

## Traffic & Parking.

*A presentation to a public meeting on Wednesday 15<sup>th</sup> March 2017.*

In the initial NDP consultation, this topic figured highly in the concerns of those who responded.

These are two elements of a continuing problem and as long ago as 2004, a Parish Action Plan was published which highlighted this with an action to pursue the introduction of a 20mph limit through the village and develop a speed management plan. It is obvious that these plans came to nothing. The NDP not only considers future planning issues but also considers the quality of life for the future. A major issue affecting the quality of life in the village is the inconsiderate behaviour of some drivers. Education seems to have little effect and it therefore means that physical measures will need to be taken.

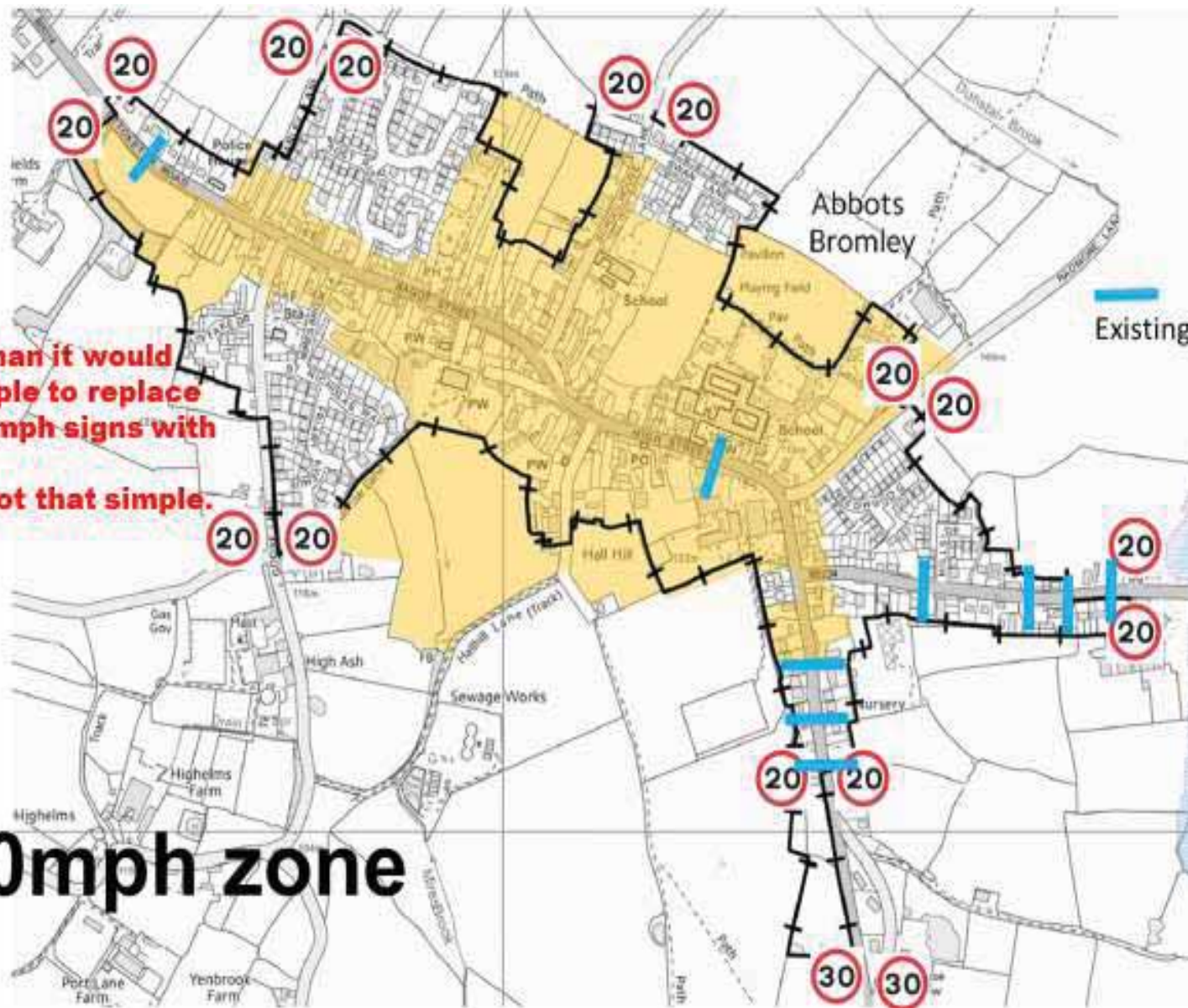
Any proposals to introduce measures which relate to traffic or the highway infrastructure would have to be approved by the Highways Department and it goes without saying that the funding of any approved work will create a further restriction to their introduction.

The following slides, most of them presented at the public meeting held on Wednesday 15<sup>th</sup> March highlight some of the issues and suggest some of the solutions.



**For a layman it would seem simple to replace all the 30mph signs with 20mph. But it is not that simple.**

**20mph zone**



## 20mph speed limit within the village.

You can have a 20mph road or.....

