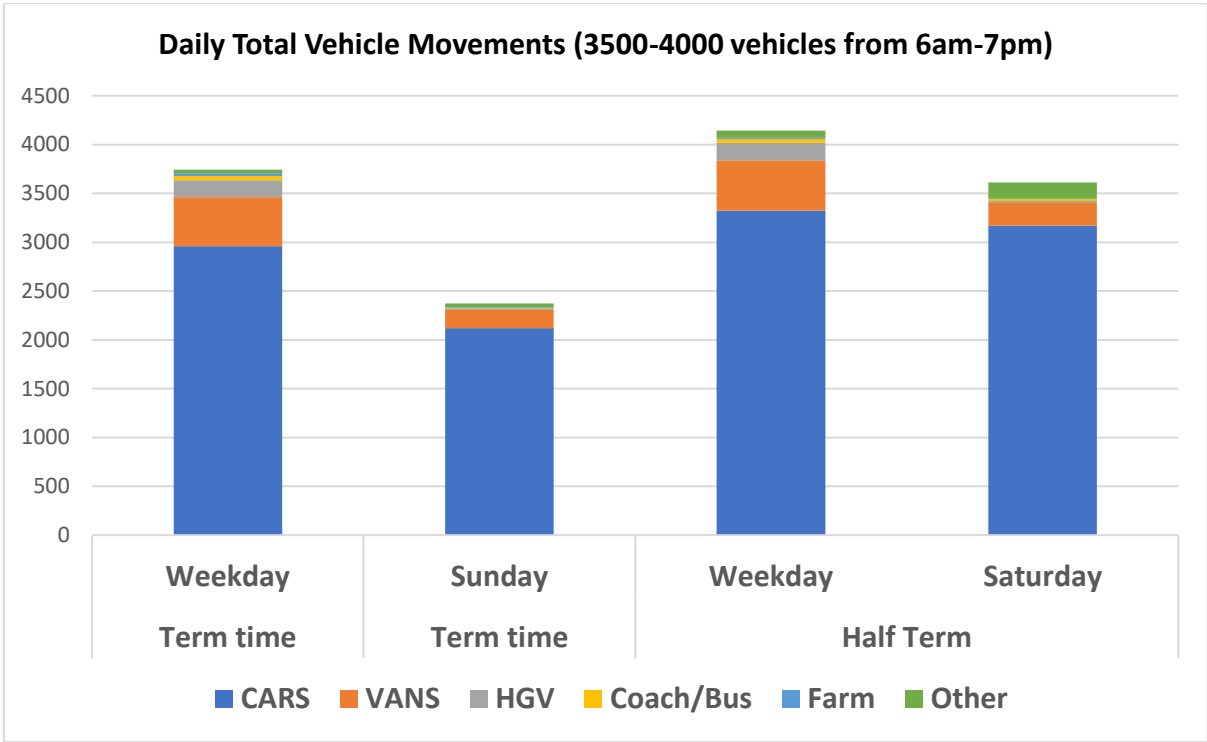
4. **Mortar Pits.** The mortar pits are vital, not only for residents parking but for other road users. As we know, Westbury does not have enough designated parking spaces therefore people have to park on the road/pavements. We noted that drivers pull in to have a break, toilet stop, use the phone, look at maps and as a turning point. We have to remember that road work and utility vehicles also use it to park vehicles when doing work on the A371. Where would they park? The Bus stop really needs to be offroad as well.
5. **Possible increase of traffic and pedestrians.** Our volunteers have been amazed by the volume of daily traffic going through our village and also by how many pedestrians have to walk along and, have to cross the A371, with no safe pedestrian crossing.

We must not forget that an additional 60 houses will increase numbers by at least another 120+ vehicles and 120+ pedestrians. BUT, it is a very big field and the likelihood that there will be future development is high – consequently 360 vehicles and 360 pedestrians which is a staggering number. We are a small rural farming village and our infrastructure will not take this huge increase. We need to clarify with the Church Commissioners what their intentions are as to future planning.

