

HOLT *Tannery*

HOLT TRAFFIC WORKSHOP 24 MAY 2012

BACKGROUND PAPER ON TRANSPORT ISSUES

1. EXISTING HIGHWAY NETWORK

- 1.1 The main road link through Holt is the B3107 which links Bradford on Avon in the south west with Melksham in the north east. On entering the village from the Bradford on Avon direction, the B3107 forms a mini roundabout junction with the B3106 that heads south towards Staverton and Trowbridge. The mini roundabout is a recent introduction in place of the previous priority junction and helps to reduce traffic speeds on the entrance to the built up area.
- 1.2 Approximately 20m north east of the mini roundabout, Leigh Road forms a priority junction with the B3107. Leigh Road provides access to residential properties before continuing broadly northbound towards Great Chalfield and Bradford Leigh.
- 1.3 Further into the village the B3107 passes Ham Green before narrowing as it passes the Recreation Ground. There are properties in this area that have no off-street parking and therefore on-street parking restricts the free flow of traffic on the main road.
- 1.4 Traffic movements can be delayed in this location as vehicles travelling in one direction allow those travelling in the opposite direction to clear, however delays are generally relatively short and the restriction assists in keeping traffic speeds low.
- 1.5 It is just about possible for two cars to pass with care on this constrained section however some drivers chose to put their wheels on the adjacent footway to gain a little more width which clearly has safety risks for pedestrians.
- 1.6 It is however understood that the Wiltshire Council's Bradford on Avon Community Area Board has allocated monies to Holt in order to action a proposed new pedestrian route through the Recreation Ground that would run parallel to the existing footway and therefore offer a safer alternative.
- 1.7 The B3107, known as The Street, then forms a crossroads junction with The Midlands (west) and Moulton Close. This junction is located on a slight bend which means that the visibility available on egress from The Midlands is less than standard. Moulton Close provides pedestrian access to The Courts National Trust property which is a popular tourist attraction during the summer months when it is open to the public. Parking for The Courts is permitted in the Village Hall car park which is accessed from The Midlands, but there is no enforcement regime in place to verify that parked cars are occupied by National Trust visitors. Visitors using that

facility need to cross the B3107 to access the Gardens. There are no formal pedestrian crossing facilities available in the vicinity of the junction. The village shop is also located next to the junction which creates further on-street parking demands and pedestrian crossing movements.

- 1.8 Continuing further north east, the B3107 The Street becomes The Common at a further priority junction with The Midlands (east). Visibility from The Midlands (east) is generally good in both directions. Station Road also forms a priority junction with the B3107 slightly further north east again.
- 1.9 Holt Primary School is located just south of the main road and is accessed via The Gravel either directly from the B3107 or indirectly via Station Road. A zebra crossing has recently been introduced in this area to improve the safety of pedestrian movements to and from the School. This in turn will assist in controlling vehicle speeds through this part of the village.
- 1.10 The Common begins to narrow again past its junction with The Gravel primarily as a consequence of on-street parking. Again, vehicles in one direction or the other need to wait for opposing vehicles to clear. This leads to slight delays but also acts as a speed reducing measure.
- 1.11 The B3107 The Common then passes the Little Parks and Great Parks side road junctions before leaving the village.
- 1.12 The Midlands forms two junctions with the B3107 as identified above with these being interlinked. The road varies in width between approximately 5.5m and 4.5m with a narrow footway being provided on at least one side throughout. The horizontal alignment has a sharp right angle bend with a high hedgerow on the inside which limits forward visibility around the bend. On-street parking also occurs beside the western arm of The Midlands which can restrict the movements of larger vehicles accessing the employment opportunities beyond.
- 1.13 The Village Hall car park is accessed from The Midlands (west) and provides approximately 46 parking spaces, four of which are reserved for members of the Village Hall Trust who own and manage the car park. Parking for The Courts is permitted for cars but not for Coaches. No charges apply. The National Trust also provide additional overflow parking for visitors to The Courts but this is located on the south western extremity of the village some 450m distant from the entrance to the Gardens and is not well used.
- 1.14 Additional overflow parking of X spaces for the National Trust has recently been introduced on a temporary basis within the Beaven's site.