**20mph road**



Local Development Plan



## 20mph speed limit within the village.



**20mph speed limit within the village.**

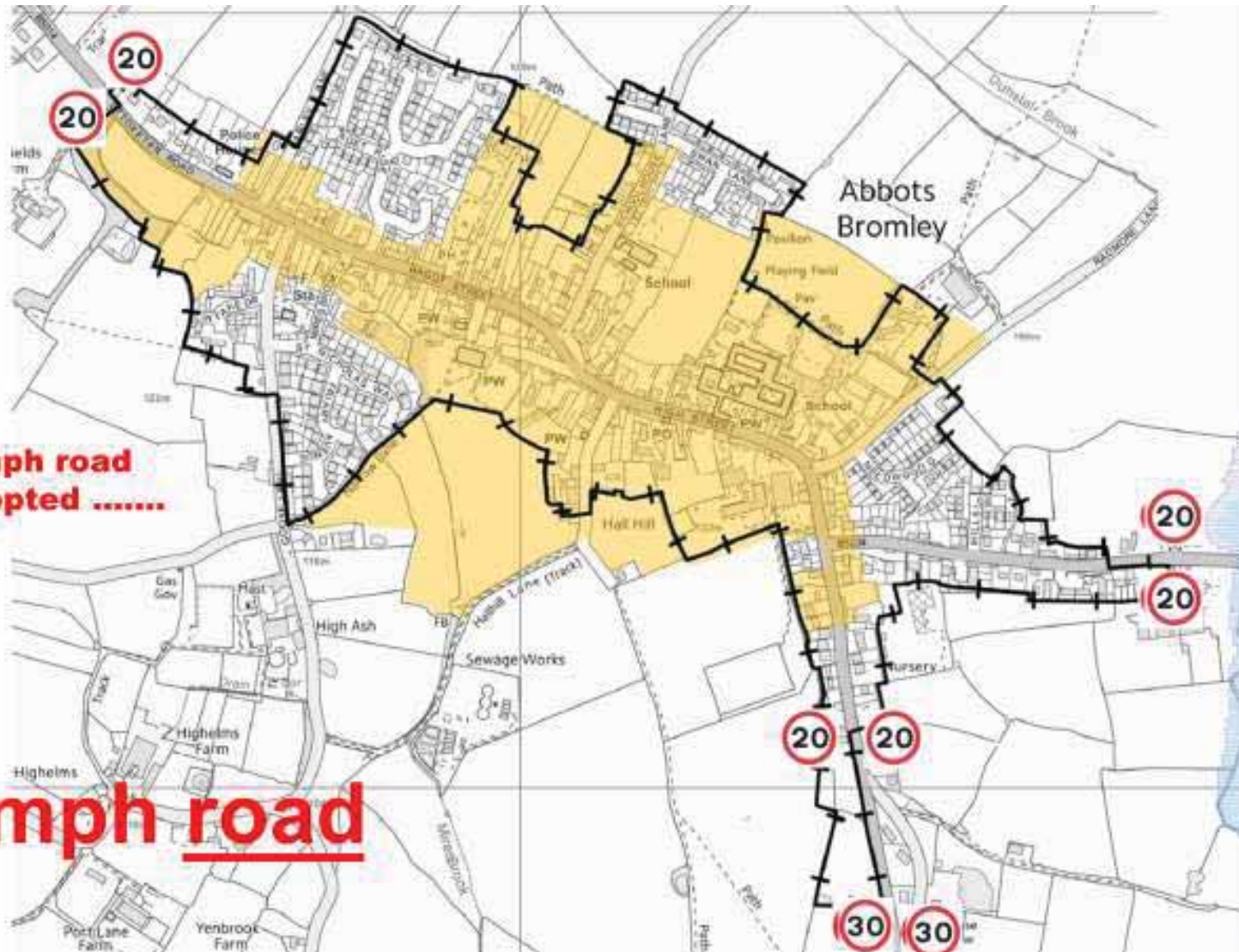
20mph road

20mph zone

**20mph zones should be 'self-enforcing'  
through the use of 'road calming' features.**



# 20mph road



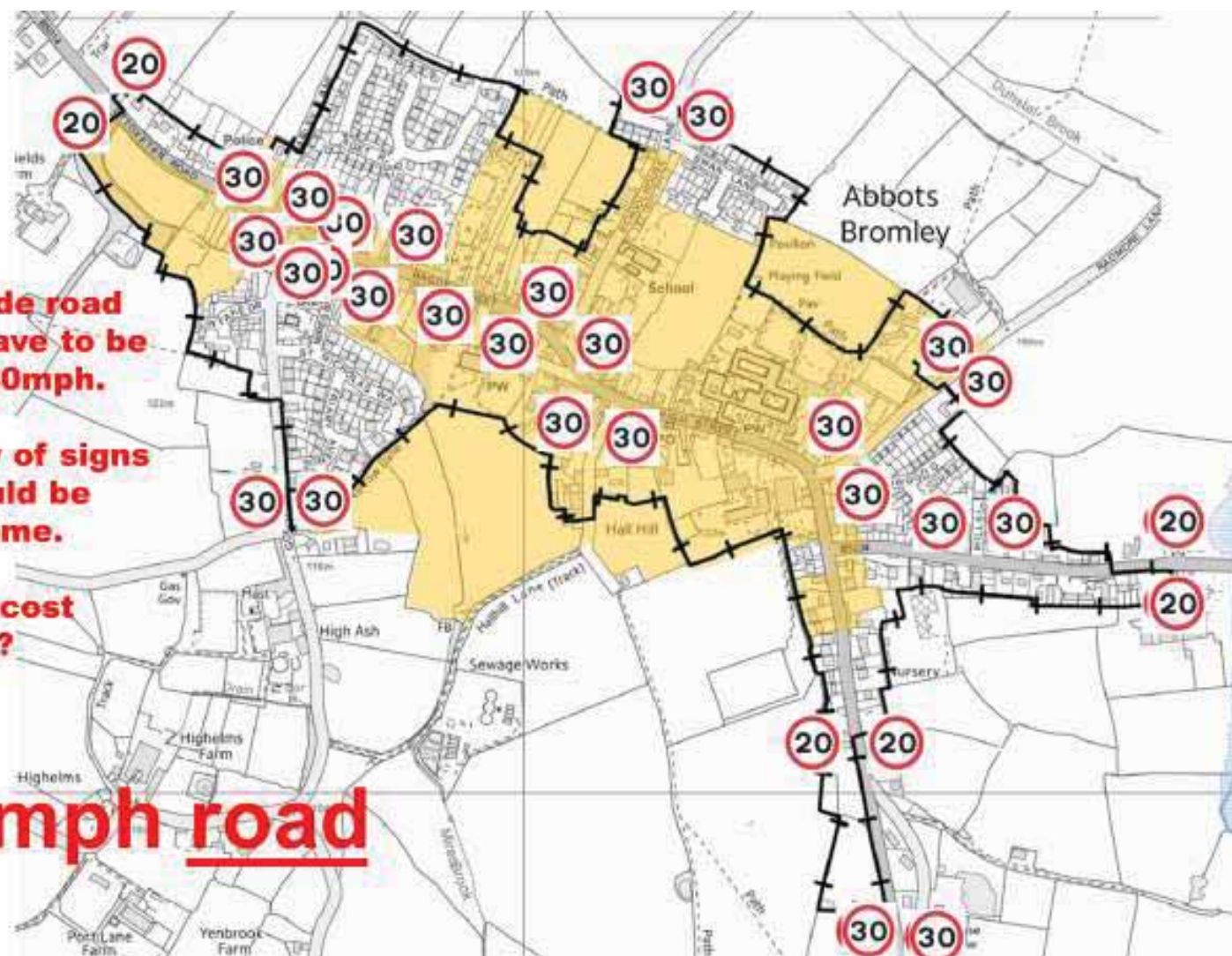
[Learn more about the 2014 Symposium](#)  
[Download the Program](#)

