

Wingfield



Pedestrian Safety Report

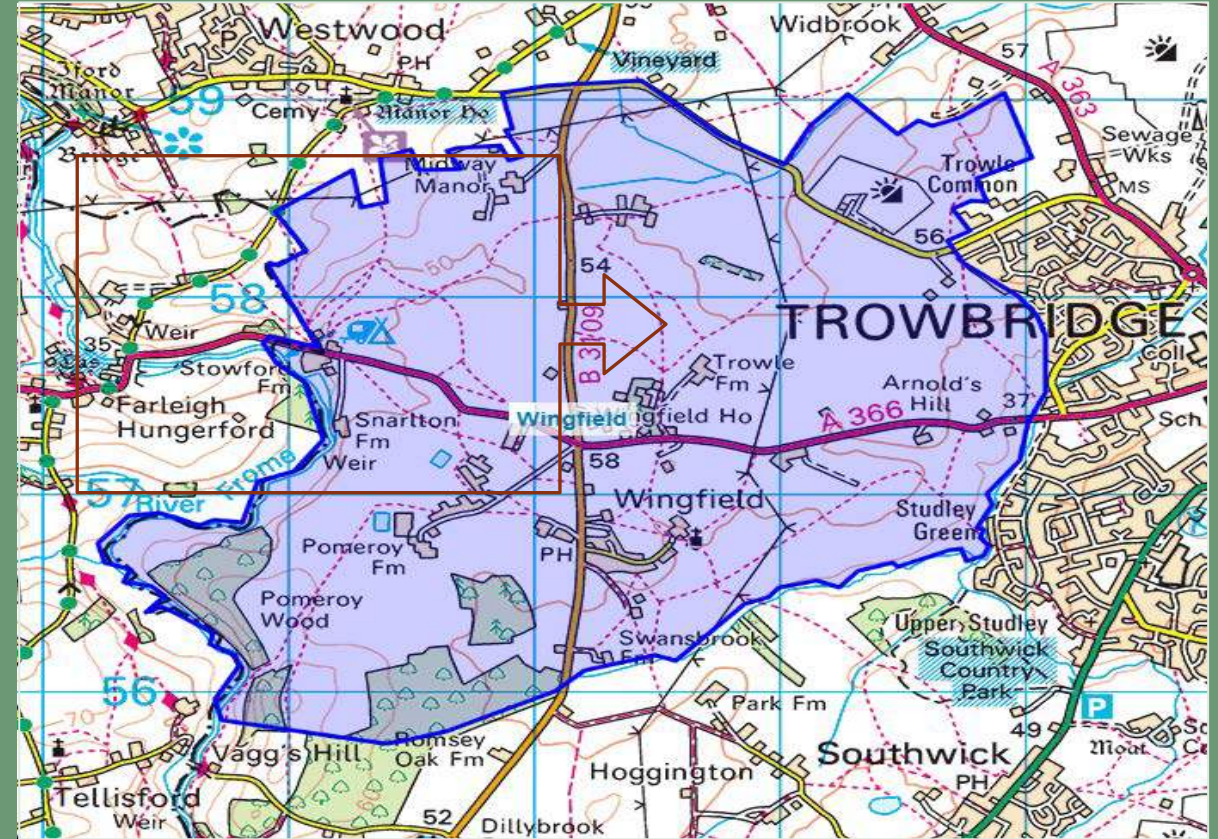
WF-SPD-0001 version A: ISSUED FOR REVIEW, January 2024

Introduction

This document, crafted by the Wingfield community, is a comprehensive response to the recent Local Authority publication titled "B3109 Frome Road and Chapel Lane Wingfield," which was presented during the Bradford on Avon LHFIF November 2023. Our primary objectives in preparing this report are as follows:

- ◆ Clearly delineate Wingfield as a distinct village with unique characteristics and considerations.
- ◆ Present evidence-based corrections to inaccuracies identified in the LHFIF paper, ensuring a more accurate representation of the local situation.
- ◆ Offer insight into the concerns surrounding local speed conditions, providing attendees of the LHFIF with a detailed understanding of the challenges faced by Wingfield residents.
- ◆ Investigate the effects of larger vehicles moving swiftly through Wingfield, with a particular focus on the impact to pedestrian safety.
- ◆ Provide evidence and a comprehensive overview of the repercussions that the high-speed road through Wingfield has on residents, businesses, and the broader local community.
- ◆ Articulate the pressing need for change in the current circumstances and why the present moment is opportune for decisive action.
- ◆ Propose alternative options and community-inspired suggestions to address and resolve the identified issues, fostering a collaborative approach towards achieving positive outcomes for Wingfield and its residents.

