

## BRAMLEY - NEIGHBOURHOOD DEVELOPMENT PLAN / TRANSPORT TRAFFIC HAZARDS



### Evaluation of Traffic Hazards

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Sub group: Transport

# SUMMARY

There are several places on the C32 through Bramley village where traffic hazards are increased. The locations of the following traffic hazards were identified by the Parish Council through consultation and surveys, and recorded in the report Evaluation of Transport Effects on Bramley in the Prospect of Further Development and in the earlier Transport survey.

The specific hazards are listed in paragraph 6.108 within Policy T2 of the main NDP documentation. These are listed as;

1. Level crossing
2. Minchens Lane railway bridge
3. Bramley Corner
4. Vicinity of One Stop Shop and Bakery
5. C32 east from Campbell Road
6. Rural roads north of C32 used to bypass the level crossing
7. Cufaude Lane
8. Pedestrian islands Forge Field

This appendix to the main NDP document details each hazard in depth, indicating the details behind each hazard and also possible solutions that may mitigate the hazard.

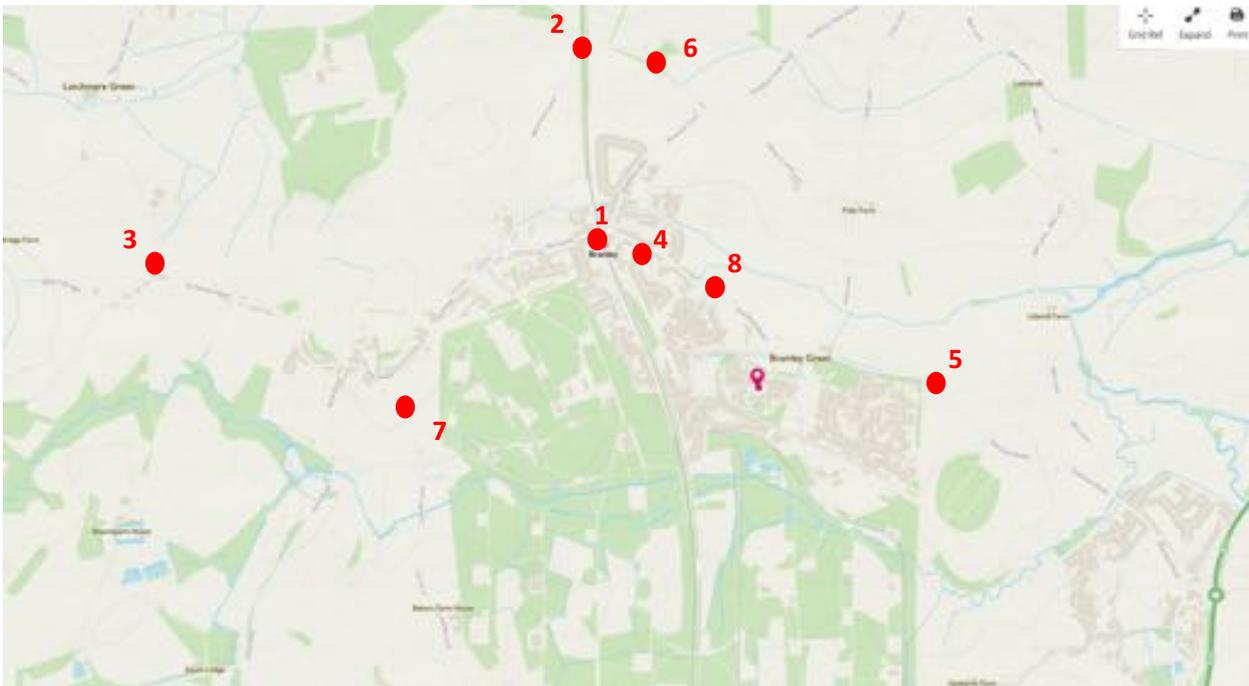


Figure 1 - Traffic Hazards Bramley Parish

### Level Crossing

The C32 minor road through Bramley interjects with the Reading to Basingstoke railway line. Appendix F of the Bramley NDP, "Evaluation of Transport Effects on Bramley Village in the Prospect of Further Development," provides a detailed assessment of the level crossing and the possible medium to long term solutions to the level crossing.

#### Hazard

The frequency of which the level crossing barriers are down and providing safety to pedestrian and vehicles users has consistently increased as the rail traffic has increased. With forthcoming electrification of the link the branch line use will grow even further with both public and freight rail traffic.

The impact of barrier downtime creates hazards through queuing traffic; pedestrians must regularly cross the designated C32 minor road between queued traffic. Vehicle users will also pull out from the queue on the westbound side and drive up to the junction that illegally come down the outside of the queued traffic.