**Every side road  
would have to be  
signed 30mph.**

**An array of signs  
that would be  
unwelcome.**

**And the cost  
involved?**

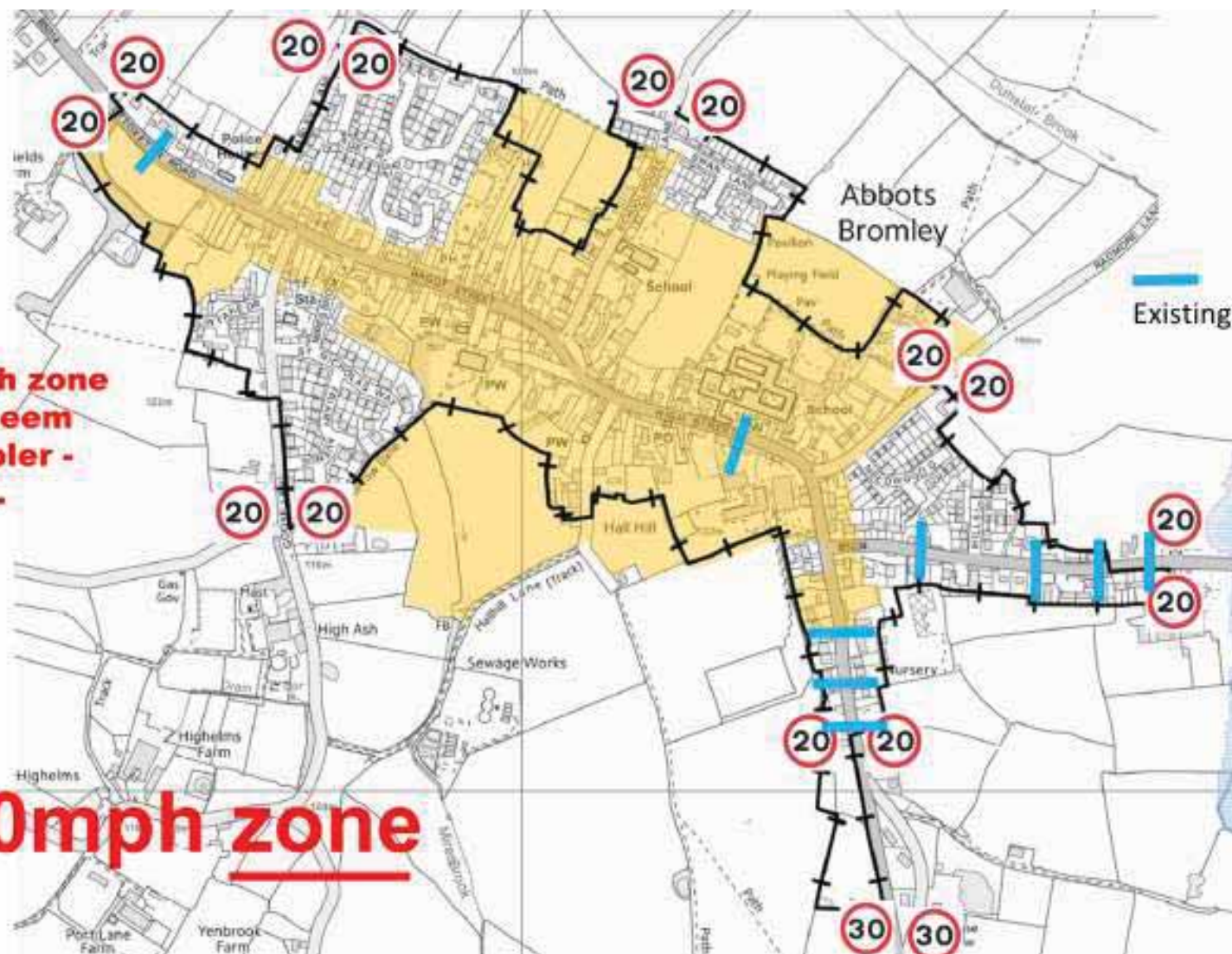
**20mph road**





**A 20mph zone  
would seem  
far simpler -  
but .....**

**20mph zone**



Existing traffic calming

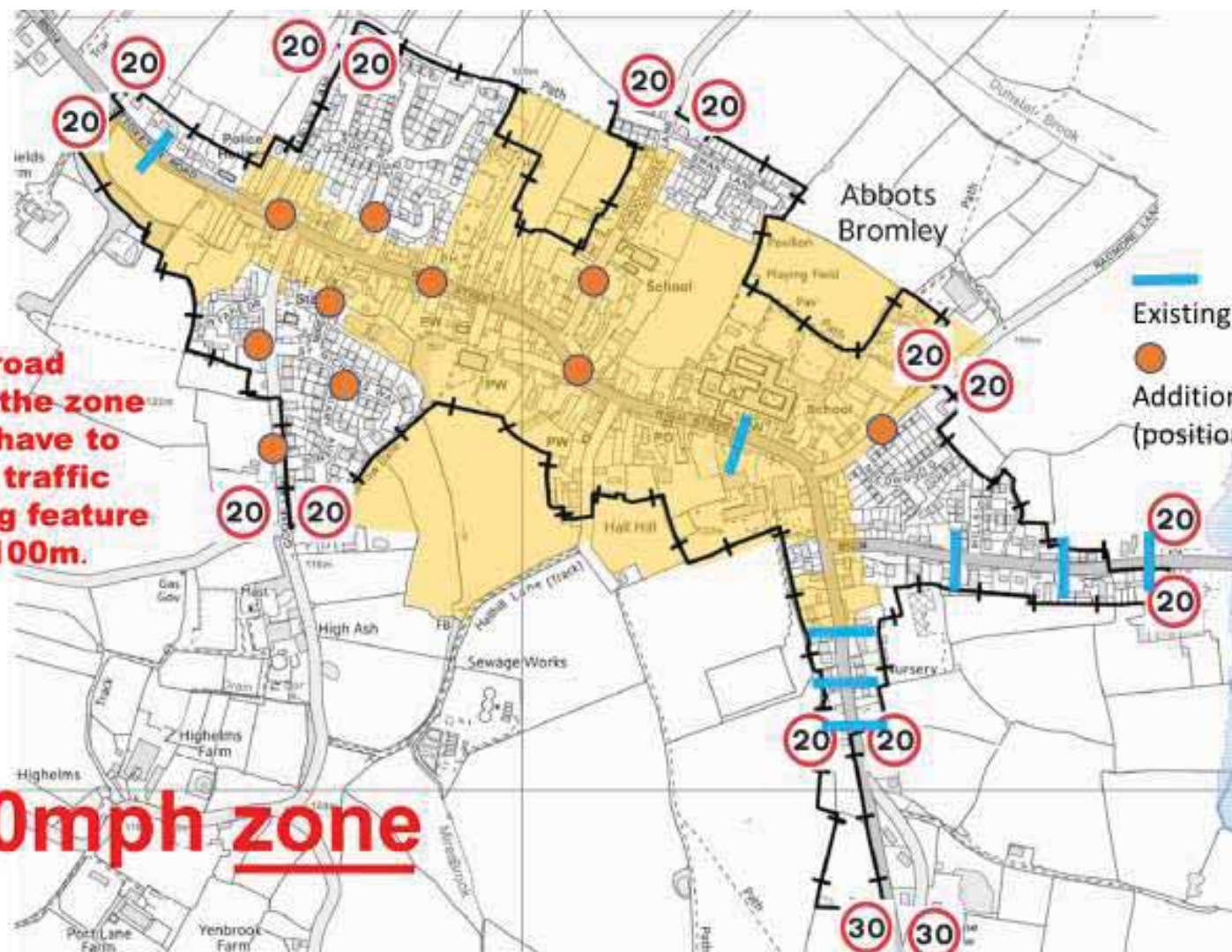


Abbots Bromley Parish Council  
Development Plan