Through this report, we aim to engage constructively with the LHFIF, offering valuable insights and solutions that prioritize the safety, well-being, and cohesion of the Wingfield community.



For queries, questions or clarifications to this report please contact Orek@live.co.uk or James Holland on 07502 299602

Wingfield Village Background Information

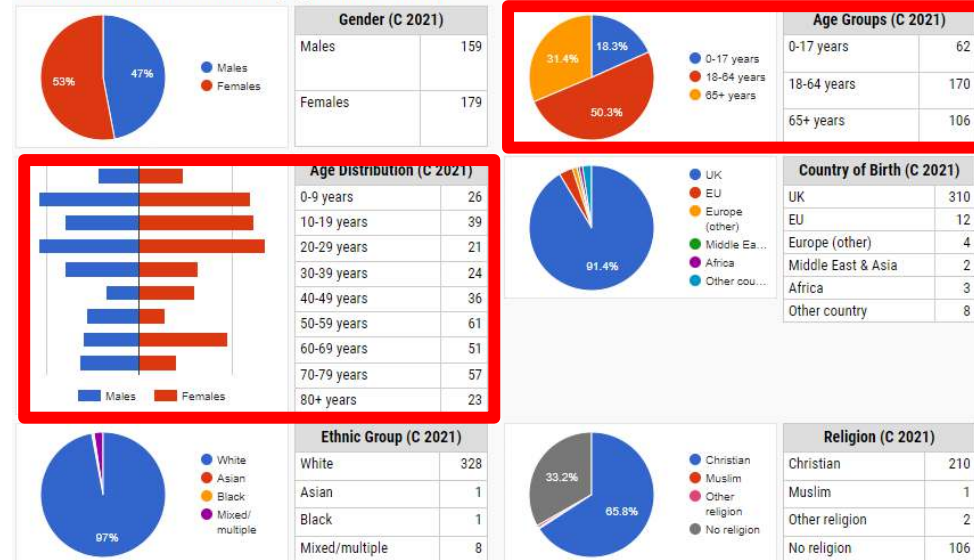
Wingfield exhibits characteristics consistent with the traditional definition of a village, including: Population, History, Architecture, Community amenities

Chapel Lane statistics ONLY:

- 8 children under the age of 10 live on Chapel Lane with 6 of those attending the local school
- 3 residents are over the age of 65
- At least 10 residents of Chapel Lane meet the criteria within “Protecting vulnerable Groups” and may be classed as “vulnerable” – over 50% of population of Chapel Lane.
- 1 resident is a wheelchair user.



Further information about the population structure:



Wingfield Population Information [source: The Office for National Statistics]

Population:

- ♦ Population Size: 336 [2021 census] of which 18% are children and 31% are at retirement age.

History:

- ♦ Historical references, including mentions in charters dating back to 954 and entries in the Domesday Book in 1086, establish the long-standing existence of Wingfield (Winefel)
- ♦ Historical ties to Keynsham Abbey and the ownership by Thomas Bayley until 1647

Architecture:

- ♦ Stowford Manor and Church Farmhouse, along with Wingfield House and Midway Manor.
- ♦ St Mary's church, with records dating back to 1654, is situated on the eastern edge of the village.

Community Amenities:

- ♦ Wingfield School built in 1852 and now operated by the Mead Trust
- ♦ The Poplars pub and cricket pitch which has operated as a public house since 1880

General Consensus

A simple google search reveals that all of the top 100 results / articles refer to Wingfield as “A small village in Wiltshire”.

