**Traffic Survey of The Rank, Maiden Bradley**

**Parish Council – Maiden Bradley with Yarnfield**

**What are your main concerns regarding traffic passing through The Rank.**

The danger of emerging at the crossroads, particularly if turning right.

I think that something needs doing at the crossroads, 30 years ago I had an accident with a vehicle travelling fast from Frome.

Speed at which vehicles travel is often more than 30mph.

Narrow pavements make it difficult to keep dogs and children off the road.

Primarily the access from The Rank onto the B3092, but particularly across the B3092 onto High St. Traffic is often at a speed of in excess of 30mph but, more concerningly is frequently on the wrong side of the road as it reaches the crossroads. This makes an essentially blind left turn very precarious.

I have my three grandchildren to stay on a regular basis and I find the situation with the traffic in The Rank, very intimidating. It is very difficult and unsafe when I am loading the children into our car. We have no designated parking spaces and therefore have to park our car on the track by the recreation ground.

Two vehicles have been abandoned on in The Rank, one is untaxed and the other unroadworthy, theses spaces could be used by residents and visitors.

Entrance onto Church St. impossible to see traffic approaching from Frome road, have to pull halfway onto Church St. to see approaching traffic.

Speed of traffic on Church St. heavy vehicles carrying heavy loads, approaching crossroads at speeds where they would be unable to stop.

Speed-both on The Rank and Church St. Access and visibility at the crossroads onto the B3092.

Turning onto Frome/Mere road is dangerous, been a lot of near misses, only time before a bad crash. With more houses it will be worse.

Speed - as a result of narrowing the carriageway on the south side by parked vehicles single file traffic is permitted in alternate directions only.

It is common place for all vehicles including bicycles, commercial and agricultural vehicles to mount the pavement to pass through the bottleneck.

A correction to the speed limitation may show some improvement. Within this observation cyclists particularly

using Bradley Lane join The Rank on a bend in groups of often three abreast and speeding using the downhill impetus from the westerly approach.

The perceived speed seems to be frantic and for the more mature and those with younger children in their care it is a frightening experience.

A white van speeding along the pavement, inches from your toes does make pedestrian access onto the foot way a stressful experience.

Access onto the B3092 is now a fundamental hazard caused by speeding traffic and evident road rage for those emerging vehicles trying to join or cross the B3092.

Pedestrian usage is greatly affected with no crossing security either on The Rank or across the B3092. Seldom does traffic slow or stop to allow pedestrians to pass. The problem is exacerbated for pedestrians with pets on leads and adult pedestrians with children and children in pushchairs and wheelchair visitors.

Access from the B3092 onto The Rank, the westbound side is now often congested with parked cars and old cars, thus a vehicle accessing The Rank cannot manage this directly and the manoeuvre cannot be completed and will cut off the flow of the B3092 if traffic from the bottleneck is trying to access the B3092.

These problems are exacerbated by County Service vehicles managing kerbside collections on two days per week where The Rank can be jammed waiting for other drivers to move out of the way and for the Council to finish their duty.

Agricultural vehicles are more numerous and larger, carrying heavier loads and other commercial traffic with substantial sized loads now use The Rank.

Our concerns are the safety of pedestrian and pedestrian movements along the entire road network of the village. Drivers of all vehicles accessing the B3902 are vulnerable.

Extra housing equals approx. two extra cars per household, plus increase in delivery vehicles, proposed entrance via The Rank to new houses increases danger on crossroads.

Pavement on The Rank, Church Street very narrow, especially for dogs and pushchairs etc. when waste bins are on pavement Monday’s and Wednesdays.

Please note I am in favour of new housing, but Wilts Council needs to ensure the roads through the village are as safe as possible.

PEOPLE FIRST, TRAFFIC SECOND!

**How does traffic in The Rank/Bradley Lane affect you and your family?**

I am terrified of going to Mere or Salisbury when my husband is driving and at busy times will cross the crossroads on foot so I can tell him if anything is coming from the Frome direction.

With all the parked cars you turn off the main road and if something is coming the other way you have nowhere to go.

Parked cars (more than one per household) allows no extra spaces for visiting vehicles.

Cars parked too close to the crossroads are in danger of damage when tractors and other vehicles turn into The Rank.

It can make exiting our driveway awkward, particularly if the traffic is moving at speed towards the junction. With parked cars along the length of The Rank if you turn into it from the B3092 there is nowhere for cars already transiting to go to.

Because of parking on The Ranks any increase in traffic use means turning right onto The Rank from Frome road you have to wait whilst traffic from Bradley Lane/The Rank passes through past the parked vehicles.

Dangerous when walking out of our gates.

Difficulty turning right onto Frome road, cars from Frome cut across the carriageway in preparation to pass parked cars on Church Street making turning left difficult as well.

A lot of bike/ walkers park on The Rank when they could park by rec. in car park.

The pedestrian issues of crossing the road to access a parked vehicle.

The pedestrian issues of crossing the road with a child to access a parked vehicle.

The pedestrian issues of walking along the foot way with traffic prepared to mount the kerb.

Traffic using the road at an unacceptable speed that is above 5mph.

Cyclists without warning bells as required by law.

Near silent electric vehicles that do not make any attempt at warning a pedestrian.

Visiting friends, family, particularly grandchildren, tradesmen and delivery drivers.

The feeling of being ‘cut off’ from those that live in The High Street and those that live on the east side of Church Street.

Death smiles at the pedestrians and other road users as it stalks us from the kerbside.

My concerns are for my entire household, my dog, our visitors, my neighbours, their friends and their pets.

It’s a wonder that no one has been killed at the crossroads as the traffic is upon you before it can be seen.

**What solutions would you recommend in order to address your concerns?**

A mirror so we can see traffic approaching from Frome direction.

A means of slowing that traffic down or traffic lights or a roundabout.

Traffic lights or a roundabout on the crossroads.

Widen the pavement along The Rank and near Barcroft.

Put up a lower speed limit sign to remind drivers.

Put a note in the News letter regarding the Highway Code regulations about distances for parking safely at crossroads.

Mini roundabout at crossroads junction.

No additional traffic to be encouraged to use The Rank. This particularly refers to the additional traffic a housing development will bring.

20mph speed limit on High Street, Church Street and Bradley Lane. Weight limit be imposed as agreed years ago.

20mph speed limit everywhere in village. Bumps coming in from Frome ( like at Norton St. Phillip).

Mandatory 5mph upper speed limit – The Rank and High Street.

Mandatory 5mph upper speed limit – Church Street and Frome road.

Speed roundels painted on all approaches or the village and within the village.

Traffic lights at the crossroads.

Pedestrian crossing by The Bradley Hare.

20 tonne axle limit all vehicles.

67 decibel limit on all vehicles passing through the village.

Exhaust emissions limit.

Extended off road parking provisions for village residents and visitors.

Designated roadside parking for residents in The Rank using the north side of the carriageway.

National requirement all bicycles be fitted with a pedestrian alarm.

The development of the former Sydenham’s site for residential purposes should be shelved until a satisfactory solution to the safe movement of the current village residents. Which may mean The Rank becomes one way to those that use the current service road in the future and require access to the former Sydenham’s site.

Raising the level of the road at the junction of The Rank with the service road down to Sydenham’s yard would slow traffic down even more.