**Every road within the zone would have to have a traffic calming feature every 100m.**

**20mph zone**



**Do you agree that the  
introduction of a 20mph zone  
should be investigated?**

**The Action agreed in 2004 needs to be pursued.**



**Traffic calming can be provided in a number of ways.**

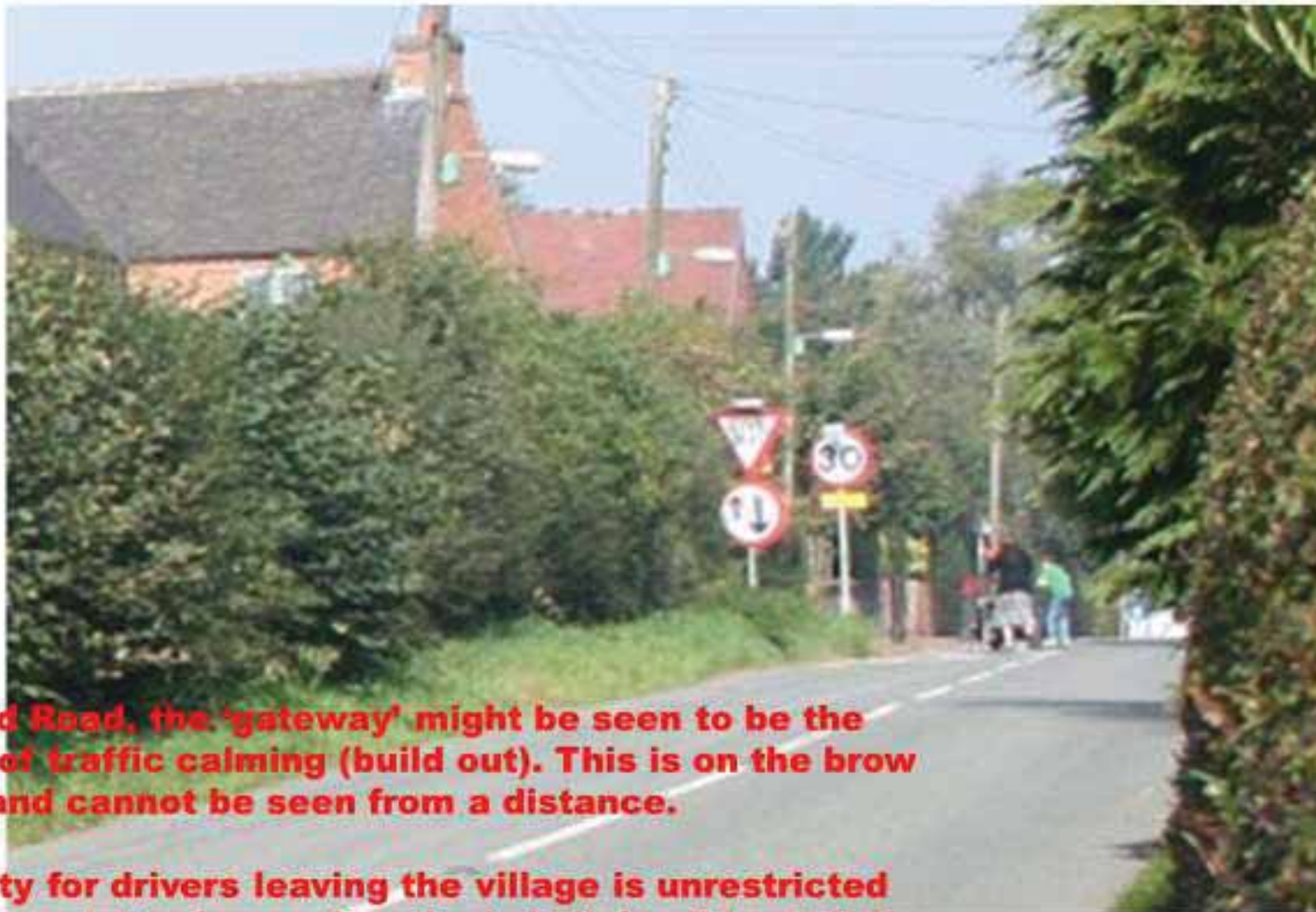
**They are 'free standing' initiatives that can be introduced independently but there would be synergy if all are introduced.**

**Traffic calming can be produced by:-**

- **use of Village gateways**
