

19th October 2017

Recommendations from the TAG Group
Traffic Management - Fornham All Saints

Presented by the Fornham All Saints Traffic Advisory Group (TAG)

Since the original report of Feb 2015 was approved by the Parish Council, the lack of progress is of great concern. Since then, new data and the impact of new projects approved by the planning authorities are already beginning to threaten significant increases to traffic volumes through the village. The failure of Suffolk Highways Dept. to show any interest in this situation, and their ongoing failure to carry out work already agreed in principle, requires the Parish Council to review their options and determine what action should be taken.

One positive action taken by the Highways Department has been the completion of a long overdue traffic survey at two key locations in the village. This is a requirement of the Highways Dept. that will be used to determine whether traffic volumes and speeds in these locations, justify a proposal for a controlled crossing point for pedestrians.

Taking account of the above, the Parish Council asked the Transport Advisory Group to reconvene and review the current situation and make recommendations.

The group met on the 19th October and the report below is the outcome of the meeting.

Background

The background to the following recommendations derives from concerns within the Parish Council and wider community that the speed and volume of traffic through the village has increased to such an extent that crossing the road at key locations has become too hazardous, particularly during peak traffic periods. It is also considered that the high volume of traffic is impacting negatively on village life and that steps should be taken to monitor and minimize, where possible, the impact of traffic movements arising from changes made by the borough and county as well as the natural growth of traffic through normal evolution. Analysis of accident statistics on the B1106 within the last five years demonstrates that there is sufficient cause for concern. The status of the B1106 as a 'B' road means that it may not receive the same attention from the Police and Highways authorities, yet it carries more traffic than many 'A' roads around the town, particularly at peak periods.

Data Collection

Our use of Vehicle Activated Signage has provided us with sufficient Data (Appendix 1 & 2) to identify that far too many vehicles are driving through the village at speeds above the official speed limit. We have now accumulated a good set of data relating to the speed and volume of traffic throughout the day. This will allow us to better evaluate the actions that we feel are necessary.

In conjunction with current data we have taken into account the 2010 traffic survey by the Parish Council. This has been particularly useful when considering the routes taken by traffic at junctions, allowing us to estimate the impact on the A1101 should Tut Hill eventually close.

In the longer term we also need to achieve a level of understanding of how traffic patterns through the village change with time. Various projects within the town planned for the next five years will have an impact, so we believe it necessary to monitor traffic levels that could provide important evidence in years to come. One way of achieving this is to use our own data in conjunction with Department of Transport Data which is available for the A1101 and B1106 This will allow us to build an analysis of volume trends over time.

Developments likely to make an impact are as follows.

- Marham Park – 1000 new homes aprox.
- West Suffolk Operational Hub
- Development of Parkland in Fornham St Genevieve.
- Housing Developments in Thurston and Great Barton (The source of much of the traffic at peak periods)

Traffic Control Priorities

The important priorities for the Traffic Advisory Group (TAG) are: -

- How to provide facilities for pedestrians to cross the road safely and where should that be.
- To determine whether further actions are necessary, based on data gathered, to better enforce the speed limits for traffic passing through the village.
- To evaluate the possible impact on A1101 should Tut Hill be closed to through traffic, including the possible redesign of the Three Kings Roundabout to minimize delays to through traffic.
- Given that traffic through the village increased by 23% between 2008 and 2014, and taking account of planned developments, what can be done to mitigate the impact of increasing traffic volumes through the village.
- Raise awareness of the safety of the B1106 through accident analysis.

Pedestrian Crossings and Access to Village Amenities

The TAG considers that from their own experience, resident feedback and anecdotal evidence, some form of controlled crossing is important. It was particularly noted that in the recent past, plans had been in place for a crossing point close to Arden House. We believe this still to be the most important location given the difficulty caused by the bends in the road and the short amount of time available to cross, even when traffic is travelling within the speed limit. We recognize that it would make sense to also have a crossing point near the Village Hall and this would be an alternative, but we feel that the improved visibility at that point makes it a safer crossing point without the need for traffic controls.