Corrections to the LHFIG paper: Speed Limit assertions

The evidence provided to the LHFIG when considering a reduction to the speed limit through Wingfield was as follows:

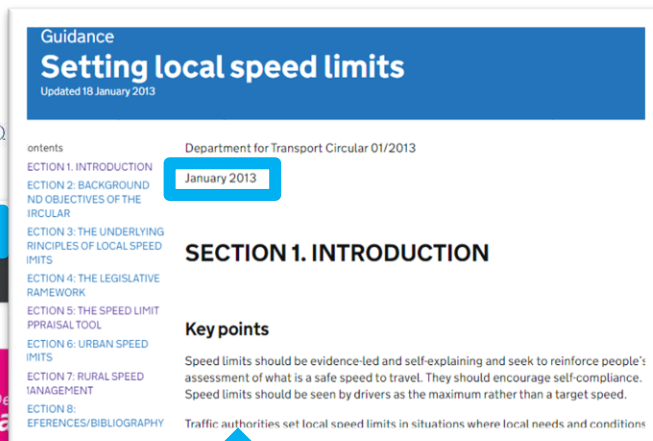
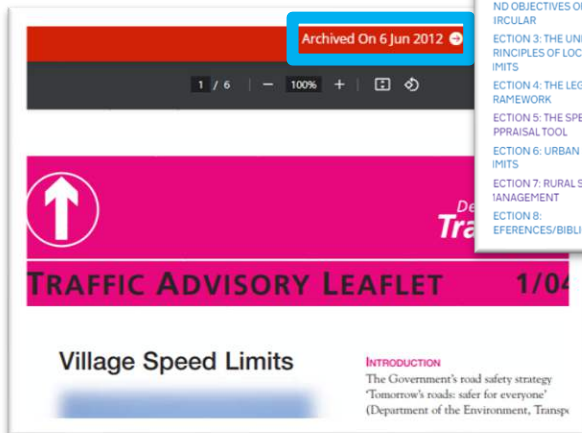
“The criterion for a 30mph limit is detailed in the **Department for Transport Traffic Advisory Leaflet 01/04**; Village Speed Limits, and is based on the amount of frontage development, with a requirement for 20 or more houses over a minimum length of 600 metres.”

The leaflet in question was archived in 2012 and replaced with updated information by HM Gov DfT document [\[source\]](#): Setting Local Speed Limits. (See below).

“Setting Local Speed Limits” stipulates: “Fear of traffic can affect people’s quality of life in villages and it is self-evident that villages should have comparable speed limits to similar roads in urban areas. **It is therefore government policy that a 30 mph speed limit should be the norm through villages.**”

5. 2004

- [TAL 04/04 Bike and Rail: a good practice guide \(PDF, 1024 KB\)](#)
- [TAL 03/04 Quiet lanes \(PDF, 235 KB\)](#)
- [TAL 02/04 Rural traffic calming, Quiet Lanes, Excess \(PDF, 362 KB\)](#)
- [TAL 01/04 Village speed limits \(PDF, 363 KB\)](#)



Setting Local Speed Limits clarifies the position of the previous leaflet, specifically referencing it and adding additional criteria to help Local authorities determine an appropriate speed limit.

“133) Traffic Advisory Leaflet 01/04 (DfT, 2004) sets out policy on achieving lower speed limits in villages. It suggests that reasonable minimum criteria for the definition of what constitutes a village, for the purpose of applying a village speed limit of 30 mph, would be that there were: □ 20 or more houses (on one or both sides of the road) - and a minimum length of 600 metres.

134) If there are just fewer than 20 houses, traffic authorities should make extra allowance for any other key buildings, such as a church, shop or school. Where the character of a village falls outside this definition, local authorities are encouraged to use their discretion in deciding whether a lower speed limit is appropriate.”

Despite the LHFIG paper’s assertions, Wingfield meets the criteria for a village based on Point 134 of government guidance. It is therefore at the discretion of the Local authority to lower the speed limit or not and this should be reflected in the response to the LHFIG and local residents, with adequate justification for such a decision. At the very least, a risk assessment for the road, carried out by an independent safety body should be conducted before a determination is reached.

Lastly, please consider the government’s recent Select Committee findings on Road speed which asserted: “Current guidance to local authorities about how to set speed limits does not take sufficient account of safety and has led to limits higher than is safe.”

Corrections to the LHFIG paper: dimensions

The information presented to the LHFIG during the assessment of the footpath width is detailed as follows:

"The footpath running alongside Frome Road, connecting with Chapel Lane, is generally about 1.5m in width. However, there is a constriction point adjacent to the building line (refer to the attached image) where the footpath narrows to approximately 1.1m."