2. NON-CAR ACCESSIBILITY

- 2.1 The village has a number of local services and facilities which include the primary school, a convenience store, a Post Office and two public houses. There are also employment opportunities at the Beaven's factory site, the Glove Factory Studios and at The Midlands Trading Estate. Recreation facilities including a children's playground, bowls, tennis courts, football pitch and sports pavilion are also available in the village centre.
- 2.2 A continuous pedestrian footway is available throughout the village on the north west side of the B3107. There is also a footway for the most part on the south east side of the road however there are a number of sections where the frontage of properties extend right up to the carriageway edge.
- 2.3 Although there are no formal cycle routes or facilities within the village, the towns of Bradford on Avon, Trowbridge and Melksham are all within a 5 kilometre cycling

distance, which is considered by planning guidance to be that which provides the potential for cycle use as an alternative to the car.

- 2.4 It should be noted however that the existing carriageway widths on some parts of these routes are not 'cycle friendly' particularly when coupled with the traffic volumes and speeds.
- 2.5 Public transport services through Holt are relatively limited. There are a number of bus services but many of them only operate once a day (school buses) or on one day of the week. The only service that provides regular buses throughout the day Monday to Friday is the ZIGZAG service. There are 8 buses in each direction that link Trowbridge to Corsham via Bradford on Avon, Holt and Melksham. Occasional buses also extend from Corsham to Chippenham. There are 5 buses in either direction on a Saturday.
- 2.6 Bus stops are located at Ham Green at the western end of the village, at Three Lions Mews in the centre of the village and in the vicinity of the Post Office at the eastern end. The Three Lions Mews stops are the most relevant to the proposed redevelopment of the Tannery Site. The northeast bound stop for buses towards Melksham consists of a flag sign and timetable casement only, while the southwest bound stop for buses towards Bradford on Avon also benefits from a bus shelter. This stop also doubles as a set down and pick up point for tourist coaches visiting The Courts.
- 2.7 There is no railway station in Holt with rail journeys first requiring a separate car (or bus) journey to Bradford on Avon or Trowbridge for trains between Cardiff, Bristol and Bath in one direction and Salisbury, Southampton and Portsmouth in the other. London bound trains can also be accessed directly from Chippenham railway station. Rail services are also available from Melksham however there are only two trains in each direction each day. However, the TransWilts Rail project continues to make progress, with a first stage hoping to provide a regular shuttle service through the day from Westbury to Swindon via Trowbridge and Melksham.

3. TRAFFIC SURVEYS

- 3.1 Traffic surveys were undertaken at various locations through the village on Wednesday 21st September 2011. The surveys recorded all vehicle movements and pedestrian crossing movements between 07.00 and 19.00 at the following junctions:
 - B3107 Bradford Road/B3106 Staverton link mini roundabout;
 - B3107 Bradford Road/Leigh Road priority junction;
 - B3107 The Street/The Midlands (west) crossroads; and
 - B3107 The Street/The Midlands (east)/B3107 The Common priority junction.
- 3.2 It should be noted throughout that by undertaking the surveys on a Wednesday they do not take into account the traffic and pedestrian movements associated with The Courts National Trust Gardens which are closed on this day. They do however replicate what can be described as a typical 'neutral' day during the Autumn school term.
- 3.3 It is anticipated that the surveys will be repeated in the summer of 2012 on a day when The Courts is open and the schools are on holiday. This will then identify the traffic and pedestrian situation in the visitor peak allowing appropriate comparisons to be made between the two sets of surveys.
- 3.4 For the AM peak hour (08.00 to 09.00), the results indicate 876 two-way vehicles on the The Street as it passes the Recreation Ground with this reducing slightly to 822 two-way vehicles between the two junctions with The Midlands.

