

# TRAFFIC MANAGEMENT ASSESSMENT REPORT

ASSESSMENT No.

TMA 195

## LOCATION:

Bowling Green Road, Thatcham. The section forming part of the northern distributor road from Tull Way to Northfield Road, including the section of Tull Way to the west covered by the 30 mph speed limit.

Parish Ref. No. TM 50.4 (Thatcham West bordering Chieveley/ Cold Ash)

## Proposal / Request.

A motion laid before the council by the local ward member has requested a full safety evaluation of the road due to perceived safety problems.

## Background

The town of Thatcham is built along the line of the A4 road which runs in the plane east to west. A local distributor road has been built to form a loop around the north side of the town. Bowling Green road now forms part of this distributor road, see the attached plan. The length of road in question is 700 metres long and is restricted to 30 mph by the presence of a system of street lighting. The western part of the distributor Road (Tull Way) is subject to a 40 mph limit, to the east it continues as a restricted road.

The southern side of Bowling Green road is all a built up area with four roads that access housing estates (Bowling Green Road spur connects to the A4, others are access roads only) There is a pedestrian and cycle pavement on the southern side of the road, from the eastern end this is a shared facility but then segregated along Tull Way.

Northern side of Bowling Green road is mainly foliage with one local access road, to Ashmore Green, and the Regency Park Hotel. The Hotel has its own drive way and a pedestrian crossing point which is served by a small paved area in the fence line, a central refuge island on the road and dropped kerbs.

No houses have direct access onto Bowling Green Road, except one on either side at the eastern end of the road, next to the Northfield Road roundabout. The carriage way width along Bowling Green Road is a minimum of 6.5 metres. Tull Way is 7 metres.

## Site Visit

A site visit was made between 1000 and 1130 on Wednesday 17<sup>th</sup> July. At the time weather was fine and the road conditions were good.

Walking from the western end of the site the following observations were made.

1. On the southern side of Tull Way the hedge is badly overgrown, this is the segregated pedestrian/ cycle way and the growth meant the pedestrian lane was virtually unusable. This extended from the junction with the Bowling Green Road Spur Road to the footpath to the west (Cold Ash footpath 4).
2. At the entrance to the 30 mph speed limit on Tull Way there is a Gateway type terminal sign on the northern side of the road, this was clearly visible. However the terminal sign on the southern side was completely lost in the growth as at one.
3. Opposite the junction with the Bowling Green Spur road the direction signs were lost in the hedge row.
4. At the Ashmore Green junction it appeared the visibility from the junction might be restricted by an overhanging tree, but driving the junction proved this was not the case. All the other junctions, including the Regency Park Hotel entrance, were completely clear with good visibility.
5. On the southern side, between the junctions with Trent Close and Conway Drive the hedge was overgrown in places restricting the room on the joint pedestrian/cycle way.

6. When using the pedestrian crossing point from The Regency hotel, view from the paved area was restricted to the west by the hedge line. This was not unmanageable but did mean a pedestrian had to stand right next to the road edge to obtain the necessary view of oncoming traffic.
7. There were some pot holes at the Ashmore Green junction but otherwise the road surface appeared to be in good condition.
8. At the time of the visit there were works on the A4 which had diverted a number of large goods vehicle onto the road, thirty were observed, these were able to use the road without problem but there were some minor branches that had been knocked down at the eastern end by earlier vehicles.

### Accident History

In the last three years there has been one injury accident recorded on Bowling Green Road. This was in April 2016 when a goods vehicle collided with a cyclist on the main carriageway, causing minor injury. In the seven years prior to the last period there were two injury accidents recorded, both of these were at the spur road junction, involved turning movements and caused three minor injuries. We are aware of another damage only accident being reported but have no details of this.

### Speed Data

A speed survey was carried out at two sites along the road between 17<sup>th</sup> and 26<sup>th</sup> September 2019, in both directions. These surveys recorded an average speed of 28.1 mph and an 85<sup>th</sup> percentile speed of 32.8. An average daily flow of 5,671 vehicles was shown at one site (near the junction with Conway Drive) there appears to be a slight rise in the speeds at the weekend when traffic flows were slightly lower. The speeds recorded are surprisingly low and do not in themselves cause great concern, they may be explained by the higher than anticipated volume of vehicles. If a more detailed analysis of the results is required this could be provided by the road safety team.

### Officer Recommendations

There is no longer a requirement for a matched pair of terminal signs at the entry to a speed limit, so the covered sign at observation point 2 could be done away with, however it is thought appropriate at this location that a matched pair is retained. So visibility of the sign should be improved long term by bringing it out of the hedge line with an extension arm.

Most of the other problems relate to overgrown vegetation and this should be passed to the <sup>appropriate</sup> maintenance team for initial cutting back and then scheduled maintenance.

Taking into account the good collision history and the results of the speed survey no further works is required other than the minor maintenance issues identified.

### Financial Implications

Sign works in region of £700. Other works to be met from budget as routine maintenance.

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Assessor: Bob Bosley

Signature: 

Date: 27<sup>th</sup> September 2019.

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Principal Engineer's comments

*Agree with the report and proposed actions*

**Signature:**

A handwritten signature in black ink, consisting of several overlapping, stylized strokes.

**Date:**

25<sup>th</sup> November 2019



Ullavey

Bowling Green Road Spn

Bowling Green Road

Albany Way

Dianna Road

Conway Drive

Regency Park Hotel

Extents of assessment report