Figure 1

We also believe that the speed and volume of traffic on the A1101 creates real difficulties for pedestrians looking to cross the road to and from the Community Centre. We therefore would advocate a second crossing point in that location.

We also feel that given the likely increase in traffic levels caused by the possible Tut Hill closure, this will increase the need for some type of controlled crossing here. In fact, this stretch of road will become very busy at all times of the day and safe access and egress from the Community Centre needs further consideration as there are occasions when cars reverse onto the road because there are no spare parking places when the gate is locked.

The busiest stretch of road at peak periods is Tut Hill. If this road does not close, what can be done to assist residents living here?

The TAG advises that whilst there may be a preference for Pelican Crossings, in order to provide the safest method of crossing the road, we should take advice from the Local Authority regarding the most appropriate design for the locations proposed and to ascertain whether the Authority would support one type of crossing in preference to another.

Access to Amenities

Residents of Larks Gate recently attended a Parish Council Meeting to express their concern that pedestrians do not have safe access to village amenities. There is no footpath to the village unless pedestrians cross the road. Traffic coming into the village is often speeding as it crosses the bridge and older people and children find this to be dangerous.

One thought here is that there could be an opportunity to combine traffic calming measures with the provision of a narrow walkway. There is already a section of the road that narrows down, could we investigate our options in turning this construction into something that could be adapted as a walkway extending along the grass verge, perhaps fenced, as well as, perhaps incorporating some visible road markings like colour change to imply a pedestrian route (see similar example below)



Possible footpath option type shown below



In general terms the TAG feel that a design scheme is needed for this stretch of road that calms the traffic coming into the village and provides pedestrian access. It was suggested that ROSPA may be able to assist with this.

Speed Reduction Proposals

The TAG considers that whilst there are few examples of extreme speeds through the village, there is enough evidence that too many vehicle are travelling above the speed limit. The VAS system indicates that far too many vehicles per day exceed 40 mph in the most dangerous locations and that well in excess of 30% of vehicles exceed 30mph.

In conjunction with the bends in the road this is a dangerous combination and we recommend that the Parish Council take the steps shown below to encourage drivers to drive safely within the speed limit whilst passing through the village.

Village Boundary Proposal

One common approach in other villages is to have clearly defined boundaries on the road where the village begins and ends. These boundaries normally incorporate a speed limit sign and a request to drivers to slow down. Sometimes these are used in conjunction with speed countdown markers as you approach the village boundary, especially where the speed limit changes. This would be particularly appropriate on the A1101. Some examples of these are shown below. These are often used in conjunction with changes to the road surface to highlight the entry into a low speed zone.



Cost estimates have already been received for this and there is a willingness to try and do this work ourselves. We would probably need to take a consistent approach and over a period of time and incorporate the same design at each entry point to the village.

Speed Message Reinforcement

Having warned drivers approaching the village of the speed limit, it is recommended that the message be reinforced with some limited reminders through the village. Care should be taken though, not to overload the driver with too many messages as has been commented upon on Tut Hill.

One recommendation is to make more use of the posts and brackets where the VAS sign is usually mounted. The proposal is that a series of warning signs are created that will be mounted on the posts when not in use by the VAS devices. It is suggested that there be several designs that are rotated in order to reduce the driver familiarity and increase the chances of drivers noticing them.

It is also suggested that a strategy for doubling up the two VAS devices be adopted on the more dangerous stretches of road. Similar to the system used in Ingham which proves to be quite effective. This will require additional posts.

The use of the VAS signs is an important part of reinforcing the slow down message

Police Checks and the Speedwatch Program

The TAG debated whether to request the Police to give more attention to roads in the village. It was decided that this should be considered as a secondary option should our measures prove ineffective. This is because there was a concern that such measures are short term and fail to change driver behaviour unless sustained over a long period of time.