- 3.5 The flows are similar northbound and southbound although the southbound flows are slightly higher. Heavy Goods Vehicle (HGV) movements equate to 4.1% of the total and are the same volume in both directions.
- 3.6 Traffic flows are slightly higher in the PM peak (17.00m to 18.00) than the AM peak with 949 two-way vehicles on The Street as it passes the Recreation Ground and 892 two-way vehicles between the two junctions with The Midlands. Northbound flows are very slightly higher than southbound in the PM peak with the proportion of HGVs being low at approximately 1.4% and again balanced between the two directions.
- 3.7 Across the day as a whole, 8,112 two-way vehicles were recorded on The Street in the vicinity of the Recreation Ground with 7,667 two-way vehicles between the two junctions with The Midlands. The proportion of HGVs across the day was 3.9% of the above two-way flows.
- 3.8 Traffic flows on The Midlands (west), which is likely to form the primary access to The Tannery site, were 51 two-way in the AM peak, 71 two-way in the PM peak and 694 two-way across the 12 hour day. These flows will include those vehicles that currently access the village car park. On The Midlands (east) the corresponding two-way flows are 63, 77 and 706. It would appear therefore that traffic flows to and from the various residential, employment and parking areas accessed via The Midlands currently distribute themselves fairly evenly between the two access points to the B3107.
- 3.9 The surveys identified that there are a number of U turn manoeuvres undertaken at the various junctions but primarily at The Street/The Midlands (west) cross roads. This is considered most likely to be associated with drivers who park on-street in the vicinity of the Recreation Ground turning either to enter or having left an on-street parking space and/or drivers parking on-street in the vicinity of the village shop before turning and returning the way they came.
- 3.10 Pedestrian crossing movements at the Bradford Road/Staverton link/Leigh Road junctions are generally very low across the course of the day. At The Street/The Midlands (west) junction pedestrian crossing movements are much higher with approximately 200 two-way movements across the B3107 just west of the junction and approximately 160 two-way movements across the B3107 just east of the junction across the day. Note that this does not include pedestrians crossing to and from The Courts as the gardens were closed on the day of the survey.
- 3.11 It would appear that although there is a strong desire for pedestrians to cross in the vicinity of the junction there is no clear preference in terms of the exact crossing point. This could be due to the standard of the footways beside The Midlands (west) as the most logical route to and from the car park would be on the eastern side of the road but the footway here is barely wide enough to accommodate one person. The footway on the western side is much wider so some pedestrians may therefore choose to cross the Midlands (west) before then crossing The Street. This effectively spreads the pedestrian crossing movements of The Street over a wider area which could lead to driver confusion and road safety issues.
- 3.12 Pedestrian crossing movements in the vicinity of The Street/The Midlands (east) are much lower and appear to be primarily related to the start and the end of the nearby Primary School day.

4. PARKING SURVEYS

- 4.1 The quantity and duration of stay of on-street parking beside The Midlands (west) and beside The Street was surveyed between 07.00 and 19.00 on Saturday the 5th of May and Thursday the 10th of May 2012. The use of the Village Hall car park and

over flow parking areas within the Beaven's site were also surveyed over the same periods.

4.2 The table below summarises the results of the parking surveys:

Day	Location	Average Stay	Maximum Stay	Maximum Accumulation
Saturday	The Street (west of The Midlands)	1 hr 41 mins	6 hrs 15 mins	16 vehicles
	The Street (east of The Midlands)	1 hr 12 mins	12 hrs plus	11 vehicles
	The Midlands	1 hr 56 mins	12 hrs plus	26 vehicles
	Village Hall	2 hr 04 mins	12 hrs plus	45 vehicles
	Beaven's NT overflow	0	0	0
	Beaven's Glove Factory overflow	0 hrs 45 mins	0 hrs 45 mins	1 vehicle
Thursday	The Street (west of The Midlands)	1 hr 33 mins	12 hrs plus	9 vehicles
	The Street (east of The Midlands)	1 hr 03 mins	12 hrs plus	9 vehicles
	The Midlands	2 hrs 57 mins	12 hrs plus	25 vehicles
	Village Hall	2 hrs 15 mins	12 hrs plus	42 vehicles
	Beaven's NT overflow	2 hrs 08 mins	3 hrs 45 mins	8 vehicles
	Beaven's Glove Factory overflow	2 hrs 30 mins	7 hrs 45 mins	5 vehicles

4.3 Use of the Village Hall car park is broadly the same on both a Thursday and Saturday and at or close to capacity at certain times. On-street parking beside The Midlands on a Thursday is again very similar to that on a Saturday although the average duration of stay on a Thursday is more than on a Saturday.

4.4 On-street parking on The Midlands occurs wholly on the western side of the road between The Street and the tight bend close to the Glove Factory Studios before switching to the southern side of The Midlands once around the bend. The overflow parking areas within the Beaven's site are currently lightly used.

4.5 From the survey data for it is possible to identify that 22 different cars on the Saturday and 14 different cars on the Thursday parked on the length of road in the immediate vicinity of the village shop.

4.6 The parking surveys were undertaken at 15 minute intervals so it is possible that a small number of other short term parking requirements in this area were missed but the results are likely to give a good indication of the level of on-street parking associated with visits to the shop.