- **provision of 'pinch points'**
- **installation of raised road surfaces.**
- **designed parking layout**
- **removal of road markings**
- **removal of redundant road signs.**

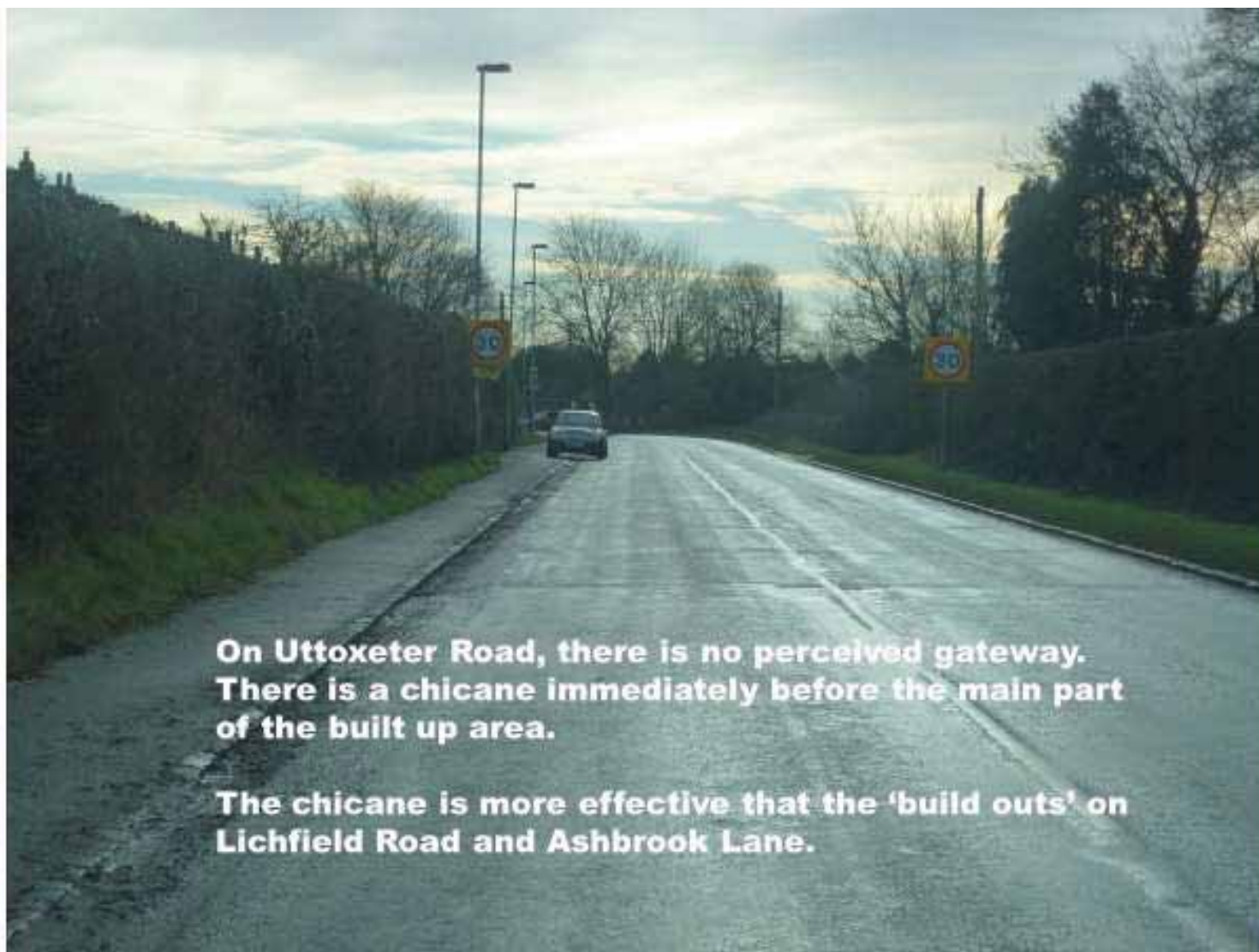






**On Lichfield Road, the 'gateway' might be seen to be the first piece of traffic calming (build out). This is on the brow of the hill and cannot be seen from a distance.**