It also discussed whether to revisit the Speed watch program. It again recommends that this should be treated as a secondary option once we have evaluated the effectiveness of the proposed measures.

There is however much concern regarding the stretch of the A1101 coming into the village from Bury. There is a

speeding traffic issue here and the possible growth in volume could exacerbate the problem. Queuing traffic reaching the Three Kings roundabout will become more of an issue and we should probably take account of accident risks for cars arising from entry and exit into the Community Centre. Currently when the gate is locked, and all parking spaces taken, cars reverse out onto the A1101 as there is insufficient room to turn many vehicles.

One suggestion has been the creation of a filter lane just for the traffic queues into the centre.

In our view the 30mph speed limit should be extended through to the new roundabout.

Should Tut Hill close there may also be a requirement to monitor air quality given the volume of vehicles on the A1101.

Traffic Calming, Warning Signs and Road Markings

There are a number of points that were considered here and are listed below.

- There is a view that the bends in the road near the church on the B1106 obscure the view of drivers who often drive too quickly through this stretch of road. The use of a Pedestrian Crossing here will have the effect of slowing down drivers familiar with the route but not strangers. The TAG recommends that advice be taken from the Local Authority regarding the incorporation of one or two *chicanes* that will slow down motorists as they approach the bend in both directions.
- The above bend is a crossing point for many pedestrians including children, the elderly and the disabled. It is recommended that signs warning drivers of pedestrians crossing here would be advisable. This could be enhanced with coloured bands on the road warning drivers of pedestrians.
- It is also suggested that steps be taken to improve the road marking throughout the village and particularly at the double roundabout. There is evidence that well designed road marking can have a calming effect on traffic. We need advice about this.
- Suffolk Highways have agreed to clean built-out sections at traffic pinch-points, and re-install markers. They have also agreed to pressure-wash existing marked crossing points (3 off), to make them more visible to oncoming traffic. We have been told by our Councillor that the new markers are on order but they have not materialized.
- It is recommended that at the mini-roundabouts, add the words "Give Way" to the road markings, to try to slow down traffic through what has become a dangerous junction.
- The TAG discussed the impact of the new development behind Tut Hill and the possible impact of the closure of Tut Hill. This could have the effect of increasing the number of cars passing the Community Centre by 5000+ per day. They recognize that this is already a stretch of road that drivers drive too quickly. The VAS indicates that more than 150 vehicles per day exceed 40mph approaching the village. They believe that there is a strong argument for a 30mph zone from the new proposed roundabout on the A1101 through to the village. Whilst there may be regulations governing this, it is recommended that this should be raised with the Local Authority for further consideration.

Parking Issues

The TAG recognize that increased commercial activity within the village as well as property development and general growth has led to parking difficulties for some residents and visitors. This has caused Pigeon Lane, in particular, to become congested on occasion and there have been times when inconsiderate parking has led to a blockage, preventing the possible access of emergency and larger vehicles. This must be prevented. The TAG recommends that a White 'H' line be painted on the side of Pigeon Lane adjacent to Dairy Drive. This would probably stretch from the entrance to the lane down to Dairy Drive. This is a constant problem. When cars don't double park, there have been many instances where several parked cars in a row cause drivers to pass on the opposite side, almost up to the road junction. Traffic turning left into Pigeon Lane are then forced to brake suddenly when faced with a vehicle on the wrong side of the road. This seems very unsafe.

