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Wed 24/06/2020 20:48

Apologies for the slow response, have a big project at the moment with social distancing measures across all the market towns, which has taken a lot of my time. The financial challenges facing the Council in light of recovery from Storm Dennis and Covid have also had a significant impact on funding priorities and has delayed approval being given by the Council to BBLP to proceed with the planned programme of works that include S106 schemes.

The proposed works in Weston are to be scheduled to coincide with a planned closure in Lea where flood alleviation works are to be undertaken. This has been complicated by co-ordinating with Highways England and Gloucestershire County Council who have works programmes that rely on the A40 as their diversion route and it has taken some time to line up our combined aspirations to fix dates. The works in Lea are now close to approval and the resurfacing works being targeted for delivery in October.

In relation to the gateway, as acknowledged at the Parish meeting, there is some differences between Pembridge and Weston, with a significant higher level of traffic. The Pembridge feature restricts flow and slows vehicle speeds by narrowing the carriageway via the construction of a build out and introduces priority movements around the feature supported by advance warning signage. Vehicles entering the village are required to give way to vehicles traveling in the opposite direction. This type of feature can be used successfully but would not be appropriate for use within all village locations.

The A40 through Weston Under Penyard is a main arterial route and vehicle flows through the village are greater than are demonstrated at Pembridge. The following table provides details of actual flow numbers:

Location 2 way flow

Pembridge

2500

Weston Under Penyard

9000

Vehicle flows through Weston Under Penyard are a factor of 3.6 greater than the flows through Pembridge. It is likely that greater vehicle volumes will result in vehicles queuing to enter the village. This will have an effect on the forward visibility of the signage and feature together with reduced stopping distances for vehicles approaching the carriageway build out. It is for these reasons why as designers we do not support the use of the gateway as per Pembridge, but proposed the reduced entry width into the village, the horizontal deflection, and mini-roundabout in combination to influence driver behaviour, reduce speeds and enhance crossing opportunities for pedestrians.

Many thanks

Mark