**The visibility for drivers leaving the village is unrestricted and they have right of way after the 'middle' build out. It has little to no effect on the speed of traffic within the village.**



**On Uttoxeter Road, there is no perceived gateway.  
There is a chicane immediately before the main part  
of the built up area.**

**The chicane is more effective than the 'build outs' on  
Lichfield Road and Ashbrook Lane.**





**On Ashbrook Lane we have something that comes close to a village gateway. The village name plate and the build out are at the same location.**

**Once again the build out has little effect on speed of traffic within the village.**



**Villages throughout the country have arranged some visually attractive gateways**



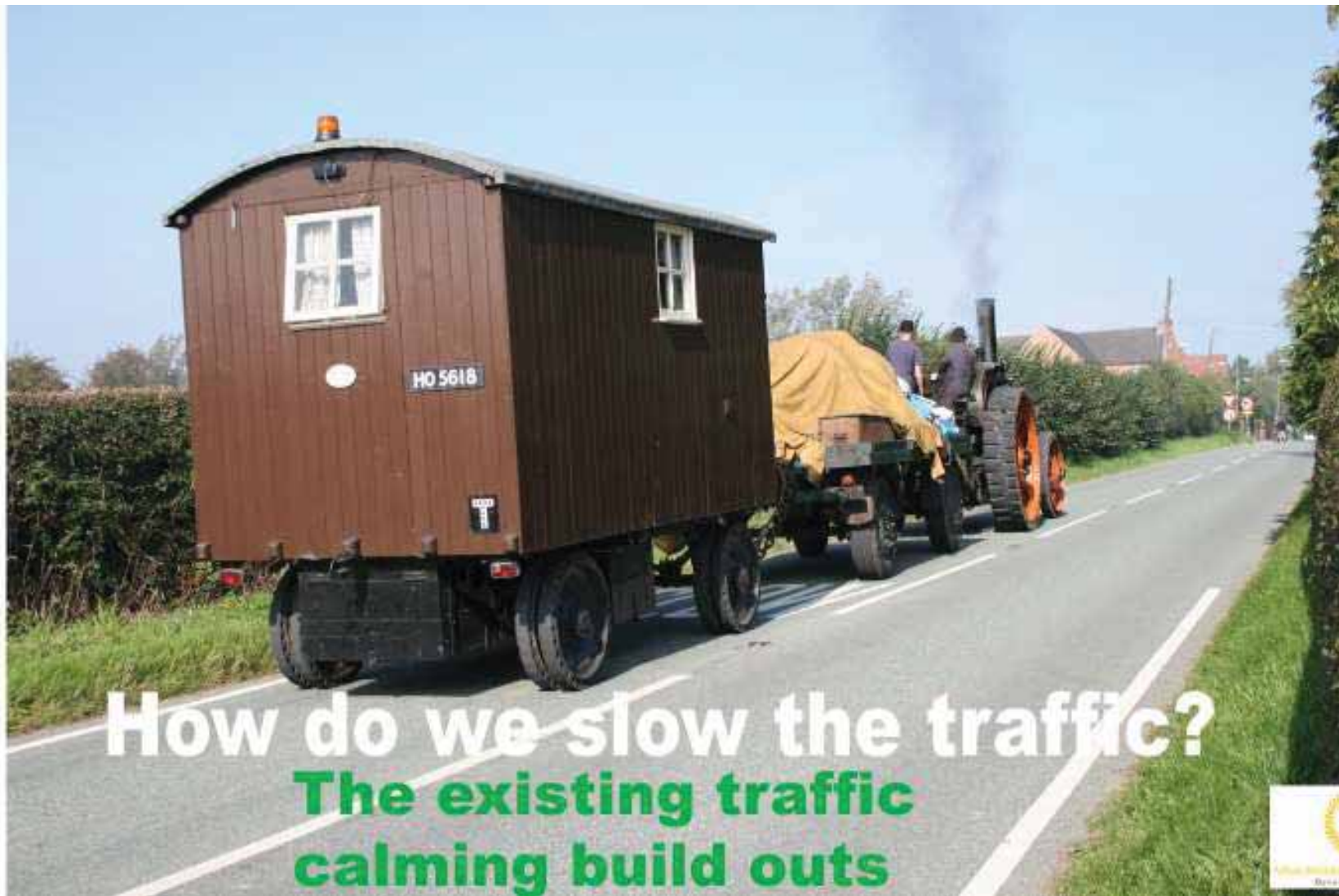
Which document has the following content?  
Development Plan



