

# Claverton Neighbourhood Plan

## TRANQUILLITY

### Noise and Speed Reduction; Safety

### A few thoughts...

The purpose of this presentation is to show current thinking on the issues and how other communities deal with the issue of speed reduction and road safety.

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# A. NOISE REDUCTION

## Noise in Claverton comes principally from traffic

“TRAFFIC NOISE IN RURAL AREAS ...  
has become a big problem in rural areas  
due to the large rise in the amount of traffic  
on rural roads in recent years”

(TRANSPORT FOR QUALITY OF LIFE 2008)



TRAFFIC NOISE is created by a combination of :

- vehicle weight and power
- rolling noise (from tyres interacting with the road)
- propulsion noise (comprising engine noise, exhaust systems, transmissions and brakes)

# TRAFFIC NOISE ...

... triggers a complex chain of responses affecting human health and well-being (DEN BOER and SCHROTEN 2007)

which can result in :

- heart disease
- high blood pressure; and
- mental illness

# A. 1. SOLUTIONS : A36 SPEED REDUCTION = NOISE REDUCTION

Noise from traffic on the A36 can be reduced by:

- reducing the speed limit to



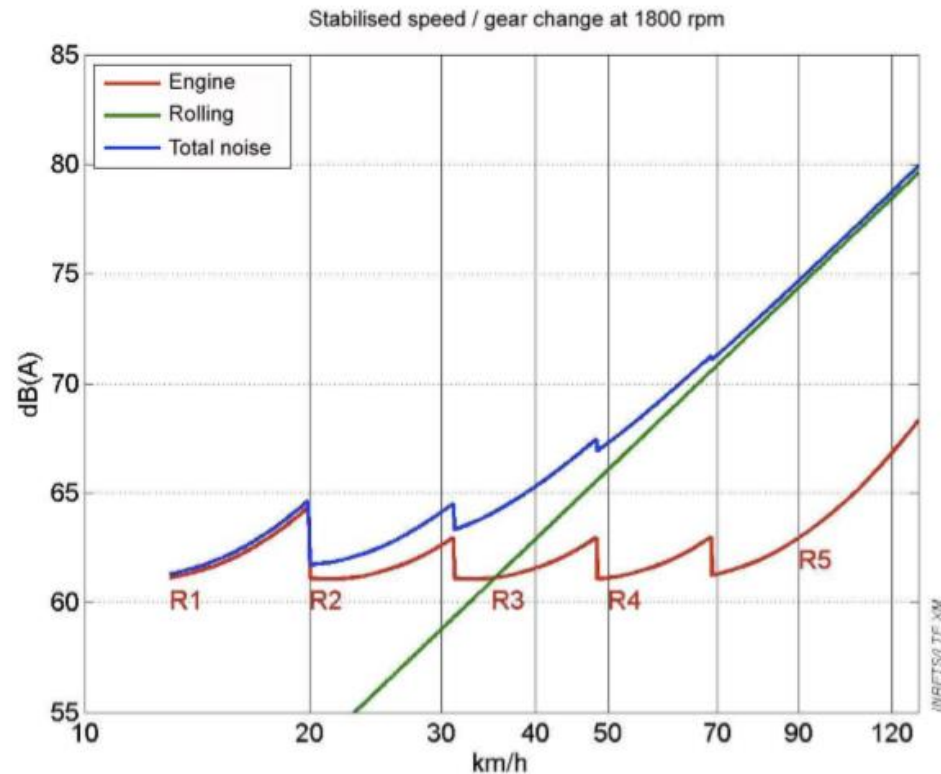
“Cutting speeds is the most immediate, the most cost-effective and most equitable way of reducing traffic noise” (PAIGE MITCHELL 2009)

There is a measurable link between traffic noise and speed (PAIGE MITCHELL 2009) :

- Reducing speeds of 20 and 35mph by 6mph would cut noise levels by up to 40%
- Reducing 70mph and 60mph speeds would cut noise by up to 50%

# TABLE showing a generalised relationship between propulsion and rolling noise and the way both change with vehicle speed

Figure 3: A generalised relationship between propulsion and rolling noise and the way both change with vehicle speed.



(Source: ECMT/OECD 2006:45, Figure 2.8)

# A REDUCTION OF SPEED FROM 50mph TO 40mph would further reduce...

- noise from **DECELERATION** into and **ACCELERATION** out of the bends to the north and south of the village
- **VIBRATION** from traffic

N.B. REDUCING THE SPEED LIMIT FROM 50mph to 40mph ...would only add approximately 20-30 seconds to the journey time (Bathampton to Watership Farm is approximately 2 miles)

## NOISE CAN BE FURTHER REDUCED BY ...

- **LAYING QUIET ROAD SURFACES:** These can reduce noise levels by up to 5db. Some more specialised surfaces can achieve greater reductions.
- **ENCOURAGING ALTERNATIVE AND COLLECTIVE MODES OF TRANSPORT** (walking, cycling, bus, train, car share) to **REDUCE TRAFFIC**

## A. 2. HELICOPTERS AND MICROLIGHTS

- “Whilst the private use of aircraft, microlights etc., are not subject to planning control, the land used as landing fields and storage does require planning permission” (CCB Position Statement)
- “The Board (CCB) will oppose any change of use of land for private aircraft use unless suitable conditions can be imposed to mitigate the impact of the use on tranquillity. “
- Are helicopter companies etc entitled to fly commercial sight-seeing flights over the AONB?





