

Station Road, Melton

Section 106 Traffic Calming Options



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1 Introduction

This report seeks to assess the traffic calming options available for Station Road, Melton to be provided by the Section 106 Agreement related to the Riduna Park (used by Suffolk Coastal District Council and other occupiers) development.

The Section 106 states that:

1. Prior to the occupation of any approved floorspace in excess of 4,000 square metres (gross internal) the Owner will,
 - 1.1 conduct a full design and safety audit for the traffic calming measures in Station Road
 - 1.2 pay to the County Council a contribution of not less than £25,000.00 (Index-linked) as a contribution towards the costs of installing traffic calming measures in Station Road

Therefore, a scheme of traffic calming measures must be agreed with the Highway Authority (Suffolk County Council) and designed and road safety audited by the developer in preparation for the funding to be received and subsequently implemented.

Traffic calming measures previously proposed as well as other options available will be assessed.

Other future developments close to Station Road may also be able to provide Section 106 funding which may provide an opportunity for additional measures to be provided.

Please note: It is unlikely that parking restrictions away from traffic calming features can be classed as 'traffic calming measures' as identified in the Section 106 agreement. A SCC solicitor has advised that this may not be compliant with the Section 106 Agreement. Subsequently, any parking restrictions solely at junctions or in other locations away from traffic calming features with the purpose of preventing 'nuisance parking' would need to be funded independently. This could be via the Local Highway Improvement Budget.

2 Site Description

Station Road in Melton leads from The Street and runs in a generally south easterly direction for approximately 400 metres to its junction with Wilford Bridge Road.

It is a two-way road subject to a 30 mph speed limit by virtue of street lighting and features junctions with Riduna Park, St Andrew's Place and The Debenside as well as the minor access to Old Forge Mews and numerous private accesses.

Station Road benefits from a continuous footway on the southern side and short sections of footway on the northern side.

There are parking restrictions at the northern end of Station Road. Where it meets The Street, there are double yellow lines (no waiting at any time) and single yellow lines (no waiting 8am – 6pm) extend along the church frontage to the junction with St Andrew's Place.

The carriageway varies in width from approximately 5.2 metres close to the junction with The Street to approximately 7 metres at the southern end (close to Riduna Park).

Station Road features Bus Stops and does not feature any type of weight restrictions.



3 Traffic Calming Options

It is understood that the County Councillor, residents of Station Road, Melton Parish Council have concerns that increased 'rat running' through Station Road is detrimental to the safety of pedestrians and road users. Subsequently, the aim of these highway improvements must be to make it a less attractive route for motorists avoiding the traffic signals on Wilford Bridge Road, improve pedestrian safety and reduce vehicle speeds.

Suffolk County Council does not hold any recent traffic speed or volume data for Station Road.

There has been one recorded injury accident in the last 5 years in Station Road. This was a slight injury accident involving one vehicle adjacent to the Church in January 2015. This is a relatively low frequency when compared to other sites in Suffolk.

Each proposal will be described, a list of pros and cons produced, and briefly summarised. Finally, an estimated cost including design, legal costs and construction is provided.

3.1 New footway adjacent to The Church

Proposal:
Construct a footway along the full frontage of the Church linking to the existing footway to St Andrew's Place. Parking restrictions would be required on the opposite side of Station Road to retain the existing width of useable carriageway thus avoiding queuing back to The Street junction.
Pros:
Provides an area for those using the church to exit into a safer environment than the current situation.
Cons:
The necessary parking restrictions would displace the existing parking to other, potentially less suitable areas.
Parking restrictions may be very unpopular with some local residents, the church and businesses, who may rely on this area for parking.
Summary:
The Highway Authority supports the need for a footway in this location but the parking restrictions may create new issues. Not fully supported due to potential parking issues – see alternative solution (3.2).
Estimated Cost:
Total estimated scheme cost of £20,000 for footway and parking restrictions.

3.2 Footway build-out and crossing point adjacent to The Church

Proposal:
Construct a footway build-out (kerbed short length of footway) at the entrance to the Church with a crossing point to another build-out on the southern side of Station Road (to enable visibility past parked vehicles). An informal 'Give and Take' system would be required (or potentially a priority system subject to design) which would also act as a traffic feature. A limited length of parking restriction may also be required (subject to design).
Pros:
Provides an area for those using the church to exit into a safer environment than the current situation.
Provides a traffic calming feature that could be designed to discourage traffic flows associated with 'rat running'.
Cons:
Those exiting the church would need to cross the road to enter a continuous footway.
Loss of around 2 parking spaces may be unpopular with some local residents and businesses, who rely on them. Limited displacement of parked vehicles may occur.
Summary:
This proposal is suggested by the Highway Authority as an alternative to 3.1, we therefore support this proposal. Supported.
Estimated Cost:
Total estimated scheme cost of £20,000 for build-outs and priority system.