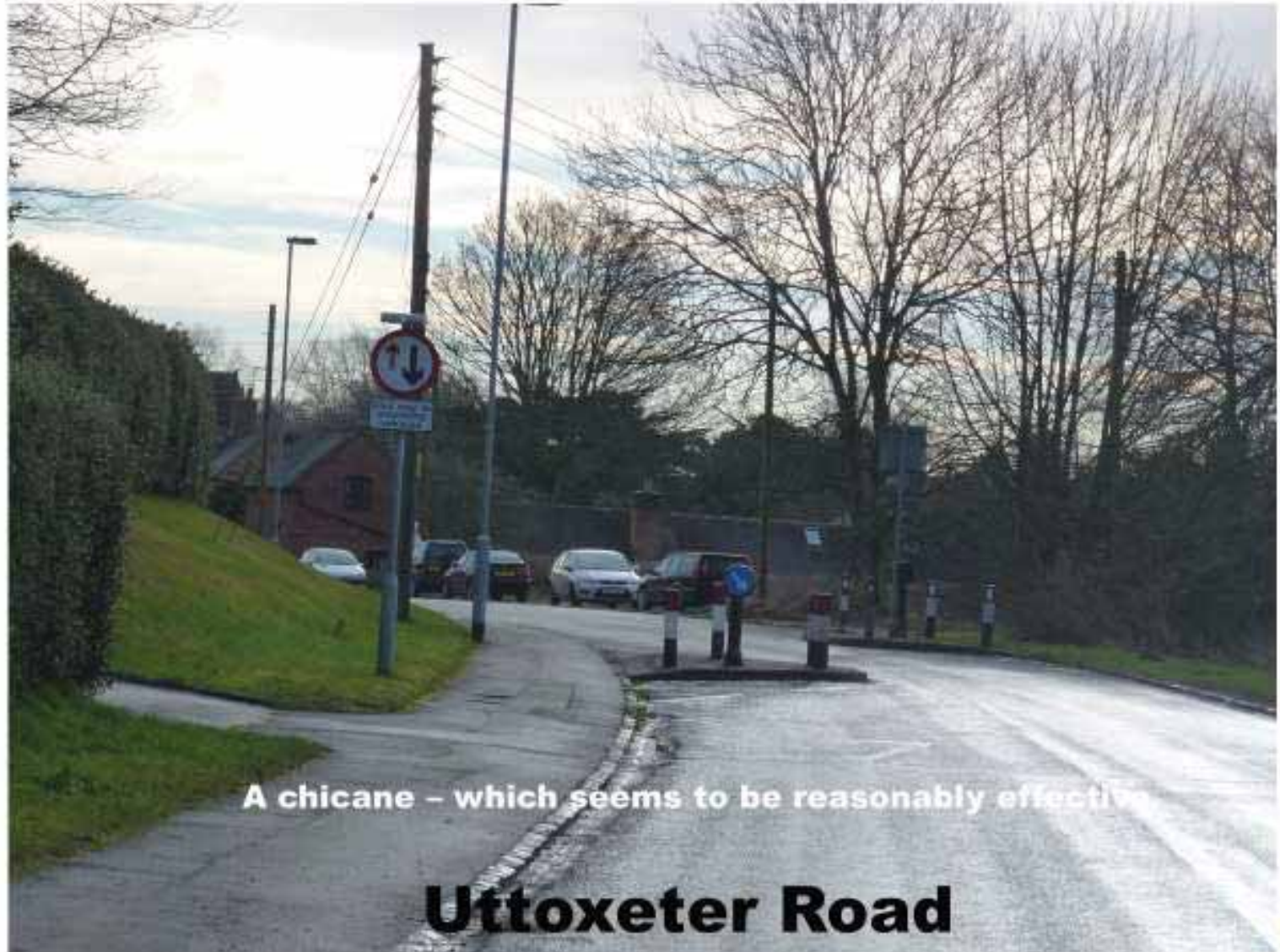
# **Do you think that village gateways should be provided?**

**The meeting agreed this.**

*There is no reason why the Parish Council cannot take action on this without further delay.*