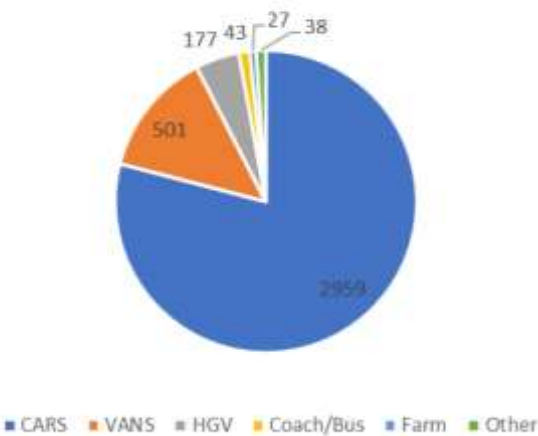
TRAFFIC SURVEY DATA - SUMMARY

All movements details are for period 6am to 7pm during the week. Not 24 hrs. Daily totals will be greater.

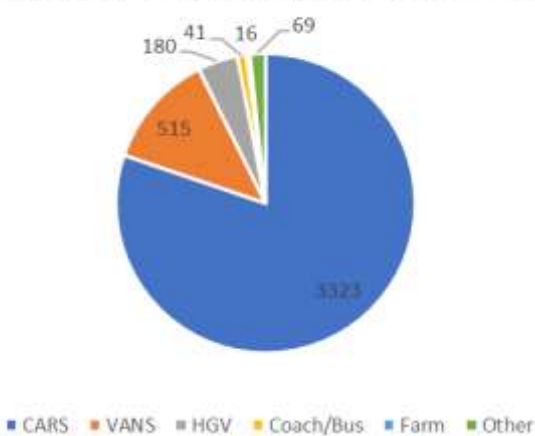
Total Daily Vehicle Movements	CARS	VANS	HGV	Coach/Bus	Farm	Other	Total
Term time - Weekday daily average	2959	501	177	43	27	38	3744
Termtime - Sunday	2121	186	18	2	7	40	2374
Half term - Weekday daily average	3323	515	180	41	16	69	4144
Half-term - Saturday	3168	233	21	21	3	165	3611