## A. 3. DRONES

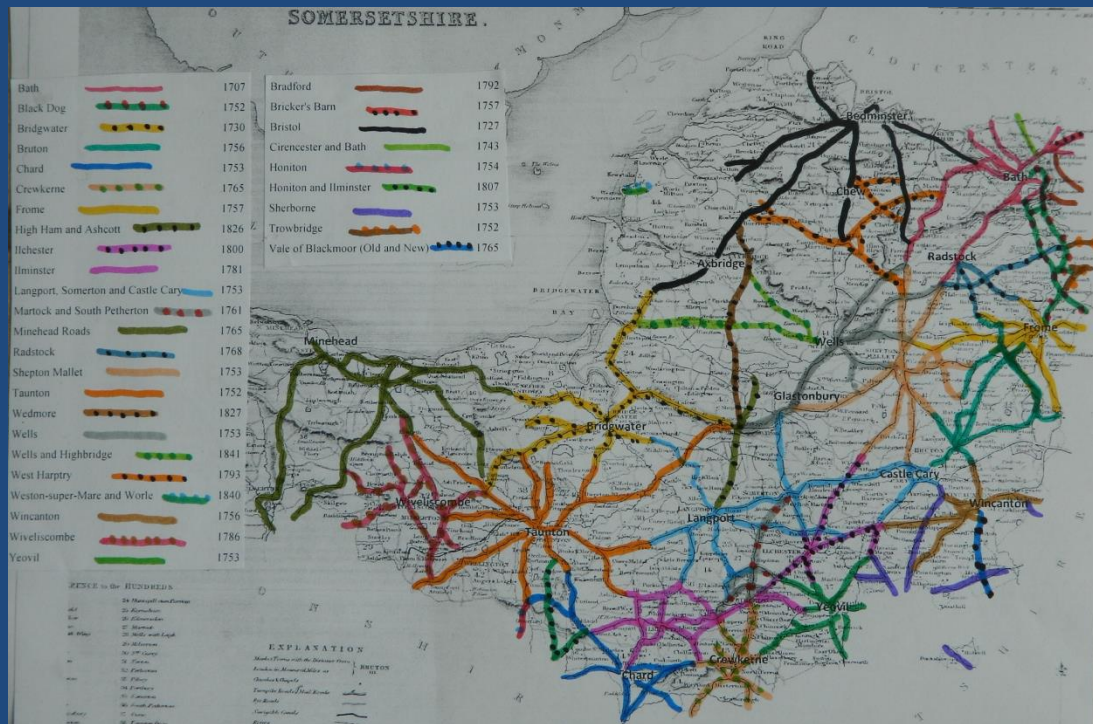
- Drones are discouraged.
- The laws governing drone use can be found: [www.caa.co.uk/Blog-Posts/Guidance-for-flying-drones/](http://www.caa.co.uk/Blog-Posts/Guidance-for-flying-drones/) and
- further information on drone safety can be found : [dronesafe.uk/](http://dronesafe.uk/)



# B. SPEED REDUCTION

## 1. A36 : BLACK DOG TURNPIKE ROAD

The A36 is a former turnpike road established in 1752



# DEPARTMENT FOR TRANSPORT GUIDANCE ON RURAL SPEED LIMITS (2006) RECOMMENDS ...



“for roads with a high number of bends, junctions or accesses...or (and) where there is a strong environmental landscape reason”. (DfT 2006: 42, TABLE 2)

## B. 1 A36

From Bathampton to Watership Farm (40mph zone), a distance of approximately 1.75 miles, there are :

- 3 footpath crossings
- 7 field entrances
- 2 bus stops
- 3 home entrances
- 5 blind bends
- 2 lay-bys
- 3 lane turnings
- 2 farm entrances

# A REDUCTION FROM 50mph TO 40mph WOULD ...

- improve safety for pedestrians crossing the A36
- improve safety of cyclists on the A36
- improve safety for drivers and cyclists turning into and out of the A36 from the numerous accesses along the road (lanes, fields, homes, lay-bys, bus stops and farms *(see Slide 12 above)*)

# TRAFFIC AND SPEED ...

... also contribute to air pollution



## B. 2. CLAVERTON HILL

- Claverton Hill is de-controlled. Theoretically that means the speed limit is 60mph!
- University of Bath advice to staff and students states :“can all staff and students using this route ensure that they maintain a sensible speed (i.e. well below 30mph) and are in a position to stop safely should the need arise.” (UNIVERSITY NEWS 7.10.2010)