According to UK GOV Inclusive Mobility guidelines from 2002, it is recommended that the optimal width for a footpath should be 2000mm to allow two individuals in wheelchairs to comfortably pass each other. In cases where this width is not achievable, a clear width of 1500mm is advised, with an absolute minimum of 1000mm in exceptional circumstances. Excluding the kerb, which is designated as a shared area for both vehicles and pedestrians, the narrowest segment of the footpath measures 760mm (A). However, this measurement includes the paving slab that demarcates the property boundary of the "Turnpike Cottage" (No. 43), identified as the red building in the accompanying photographs. If this section is not public property, the actual width reduces to 700mm. Taking into account the kerb and property Accodrain, the overall width of the footway remains below 1m through this specific portion.

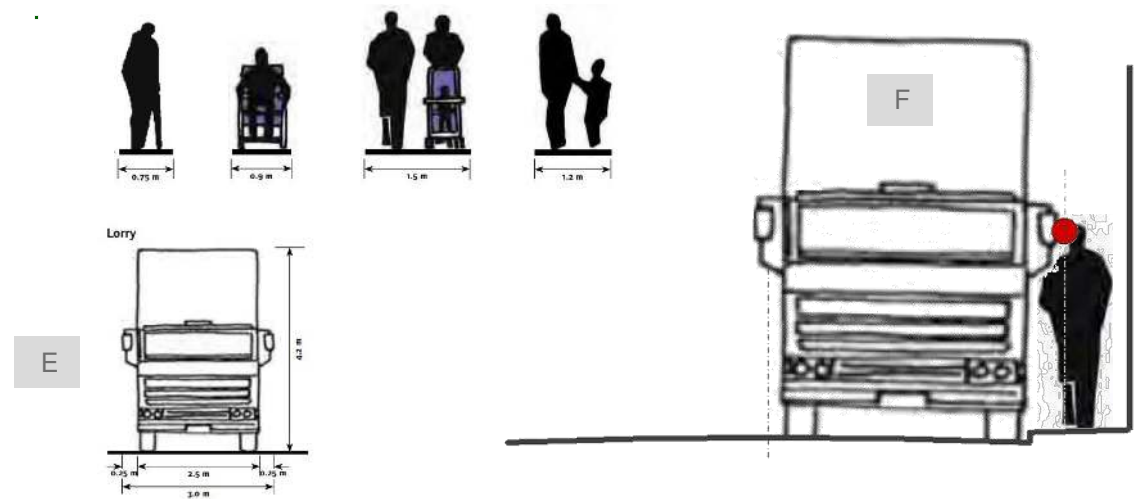
Moreover, the comprehensive highway width at this location is notably narrow, measuring 2.6m between the centres of the white lines (B) for the lane closest to the footpath. For reference, HGVs typically measure 2.5m between wheels and 3m overall (inclusive of mirrors). Additionally, it is important to note that there is a noticeable camber (C) on the footpath, creating a slope towards the road. This results in pedestrians naturally leaning towards the road while traversing this section of the footpath.



The provided images offer a visual representation of the issue:

a) Figure E includes standard dimensions for Heavy Goods Vehicles (HGVs) and pedestrians. HGVs, with a typical width of 2.5m between wheels and an overall width of 3m (including mirrors), are juxtaposed with pedestrian dimensions. The pedestrian height of 2m is specified to align with the tallest resident of Chapel Lane.

b) Figure F illustrates the footpath adjacent to no. 43, identified as "Turnpike Cottage." The images clearly depict the close proximity of vehicles to the footpath, posing a significant hazard for pedestrians. This hazardous situation aligns with the numerous "near miss" incidents reported by the parish council. The spatial constraints and the potential risks associated with vehicular proximity to the footpath are evident, emphasizing the need for attention and potential remedial measures to enhance pedestrian safety in this area



n.b. All pedestrian and vehicle sizes taken from UKGov report "Manual for the Streets".

Traffic Issues to be resolved



ISSUES TO BE RESOLVED

1. “The Gap”: Find a solution for residents walking to local community hubs from Chapel Lane.
2. Reduce the speed through the village to meet Government guidelines for villages.
3. Join up Community hubs on the Western and Eastern sides of the village.
4. Increase visibility for vehicles exiting Chapel Lane onto the B3109.
5. Other: Better public lighting, Better, safer access to existing public transport,

