

Text of E-mail from Mark Hadley of Balfour Beatty re A40

Further to your email I hope the attached updated drawings go some way to address the concerns at the eastern end of the village where we have introduced a series of features to break this longer straight section of road, and reduced the entry width of the eastern gateway. These drawings now also include the proposed lighting at the roundabout. My colleagues are pricing the revised package for delivery as part of the surfacing works, but as advised anticipate this will utilise the available budget, and funding from the surfacing works will be used to deliver if there is a shortfall.

As was discussed at the outset, this was always going to be something that was slightly outside of the regular "comfort zone" in order to create a different road space to influence driver behaviour. Whilst we have other locations within Herefordshire which have versions of centreline removal, it will always be the case that none provide a perfect match, regarding traffic flows, alignment and road class.

The Herefordshire locations (in order of installation) are as follows:

B4220 Bosbury (western end of village) December 2014 – No collisions to date

C1095 Eardisland April 2015 – No collisions to date

B4348 Peterchurch (central section of village) July 2015 - 2 collisions (not relevant, reversing out of shop carpark, & motorcyclist fail to give way + positive for alcohol)

A4110 Adforton (small central section in village) June 2018 – No collisions to date

B4362 Shobdon September 2018 – 1 collision (Fatal pedestrian, however no relevance to lining scheme, and unusual circumstances. Ped crossed carriageway to shut driveway gate after emerging from property in car, crossed from back of vehicle into path of oncoming young driver who tested positive for drugs in the early hours of morning)

A44 Pembridge September 2018 – No collisions to date

UC Callow village March 2019 – No collisions to date

B4348 Peterchurch (eastern end to centre of village) October 2019 – No collisions to date

B4348 Dorstone village October 2019 – No collisions to date

HC/BBLP have not be in a position to undertake formal studies into any of them, as we many arose from an opportunity on the back of standard resurfacing works that had already been programmed. The introduction of the alternate lining involved negotiation with the Local Member and Parish Councils often with little lead in. As such "before data" has been limited. I have enclosed some examples covering the best national studies that we uncovered in taking forward schemes elsewhere in the county that underpinned the approach. Some other links are also here:

<https://www.bbc.co.uk/news/uk-35480736>

<https://www.trafficchoices.co.uk/somerset/traffic-schemes/road-markings.shtml>

As explained at the previous meeting, where works are upcoming we work across the team to ensure we co-ordinate and investigate opportunities for other repairs or activities making best use of any traffic management or road closures. This would include drainage if identified.

In looking ahead, and whilst as per your email of 26th March, the road will currently be experiencing a drop in traffic due to current restrictions, the ability to secure road space for the period, coupled with some uncertainty in the supply chain for materials, is causing us to keep a constant review of our delivery programme. We will be keeping an open approach to starting works if opportunities arise, but cannot confirm at this time when we might commence the re-surfacing through Weston Under Penyard.

Regards

Mark