These safety issues have been highlighted and acknowledged by Hampshire County Council within the Local Infrastructure Fund LIF Outline business case provided to the Bramley Parish Council in November 2015.

Table 1 provides the surveyed queuing traffic figures recorded in 2014, it is unclear if these were recorded during school term times or not.

Elements such as Network Rail & that traffic density within the village via the C32 generates a dangerous combination of all traffic types, vehicular, cycle and pedestrian.

*Table 1 - Vehicle queues C32 - AM Peak Hour / School drop off and pedestrian access*

Barrier Downtime	Eastbound (west of crossing)	Westbound (east of crossing)
	2014 Max Queue	2014 Max Queue
08:07:00 - 08:10:19	19	27
08:17:45 - 08:21:38	18	20
08:22:54 - 08:25:00	11	16
08:25:37 - 08:28:10	18	21
08:37:30 - 08:41:19	7	5
08:47:11 - 08:51:42	15	5
08:53:49 - 08:55:54	7	2

#### Community suggested solutions as yet to be discussed with Hampshire Highways

- Minchen's Lane can be widened, the bridge at the end widened and strengthened and the roads running from there back to the C32, Holly, Olivers and Folly Lanes, widened as well thus creating a virtual bypass or another purposely built bypass through MOD land, in both cases, therefore removing the bulk of vehicle transport away from the C32 / Level crossing junction.
- Solutions such as a road tunnel construction or road bridge considered be assessed for feasibility at the point of the C32 / Level Crossing.
- The Bramley Railway Station could be moved further down the tracks toward Reading which would allow for the down time of the barrier to be reduced and add to any safety issues as trains coming from Basingstoke will have passed the barrier allowing it to be opened earlier while trains going to Basingstoke can stop well before the barrier allowing it to only close when the train is cleared for departure from Bramley station.

### Minchens Lane railway bridge

The only alternative to crossing the main railway line from Reading to Basingstoke is provided by a road bridge located at the junction of Minchens Lane and Bramley Road. The route is designated as part of the National Cycle Network.



*Figure 2 - Railway Bridge*

#### Hazard

The bridge currently provides width only sufficient for 2 vehicles to cross paths on the bridge in a limited manner. Any vehicle wider than a normal car means traffic must flow in a contraflow method. The junction leading out from Minchens Lane is also a 'blind' corner for any vehicle turning towards the bridge.

With traffic volumes continuing to increase on the C32, more traffic will seek an alternative route around the level crossing.

#### Community suggested solution as yet to be discussed with Hampshire Highways

Minchen's Lane could be widened, the bridge at the end widened and strengthened and the roads running from there back to the C32, Holly, Olivers and Folly Lanes, widened as well thus creating an alternative bypass for traffic wishing to pass through the Bramley Village.

### Bramley Corner

This is a busy junction located off the C32 minor road which is the main route through the village of Bramley. It is the junction of Boars Bridge, Silchester Road with an offset private access to Beaurepaire House.



*Figure 3 - Bramley Corner junction facing East towards Bramley*



*Figure 4 – Bramley Corner junction facing West leading away from Bramley*

### Hazard

The junction is currently a 'blind' spot in either direction of travel away or towards Bramley along the C32 minor road.

Vehicles turning left or right into Silchester Road dependent on direction of travel must do so with little or poor judgment of traffic volumes approaching the junction.

### Community suggested solution as yet to be discussed with Hampshire Highways

A re-design of the whole junction is required with further increased levels of traffic along the C32 in association with development and increases in through traffic. The redesign could be priority turn right / left junction or a roundabout to provide improved visibility for users of the junction. There is no pedestrian access along the C32 here or at the junction.

### Vicinity of One Stop Convenience Store and Bramley Bakery

The junction is a priority junction and has some highway constraints due to the level crossing in the vicinity of the junction, and also a busy commercial car park for local bakery/garage exists. The One Stop convenience store has parking capacity off road for to 3 vehicles.