N.b. Re: Issue 2,

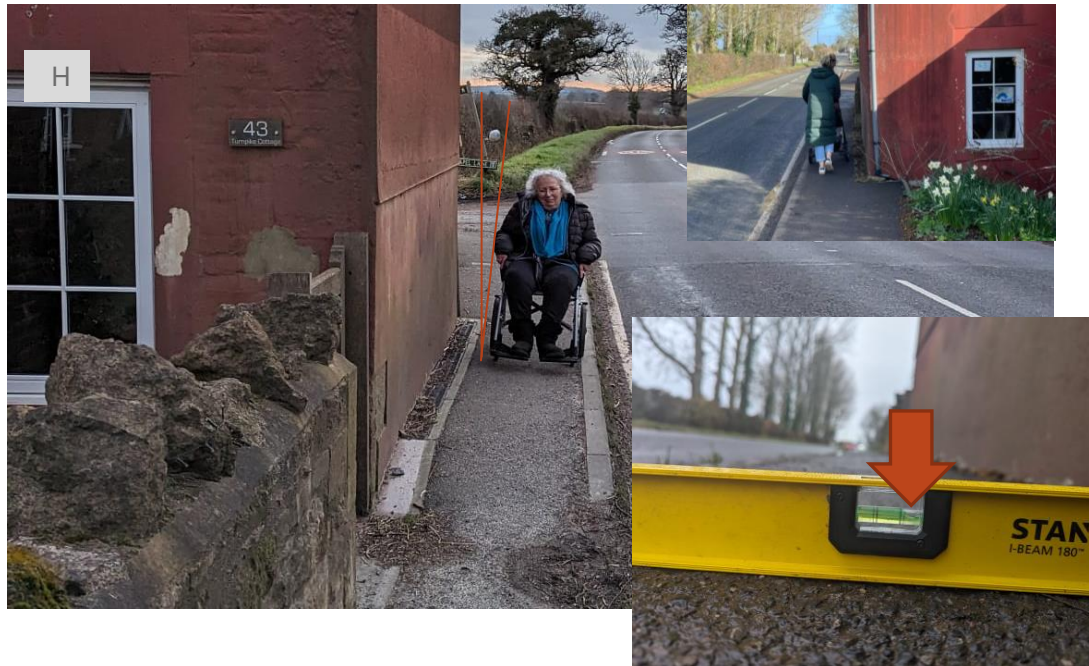
The speed limit through the village of Wingfield is 40mph. To place this in context, there are only 2 Wiltshire villages in the local area that do not have a 30mph limit. Other than Wingfield the only other is West Ashton. A precedent has already been set by Wiltshire council on speed restrictions.



The local bus stop. No safe space to wait, particularly for disabled and infirm passengers. No safe road crossing to access the bus stop.

Issues in Focus #1: The Gap

The footpath running alongside Frome Road, connecting with Chapel Lane, is constricted to 760mm along the 4-metre length adjacent to Turnpike cottage. As well as being narrow the pavement has a camber on it running from the house wall towards the road meaning that pedestrians, wheelchairs and pushchairs lean towards the road.



Local disabled resident, Jennie Martindale bravely agreed to demonstrate the camber and clearances on this stretch of pavement. Despite purchasing an ultra-narrow chair to mitigate clearance issues, she still doesn't feel safe enough to leave the house except by car.

The road is subject to high traffic volumes in peak times, during which the road and pavement are shared by Parents taking Children to school; working residents catching public transport to work; school and rush hour traffic. The road is not weight-restricted meaning that it is open to HGVs, buses and other large vehicles. Vehicles traversing this section often veer onto the other side of the road to ensure that they are able to maintain clearances with pedestrians as see in figures B and C.



HGV passing through the gap.
Note proximity of driver side wheels to central reservation.

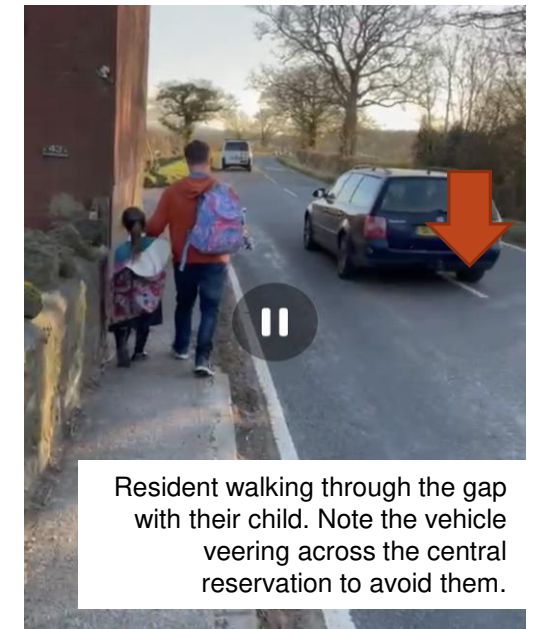


Coaches regularly pass through this section. Note the position of the wing mirror.

