

**DEPARTMENT OF NEIGHBOURHOOD & PLANNING
TRAFFIC & NETWORK MANAGEMENT**

Odstock Road, Salisbury

Pedestrian Crossing Assessment Report

Document Control Sheet

Project Title: Odstock Road Pedestrian Crossing

Report Title: Odstock Road Pedestrian Crossing Assessment Report

Revision: Version 1

Status: Issue

Date: February 2014

Record of issue

| Issue | Status | Author | Date | Check | Date | Authorised | Date |
|--------------|---------------|---------------|-------------|--------------|-------------|-------------------|-------------|
| 1 | Issue | PS | 31/01/14 | DMT | 04/02/14 | DMT | 07/02/14 |
| 2 | | | | | | | |

Contents

- 1. Introduction and Background**
- 2. Data Collection**
- 3. Analysis**
- 4. Recommendation**
- 5. Appendix A – Plan of Survey Zones**

1. Introduction and Background

This report is in response to a request made by the Salisbury Community Area Transport Group stating that they would like to see the provision of improved pedestrian crossing facilities on Odstock Road between the roundabout at its junction with Coombe Road and the roundabout at its junction with Heronswood. The reason for this request was the perception of community severance owing to Odstock Road being difficult to cross due to the lack of formal pedestrian crossing facilities. It is considered that the provision of a formal crossing facility will reduce this severance and provide the community with a safe place to cross the road.

2. Data Collection

Extent of Surveys

As the incoming request for improved crossing facilities covered a long length of Odstock Road it was necessary to split the road into two zones to achieve a true reflection of pedestrian crossing movements and to produce an accurate assessment report. The two zones assessed were:

- Zone A – From its junction with Coombe Road to a point 30 metres north-east of its junction with Heronswood.
- Zone B – From a point 30 metres north-west of its junction with Heronswood to point 22 metres south-east of that junction.

Site Observations

The following observations have been recorded:

- Odstock Road is subject to a 30mph speed limit
- There are street lights present within the area surveyed.
- There are no properties fronting directly onto Odstock Road within the area surveyed. However, Odstock Road serves as the main access to the local ambulance station, hospital, a nursing home a number of residential housing estates as well as the village of Odstock itself.
- Odstock Road is served by a number of bus services including, amongst others, a service that runs to the hospital on a 10 minutes frequency (dependant on the day and time of day).
- There are three bus stops present within the area surveyed. Two of the stops are served by bus shelters and one by a flag pole.

Pedestrian Numbers

A pedestrian count survey took place on Monday 25th November 2013 to establish the numbers and locations of pedestrians currently crossing the road within each of the zones. The survey was carried out between 7.00am to 7.00pm. Pedestrian numbers were recorded in each zone for the 12 hour period and the busiest crossing point identified in each zone. A plan showing the extents of the zones and the busiest crossing points can be found at **Appendix A**.

A summary is shown below:

| ZONE | TOWARDS CITY CENTRE | | AWAY FROM CITY CENTRE | | ZONE TOTAL |
|------|---------------------|---------------------|-----------------------|--------------------------|------------|
| | AM (07.00-12.00) | PM (12.00-19.00) | AM (07.00-12.00) | PM (12.00-19.00) | |
| A | 31 | 12 | 47 | 111 | 201 |
| B | 79 | 33 | 15 | 89 | 216 |
| | | | | TOTAL PEDESTRIANS | 417 |

Traffic speeds and volumes

To accompany the pedestrian count survey a metro count device was placed within Zone A to record the volume and speed of traffic using Odstock Road between the roundabouts at its junctions with Coombe Road and Heronswood. The metro count device was placed in between the two bus stops situated within Zone A. The counts recorded total volumetric flow and vehicle speeds between Monday 4th November 2013 and Tuesday 12th November 2013. A summary of the recorded results is shown below.

| | Towards Coombe Road | Towards Hospital |
|--|--------------------------------|-----------------------------|
| Average Speed (mph) | 22.5 | 23.7 |
| 85th%ile (mph) | 28.2 | 27.5 |
| Traffic Volume (average vehicles per day) | 4842 | 4500 |
| Total Traffic Volume (average vehicles per day) | 9342 | |

Collision data

An interrogation of the Police collision database indicates there has been one recorded personal injury collision in the latest three year period up to the end of November 2013. The collision occurred in Zone 2 on the 7th January 2013 at 6.42pm and involved a car being driven by an 83 year old male travelling in a north-westerly direction across the roundabout (at Heronswood) striking an 18 year old female cyclist riding without lights in a south-westerly direction across the roundabout. The collision is recorded as resulting in slight injuries to the cyclist who was displaced from their bicycle as a result of the collision.