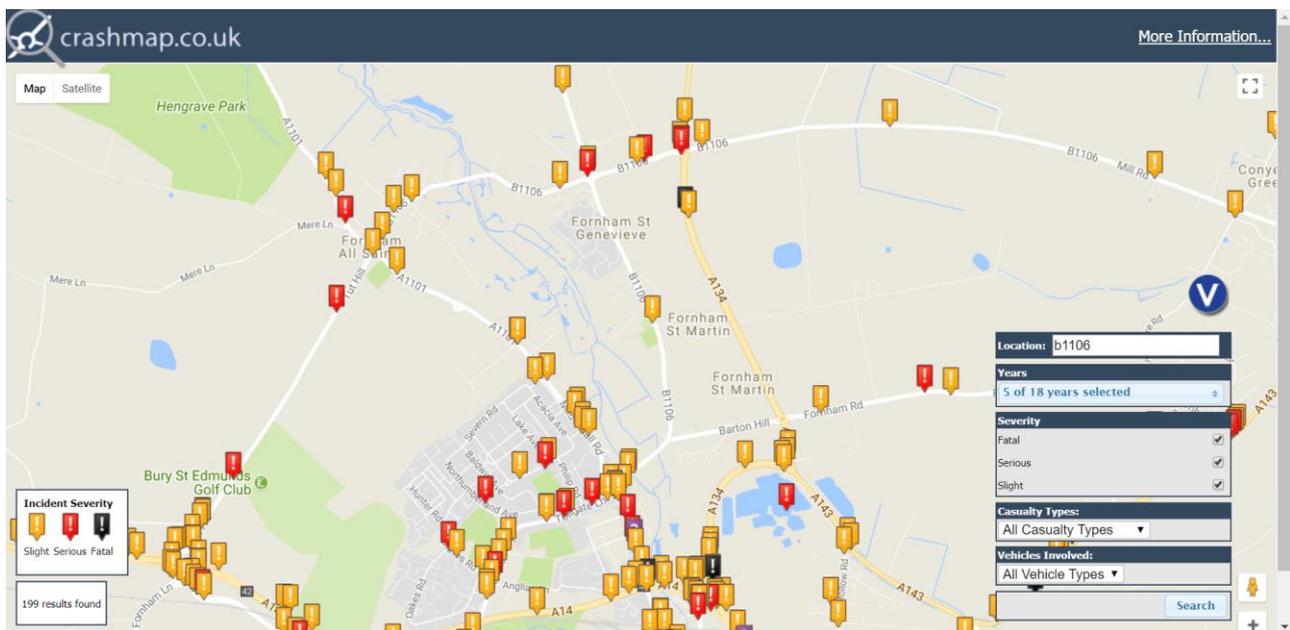
In the longer term the TAG believe that the Parish Council should look for opportunities to provide additional space for casual parking.

Other

Some concern was expressed regarding the bend in the road on the Fornham St Genevieve side of the bridge across the river Lark where the road bends to the right at the junction with the Water Treatment Facility. Large Vehicles can often force motorists to take evasive action and there are many examples of near misses caused by buses, wagons, tractors etc. This is not within the Parish boundary but is close enough to be identified as a significant hazard. It is not clear what can be done about it at this stage but should be raised in any discussions with the Local Authority as a limitation of the B1106 and an area requiring improvement.

Similar concerns exist along the Avenue of Oaks between Fornham St Genevieve and the A134

This is a very busy road which does not allow two HGV vehicles to pass without one having to stop. There is a history of severe accidents in this location as there is along the stretch of B1106 from the A14 to the A134. More vehicles will increase the risk of accidents. See stats for last 5 years below. This image shows only vehicles where an occupant sustained an injury. Our view is that there are many more accidents where occupants were lucky enough to avoid injury.



Resident Consultation Considerations

Some of the above proposals may not be supported by some of the residents within the village. We have already seen that in 2010 a crossing point project was abandoned due to complaints from a resident. At some point it is recommended that our final proposals be distributed to all the village asking for comments.

Summary of Recommended Action Points

Arising from the above there are two distinct sets of issues to be addressed.

- Traffic growth on the B1106 is very high and seems to be out of line with typical growth levels in the district. Development proposals will impact this to a considerable degree. This is a strategic issue that should be addressed by the Highways Department and decisions made concerning what steps would be appropriate to mitigate the impact and improve the safety of pedestrians and drivers on this very busy 'B' road.
- Other issues are more practical and relate to advice and assistance with day to day smaller operational issues. This may be addressed best by the Highways team with local responsibility. We also need to understand better why we have not been supported better by this department.