Street lighting during early afternoon (winter) through to early morning periods is non-existent, making this stretch particularly hazardous during end of day school pick up times and for early and late pavement users.



View through narrow section at dusk demonstrating poor visibility



Resident walking through the gap with their child. Note the vehicle veering across the central reservation to avoid them.

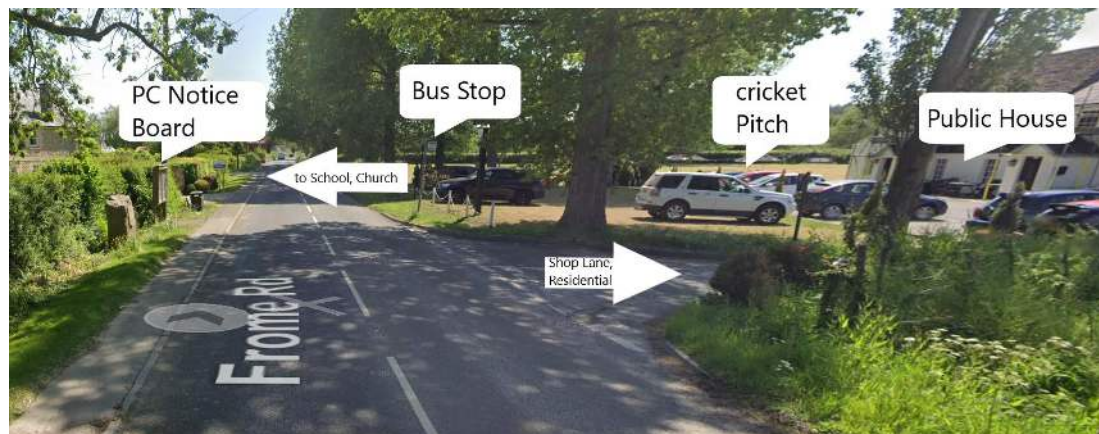
Issues in Focus #3: A Village Divided

The village of Wingfield faces a geographical challenge with the B3109 bisecting its main area, as highlighted in the provided map. At current speed restrictions, this division has notable implications for the community's social dynamics and poses challenges for residents.

The primary social focal points, including the community church, the Poplars Pub, and the cricket ground, are situated on opposite sides of the B3109. This arrangement necessitates that residents, regardless of their specific location within the village, must regularly traverse this busy road to access essential community hubs. This situation is particularly impactful for families with children who need to cross the road daily to reach the school.

The safety concern associated with crossing the B3109 is evident in the residents' preferences and behaviours. Those residing on the side of the Poplars Pub express a reluctance to risk the road crossing, especially during peak hours when traffic volumes are high, and breaks in traffic are scarce. Consequently, some residents opt to drive their children to school, avoiding the perceived challenges and potential hazards associated with the road crossing.

Additionally, residents on the school/church side hesitate to frequent the local pub regularly due to the challenges presented by crossing the road after consuming alcoholic beverages. This reluctance leads to a reduction in patronage for local businesses, diminished attendance at community events such as cricket matches, and an overall decline in community cohesiveness.



The village, both physically divided and socially fragmented, grapples with the consequences of its geographical layout, hindering the realization of a unified and vibrant community spirit.

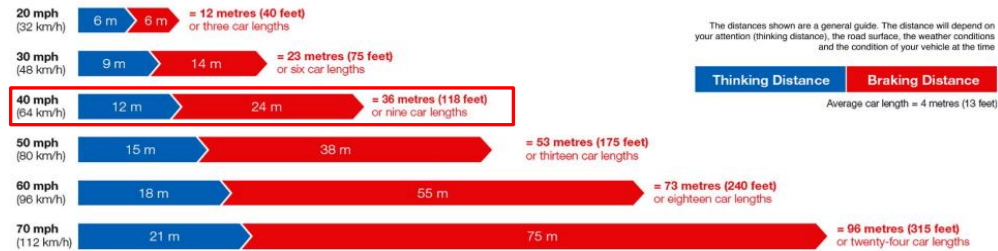
In essence, advocating for a reduced speed limit, in conjunction with comprehensive speed control strategies, is a proactive step towards bringing the village of Wingfield together. This initiative not only addresses immediate safety concerns but also aligns with broader community development objectives, creating an inclusive and supportive environment that positively influences the mental health and well-being of all residents, particularly the elderly and disabled.