3 Analysis

Formal crossing justification

Current Wiltshire Council practise requires a minimum level of pedestrian flow before a formal crossing is considered. A minimum average level of 50 pedestrians per hour (counting vulnerable pedestrians – under 18's and over 65's - as two) over the four peak hours is required. This requirement has been considered on a zone by zone basis along Odstock Road with the results as outlined below.

Zone A

The results show that the busiest periods of crossing movement took place from 8.00am to 9.00am, 3.00pm to 4.00pm, 4.00pm to 5.00pm and 5.00pm to 6.00pm.

During these time periods a total of 88 pedestrians crossed the road of which 46 were classed as vulnerable users. Counting these as two gives a total pedestrian movement of 134. When averaged over the four peak hours, this gives a figure of 34 pedestrians per hour and therefore a formal crossing cannot be considered.

Zone B

The results show that the busiest periods of crossing movement took place from 7.00am to 8.00am, 8.00am to 9.00am, 3.00pm to 4.00pm and 4.00pm to 5.00pm.

During these time periods a total of 126 pedestrians crossed the road of which 80 were classed as vulnerable users. Counting these as two gives a total pedestrian movement of 206. When averaged over the four peak hours, this gives a figure of 52 pedestrians per hour and therefore a formal crossing can be considered.

Location of Crossing

The results for Zone A indicate there is insufficient pedestrian activity for the provision of a formal crossing facility to be considered. The need for a crossing facility to be provided in Zone B is less clear with the results only being marginally above the council's required minimum level of pedestrian flow to consider the introduction of a formal crossing facility. Specific comments on crossing type and location for each of the assessed zones are set-out below:

Zone A

As demonstrated by the results of the pedestrian counts there is a low level of crossing activity currently taking place within Zone A and as such a formal crossing facility within this zone is not considered necessary. The surveys identified that the busiest crossing point within Zone A to be at the existing dropped kerbs situated adjacent to the steps leading into Hawksridge. Whilst the road is not wide enough at this location to consider the introduction of a pedestrian refuge consideration could be given to upgrading the dropped kerbs to an informal crossing point to highlight to motorists that this is a location where pedestrian cross the road.

Zone B

The results of the pedestrian counts for Zone B demonstrated there to be sufficient pedestrian crossing movements to consider the introduction of a formal crossing facility, albeit only by a very small margin. The surveys identified the busiest crossing point within Zone B to be at the existing pedestrian refuge on the south-east side of the Heronswood Roundabout.

Although the number of crossing movements recorded mean a formal crossing facility can be considered the provision of such a facility within Zone B would be extremely difficult to achieve due to the presence of Heronswood Roundabout. The necessary advanced visibility required of traffic signal heads and the physical width of the required pedestrian zone at a signal facility means that a standalone signal controlled crossing could not be introduced. The option of signalling all arms of the Heronswood Roundabout whilst technically feasible would be hugely expensive, disproportionate in consideration of the recorded number of pedestrian crossing movements and potentially disruptive to traffic flow along Odstock Road. Similarly the introduction of a standalone zebra crossing would not be possible within Zone B for the same reasons that a standalone traffic signal facility cannot be provided.