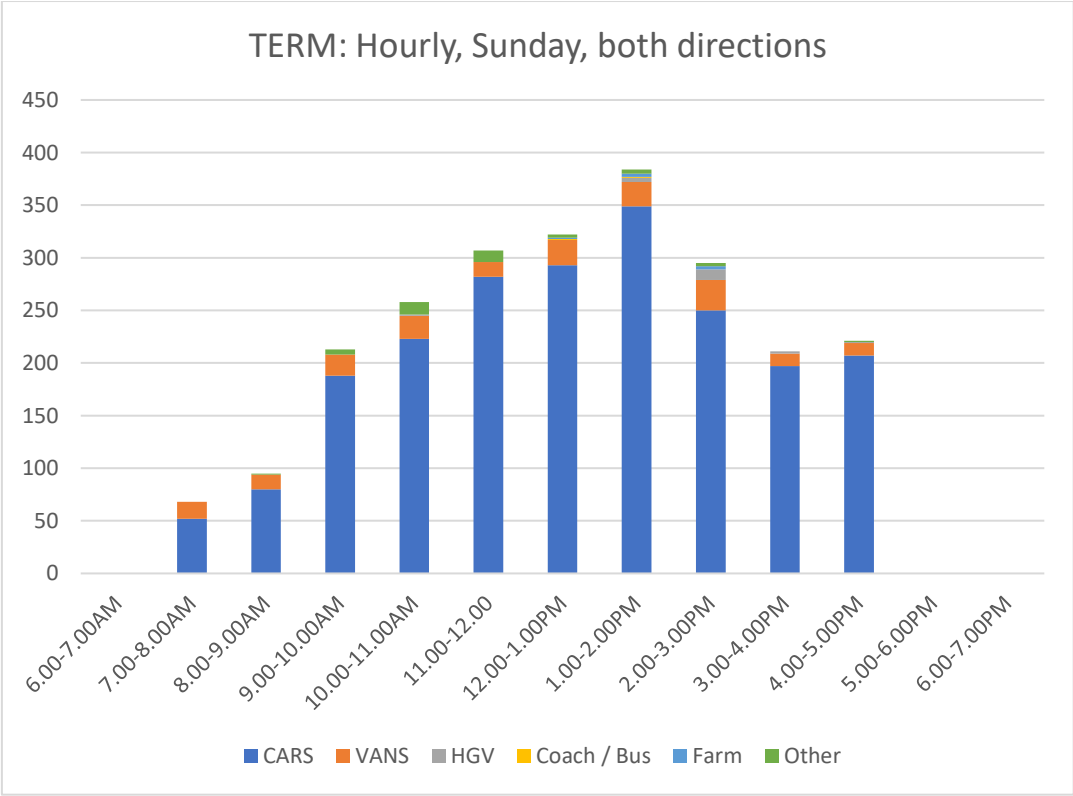
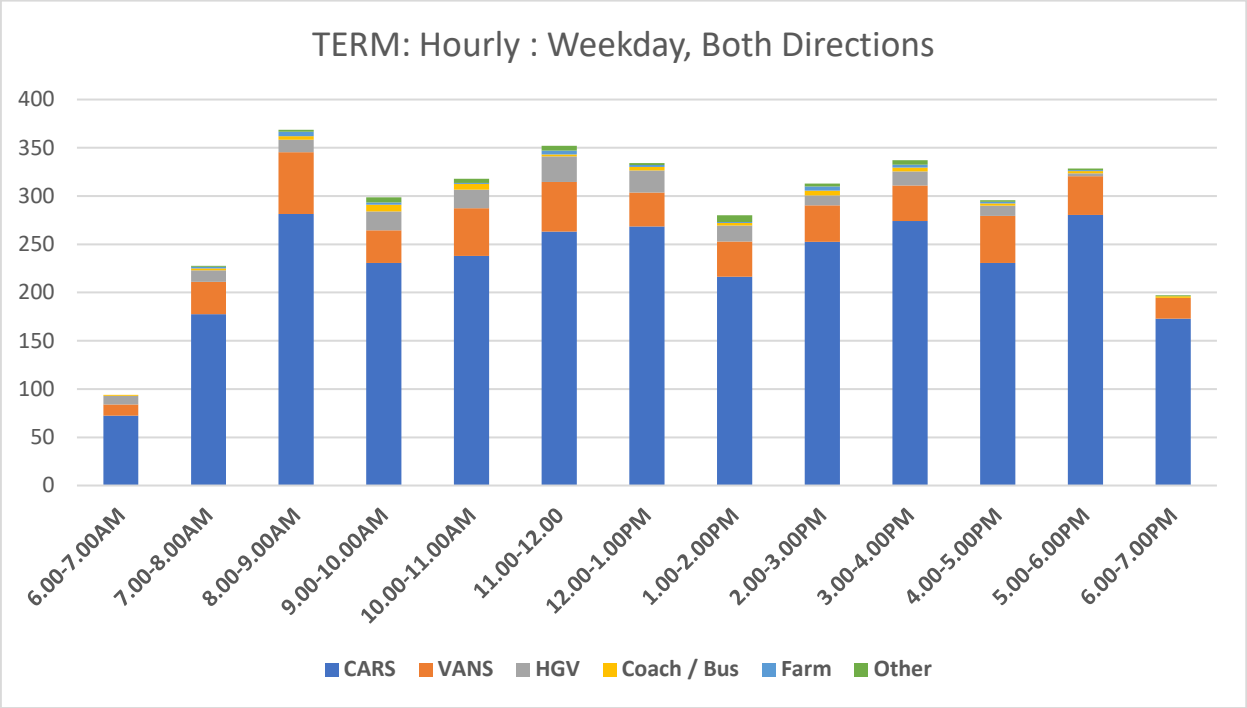
Term time - Weekday daily average 3744