Summary of Recommended Actions	
Strategic	Operational
<ul style="list-style-type: none"> • Meet with Highways representatives to present our case and request their assistance to evaluate our concerns regarding the inordinate traffic growth on B1106 as well as future growth. • Discuss the timescales regarding the Tut Hill decision and the likely impact on the A1101 traffic volumes should the road be closed. This to include possible re-design of Double Roundabout. • Present the case for assisted pedestrian crossings arising from traffic growth and speed. • Present the case for the B1106 to be given better consideration than other 'B' roads due to its 'Rat Run' status. • Ask for financial assistance for a design scheme to better control traffic passing through the village • Ask for better future consideration of the B1106 and surrounding roads than was received during the evaluation of the Marham Park impact and the WSOH. • Issues at Bridge and Avenue of Oaks including Accident Records. 	<ul style="list-style-type: none"> • Pinch Points Pillars on the B1106 require replacement. They are a safety measure and should be properly maintained • Road Markings are recognized by many as an important factor in managing the speeds of vehicles through villages. More needs to be done to utilise this approach to highlight to traffic that it is entering a village environment. • Assistance is needed in improving pedestrian access from Larks Gate. • A review of road signs is required with old ones removed and new ones located in appropriate locations • Village Boundary designs need agreement and possibly approval. • Assistance with Parking Issues in Pigeon Lane • Better enforcement of speeding on B1106 and A1101

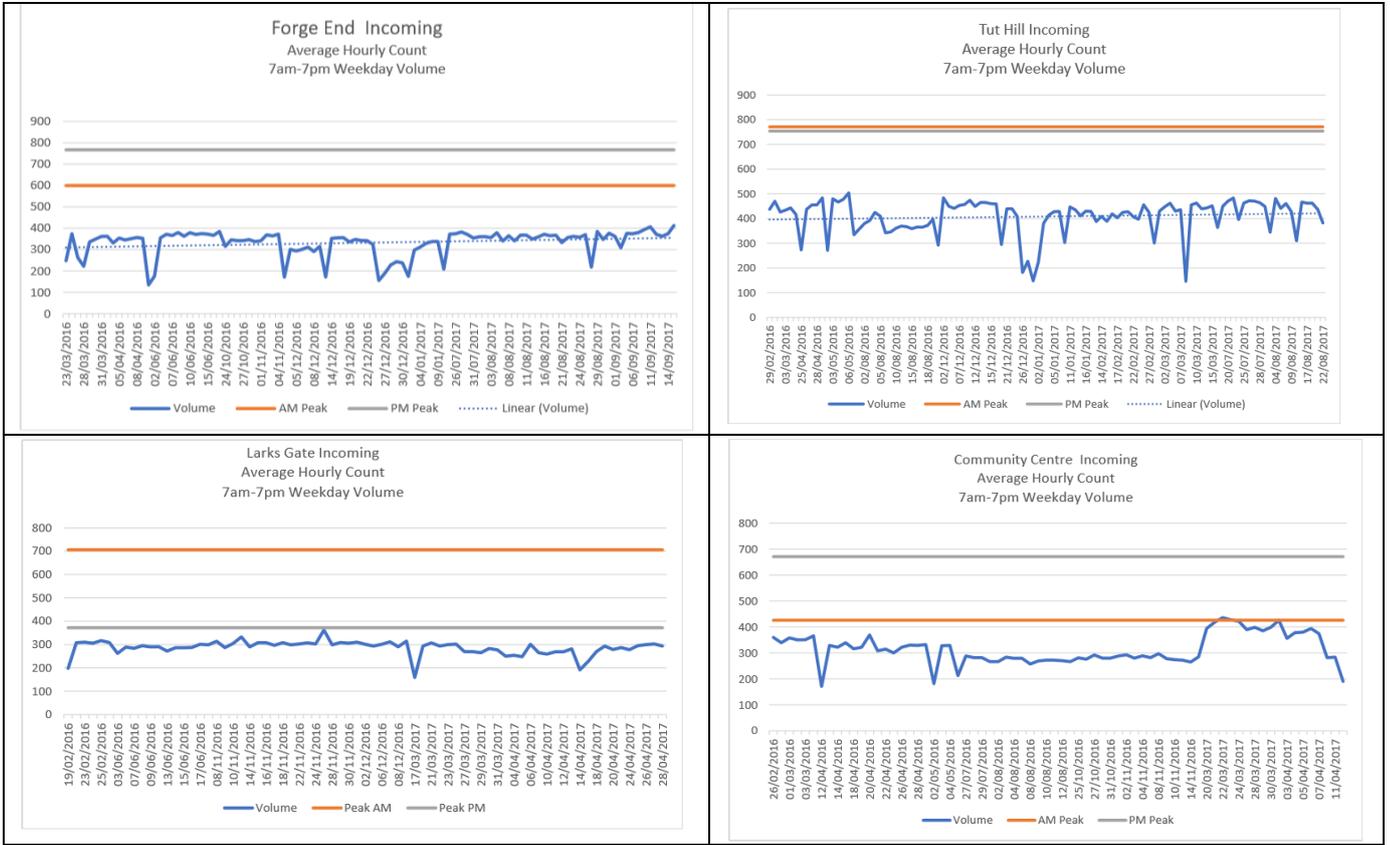
The high speed of some vehicles on the A1101 past Mere Lane into the village is very serious and it is important that the police address this issue.