Issues in Focus #4: Chapel Lane Vehicle Visibility

Stopping distances taken from the highway clearly show that it takes 36 metres for a car to stop at 40 mph. Our measurements show that vehicles travelling southbound on the B3109 become visible to cars waiting to exit at the junction 28m from the junction. Leaving a shortfall of 8m for cars to actually be able to stop. N.b. This was measured during quiet periods, using residents' cars, and we recommend that the council carries out its own measurements.

Typical Stopping Distances



At 30mph stopping distances (23m) can be comfortably achieved meaning that the council would not need to adopt any other measures at this junction. Until recently, the residents at Turnpike cottage kindly left their curtains open so vehicles could look through their house to check for oncoming traffic. Since the installation of their new fence, this is no longer possible.

N.B. The residents of Turnpike cottage have every right to erect a fence and every right to expect privacy through being able to shut their curtains. This point is brought up to highlight why no serious incidents have happened to date.



Image X
taken from
vehicle
waiting to
exit Chapel
Lane.



Residents Accounts

"We normally wait for large vehicles to pass before attempting to walk the narrow pavement but on more than one occasion I've found myself on the narrowest section without thinking and have had to flatten myself against the wall of Turnpike Cottage whilst a large vehicle thunders through. I have, in the past, had to report a bus to the operating company due to one of their vehicles paying no attention to the pedestrians and continuing at reasonable speed through this section with their tyres running along the edge of the kerb.

On another occasion I was passing along the narrow section with my children (then 8 and 3) believing it to be clear only for a car travelling north, overtaking a slower vehicle, came very close to hitting us. Luckily, I spotted this vehicle out of the corner of my eye at the last second and we had time to flatten ourselves against the wall of Turnpike Cottage. I dread to think what would have happened if I didn't spot it as the wing mirror was mere inches away from my arm." **Andrew Coombes, Chapel Lane.**

"During the morning School run I was walking through the 'gap' managing two small children (4 & 6 at the time). It had been raining and as I was looking round at my child I mis-stepped and my foot slipped off the kerb into the road. I quickly withdrew my leg from the carriageway with a car approaching. I felt lucky that the oncoming vehicle was not an HGV and that I had sufficient time to react. You always feel like manoeuvring the gap is a high-risk activity. Actually falling makes me realise it is just a matter of time before there is a fatality: we will at some point make a mistake." **James Holland, Chapel Lane**

"I was walking my daughter to school earlier this year, I had my youngest daughter (18 months) in the pram and my eldest (4 years) was standing on the back. Because of the narrow width of the path at the junction of Chapel Lane and Frome road, we always waited for the cars coming towards us to clear. On this morning there were no cars coming towards us so I went through the "gap". At that moment a van roared passed us going the other direction. It was overtaking a car going down towards the traffic lights so had came across into the other carriageway, clearly speeding. Both my daughters screamed in shock as it was so unexpected and loud. Since then I now have to check both ways to make sure there are no cars overtaking from the other direction" **Mark Russell, Chapel Lane**

"We live on the Frome Road and have 3 young children. We walk to and from the school plus friends in the village. Everyday buses, tractors, HGV's and lots of cars use the road and it can be very busy. There is no place for us or the children to safely cross. The speed limit is very high, so vehicles don't slow down when the children are walking on the path nor if they need to cross the road. The bus stop outside the Poplars, is not accessible by footpath and crossing the road is very dangerous to get there. The road speed and lack of pedestrian crossings are not suitable nor safe for the children." **Sam and Stuart Lees, Frome Road**

"We're frequently unable to get tradespeople to quote to work on our property if that work requires them to get to both sides of the building. Trades ranging from window cleaners to builders have all refused to work here as they are concerned about the risks of working near the narrow stretch, several considering that, even at ground level, there's no safe way to work on that pavement without traffic lights being installed due to the speed of vehicles, frequency of heavy vehicles and narrow path. We also have internal doors opening when heavy vehicles go past at high speed due to vibration." **Rob and Jenny Tippin, Frome Road**