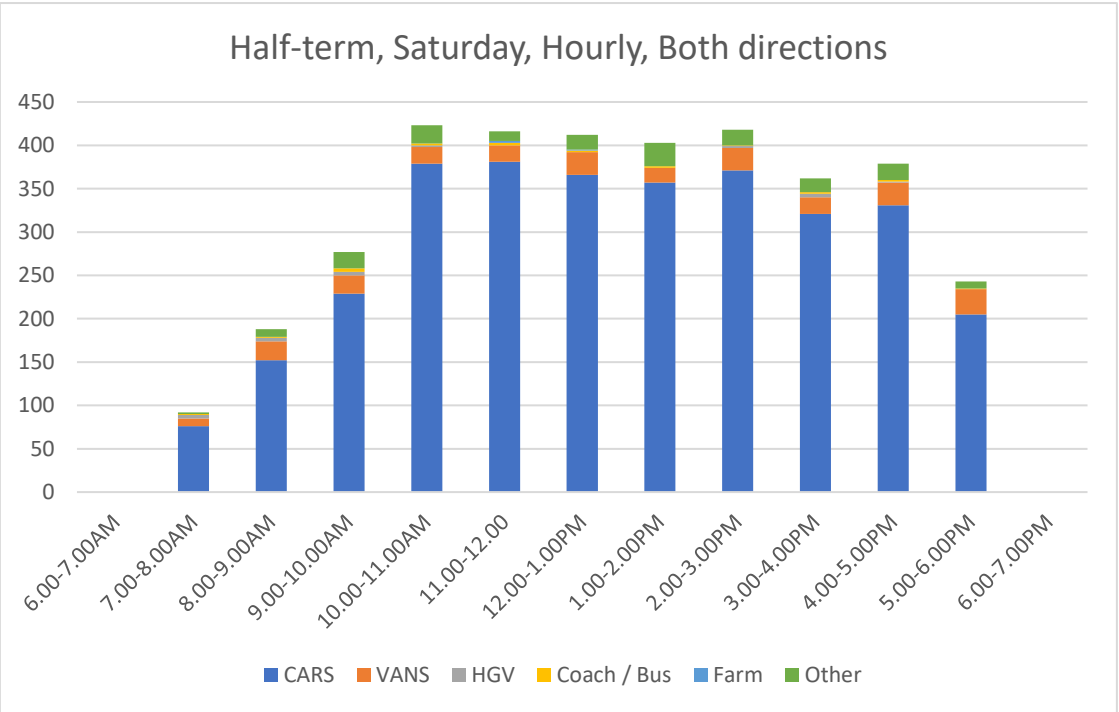
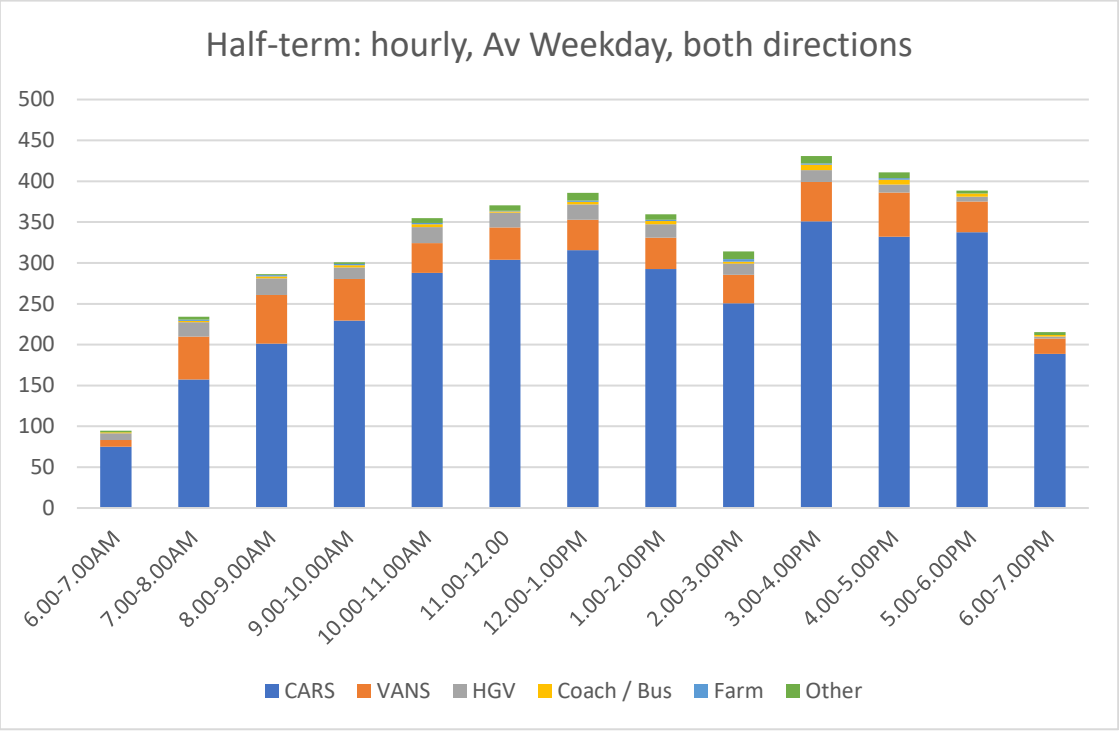
Half term - Weekday daily average 4144