5. EXISTING TRANSPORT ISSUES

5.1 The above background information has identified a number of existing transport issues associated with Holt that need to be taken into account when considering the impacts of development and wider desires. These are summarised below. Further issues may arise as part of the traffic workshop so this list should not be considered as being definitive.

Issue 1 – On-Street Parking along The Street

5.2 On-street parking coupled with narrow carriageway widths cause restrictions to the free flow of traffic through the village in various locations. This in turn can lead to driver frustration and vehicles mounting the adjacent footways in order to pass on-

coming vehicles. These restrictions increase the risk of collisions involving both vehicles and pedestrians.

Issue 2 – Volume of Traffic and Proportion of Heavy Goods Vehicles

- 5.3 The recorded traffic flows and HGV proportions are not in themselves considered to be overly high based on the theoretical link capacity of a road of the widths involved. However, given the constraints identified in Issue 1 above, their impact at various locations through the village can be significant. It should be noted however that the proposed construction of the Hilperton Relief Road will enable Wiltshire Council to consider wider weight restrictions in the area which could divert HGVs away from Holt.
- 5.4 Traffic speeds through the middle section of the village where The Street is wide and straight are perceived to be high although this may, at least in part, be resolved by the new zebra crossing.

Issue 3 – Pedestrian Facilities along and across The Street

- 5.5 The traffic surveys recorded pedestrian movements through the village and identified a high number of pedestrians crossing The Street particularly in the vicinity of The Midlands (west) junction. The surveys were undertaken when The Courts was closed so the number of crossing movements is likely to be even higher when The Courts is open and during the summer peak for visitors.
- 5.6 Pedestrian facilities elsewhere along The Street and The Common are sub-standard in some locations. It is understood that Wiltshire Council's Bradford on Avon Community Area Board has allotted monies to Holt in order to investigate the potential to provide a new pedestrian route running parallel to The Street but within the Recreation Ground. If this route could be provided then the pedestrian safety issue associated with drivers mounting the footway when travelling through this narrow area would be removed.

Issue 4 – Visibility at The Midlands (west) / The Street Junction

- 5.7 When emerging from The Midlands (west) visibility in both directions is sub-standard, restricted by adjacent buildings and garden walls. This is compounded by the junction being on the inside of the bend, the number of pedestrian movements crossing both The Midlands (west) and The Street, together with the regular occurrence of on-street parking directly outside of the nearby shop.

Issue 5 – Standard of The Midlands (west)

- 5.8 The right angle bend on The Midlands (west) limits forward visibility particularly given the height of the adjacent hedge. The tight nature of the bend also causes difficulties for larger vehicles approaching the employment areas beyond. These issues raise potential road safety dangers.
- 5.9 Footways are provided on The Midlands (west) although only on one side once past the entrance to the Village Hall car park. The footway widths are sub-standard particularly on the eastern side when passing the Village Hall.

Issue 6 – Off-Street Public Car Parking

- 5.10 It is considered that there is insufficient public car parking in the village centre particularly at peak periods which results in on-street parking in inappropriate locations. As of the date of this report (mid-May 2012), the recent implementation of informal overflow parking areas for the National Trust and the Glove Factory Studios within the Beaven's site have yet to be used to their full potential.

- 5.11 In addition to the specific local transport issues identified above there are wider strategic transport issues that need to be considered. These include BaNES Council's decision to implement a weight restriction on the main north south road through Bath, and the potential to reopen Holt Railway Station.
- 5.12 BaNES Council intend to implement an 18 tonne weight restriction on Cleveland Bridge in the centre of Bath. The aim of this restriction is to divert heavy goods vehicles to the A350 route through West Wiltshire and away from the A46/A36 route through central Bath thereby helping to reduce congestion and improve air quality within parts of Bath. The restriction is initially experimental in nature so that the impacts can be monitored over an 18 month period in advance of a permanent decision being made.
- 5.13 Wiltshire Council has expressed concern that the weight restriction could have an adverse impact on the A350 which could in turn lead to an increase in rat running via inappropriate secondary routes. It is possible that the weight restriction could lead to a slight increase in traffic flows through Holt although this can not be confirmed or quantified at present.
- 5.14 Aspirations exist to reopen Holt Railway Station. Although the findings of the West Wilts Rail Study identified this could be beneficial, the costs associated with the required infrastructure were subsequently considered to be too high. Any such proposal would also be dependent on Network Rail being willing to significantly increase the frequency of passenger services on the line between Chippenham and Trowbridge. Discussions are understood to be on-going with respect to improved service frequency on the line – in particular through the work of the TransWilts Rail project (www.transwiltsrail.org.uk), but the reopening of the Railway Station is not considered likely.