"In the past 2 years my mobility has unfortunately declined so I now have to use a wheelchair outside. Negotiating the narrow strip of pavement as a wheelchair user is harrowing to say the least. Speeding cars and lorries necessitate stopping every time a vehicle passes which makes me feel very vulnerable. Consequently, I have had to give up going out in my wheelchair and have become housebound. I am unable to join in with village activities easily which increases my sense of isolation. This has all had a negative impact on my mental health." **Jennie Martindale, Chapel Lane**

"I have to walk my two young daughters to and from school passing through the narrow stretch of pavement. This is at best a single file pavement, however I cannot allow my daughters to walk behind or in front of me without holding their hands and shuffling sideways as the road is far too dangerous. Therefore, daily we have to wait for big gaps in the continuous stream of traffic every morning and afternoon, and just run for it. I have slipped off the kerb trying to hold onto both of them and have twisted my ankle, which I am still getting medical care for. Due to the speed of the traffic in adverse weather I have also been struck by surface water, grit, bits of broken car lights thrown up by larger vehicles. The most terrifying vehicles are the coaches, the suction as they pass on pedestrians (especially little ones) is considerable. We don't venture into the village unless we have to." **Kirsten Martindale, Chapel Lane**

"Myself and my husband run the local pub in Wingfield, the Poplars. We are concerned about the effect of the speed of the Frome Road on the safety of our Local patrons. Although the limit is currently 40 mph we have heard many stories of local residents, particularly our more infirm ones, nearly coming to harm while crossing the road. The result is that many now don't even try, which obviously impacts our trade. More importantly, it means that many residents are cut off from us and our facilities including the local cricket ground. We were considering allowing some additional facilities to be placed here (e.g. a milk station) but the road as it is right now is making us rethink, whether we would cause the village more problems than we solve. The other issue is the street lighting along the footpaths, which is almost non-existent. I found this out myself when I tripped off the kerb in the dark while out with the community trick or treating falling in the road. Something needs to be done." **Corina Onofrei, The Poplars**

Wingfield Safety Mitigation– Community Ideas

The issues outlined in this paper, as well as the apparent lack of options provided by other sources, has prompted the community to put forward four proposals aimed at improving road safety, fostering community cohesion, and enhancing the overall well-being of residents. These proposals, informed by local concerns and best practices, address the specific challenges associated with road crossings, traffic speed, and the safety of vulnerable road users. They should be considered in addition to those already presented to LHFIG.

Proposal 1 – Chicane (*BEST*): The community proposes the installation of chicanes at the approximate locations shown [1] at either end of the main village road junctions, coupled with the implementation of a 30mph speed limit. This combination is designed to compel oncoming traffic to slow down, come to a stop, and pay closer attention to other road users. Drawing inspiration from successful implementations elsewhere in Wiltshire, such as The Ham area of Westbury, chicanes have proven effective in reducing traffic speed and increasing overall safety. This proposal also helps to curb dangerous overtaking through the village. The community believes this to be the most comprehensive solution for ensuring the safety of all road users.

Proposal 2 – Pedestrian “Zebra” Crossing: The second proposal advocates for the installation of a pedestrian “zebra” crossing at the end of Shop Lane, complemented by a reduction in the speed limit to 30mph. This initiative aims to naturally slow down traffic during peak hours, creating gaps for pedestrians to safely cross the road. The introduction of a zebra crossing not only enhances pedestrian safety but also serves as a visual cue for drivers to be more attentive to the presence of pedestrians. This proposal attempts to strike a balance between vehicular flow and pedestrian safety.

Proposal 3 – Temporary 20mph Speed Limit During School Hours (*Temporary Fix*): The third proposal focuses on school safety, suggesting the implementation of a temporary 20mph speed limit during school hours. Equipped with LIT (Light Emitting Technology) speed warning signs, activated during pick-up and drop-off times, this solution will protect children and parents during critical hours. While recognizing that community and vulnerable resident issues persist outside of school hours, this proposal acknowledges the importance of targeted safety measures during peak school-related activities. Enforcement, either through police monitoring or digital speed cameras, adds an additional layer of assurance for the community.

Proposal 4 – Speed reduction to 30mph only. (*CHEAPEST*): The last proposal is to only reduce the speed limit to 30 mph. This lacks many of the benefits of the other options but is the cheapest to implement and if properly policed through law enforcement and ‘community speed watch’ initiatives, would positively impact the community as well as bring the speed in line with Government Policy.