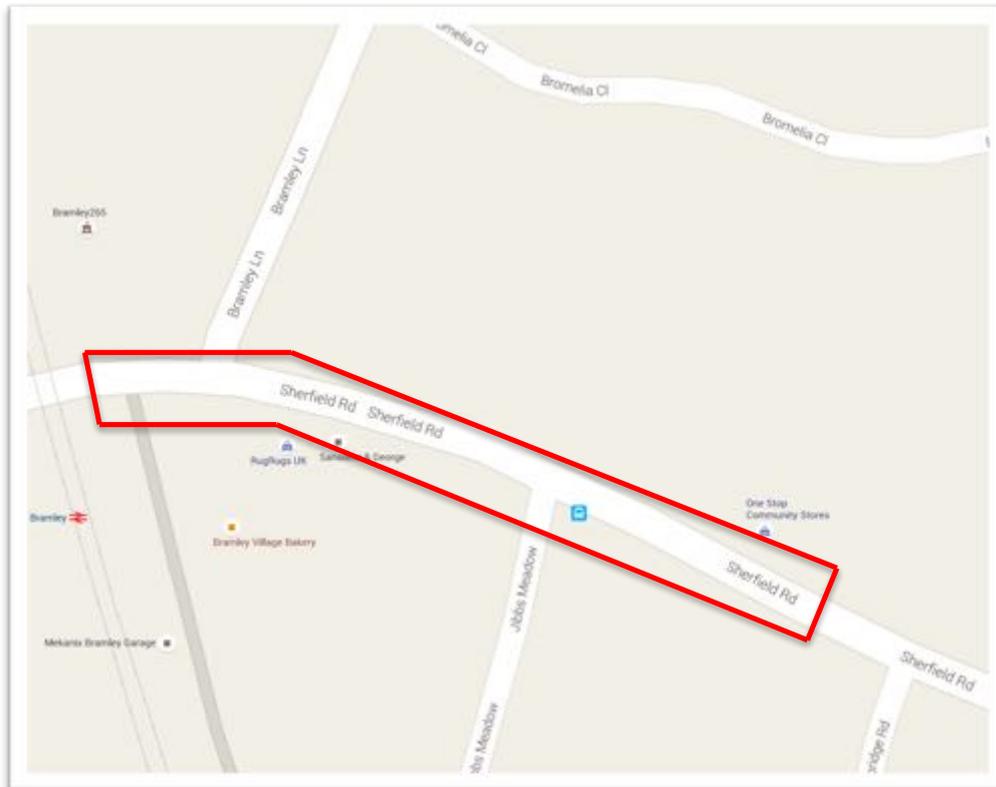


Figure 5 - Hazard area along bakery through to One Stop convenience store

#### Hazard

Cars that are queuing on Bramley Lane regularly overtake (using the opposite carriageway) the queue of traffic waiting to turn right from Bramley Lane on to Sherfield Road. Traffic is queued during barrier down time and are especially excessive at School drop off and pick up times. At the same time school children/ parents attempt to cross Sherfield Road towards the bakery car park during school start and end times. Due to the limited parking facility at the One Stop store customers will park on the C32 either part on pavement or fully in the road. This causes a contraflow to exist which in turns leads to further queuing especially if the crossing barrier is down. Vehicles will also illegally go on the outside of any formed queue on the Sherfield Road with the crossing barriers closed, intending to turn into Bramley Lane.

#### Community suggested solutions as yet to be discussed with Hampshire Highways

- Safety improvements for Sherfield Road/ Bramley Lane junction providing a safer crossing option for school children
- Safety improvements for the commercial car park at the junction
- Pedestrian/ cyclist accessibility improvement to the school from residential areas, especially from German Road Estates
- Investigate alternative pedestrian/cyclist route to the School alternative to the existing main link using the ROW route
- Investigate a wider solution to create an off-road shared use route where possible within the village.

### C32 east from Campbell Road

The single direct access road to Bramley from Sherfield-on-Loddon and Monk Sherbourne is the C32, classified as a minor road. A recently built roundabout at the junction of the C32 and Campbell Road has extended the speed restriction of 40Mph further towards the settlement boundary.



*Figure 6 - Sherfield Road, C32 from Campbell Road towards Sherfield-on-Lodden*



*Figure 7 - Sherfield Road, C32 from Sherfield-on-Lodden to Bramley*

### Hazard

Speed restrictions on the C32 extend towards the settlement boundary just before the corner indicated within figures 6 & 7. Traffic travelling towards Bramley can come round the indicated corner at the national limit of 60Mph and then enter the 40Mph which extends through 75m until the Campbell Road roundabout. Since building of the roundabout and in the space of 4 months there have been 4 road traffic accidents one serious. The corner is also prone to flooding during times of heavy rainfall, sometimes extending across the whole width of the C32.

### Community suggested solutions as yet to be discussed with Hampshire Highways

- Further extension of the 40Mph speed restriction round the corner so vehicles approaching the Bramley boundary must slow down before going round the described corner.
- An independent safety appraisal of the Campbell Roundabout needs to be carried out.
- A flood assessment should also be carried out on the drainage ditches and overall network of water relief channels along the C32

### Rural roads north of C32 used to bypass the level crossing

A network of country lanes to the North of Bramley provides an alternative route for through traffic attempting to avoid the large queue that forms at the C32 / Railway Crossing.