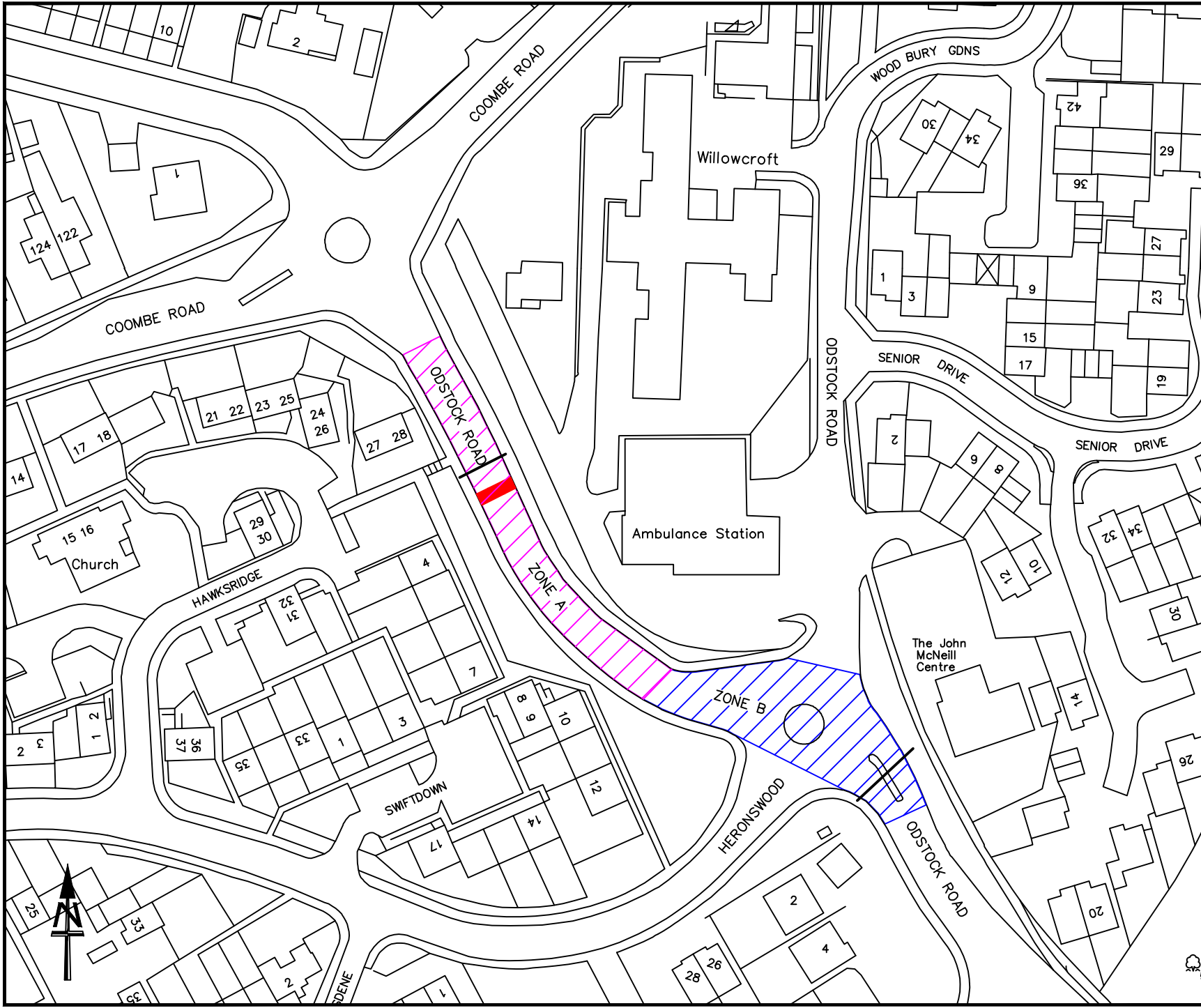
It would be possible for an informal crossing point to be provided in the immediate vicinity of the outbound bus shelter. However the existing width of the road at this location means that a pedestrian refuge cannot be provided without removing the outbound bus stop at this location. The provision of an informal pedestrian crossing point at this location can only be considered if advanced visibility of the crossing point is improved through the removal of foliage inside the grounds of the ambulance station.

4. Recommendation

It should be noted that the fundamental and overriding consideration when introducing any new pedestrian crossing is the safety of pedestrians. The justification for any pedestrian facility must be to make crossing the road safer for users. Pedestrian crossings do not automatically make crossing the road safer; moreover badly sited, underused or misused crossings can detract from road safety, as can an inappropriate choice of facility.

Although there are not enough pedestrian crossing movements within Zone A to warrant the introduction of a formal crossing facility the significant number of crossing movements recorded warrants upgrading the existing dropped kerb to an informal crossing point with the associated coloured surface dressing treatment and bollards.

The provision of an informal crossing point within Zone B is technically possible and could be pursued if it is felt that its provision is warranted by the Salisbury Community Area Transport Group in consideration of the fact that the existing pedestrian refuge on the south-east side of the Heronswood Roundabout was identified as being the busiest crossing point within Zone B.



- NOTES:
- Location of 24hr 7 day vehicle speed & flow survey
 - Location of 1 weekday 7am-7pm pedestrian crossing survey – Zone A
 - Location of 1 weekday 7am-7pm pedestrian crossing survey – Zone B
 - Location of busiest crossing point in each survey zone

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DRAWING PURPOSE:
ISSUE

PROJECT:
 Ostock Road, Salisbury
 Pedestrian Crossing Assessment

DRAWING TITLE:
 Survey Location Plan

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| SCALES: | 1:1000 | SHEET SIZE: | A4 |
| DRAWING No.: | ORPCALP00001 | REVISION: | A |
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