6. IMPLICATIONS OF THE TANNERY SITE DEVELOPMENT

- 6.1 A detailed master plan for the proposed redevelopment of the Tannery site has yet to be completed however it is likely that the site will incorporate up to 70,000sqft of employment (Class B1) and approximately 80 residential units. Although not fixed, use of these values will allow the likely traffic and parking implications of the proposals to be quantified relatively accurately.
- 6.2 The standard trip rate database (TRICS) has been interrogated to identify the traffic flows associated with similar scales of development in similar locations. This identifies that the proposed development is likely to generate the peak hourly and daily traffic follows set out in the table below:

	AM Peak (08:00 to 09:00)		PM Peak (17:00 to 18:00)		Daily (07:00 to 19:00)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Employment	151	18	10	109	496	475
Residential	12	35	32	17	216	215
TOTAL	163	53	42	126	712	690

- 6.3 The above should be treated as a worst case as the existing Beaven's site already generates a number of hourly and daily traffic movements so the net increase in traffic flows following redevelopment of the site is likely to be slightly less than shown.
- 6.4 Traffic to and from the site will be able to use either of The Midlands junctions with The Street but it is likely that a slightly greater proportion will use the western junction by the Village Hall than the eastern junction. As such the increase in two-

way vehicle movements on The Midlands and through the western junction with The Street is likely to be in the order of approximately 130 in the morning peak hour, 100 in the evening peak hour and 840 across the day as a whole.

- 6.5 The September 2011 traffic surveys identified existing two-way vehicle movements on this part of The Midlands as being 51 in the AM peak, 71 in the PM peak and 694 across the day as a whole. In simple terms, the proposed redevelopment of The Tannery site is likely to double the existing volume of traffic on The Midlands and through its junction with The Street. It has previously been identified that the junction between The Midlands and The Street is sub-standard so improvements are likely to be required to accommodate the additional vehicle movements.
- 6.6 Wiltshire Council now uses minimum parking standards when considering residential developments; a one bedroom property should have a minimum of 1 parking space, two and three bedroom properties should have a minimum of two parking spaces with four and more bedroom properties having a minimum of three parking spaces. As previously stated, the master plan for the site has yet to be fixed so it is not possible to identify the exact parking requirements for the residential element. However, the eventual residential parking requirements will need to be incorporated within the site layout.
- 6.7 For employment sites, Wiltshire Council still use maximum parking standards which equate to 1 parking space for every 30sqm of employment space. The employment proposals will therefore be subject to a maximum of 217 parking spaces. Given the location and size of Holt together with its limited public transport options, it is considered unlikely that Wiltshire Council would allow any significant reduction below the maximum value.
- 6.8 This quantum of parking could have a significant impact on the quality and the mix of development if it were to be provided wholly on The Tannery site. It may therefore be appropriate to consider alternative locations for parking such as the field directly to the west of the existing Glove Factory Studios. Up to approximately 170 parking spaces could be provided in this area although it is accepted that such a proposal would require implementation of a high quality landscaping scheme to respect its rural context. Such an additional parking area could also have a shared use thereby helping to reduce the existing parking demand on the Village Hall car park and other on-street parking areas, most notably The Midlands.
- 6.9 A development of the size proposed is also likely to generate a considerable number of additional local pedestrian and cycle movements, the implications of which also need to be taken into consideration. The majority of pedestrian movements are likely to be between the site and the Village Hall, shop, bus stops and similar so the principal desire line is likely to be across the Village Hall car park and/or along The Midlands.

7. WAY FORWARD ON ACCESS TO THE TANNERY

- 7.1 The key issues for consideration within the traffic workshop when considering the localised implications of The Tannery redevelopment are therefore:
- How to improve the junction between The Midlands and The Street;
 - How to provide for safe pedestrian crossing movements of The Street in the vicinity of The Midlands junction;
 - How to improve the standard of The Midlands to accommodate the additional traffic and pedestrian movements envisaged; and
 - How to cater for the likely parking requirements of the site and to address existing Village Hall car park and on-street parking issues.