

Traffic Calming in Baydon

An overview

4th July 2016

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Baydon Parish Council

Session Outline

Documents will be available on www.baydon.org

- * **Why is Baydon PC pursuing traffic calming?**
- * **Things outside our control**
- * **Traffic calming efforts dating back to 1960**
- * **Reviews**
- * **No one perfect solution**
- * **All the options we've explored**
- * **Proposed Scheme**
- * **Money**

Why is Baydon PC pursuing Traffic Calming?

- * Wiltshire Council do not have enough budget and will not prioritise Baydon
- * History has shown that it is up to Baydon Parish Council to lobby for the traffic calming we need
- * There has been constant feedback from Baydon residents and the school, that traffic calming is needed
- * From a survey of all Baydon residents, the Village Plan showed that the top priority was speeding

What we can't change

- * **Driver attitude** – abuse of road markings and signage, deliberate speeding and drink driving
- * **Remoteness** – lack of police presence – despite the Road Safety unit declaring Ermin Street to be dangerous back in 1994 and Baydon being designated a Community Concern Site in 2008, the Police Speed Camera Partnership is completely cut in 2010
- * **Environment** – Ermin Street is a straight road with the playground, Primary School, pub and shop all on the main road.
- * **M4 by-pass** – when M4 is closed Baydon is not the official alternative route, but is always completely congested
- * Fixed **speed cameras** are not an option

Traffic Calming efforts date back to 1960

Some key dates

- * **1960**– earliest paperwork available shows Baydon PC start requesting a speed limit for Ermin Street
- * **1985** – BPC request the speed limit to be reduced to 30mph on Ermin Street
- * **1996**– BPC again request 30mph speed limit for Ermin St and priority schemes at each end, plus roundabout
- * **2008** – BPC request chicanes/ narrowings at the entrances to the village – declined due to cost

Reviews

- * **Baydon Village Plan** – April 2009 – Speeding is by far the biggest concern of the residents
- * **Mouchel Report** – December 2010 ‘Taking Action on School journeys’ Project – including wider footpath outside the school, squaring of the Aldbourne / Ermin Street junction and designated crossing points
- * **Hamilton-Baillie** – travel consultant/ CATG commissioned review in 2013:
 - * Out of 15 or more Marlborough area villages – Baydon had worst speeding problem in his opinion
 - * Roman road – therefore, natural restrictions for speed control are absent, therefore traffic speeds straight through
 - * Only proposed options were:
 - Cobblestone road surface (outside pub)
 - Remove hedge obscuring the School – ‘out of sight, out of mind’

There is no perfect solution

What we already know:

- * It is almost impossible to slow idiotic drivers who are determined to do stupid speeds through the village
- * No solution will be equally effective at all different times of the day and night
- * Any solution we choose is unlikely to suit all residents
- * Any traffic calming solution works best in conjunction with other solutions, ie. not in isolation

What options have been explored

Baydon PC has progressed:

- * Wheelie bin 30 mph stickers
- * White village entrance gates / red rumble strips on the road
- * Renewal of all the signage in the village including 30mph and horse signage
- * Community Speedwatch (CSW) – averaged an hour's speed monitoring every week for just over 2 years (resulting data has been very useful)
- * Fixed 30mph and school flashing signs
- * We were on a rota for the Speed Indicator Device (SID) - we now have our own to rotate around the village
- * New paintwork on the road to make it appear narrower – this was implemented, but unfortunately was not effective

What options have been explored

Unable to progress:

- * Moving the 30mph limit further out on Ermin Street (beyond Cricket Field), plus extend 30mph zone out towards Lambourn - declined
- * 40mph zones at village entrances / Crocodile Teeth Count-down to 30mph - declined
- * Zebra crossings, pedestrian crossing, and speed bumps – cannot be considered **until** cars have been slowed by physical traffic calming obstacles first.
- * Roundabout at the Ermin Street /Aldbourne Road junction (next to the pub) feasibility study was conducted in 2011 and that junction did not meet the necessary criteria

Therefore, chicanes / buildouts are the next option.....

Proposed scheme

Chicanes / traffic calming Build outs:

- * Baydon PC have been planning this particular scheme since 2012, but requesting similar ones since 1996
- * 1st phase – by the playground was successful, average speed reduction – 44mph down to 39mph and safer crossing point provided
- * 2nd phase - safety assessment is proposed in today's meeting
- * Scheduled to begin development in October 2016, but highly likely to be delayed, due to Wiltshire Council workload
- * Road closure – will be needed due to health and safety. The road was closed for 7 part days for the first chicane, but it's likely to be less this time, as electricity is already present

Money

- * Up until 2012 all Baydon Parish Council's requests were repeatedly turned down, due to lack of funding
- * Parish Council spend on the existing chicanes by the playground has been minimal for example, £31,000 project – cost Baydon Villagers - £3,000
- * Baydon PC's spending on all other village projects has largely been through grants, national lottery or S106 money from the Newton's Walk development

If this project doesn't go ahead it's unlikely that we will have this funding again

Summary

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- * **No one perfect solution**
- * **All the options we've explored up to date**
- * **Proposed Scheme**
- * **Money**

Q&A after the next agenda item

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