

Notes:

A presentation was undertaken by Balfour Beatty outlining the scope of the scheme, the features intended to be incorporated and the reasoning behind each element.

The scheme will include the resurfacing of the A40 carriageway within the current 30mph speed limit through Weston Under Penyard. As part of the works relining is proposed different from the present. Carriageway centre lines will be omitted, and edge of carriageway lining will be incorporated to give the appearance that the carriageway is narrower than it actually is. Schemes of a similar nature have been introduced at throughout the county including in Pembridge, Credenhill, Bosbury, Peterchurch and Shobdon.

The reduced width provides uncertainty to motorists with the result that vehicle speeds reduce supported by evidence collated by Transport for London on similar schemes. Current speed data surveys undertaken within the existing 30mph limit suggest that current vehicle speeds range from 35mph to 38mph.

In addition, 30mph “roundels” will be introduced at intervals at the centre of the carriageway through the village. The roundels will be installed on buff coloured surfacing alongside buff surfacing at larger side junctions to provide an even spacing of features. The 30mph gateways will also be renewed as part of the scheme.

The scheme proposes the introduction of a new mini roundabout on the A40 at the junction with Whitehall Road beside the Weston Cross Inn. This feature will manage the junction more effectively as well as reducing vehicle speeds. The mini roundabout will also incorporate kerbed splitter islands incorporating “keep left” arrows, Buff coloured surfacing with imprint block pattern and the application of high skid resistant material on the approaches to the mini roundabout and splitter islands to improve safety.

The current scheme is based on Ordnance survey data which will need to be ratified following the receipt of topographical survey for the area. This data is appreciably more accurate than the data obtained from the Ordnance Survey and the design will be subject to ratification once the survey information has been made available. The Parish confirmed that the garage sited on the junction of Whitehall Road / A40 no longer required access onto the highway.

The mini roundabout will need to be made as conspicuous as possible at night. The most effective way of achieving this will be to incorporate a system of street lighting around the feature which will be designed in accordance with the relevant design standards. It may be possible to incorporate street lighting at the junction of Church Road, but this will be dependent upon budget constraints.

The landlord of the Weston Cross Inn explained that he has a dropped kerb and disabled pedestrian access on Whitehall Road which exists within the proposed re-kerbed area which is required to accommodate the new mini roundabout. Balfour Beatty stated that this will be considered during the detailed design stage and that the existing footway crossing would be maintained.

Pedestrian crossing movements around the junction of the A40, Whitehall Road and Church Road were undertaken over a 12-hour period extending from 07:00Hrs to 19:00 Hrs on 11th September 2019. Pedestrian movements around the junction were low (averaging 4 crossing movements per hour). We will consider pedestrian crossings within the vicinity during the detailed design stage.

A40 Weston Under Penyard – Resurfacing and Lining Works

The Parish requested that Balfour Beatty investigate the possibility of introducing a pedestrian crossing on the A40 within the vicinity of the school. The siting and type of controlled crossing, if justified will be dependent on several factors:

- Vehicle flow volumes
- Vehicle speeds
- Crossing movements observed

It may be prudent to undertake the pedestrian crossing movement survey once the housing development is under full occupancy as this may influence pedestrian movement on the A40 which may affect the provision and location of a controlled crossing. Future developments as identified in the village Neighbourhood Development Plan (NDP) may also influence future crossing provision.

Overtaking manoeuvres within the 30mph limit would be controlled by the introduction of an appropriate TRO (Traffic Regulation Order). This would be subject to acceptance following statutory consultation.

Further actions requested by Parish Council:

- Investigate the provision of gateway features similar to those installed at Pembridge
- Undertake further pedestrian survey work to investigate the possible provision of a controlled pedestrian crossing on the A40 in the vicinity of School Lane
- Budget cost estimate to be provided to the Parish indicating the cost of each element following ratification and acceptance of the design