Sources of Information

1. 2010 Parish Council Survey Report
2. VAS Data compiled by BG
3. Road Survey Data by Suffolk Highways.
4. Department for Transport Data for A1101 and B1106.
5. Crashmap.co.uk (This data is used by the Highways dept)

Fornham All Saint Parish Council
 Traffic Advisory Group (TAG)
 Howard Quayle (Chairman)
 Gary Clark Ward
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Appendix 1 Sample Data – Traffic Volumes



UK Traffic Data

How busy are your roads?

Home » Suffolk » B1106, Fornham St Genevieve

B1106, Fornham St Genevieve

Traffic statistics by year: All traffic

Vehicle Types - Average Daily Flow for Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Pedal Cycles									17	8	23	20	25	44	
Motorcycles and Mopeds									97	56	41	33	63	141	
Cars									5848	5946	6499	5421	6420	6998	
Buses and Coaches									24	40	50	50	49	50	
Light Goods Vehicles									915	1028	1017	1036	1063	1334	
Two-axis Rigid HGVs									131	144	133	100	189	71	
Three-axis Rigid HGVs									8	14	10	22	10	10	
Four-axis Rigid HGVs									3	11	10	4	6	18	
Three-axis Articulated HGVs									13	12	35	20	0	13	
Five-axis Articulated HGVs									4	2	2	3	3	0	
Six-axis Articulated HGVs									2	5	0	4	0	0	
All HGVs									161	186	200	164	217	150	
All motor vehicles									7055	7264	7771	6898	7851	8543	

23% Growth 2008 -2014

Data gathered by the Highways Department

B1106 The Street – Eastbound		B1106 The Street – Westbound	
	Total Volume		Total Volume
Mon 6 Mar	3933	Mon 6 Mar	3526
Tue 7 Mar	4294	Tue 7 Mar	3685
Wed 8 Mar	4103	Wed 8 Mar	3595
Thu 9 Mar	4082	Thu 9 Mar	3774
Fri 10 Mar	4173	Fri 10 Mar	3889
Sat 11 Mar	2981	Sat 11 Mar	2690
Sun 12 Mar	2360	Sun 12 Mar	2271
5-day Av.	4117	5-day Av.	3694
7-day Av.	3704	7-day Av.	3347
These figures are consistent with our own data		These figures are considerably below our own averages	

