

Summary of Highways planners report

Areas looked at:

- Carrying capacity of the road
- Mix of vehicles
- Speed of vehicles
- Topography of the roads

Carrying capacity

There are Gov guidelines for the carrying capacity for rural roads, and both Church Lane and Crudwell lane have been identified as having a carrying capacity of 225 vehicles per hour.

Church Lane peak shows 48/hour, Crudwell lane peak shows 71/hour so both are well within the tolerances for vehicle movements

Mix of vehicles

On Crudwell lane OGV1/OGV2 make up 17% of the weekday traffic flow. This is considered high against the national average and very high for this type of rural road.

Speed of vehicles

The 85th centile speed on Crudwell was recorded as under 40mph, and on church lane 42.7 mph northbound and 40mph south bound.

Topography of the roads

There are set guidelines for road widths as follows:

- 2 cars passing 4.1m min width
- Car + HGV 4.8m
- HGV + HGV 5.5m

There is also guidance from DfT, IHT and the Gov HS2 team that states that the min width should be 6m for occasional use by buses of HGV, and 6.8m for roads where HGV will regularly pas each other.

Analysis of both Church Lane and Crudwell lanes show that for the majority of Church Lane end Crudwell lane a car and an HGV cannot pass each other, and there are at least five points where two cars cannot pass each other without using the verge or informal passing paces such a farm gates.

Conclusions & recommendations

In relation to volume and mix of vehicle types present on these roads, the route is not considered suitable for such high volumes of HGV.

It is recommended as a minimum that some formal passing places or road widening is required to allow safe passage of HGV's and cars. Exact number still tbc based on 'line of sight' analysis, but it is a significant number.