

PEDESTRIAN SAFETY AND TRAFFIC CALMING IN HAMPTON-IN-ARDEN



Welcome

1. **A few words from Mike Blomer (Chair of Parish Council)**
2. **Presentation by Ken Blanch (Parish Councillor)**
3. **Question and Answer session:** Your chance to put your questions to the Parish Council, our Ward Councillors Bob Sleight and Alison Rolf.

Traffic Issues in Hampton-in-Arden

- Speeding traffic
- Increasing volumes of traffic
- Additional traffic when the motorway and major road network has problems
- On-street parking close to the station
- Lack of safe pedestrian crossing points
- A number of serious pedestrian injuries

Future Infrastructure Development Projects

- HS2
- UK Central (Arden Cross)
- M42 Junction 6
- M42 MSA
- Birmingham Airport

All of these projects will increase traffic in the local area

What can we do?

- Do we do anything at all?
- Can we stop any of these projects?
- No we can't - but we can do our best to mitigate their effects to our village and safeguarding our future.
- In particular, we can try to improve road user and pedestrian safety and save lives.

We cannot stop motorists using village roads but we can get them to slow down when they do!

Road Safety and Traffic Calming Options

- Signs and Speed Detection Options
- Vertical Speed Mitigation Options
- Road Width Restrictions
- Crossings
- Junction Improvements
- Shared Use
- Other Options

Speed Limit Signs

- Relatively inexpensive.
- Minimal effect on their own.
- Need to be used in combination with other traffic calming measures.





Interactive Signs

- Relatively inexpensive to erect.
- Minimal effect on their own unless combined with other measures.
- Signs that show actual speed can encourage speeding.
- Our own village signs on Meriden Road do not appear to have much effect.

Speed Cameras

- New average speed cameras are an effective way of controlling speeds.
- Very expensive to install – approximately £120k for a pair of cameras.
- Require on-going administrative costs to issue notices and collect fines.
- Have no effect on anyone intent on speeding – stolen vehicles, joy riders, etc.
- **Not supported by Solihull Council.**





Road Humps

- Aka 'sleeping policemen'
- No longer used on through roads.
- Still used in car parks and industrial sites.
- Not recommended by local highway authorities.

Speed Cushions

- These are raised rectangular areas usually built as twos or threes depending on the width of the road.
- They are very effective at slowing traffic.
- Buses and emergency vehicles are able to straddle the cushions and can proceed unimpeded.
- Typical installation costs are around £5k per pair of cushions.
- Local examples include Hampton Lane on the approach into Knowle, Marston Green and Leamington Spa Tatchbrook Park.





Speed Tables

- These are long raised areas with flattened tops which are typically used throughout a junction.
- Very effective at restricting traffic speeds and aiding pedestrians.
- More expensive than cushions with costs around £15k - £20k each.
- Drainage and utilities may need relocation.
- Local examples can be found in Knowle High Street at the pedestrian crossings, and in Dorridge adjacent to the new Sainsburys.

Gateways / Entry Points

- Gateways are typically provided at the extremities of communities and give advance warning to road users where speed limits are reduced.
- Usually identified by road markings, build outs, coloured surfacing and/or signs.
- Effective at defining the limits of community traffic calming measures .
- Costs are in the order of £5k per gateway.
- Local examples include Shadowbrook Lane and roads in Marston Green and the south side of Knowle on the B4100.



Build Outs



- Build outs are localised narrowing of the roadway formed by widening of the footway.
- They are a very effective urban traffic calming option.
- Priority is given to traffic flows in one direction.
- They reduce crossing distance and improve visibility for pedestrians crossing the road.
- Typical build out costs are approximately £7k each.
- A local example can be found in Knowle close to Plumes Garage in Lodge Road.



Chicanes

- A single-lane working chicane allows traffic in both directions, but there is only room for one vehicle to pass through at a time
- Priority should normally be given to vehicles leaving a traffic-calmed area, so that the speed of vehicles entering is reduced
- Very good method of reducing traffic speeds at control points
- Typical chicane costs are between £7k and £20k each.
- Local examples include Marston Green and Packwood House. See Mallard's Way, Bicester for an additional example.

Controlled Crossings

- Zebra, pelican or puffin crossings can be provided where there is a concentrated crossing movement, however there does need to be adequate visibility and lateral width on the adjacent footways.
- The justification for controlled crossings is prioritised based on accident records, pedestrian flows and vehicle speeds.
- Not feasible for Hampton-in-Arden due to narrow footway widths.