**How do we slow the traffic?**  
**The existing traffic  
calming build outs**



A chicane – which seems to be reasonably effective

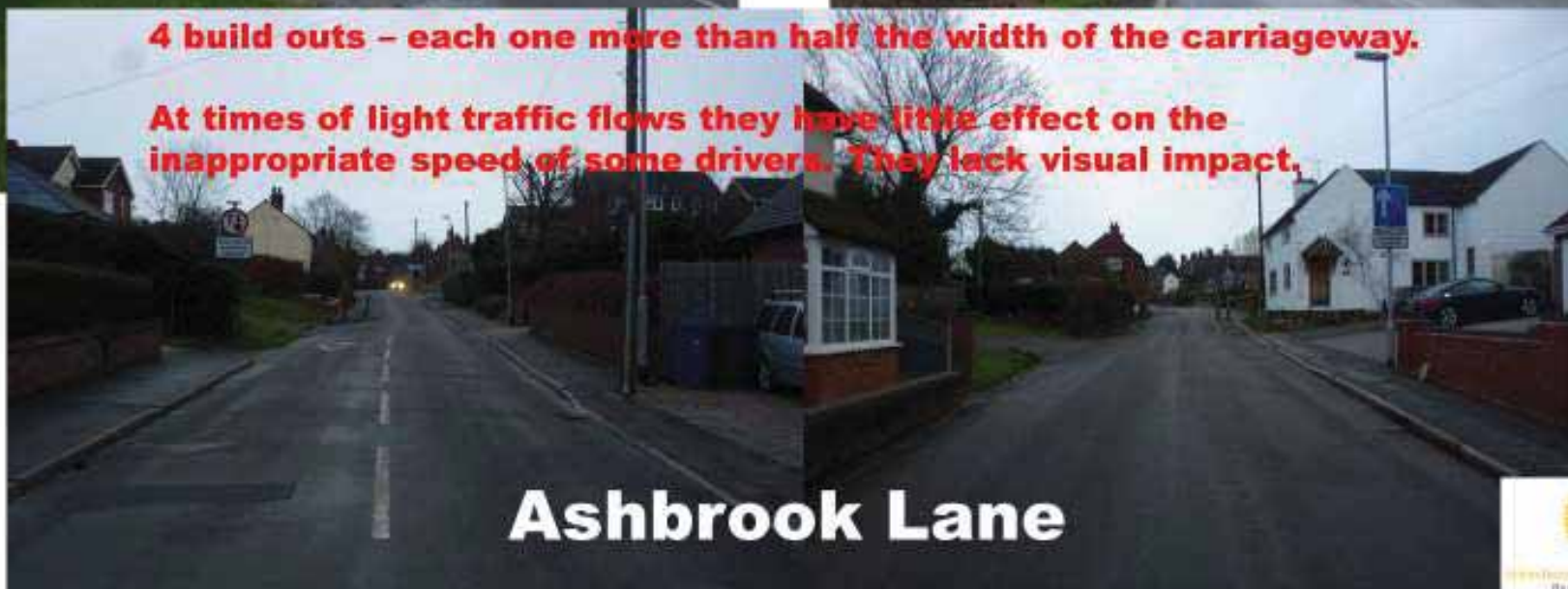
**Uttoxeter Road**





**4 build outs – each one more than half the width of the carriageway.**

**At times of light traffic flows they have little effect on the inappropriate speed of some drivers. They lack visual impact.**



**Ashbrook Lane**



**3 build outs. Each one is half the width of the carriageway.**

**The spacing, design and lack of visual impact means that they have little effect on the speed of traffic at times of light flows.**



**Lichfield Road**



## **Can we improve the existing traffic calming?**

**The meeting agreed that the build outs could be improved.**





How do we slow the traffic?  
**Parking**



**All through the village, the parking is on the south side of the road.**



**This leads to long sight lines which encourages inappropriate speeds.**

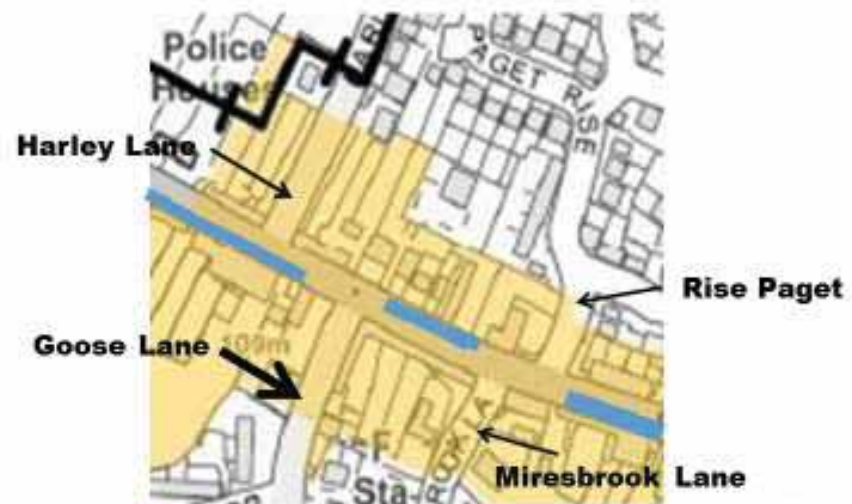


South Devon Council  
Developer Plan

## **Could parking be re-organised to slow traffic?**

A representative of the Highways Department has suggested that a revised parking layout would lead to reduced length of site lines and contribute to a reduction in speed.





**Re-arrangement of parking to reduce the length of site lines - *indicative.***





*Clearly identifying appropriate parking spaces through a simple change in paving materials.*

**When a final solution is found, parking areas can be designated with different textured surfacing thus removing the need for an abundant use of white markings.**



Active Community Planning  
Development Plan

**Would you agree that a review of parking arrangements should be undertaken?**

**This was agreed at the meeting.**





**How do we slow the traffic?**  
**Road markings**



Development Plan



**Bamburgh**

**As it was.**



**Bamburgh**

**As it is.**







United Kingdom's Rural Development Plan



**West Meon**

**As it was.**





**West Meon**

**As it is.**



**The white lines on this corner have almost worn off.  
Are they really necessary?**







Uttoxeter Town Council  
Development Plan

# **Do you agree that a review of road markings should be undertaken?**

**Evidence from studies undertaken elsewhere has shown that the removal of white lines can influence driver attitude and result in lower speeds**

**The meeting agreed this although there were one or two who expressed reservations.**



**How do we slow the traffic?**  
**Road signs & other street furniture**



South Lincolnshire  
Development Plan



**Studies have shown that removing unnecessary street signs and furniture can have a positive effect on driver behaviour.**

**It would also improve the ambience of the village.**



**At the junction of Lichfield Road and Ashbrook Lane there are 2 sign posts and 3 litter bins.**

**The police station ceased to function many years ago.**

**The sign opposite Ashbrook lane looks a mess.**



**Lichfield District Council**  
Development Plan



**On the approach to Radmore Lane  
there are junction signs.  
These are not the correct signs.**

**Radmore Lane is the only junction signed.**

**Why are they required here and no where  
else in the village?**



South Devon Local Enterprise Partnership  
Development Plan





**Approaching the pedestrian crossing  
there are 2 signs on each approach.**

**Why?**



**Is this sign in a position that can be read?**

**What police station?**



**The Pinfold – an area with historic significance.  
It would considerably improve the visual appeal of  
the village if this was replaced with a wooden  
structure more in keeping with the surroundings.**

**Monumental eyesore**

**Ancient monument**



**Havant Borough Council**  
Development Plan



**Do you agree that there  
should be a review of  
street signs & furniture?**

**This was agreed by the majority at the meeting.**

**These proposals need to be considered without delay. Regrettably, early solutions should not be expected.**

**The proposals can be written in to the NDP as a wish list for future action.**

**Actions which will not cost need to be the priority, followed by those which might be cost neutral.**

**A community effort might be possible with highways authority approval.**

**Examples of the above:-**

- Do not replace those white lines that are seen as non-essential - no cost.**
- Provide flower tubs at the entrance to the village and on the traffic calming build outs – little cost possible borne locally.**
- Village work parties to undertake work authorised by the highways authority.**