

## **A529 SAFER ROADS FUND.**

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**Presentation to Adderley Parish Council Public Meeting, 21<sup>st</sup> April 2021.**

**Paul Savill (WSP Engineer, Traffic & Road Safety).**

### **PROJECT BACKGROUND & CRITERIA.**

The Project Board responsible for overall governance and delivery of the scheme is made up of the three members of the Shropshire Highways Alliance (Shropshire Council, Kier & WSP).

- Safer Roads Fund established by the Department for Transport (DfT).
- iRAP and ViDA assessments were undertaken based on video footage.  
iRAP is the International Road Assessment Programme  
ViDA is the software used.
- 50 highest risk local 'A' roads to be treated, the A529 between Hinstock and Audlem being one of them. Local Authorities were invited to apply from total budget of £175 million.
- Countermeasures were proposed by iRAP Engineers with input from WSP Road Safety Engineers.
- This is a data led project – improvements are made in line with the countermeasures proposed in the assessment or to mitigate the same identified problems. Funds cannot just be spent on anything.
- Quarterly reporting to DfT Road Safety Foundation.
- DfT are monitoring finance and timescale.
- Funding for the section north of the county boundary has been handed over for Cheshire East.
- Whilst the fund should be spent on the identified measures, other needs such as street lighting and carriageway and drainage maintenance have been included to achieve greater economies and to “future-proof” the route.
- Funding may be drawn down from other budgets to cover this.
- We are aware of other highway safety concerns in Adderley village and will consider inclusion in the scheme if:
  - SRF funding allows due to value engineering of other measures
  - measures can be shown to mitigate the identified problems
  - other funding can be found.

### **DESIGN RATIONALE**

- Develop proposals for the countermeasures/locations identified through the DfT process in “packages”.
- Implement countermeasures where possible; analyse alternatives and justify any changes.
- Include other measures/works brought in through other Shropshire Council programmes and funding liaising with Highways Maintenance, Street Lighting, Drainage, West Mercia Police, Shropshire Traffic Team and Division to inform the design team of known issues and to give the opportunity to include works whilst the contractor is working at the location and road closures are in place if funding can be allocated.
- Allocate any funds remaining to other appropriate measures.

## PACKAGES OF WORK IN ADDERLEY PARISH.

- Package A - A53 Gingerbread Man Roundabout to Shavington Bend.  
Works completed in May/June 2020.  
Resurfacing, signing review, edge of carriageway delineation, kerbing, reduction of speed limit, road marking review.
- Package F - Adderley Village  
Signing and road marking review, improving curve delineation, consider improved provision for pedestrians to cross to St Peter's Church.
- Package G – Adderley to the County Boundary.  
Review of signing and road markings, fencing/roadside features, curve delineation, proposed reduction in speed limit and reinforcement of 30mph gateway signage at Adderley School.
- Package K – HGV accident site.  
Included as an additional package as the damage to the embankment was caused after the funds had been allocated in order to incorporate the repair works into the wider scheme and install more effective countermeasures. Progress is being made on this complex situation.

## CONSIDERATION OF TRAFFIC CALMING AND STREET LIGHTING.

Previous correspondence and discussions with Parish Council representatives have already been useful. Adderley Parish Council have expressed a desire for traffic calming features to be installed through the village in order to reduce vehicle speeds.

- This is not in the SRF identified countermeasures but is something being considered. Realistically, the options are limited to speed cushions and priority features.
  - In order to install these features the road needs to be appropriately lit.
  - Street lighting also “urbanises” a location which helps to reinforce a speed limit.
  - We would therefore like to gauge support for street lighting along the A529 through Adderley.
- All proposals would be subject to the design regulations and Road Safety Audit.



## Common Concerns:

- Glare from Street Lighting (advice from Street Lighting Engineer).
  - LED lanterns in comparison to older technology lanterns deliver lighting in a more focused and directional way due to the nature of their design.
  - As the backward and forward light from the lantern is more controlled and directional in both directions, forward or backward light spill is again limited - the only real consideration being the distance from the property.
  - Manufacturers also provide shielding options and more recent LED lanterns offer “warmer whites”.

- Noise and vibration from vehicles crossing speed cushions (discussion with Acoustic Consultant).
  - The size, height and distance between speed cushions are designed to prescribed parameters.
  - Considering the ground conditions at Adderley, design guidance advises that vibrations from speed cushions would not be perceived more than 3m away. We would seek to design scheme to maximise the distance from buildings.
  - Transport Research Lab suggests that the *net increase* in noise from speed cushions is less than 1db (slower cars make less noise; speed cushions will add some noise). 1 dB is the lower limit of human perceptibility of change in noise level.

## PROGRAMME.

The Covid19 Pandemic has had an impact on progress. The local response to pandemic restrictions and the programming of Covid response works have affected resourcing within the Highways Alliance and supply chain.

### Current Programme forecast:

2019	2020	2021	2022
<ul style="list-style-type: none"> <li>■ WSP start design process</li> <li>■ Mount Pleasant Crossroads Construction Complete</li> </ul>	<ul style="list-style-type: none"> <li>■ Design Work Continues</li> <li>■ Package A (Gingerbread Man Roundabout to Adderley) Construction Complete</li> </ul>	<ul style="list-style-type: none"> <li>■ Design Work completed by October</li> <li>■ Delivery of majority of sections on site.</li> </ul>	<ul style="list-style-type: none"> <li>■ Ongoing scheme monitoring and evaluation of scheme effectiveness against original targets.</li> <li>■ Completion of surface dressing sections and remaining site works.</li> </ul>

## NEXT STEPS

- Comments from today's meeting regarding traffic calming and street lighting fed back through the Parish Council would be appreciated.
- Responses can then be given to the Parish Council and designs progressed.
- Traffic Calming proposals are subject to public consultation which will happen once a scheme has been designed.
- Updates will be shared through Shropshire Council timed with the quarterly reports to the DfT.