Figure 8 - Folly Lane



Figure 9 - Olivers Lane

#### Hazard

The network of lanes is only suitable for single lane traffic on most roads, passing places are present but these have developed by traffic flow and not through construction by highways or strategic planning.

The lanes are also used for a large percentage of residents as leisure access and there are no specific walkways within the network and the lanes intermix with a number of rights of way.

Traffic volumes on the C32 already mean that at peak times the country lanes are becoming congested with through traffic.

#### Community suggested solutions as yet to be discussed with Hampshire Highways

Parish and Residents to pursue designation of 'Quiet Lanes' within Bramley Parish area. Country Lanes are an integral part of our rural environment but the volume and speed of traffic, and the presence of heavy lorries can make them uninviting and intimidating.

Quiet Lanes are a positive way of:

- providing a chance for people to walk, cycle and horse ride in a safer environment;
- widening transport choice; and
- protecting the character and tranquility of country lanes

### Cufaude Lane

Cufaude Lane is a country lane that links from the C32 to Chineham Business Park and Chineham Housing development.

The road for a percentage is single lane traffic only.

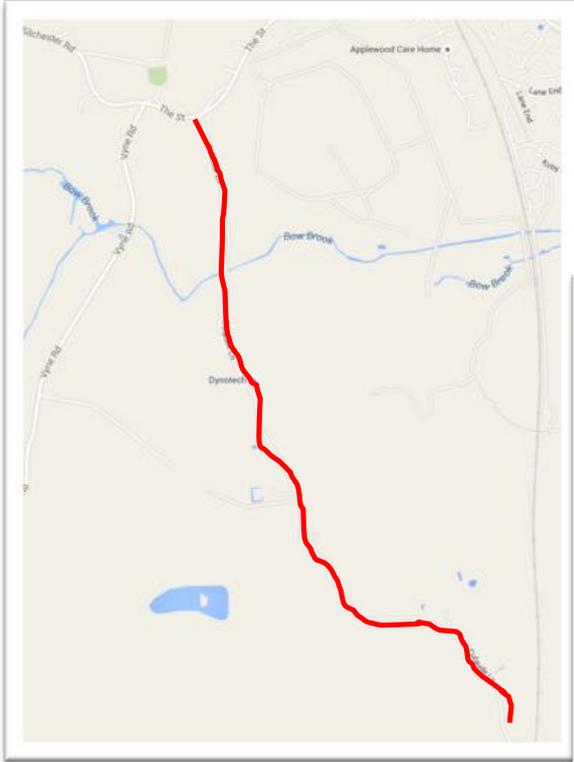


Figure 10 - Cufaude Lane



### Hazard

The road is used, more so during peak hours by large volumes of traffic to the Chineham Business Park. Regular bottlenecks occur as traffic is unable to pass each other without induced contraflow. The road is also part of the National Cycle track and the volume of motorized traffic makes cycling on this road dangerous.

Community suggested solutions as yet to be discussed with Hampshire Highways

- Improve the existing road network around and through Chineham on the A33
- Designate Cufaude Lane as access only
- Designate Cufaude Lane as a single way at the interface with the Chineham area
- Expand the lane so that it is sufficient to cope with the expected increase in volume of traffic.

### Pedestrian islands Forge Field

Located on the C32 around the junctions with the Smithy and Farriers there are constructed pedestrian protective islands as shown as in Figure 11.



*Figure 11 - Protective Islands C32*

### Hazards

The islands are part of the safe routes to school located through the parish and are the main crossing points for residents. However, the size of the islands is not sufficient to provide full protection for a pedestrian with a standard pushchair. There are no crossing points along the whole length of the C32 that provide priority to the pedestrian.

### Community suggested solutions as yet to be discussed with Hampshire Highways

- The size of the crossing points should be assessed and linked to any required road widening schemes.
- A crossing point on both eastbound and westbound of the level crossing should be provided which provides priority to pedestrians not motorized traffic. Such crossings should be linked in the safe routes to school network to provide maximum protection to children walking or riding to the Bramley Primary School.

### REFERENCES

- Bramley Village Plan Survey - 2012
- Bramley Neighbourhood plan - Survey June 2013
- Hampshire County Council Traffic survey - Bramley Village 2009 & 2010
- NDP Survey / questionnaire, Bramley Primary School
- Network Rail - C32 Level Crossing Risk Assessment
- Campaign to Protect Rural England - guide to Quiet Lanes
- Sustrans Cycle Path Surface Options - Technical Information Note No. 8 - January 2012
- Bramley Safety/ Accessibility Improvements, 5/11/2015