TUT HILL

The typical daily volumes on Tut Hill Incoming are about 6200 cars per day with an AM peak of 790 and 633 PM The outgoing sees 5800 per day with AM peak of 771 and PM of 754

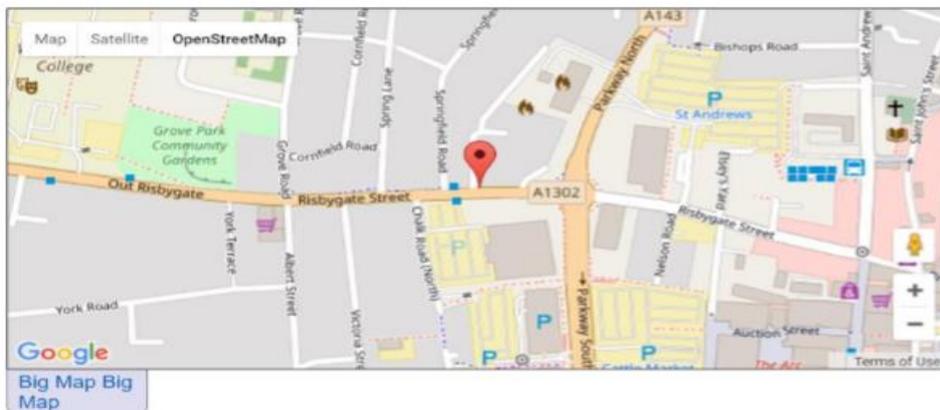
This gives a daily total of about 12000 vehicles with the AM Peak at 1560/hour and PM 1387/hr. Close to one vehicle every 2 seconds

These volumes are on a par with data from the **A1302 one of the major routes into and out of town**, yet our is only a 'B' road, lower in the priority list than major 'A' routes for Highways attention I think. I believe that it is very important that we take every opportunity to highlight this situation as much as we can.

Traffic statistics by year: All traffic

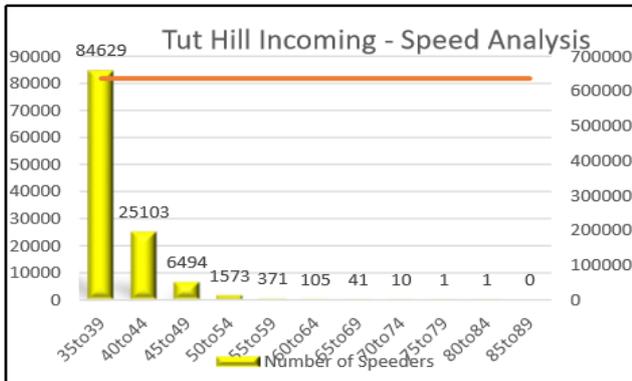
Vehicle Types - Average Daily Flow for Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Pedal Cycles	265	219	228	317	257	166	261	215	241	241	243	268	253	250	243
Motorcycles and Mopeds	243	157	163	210	137	114	98	124	118	132	126	105	101	113	108
Cars	15639	16763	17031	12460	12622	13288	13036	10314	10087	10309	10247	10217	10058	9969	10239
Buses and Coaches	165	194	196	155	127	156	144	122	106	104	118	111	121	126	121
Light Goods Vehicles	1387	1525	1635	1218	1340	1359	1380	1163	1187	1205	1287	1437	1454	1511	1616
Two-axle Rigid HGVs	204	186	176	334	406	249	240	212	211	192	205	209	211	213	218
Three-axle Rigid HGVs	24	13	13	18	24	35	33	47	53	53	53	58	63	69	76
Four-axle Rigid HGVs	27	23	23	17	23	11	11	152	161	153	134	153	174	198	217
Three-axle Articulated HGVs	16	16	15	19	19	26	21	13	11	10	12	10	7	5	5
Five-axle Articulated HGVs	14	32	28	11	10	30	24	9	7	6	6	6	5	5	4
Six-axle Articulated HGVs	6	21	23	14	16	15	14	9	9	9	9	10	10	10	9
All HGVs	291	291	278	413	498	366	343	442	452	423	419	446	471	500	529
All motor vehicles	17725	18930	19303	14456	14724	15283	15001	12165	11950	12173	12197	12317	12204	12219	12614