Peak hour traffic movements of 300-368 per hr for 10 hours



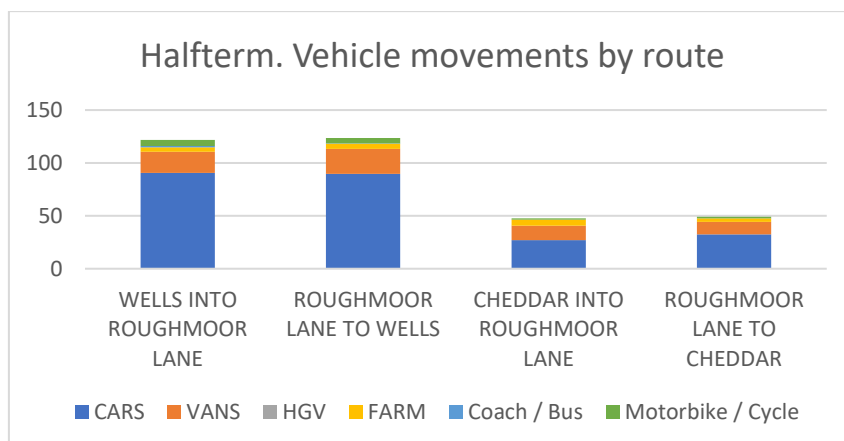
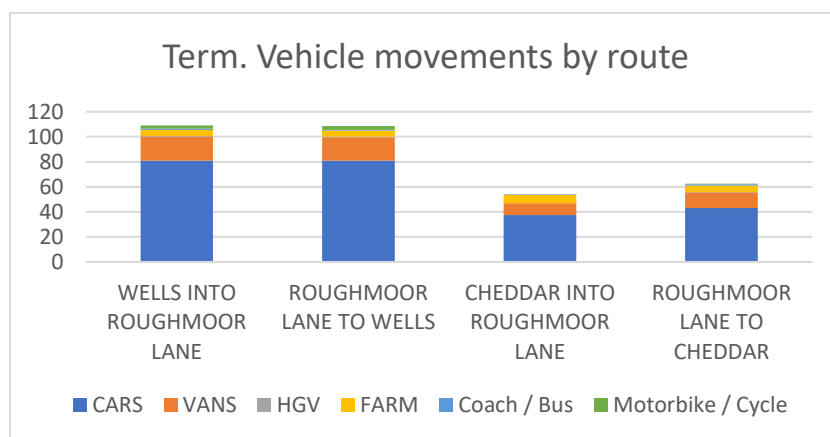
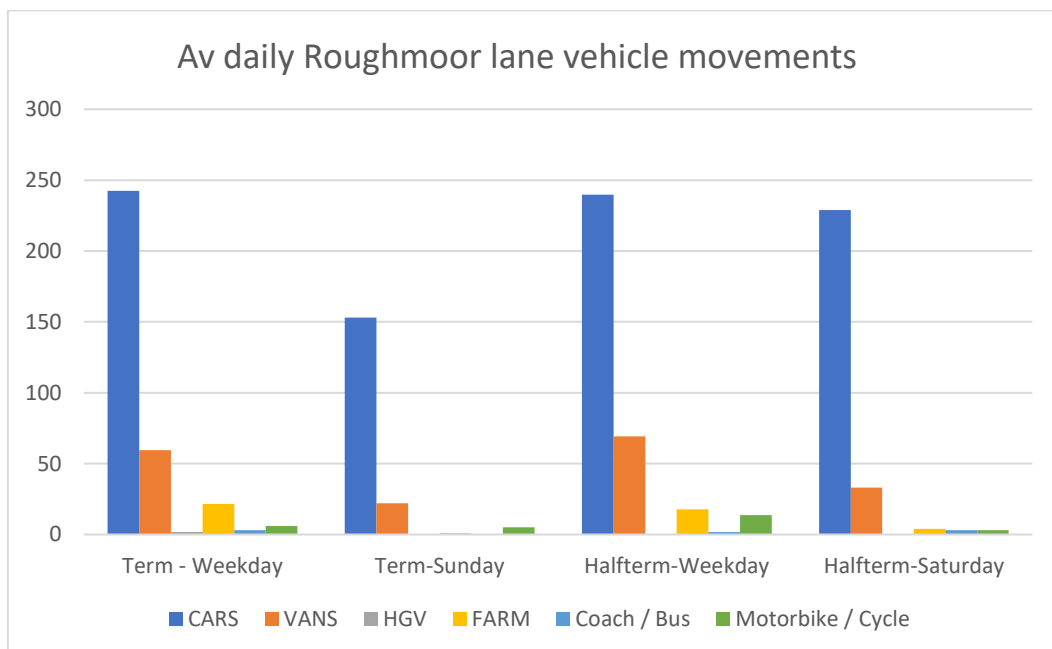
Peak hour traffic movements of 300-431 per hr for 10 hours



