

TIMSBURY TRAFFIC & ROAD SAFETY GROUP

Caring for Your Village



The Group has now considered the 46 proposals suggested by villagers and for ease of reference has condensed these under three definitive headings

SPEED

PARKING

PEDESTRIANS

There are nominally three specific areas of the Village to which these relate

NORTH ROAD

SOUTH ROAD

LANSDOWN VIEW

This does not mean that other parts of Timsbury will be neglected or overlooked in assessing problems, issues and solutions; simply that the three specific areas are those which are most often referred to in information supplied to the Group.

SPEED – while investigations in late 2010 by B&NES deny that speed is an issue in North Road, the perception, possibly due to the narrowness and camber of the pavements, that traffic travels too fast for the conditions through the village, continues to give rise to anxiety about the use of village roads by children, pedestrians, the elderly and the disabled. There have been at least two successful prosecutions for speeding within the 30 mph limit since January this year and indeed, a Freedom of Information request reveals 199 speeding offences prosecuted in the last five years. It is suggested that investigations into speeding

on the approaches to the Village be re-commenced and evidence gathered from more appropriate locations.

PARKING – Parking is persistently viewed as a traffic-calming measure. The general approach of the Traffic Group is that parking should be retained so far as possible but controlled in certain areas to increase pedestrian safety while continuing to provide an on-street facility for residents. There is however also a need for additional off-street parking within the village and sites should be explored and categorised as to their suitability.

PEDESTRIANS – With a residential facility for the disabled, a large elderly population and a well-attended Primary School, safe crossing areas and pavements should be a priority. Footpaths and ways must be of a proper width, camber and condition to allow safe passage by pedestrians, wheel-chair users and those with baby buggies or prams.

The views of the Cheshire Home have been canvassed revealing :-

- That the residents largely shop outside the village mainly due to the traffic issues
- There are very few dedicated parking places for people with mobility problems
- It isn't always disability which prevents residents from moving around the village; confidence is diminished by the narrowness and camber of pavements and the speed and proximity of the moving traffic.
- There is a need for more dropped kerbs particularly where curb height prevents wheel-chair users from meeting their needs e.g. going to the hairdressers.

Despite the recent publicity regarding residents of the Home using Connie's it should be noted that they had to use transport to access the tea rooms and were unable to do this independently.

St Mary's Safer Routes to School proposals should be considered to ensure that the village children and their parents are given an opportunity to air their opinions.

This short proposal has taken the suggestions of the villagers and condensed them into strategic headings. Taking the view that those proposals which are able to be implemented for the lowest cost could be given priority, this is believed to be a cost-effective and sensible approach to issues which in the future might be reconsidered as and when further funding becomes available.

SPEED – Improved Road Signage

- More, and more prominent speed signs on the approach roads to the village. It is noted that some improvement work has been carried out between Meadgate and North Road.
- 30mph limit to begin earlier in Hayeswood Road
- “20 is Plenty” signs in appropriate areas
- Village “Slow” signs
- A mirror opposite Lansdown View and at South Road with the junction of North Road to facilitate traffic pulling out onto the main road
- Village Gates with priority markings as in Tunley
- Warning of “Traffic Calming Zone – Road Narrows Ahead” in North Road
- Pedestrian Crossing to facilitate safer crossing in North Road
- Rumble strips/textured/coloured road surface

PARKING – Controls

- Explore the possibility of off street parking areas
- Designated Residents On-Street Parking areas
- Pavement parking – the notices posted by the Police have proved ineffective in controlling this dangerous and anti-social practice. The Police should now be asked to monitor the position closely over a six month period as a deterrent and act proactively when necessary.
- Delivery lorries to McColls and the Co-op to be prevented from parking and delivering at school start and finish times. Despite their having been approached previously this practice continues often in contravention of the Road Traffic Acts. The Police should now be requested to take positive action in accordance with their powers. In addition, it may be that a weight limit should be imposed in the North Road shop area to further limit obstruction.

There have been eight (8) recorded obstruction offences since January 2006. It can be clearly observed that regular obstructions continue and that many more have not been prosecuted.

PEDESTRIANS – General Safety

- A continuous footpath in South Road
- Footways not complying with Equalities Act to be identified and a programme of improvements defined to include consideration of seating, waste bins and street furniture in accordance with the legislation. There is a residence for people with disabilities in the village and proper recognition must be afforded to the needs of the occupants and their right to use the village roads and pavements safely.
- Chapel Walk – the exit onto North Road to be properly safe-guarded with any action taken complying with the Equalities Act legislation.
- Pedestrian Crossing – at any reasonable site on North Road
- The vegetation overhanging pavements to be properly cut-back at appropriate times of the year to facilitate easier access for pedestrians.

FINANCE

As evidenced from the Parish Minutes the developers of the Wheelers Yard site have been requested by B&NES to provide the sum of £94,106 under the Section 106 Agreement and there is some suggestion that these monies, were they to be agreed, be used towards improved sporting facilities for the village. A question arises as to how the sum was calculated together with why the monies should not be distributed more widely throughout the village. In the light of S106 monies being increasingly utilised to support the provision of services and the infrastructure it may be considered appropriate that these monies be allocated towards the installation of road safety measures.

It should be noted that the proposed construction of a road table in North Road opposite the development will facilitate the safe access to and egress from the development itself but cannot be viewed as an overall safety measure which will benefit the village as a whole.

SUMMARY

At no time should any suggestion contained in this document be viewed as either unreasonable or particularly onerous. The Traffic and Road Safety Group have a realistic understanding of the financial constraints on the Local Authority, the Police and the Parish Council and consider it one of their functions to provide reasonable suggestions, as put forward by local people, which have been considered carefully before being presented to the expert technicians at B&NES and the Police for further analysis.

The proposals in this Paper fall into three distinct financial categories and, as an example, might be defined as follows : -

- The “20 Is Plenty” campaign is cheap and easy to run and falls within category A.
- An increase in better defined speed signs would fall within category B.
- Major works, such as road crossings, within category C.

The Appendix to this document provides some initial guidance on this breakdown for consideration.

Each category, once it is finalised, should be given a time-scale for implementation. This will no doubt be determined largely by financial constraints, but should nevertheless include where possible

- at least four (4) achievable targets in the first year (2012) from Category A
- at least two (2) from Category B over the next two years (2013-15)
- three (3) from Category C over a five year period (2012-17).

In this way progress will be seen to be made and further progress will be achieved on an on-going and proactive basis.

APPENDIX

Category A –

- 20 IS PLENTY campaign
- Mirror opposite Lansdown View and at South Road junction with North Road
- Village Slow Signs
- Off-street car parking
- 30mph limit to begin sooner in Hayeswood Road

- Re-scheduling of shop deliveries
- Prevention of Pavement parking
- Control of overhanging vegetation

CATEGORY B –

- More, and more prominent speed signs on village approach roads
- Warning of Traffic Calming Zone
- Chapel Walk safety measures
- Rumble strips/textured/coloured road surface

CATEGORY C –

- Village Gates
- Footpaths
- Pedestrian Crossing
- Designated Residents On-Street Parking

TIMSBURY TRAFFIC GROUP exists to represent the opinions and ideas of local people and to present these in a coherent and strategic form to Timsbury Parish Council, B&NES and Avon and Somerset Police, together with other interested and supportive organisations. New members from Timsbury and surrounding villages, and fresh ideas are always welcome. Please contact amanda.cranston@yahoo.co.uk – 01761 470600 for further information and see Timsbury Community website at www.timsbury.net for news.

TIMSBURY TRAFFIC GROUP

20 June 2011.