

## 4 Baseline Traffic Data

### 4.1 Introduction

4.1.1 This section starts by describing the local highway network, within which all main transport modes operate. The 5-year accident history is then summarised, before the infrastructure and accessibility of key facilities are described for each main mode of transport.

### 4.2 Local Highway Network

4.2.1 Clutton is mostly built on the eastern side of the A37, a principle road running south from Bristol via Shepton Mallet to join the A303 at Ilminster. The A37 is known as Upper Bristol Road and is subject to a 40mph speed limit where it runs through the village.

4.2.2 Station Road forms the main distributor road for the village off the A37. Initially known as Cooks Hill, it runs broadly east from the A37 through the village, then splits to become Clutton Hill and Maynard Terrace. Station Road is typically 5-6m in width. Footways are intermittent, and where they are absent, the carriageway is generally bounded by stone walls, which typically reduces the usable carriageway width by half a metre or more as drivers keep clear of the walls.

4.2.3 Clutton Hill is single track in places and runs broadly north-east from the edge of the village to serve farms and a few dwellings, before turning south-east to join the A39, which runs north-east to Bath and south-west to join the A37.

4.2.4 Maynard Terrace is a narrow lane, also single track in places serving a residential terrace on the eastern edge of Clutton. A gated track, with no access for general traffic, runs on to the A39 at High Littleton.

4.2.5 A search of highway land in the vicinity of the site has been commissioned from B&NES, with results shown in Appendix 1.

4.2.6 Traffic surveys have also been commissioned to provide an indication of existing patterns on local roads.

4.2.7 An Automatic Traffic Counter (ATC) was carried out on Station Road at a point just east of number 86 (adjacent to the school warning sign) from Saturday 12<sup>th</sup> to Friday 18<sup>th</sup> February 2011 (the week before school half-term). The full output data is included on the CD that accompanies this report.

4.2.8 The ATC was commissioned to record traffic speeds and HGV numbers as well as the overall volume of traffic. The 85<sup>th</sup>ile speeds over the week were 33.4mph westbound and 31.0mph eastbound. Average speeds were 28.1mph westbound and 26.4mph eastbound.

4.2.9 The breakdown by type of vehicle over each day and the whole week is shown in Table 5. On Tuesday to Friday there were between 29 and 36 Heavy Goods Vehicles per day, representing 2% of traffic at most. HGVs were classified as anything bigger than a 2-axle vehicle with 6 wheels, and hence would have included larger transit type vans and relatively small box vans.

4.2.10 The Light Goods Vehicle category consisted of standard transit-type vans (single wheel rear axle), car-based vans being included in the Car category.

Time Period	All V'cles	Motor-Cycles		Cars		LGV		HGV		Bus	
		No.	%age	No.	%age	No.	%age	No.	%age	No.	%age
Sat	1876	32	2%	1716	92%	114	6%	14	1%	0	0%
Sun	1349	12	1%	1275	95%	62	5%	0	0%	0	0%
Mon	2097	23	1%	1874	89%	175	8%	14	1%	11	1%
Tue	2094	16	1%	1813	87%	220	11%	34	2%	11	1%
Wed	1962	25	1%	1704	87%	187	10%	36	2%	10	1%
Thu	2036	23	1%	1772	87%	199	10%	30	2%	12	1%
Fri	2105	21	1%	1868	89%	178	9%	29	1%	9	0%
Week	13519	152	1.1%	12022	88.9%	1135	8.4%	157	1.2%	53	0.4%

Table 1: Summary of Vehicle Types from ATC on Station Road

4.2.11 The 2-way movements by all vehicles for the average weekday is summarised in Table 2.

Hour Starting	Westbound	Eastbound	2-Way
00:00	3	2	5
01:00	0	0	0
02:00	2	1	3
03:00	1	0	1
04:00	1	1	2
05:00	10	7	17
06:00	33	10	43
07:00	92	41	133
<b>08:00</b>	<b>108</b>	<b>77</b>	<b>185</b>
09:00	83	59	142
10:00	67	54	121
11:00	60	58	118
12:00	64	66	130
13:00	57	51	108
14:00	57	62	119
15:00	76	80	156
16:00	74	87	161
<b>17:00</b>	<b>72</b>	<b>102</b>	<b>174</b>
18:00	71	92	163
19:00	47	53	100
20:00	24	44	68
21:00	17	27	44
22:00	20	20	40
23:00	15	11	26

Table 2: Average Weekday Traffic on Station Road

4.2.12 The busiest hours on Station Road were the typical peak hours of 08:00-09:00 and 17:00-18:00, the morning being the busier of the two. The road remains lightly used even in that peak however, with an average of 3 vehicles every minute. The dominant flow is tidal, towards the A37 in the morning peak and away from the A37 in the evening peak.

4.2.13 Surveys of weekday peak hour turning movements were also carried out at the junction of Cooks Hill (the western end of Station Road) with the A37, which would be the main focus of development traffic. Following local concerns about the Church Lane/Station Road junction voiced during pre-application consultation, movements at the junction were also surveyed.

4.2.14 Figures 1 & 2 summarise the peak weekday traffic movements recorded on the local highway network. The absolute peak at either junction has been used in the Figures, even though they do not coincide, to represent a worst case (e.g. the A37 peaked at 07:30-08:30 and Church Lane 08:00-09:00). The full turning counts are on the CD with this report.

4.2.15 A traffic count was also undertaken to provide local trip rates for housing. Weekday peak hour movements were surveyed at the junction of Kings Oak Meadow with Venus Lane. There are 25 dwellings on the self-contained cul-de-sac that makes up the core of this mid 1980's housing estate, the rest of which is served from the perimeter. The recorded movements and resulting trip rates are summarised in Table 3.

	AM Peak Hour			PM Peak Hour		
	Arrive	Depart	Total	Arrive	Depart	Total
Recorded Trips	2	8	10	9	7	16
Trips per Dwelling	0.080	0.320	0.400	0.360	0.280	0.640

Table 3: Residential Trip Rates from Kings Oak Meadow

4.2.16 The above trip rates will be compared against rates derived from the TRICS database later in this report.

### 4.3 Recorded Injury Accidents

4.3.1 A 5-year search of injury accident records was commissioned from B&NES in February 2011, shown in full in Appendix 2 and summarised in Plan 2.

4.3.2 The search revealed that no injury accidents had been recorded on Station Road, Church Lane or Venus Lane. The only accidents to have occurred within the village were on the A37, with 9 accidents recorded in the 5-year period.

4.3.3 It is evident from the summaries in Plan 2 that most of the accidents were isolated occurrences with no pattern evident that might indicate a problem with highway infrastructure.

### 4.4 Access on Foot

4.4.1 Most of the amenities in Clutton are off Station Road, a short distance from the site access:

Clutton Primary School	-	210m
Post Office	-	250m
Butchers	-	280m
Village Hall/Social Club	-	240m (from pedestrian access on Church Lane)
The Railway Public House	-	300m