## Roughmoor Lane movements

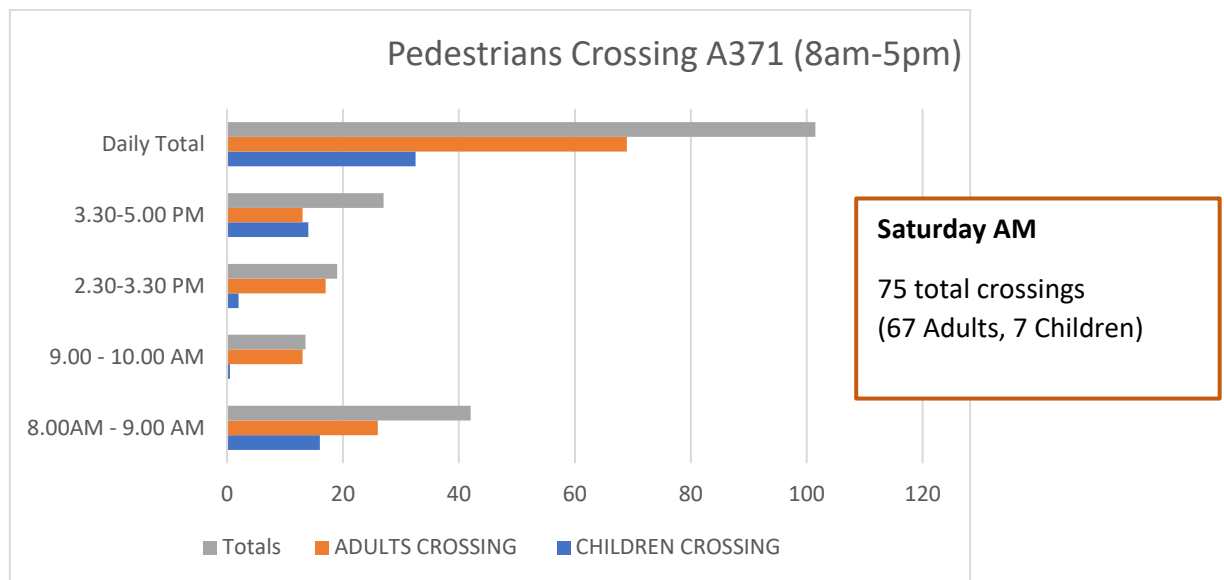
Daily totals	CARS	VANS	HGV	FARM	Coach / Bus	M-bike / Cycle	Total
Term - Weekday	243	60	2	22	3	6	362
Term-Sunday	153	22	0	1	0	5	194
Halfterm-Weekday	240	69	0	18	2	14	396
Halfterm-Saturday	229	33	0	4	3	3	322