Uncontrolled Crossings / Refuges

- Refuges allow pedestrians to cross one stream of traffic at a time where flows are high.
- Similar to pedestrian crossings, refuges require adequate lateral width.
- Costs are approximately £10k each where speed tables are also incorporated.



Roundabouts

- Equal priority in all directions can slow traffic. Ideally there needs to be balanced flows on all arms for this to be effective.
- They can be relatively expensive and also need works to slow traffic down on the approach to the roundabout such as gateways.
- Roundabouts are very good at controlling speeds when motorists are entering and exiting controlled areas. Additionally, the roundabout area can be 'tabled' to further reduce speeds.
- Roundabouts are an excellent way to both slow traffic and define the boundaries of a restricted speed limit zone.
- Typical roundabout costs vary greatly depending on size. For the roundabout shown above with a 6m diameter centre, we would anticipate costs around £75k.



Priority Junctions



- Priority junctions need to be tabled to adequately control traffic speeds.
- Very good way of defining the 'limit' of a traffic calmed area.
- Also need other works to slow traffic down outside the control zone, such as gateways.
- Depending on location drainage and utility works may be required.
- Costs can vary greatly depending in location. For example a 'tabled' priority junction at Eastcote Lane/Solihull Road would be approx. £75k.

Shared Use

- Shared space is a new design approach that seeks to change the way streets operate by reducing the dominance of motor vehicles, through lower speeds and encouraging drivers to behave more respectfully towards pedestrians.
- Speed reduction measures, such as tables and build outs, are normally provided at the limits of the shared space area.
- Typically, 20 mph speed limits are imposed on through routes.
- Shared space schemes are becoming more common and are generally supported by SMBC Highways.
- A good local example is along Station Road, Dorridge adjacent to the new Sainsburys supermarket.



Other Options



20 mph
Speed Limits



Parking
Restrictions



Footways



One-Way
Roads



Severed
Roads



ALTERNATIVE ROAD MARKINGS?

Impact of Traffic Calming Measures on Occupants and Vehicles

- A study was carried out by Transport Road Laboratory (TRL614).
- It examined effects caused by humps, cushions and tables.
- Main recommendations of report included:
 - *Vertical traffic calming measures should continue to be used.*
 - *Vehicles should be prevented from parking adjacent to cushions.*
 - *Measures need to be built to current specifications as small deviations can affect comfort and rideability.*

Funding Options

HS2
Community
Fund

HS2 Road
Safety Fund

Section 106
Agreements

Community
Infrastructure
Levy (CIL)

Other
Sources?

Progress to Date

- Recognition of problem
- Preparation of Road Safety and Traffic Calming Report June 2016
- Identification of Priority Area along Meriden Road
- Application to HS2 Community Fund May 2017
- Discussions with SMBC to agree overall and interim plans
- Agreement to Interim Plan for a new HS2 Community Fund application
- Letters of support received from Ward Councillors Alison Rolf and Bob Sleight, and from Hampton Society President John Doidge

The Interim Plan

- In summary the Interim Plan includes:
 - 2 gateways at the east and west ends of the village
 - 8 pairs of speed cushions along Solihull Road, High Street and Meriden Road
 - Uncontrolled crossing and raised table at Diddington Lane / Lapwing Drive
 - Pedestrian refuge and tactile paving close to the station on Meriden Road

Total capital cost is £66k but this increases to between £90k and £95k when project management and administration costs are added.

Application to HS2 is for £75k grant with the Parish Council funding the shortfall of up to £20k.



The Future

Completion of the overall Road Safety and Traffic Calming Plan when other funding becomes available

Additional road safety and traffic calming works could include:

Roundabout at Meriden Road / Lapwing Drive junction

'Tabled' Priority Junction at Solihull Road / Eastcote Lane

Shared Space treatment around war memorial

Gateway and speed cushions on Diddington Lane (if lane remains open as part of HS2)

Traffic calming measures on Marsh Lane and Old Station Road

Traffic calming measures on Hampton Lane, Catherine de Barnes



QUESTION AND ANSWER SESSION

In Closing...

- Do you agree that the village roads have a problem with speeding traffic?
- Do you agree that the village needs traffic calming measures to control traffic speeds and improve pedestrian safety?
- Do you agree with the traffic calming measures now proposed?