- ...IS PLENTY FOR CLAVERTON HILL

# CLAVERTON HILL ...

- varies in width from 3m80 to 5m
- is 4m30 for most of its length ...
- although the pillars by the American Museum are just 3m40 apart. The pillars are Grade II listed.
- The 5m stretches in the middle section are effectively passing places
- There are several blind bends.
- N.B. Claverton Hill is open to traffic weighing less than 7.5t- approx overall dimensions Length 8.3m / Height 3.5m / Width 2.5m (inc. mirrors)

BEING LESS THAN 5m WIDE,  
CLAVERTON HILL COULD BE ELIGIBLE  
FOR ...‘QUIET LANE’ STATUS



*Department for*  
**Transport**



# 'QUIET LANES' ARE ...

- ... a Countryside Agency initiative which has the support of the Department for Transport

and are ...

- supported by CPRE

The aim of quiet lanes is to maintain the character of minor rural roads by seeking to contain rising traffic growth that is widespread in rural areas.

Claverton Hill is historic, existing long before the university was established

# QUIET LANES ATTRACT LOWER SPEED LIMITS

- a viable option for Claverton Hill and Ferry Lane?

THIS WOULD BENEFIT...

- Walkers
- Dog walkers
- Students
- Visitors to the American Museum
- Cyclists
- Riders



# THE QUIET LANE CONCEPT INVOLVES...

three key elements :

- Local community involvement to encourage a change in user behaviour;
- Area-wide direction signing strategy to re-route traffic;
- Quiet Lane network signing

n.b. Public Rights of Way should be included in the network.

As well as pursuing 'Quiet Lane' status there are a number of 'Shared Use' and speed limitation options that could be considered such as....

# SHARED USE

painted pavement– in need of repair!? (A36 to Freshford lane)



# VILLAGE ENTRANCES

speed signs, road narrowing and cobbles (Wellow)



# ...and important junctions

Rumble strips (Wellow)



Cobbles at each 'entry point'  
and junction (Wellow)



# SPEED REDUCTION

low-rise speed signs (Acton Turville)



combined name and speed sign (SHOSCOMBE)





# Respect our Community

Please drive carefully (Gloucestershire)



# Please watch your speed (Gloucestershire)



# COMMUNITY SPEED WATCH :

these can operate on roads with limits up to 40mph



# PASSING SPACES :

an unobtrusive option for Claverton Hill, 'formalising' the 5m passing spaces (B road, Wales)



## B. 3. SCHOOL PLACE IS ...

a shared use road by definition: children play, people walk their dogs and pass the time of day, homes give directly onto the street...



speed limit should apply

20 is more than plenty

## C. PEDESTRIAN AND CYCLE SAFETY

### MUCH IS COVERED ON PEDESTRIAN AND CYCLE SAFETY UNDER 'SPEED REDUCTION'

However, the safety of walkers crossing the A36 on the various footpaths could be addressed ...



This sign indicates the footpath crossing on the A36 near the Freshford turn

# D. VISUAL INTRUSION AND ENHANCEMENT

## A36: VISUAL INTRUSION



Ever-increasing signage :

- Is unaesthetic
- creates visual 'clutter'
- is confusing and difficult to read
- 'urbanises' an otherwise rural environment

# CREATIVE SOLUTIONS ...



- need to be found that respect the conservation and rural character of the area.



# TRADITIONAL FINGERPOSTS ...



are :

- part of our heritage
- redolent of the countryside

## REMOVE ...

Right/Left turn signs to Claverton Down on green 'A' Road signs to discourage through traffic and/or add weight and width restriction

## REPLACE...

- White 'Claverton Down' sign (*right*) with a traditional fingerpost.

This would :

- slow traffic (harder to read)
- reduce the perceived importance of the road
- create a more rural feel



# ENHANCE

- In addition to reducing visual clutter, verges can be enhanced by sowing wildflower verges



## ROADSIDE VERGES...

- ... offer a vital wildlife corridor ...
- ... are a vital refuge for wild flowers driven out of our farmland by agricultural practices. Flowers and grasses...
- ... support our birds, bees and other wildlife

## ALL ROAD VERGES ...

- can be better managed while remaining safe for motorists

The logo for Plantlife, featuring the word "Plantlife" in a bold, green, sans-serif font. The letters are filled with a pattern of green leaves and stems, giving it a natural, organic feel.

**ROAD VERGES AND WILDLIFE  
MANAGEMENT GUIDELINES**

**April 2015**

## SOME COUNCILS...

- are looking after their road verges in a way that benefits nature...
- they are in a minority but should become the norm.



**MONMOUTHSHIRE COUNTY COUNCIL VERGE SPONSORSHIP POLICY**

# SOURCES

- BRAKE/TRL
- Cotswold Conservation Board : Position Statement on Tranquillity and Dark Skies
- Department for Transport
- Highway Code
- Noise Association : Transport for Quality of Life - Traffic Noise in Rural Areas: personal experiences of people affected (2008)
- Paige and Mitchell Report (2009)
- Plantlife
- Transport for Quality of Life