3.3 Chicane/Priority System

Proposal:
Construct a chicane and/or priority system on Station Road south of the junction with St Andrew's Place.
Pros:
Provides a traffic calming feature to reduce traffic speeds and make Station Road less appealing for 'rat-running'.
Cons:
An effective chicane is unlikely to be suitable for buses to use.
Limited forward visibility means that feasibility/design and a road safety audit would need to be undertaken prior to full support from the Highway Authority.
Would need to be located close to at least one private access which may be detrimental to the use that access.
Summary:
The proposal for a chicane is not supported but a priority system may be suitable subject to a road safety audit and design check. Potentially Supported.
Estimated Cost:
Total estimated scheme cost of £15,000 for a priority system.

3.4 Change of Priority at Southern End of Station Road

Proposal:
Change the priority at the southern end of Station Road at the junction with Riduna Park so that Station Road becomes a minor junction/arm off the main route into Riduna Park (leading from Wilfred Bridge Road).
Pros:
Station Road would no longer be a link between two routes which would make it less appealing for 'rat-running' (when combined with other measures).
South bound motorists would have to give way onto the new alignment which would reduce vehicle speeds on this section of Station Road.
Cons:
Unlikely to deter local motorists who know the area.
Would only reduce speeds of south bound motorists.
Would need to be implemented in conjunction with other measures.
Summary:
This proposal appears to be feasible and may reduce the use of Station Road and traffic speeds although may not be as effective as other measures. Potentially Supported.
Estimated Cost:
Total estimated scheme cost of £10,000 to change the junction priority including kerb re-alignment.

3.5 Make Station Road One-way

Proposal:
Make Station Road one-way in a southerly direction from the junction with The Street to the junction with Riduna Park. Southern end would remain two-way.
Pros:
Station Road would no longer be a link between two routes which would make it less appealing for 'rat-running'.
A full length footway outside the church and any other footways and build-outs could be provided as road width would no longer be an issue.
Cons:
Likely to increase vehicle speeds as route would be unopposed.
Bus route would need to be amended so it no longer used Station Road in a northerly direction.
Significant inconvenience for residents having to negotiate the Wilfred Bridge Road signalised junction to access The Street.
Summary:
This would reduce traffic volume on Station Road and allow more pedestrian facilities but the potential increase in vehicle speeds and inconvenience to bus users and residents would outweigh the benefits. Not Supported.
Estimated Cost:
Total estimated scheme cost of £15,000 for a one-way system including illuminated road signs.

3.6 Parking Restrictions on Station Road

Proposal:
Provide parking restrictions on Station Road to prevent overflow parking from Riduna Park in unsuitable locations. Also suggested that intermittent restrictions could act as traffic calming. Please note: It is unlikely that parking restrictions can be classed as 'traffic calming measures' as identified in the Section 106 agreement. A SCC solicitor has advised that this may not be compliant with the Section 106 Agreement.
Pros:
Would potentially reduce the risk of parking in unsuitable locations thus improving visibility.
Cons:
Providing parking restrictions within 10 metres of junctions would only be formalising areas where parking is forbidden (by obstruction).
Effectiveness would be governed by enforcement of the restrictions.
Removing on-street parking can increase vehicle speeds
Summary:
The Highway Authority would not support formally using parked vehicles as traffic calming features. This may be a benefit of a parking layout but as stated above, parking restrictions alone are unlikely to be compliant with the Section 106 wording. Not Supported.
Estimated Cost:
Total estimated scheme cost of £10,000 for parking restrictions (including legal process).

3.7 Other Options

Proposals:
Other proposals discussed have included road humps (not supported due to noise issues and the bus route); weight restrictions (not supported due to agricultural vehicle use and advised against by Local Area Highways team); and bollards to prevent parking on green areas (not supported as not traffic calming and may not be within adopted highway). Not Supported.

4 Summary

The following traffic calming measures are supported (subject to design and road safety audit provided by the developer) in the following order:

1. **Footway build-out and crossing point adjacent to The Church**
2. **Priority System**
3. **Change of Priority at Southern End of Station Road**