370 movements from 67 houses = 5.5 movements per house per day

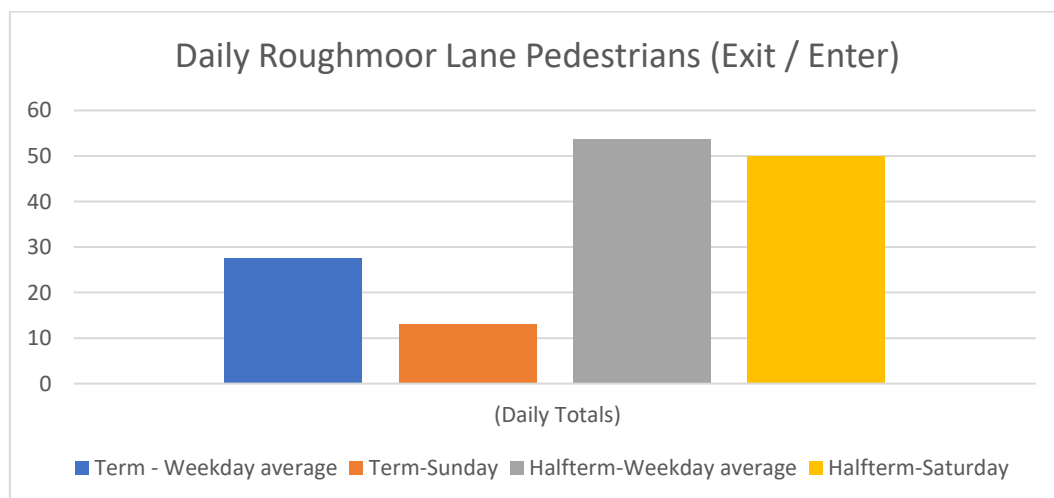


## Pedestrian Movements (Term time)

PEDESTRIANS CROSSING BY SHOP / SCHOOL Weekday Average (8 am - 5 pm)	8.00AM - 9.00 AM	9.00 - 10.00 AM	2.30-3.30 PM	3.30-5.00 PM	Daily Total
CHILDREN CROSSING	16	1	2	14	33
ADULTS CROSSING	26	13	17	13	69
<b>Totals</b>	<b>42</b>	<b>14</b>	<b>19</b>	<b>27</b>	<b>102</b>



Roughmoor Lane Pedestrians Exiting / Entering	(Daily Totals)
Term - Weekday average	28
Term-Sunday	13
Half term-Weekday average	54
Half term-Saturday	50





## **Mendip local plan references to A371 traffic impacts**

The Mendip Local Plan policy for Roughmoor Lane (WM1) refers very specifically to

- a) Further investigation being required to assess traffic impacts
- b) Further investigation into a safe access onto the A371
- c) Safe pedestrian links should be provided to the village core

The local plan policy (DP9: Transport Impact of New Development) also refers to developments need to *“avoid causing traffic or environmental problems within the wider transport network or generating any requirement for transport improvements which would harm the character or locality”*

A report called “Mendip Infrastructure Plans” was used to provide evidence on infrastructure needs in the drawing up of the current local plan. In a table called *Local Plan Part II: Allocated Sites - Summary of Potential Infrastructure Measures - January 2021* it states that the Roughmoor Lane development requires Highway Studies (As well as Affordable Housing, Education Contribution, Biodiversity Measures, Community Space)

In a further report used as evidence in drawing up the local plan titled *“Mendip Highway investment Strategy – Evidence base”* the traffic data for A371 through Westbury is clearly not up to date. Fig 3.27 suggests daily vehicle flows along A371 between Wells – Cheddar are 1500-2500 per day. (and suggests HGV numbers are under 1 per day!!!!)

This traffic survey evidences that in Feb the vehicle movements are 3500-4000 per day and the summer months will be a lot busier. These flows also before all the new development takes place. A full and up to date assessment is needed.

### Future growth plans and impact on traffic need a complete review

Wells: During the plan period (up to 2029) there are 1661 houses planned on the west and south west side of Wells. A future business park is also planned around Haybridge. Westbury sub Mendip and Draycott being primary villages are also allocated more housing.

Cheddar has allocations of at least 600 houses and 3.8 ha of business park land at Winchester Farm allocated.

This will all create major increases in traffic along the A371 with no up to date assessment currently available on the impacts on congestion given the number of single lane pinch points and the impact on pedestrian and cycle safety.

The traffic survey data clearly shows there are major issues with safety along the A371 as well as congestion. A full investigation is necessary to ensure full and proper assessment of future traffic flows on congestion, safety and sustainability.