Barrington Speed Reduction Plan

Situation

Persistent speeding throughout the village has been identified by villagers as being an increasing problem.

In 2015 Barrington Speedwatch was set up. This uses volunteers who kindly give their time to record speeding traffic during the Speedwatch sessions and then report the information to the Police Force. This has corroborated the general view in the village that vehicle speeds are too high with speeds as high as 55MPH being recorded despite the Speedwatch team being highly visible. Some Barrington Speedwatch statistics for 2016 and 2015 are at Appendix 1.

In spring of 2016 a speed survey was conducted. The results showed the 7 Day ***average*** across all areas of the village (the 85th percentile) was ***35.4 mph***. The highest average was on the High Street at ***42 mph*** (in the 30 mph zone) and some traffic here was hitting the ***61 – 70 mph*** band.

In response to these concerns and the available evidence, the Barrington Parish Council set up the Speed Reduction sub-committee to address these issues and recommend solutions through a Barrington Speed Reduction Plan.

Aim of the Barrington Speed Reduction Plan

To provide a framework which, when implemented, will encourage traffic through the village to reduce its speed to within the legal speed limit. This to the benefit of all villagers through improved safety and reduced noise.

"If you want drivers to behave as in a village, make sure it feels like a village" Hans Monderman 1945-2008

The following areas have been identified as requiring attention:

1. The Shepreth Road entry to the village (Phase 1)
2. The Orwell Road entry to the village (Phase 1)
3. The Foxton Road entrance to the village (Phase 1)
4. The High Street (Phase 1)
5. The Haslingfield Road entry to the village. This is subject to change due to the new (Cemex) development and will be treated separately as part of that development. However, decisions taken with regard to the other entries will impact this (Phase 2)
6. The Shepreth Road/Orwell Road junction (Phase 3)

PHASE 1

Framework followed

1. Approach - Warn drivers that they are approaching the village
2. Entry - Make it obvious that they are entering
3. Post-entry - Tell them what speed they are doing after entry
4. Hazards & Ambiguity – Create an environment where speeding is less comfortable
5. Enforcement - Enforce the speed limit for the 15% or so drivers who don't want to comply

1 – Approach

40 mph buffer zones were considered but rejected for the reasons given at factor 5 above

Rumble strips alert drivers to a change coming up but generally are ineffective at reducing speed

2 - Village Entrance Points

A - 1m Wide Build Outs on Both Sides of Road with priority signs – Guide Price £3-4,000 (Highways CCC)

This to be applied to all 3 Village entrances – cost of £9-12,000

B – Soft Planting on Build outs

C – New Village sign on Build out, sign to be different from the normal, highlight that this is a cared about village.

This to be used for all 3 Village entrances.

D – 30mph sign to be placed with village sign

E – 30mph Carriageway Roundel on road between build outs – Guide Price £100 - £150

This to be applied to all 3 Village entrances – cost of £300-£450.

F – “You are entering a Speedwatch Area” signage – Guide cost of £80 each

This to be applied to all 3 Village entrances – cost of £240.00

3 - Post-entry

Vehicle Activated Sign (VAS)

G – Set a VAS approximately 100m inside the speed limit at each entry. This would act as a good reminder to maintain a slow speed.

Guide **COST** for a VAS - £3500

3 VASs needed on 3 entry roads at a cost of – £10,500

Alternative is to have a mobile VAS which can be moved to the various sites. Cost including log and batteries is £3-4,000 (Highways CCC)

4 - Hazards/Ambiguity

H - Removal of White lines – The recommended method is by Hydroblasting. Cost is approximately £2,000/day which equates to about 1,000 meters of line. Hydroblasting does not damage the carriageway and does not leave a shadow line

I - Increase number of carriageway repeater roundels – Guide Price £100 - £150

Pedestrian Crossings

Is there a need for crossing points where footpaths change sides of road? e.g. On Shepreth Road where the pavement crosses, opposite the pub where the pavement crosses and near the Challice Green pond.

Could they be used at other points in the village e.g. near the middle bus stop/opposite village hall.

There are two possible crossing options.

J – Table Crossings

Made of rubber and stretching from kerb to kerb. Require lighting and signs, therefore expensive. Each one estimated at £8,000. Because of the vertical shift in road they slow traffic down.

K – Traffic Islands

Minimum 1m wide with 3m of road either side. More options if 1.2m wide. Range of bollards available including small reflective keep left signs. No other signs or lights required.

Cost is in 2 parts. Islands and bollards £750 - £2,000 depending on type. Supply, install and traffic management £1,400 - £2,000 per day.

4 Islands can be installed in one day.

However, our roads are not very wide and a combined-harvester needs 4m clearance. This means the road would need to be widened around the island. Cost to be determined.

5 - Enforcement

L – Speed camera – Cost of approx. £60,000.

M – Increase the Speedwatch presence through a bigger volunteer base to enable an increases number of sessions. Consider working in teams

N – Currently the Speed Watch equipment is borrowed giving limits on how frequently it can be used. Purchase new equipment so no limit on number of sessions - Cost - £2600.00

PHASE 2

Haslingfield Road entrance. This phase will be incorporated into the traffic management element of the Cemex development plan. The Traffic Calming sub-committee recommends that any options applied to the other 3 entrances should be equally applied to this one for continuity and uniformity.

PHASE 3

Shepreth Road/Orwell Road junction. Evidence suggests that the current right of way is dangerous. The Traffic Calming sub-committee is pursuing this.