A1302, Bury St Edmunds



Appendix 2 Vehicle Speeding Data Data collected since early 2016

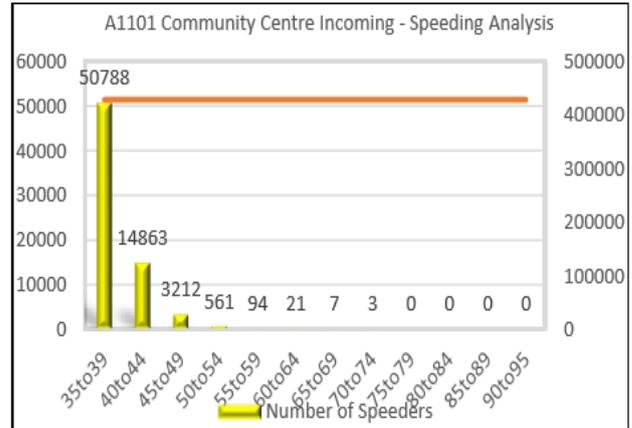
Highest level of speeding vehicles recorded here



Excess Speeding Feb 2016 – Aug 2017

Speed	61	66	71	76	81	86	91
Volume	315	93	40	15	7	1	2

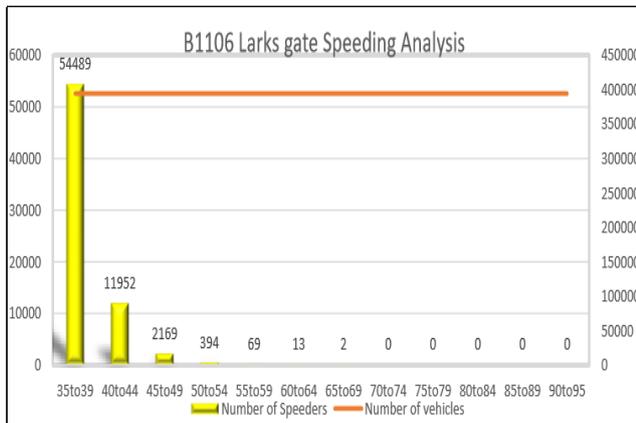
High number of vehicles at speeds above 40mph approaching Community Centre and Roundabout



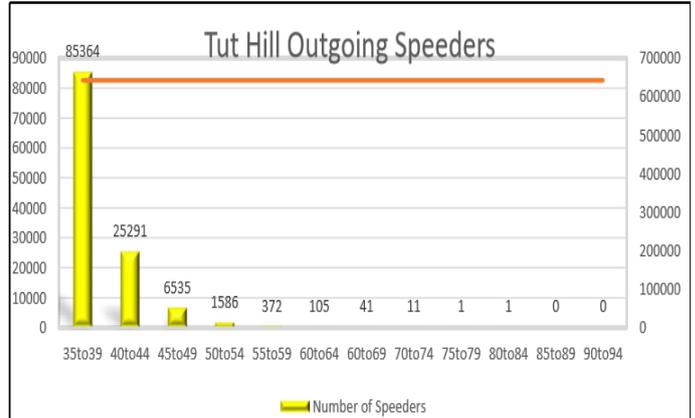
Excess Speeding

Speed	61	66	71
Volume	21	7	3

No excessive speeding here but vehicles drive too quickly over the bridge approaching Larks Gate



Traffic accelerates out of the village, dangerous given narrowing of the road with traffic calming devices.



Speed	61	66	71	76	81
Volume	105	41	11	1	1

On the A1101 coming into the village past **Mere Lane** there is little evidence of many cars speeding although a small number of records show excessive speeds.

Excess Speeding

Speed	61	66	71	76	81	86	91
Volume	80	31	20	9	1	3	4