

Berkswell PC and Highways meeting 8th February 2018

Notes

1. That which we agreed

1.1. Meriden Road car park

- 1.1.1. Install a footpath of 1.2 to 1.5 metres to be installed behind the Meriden Road car park. Drawing CH004. This can be narrowed to 900mm around obstacles.
- 1.1.2. Road to be narrowed from approximately 6.2 metres to 5.5 metres to provide the room
- 1.1.3. Hedge to be cut back to provide room including removal of sycamore trees (2 or 3)
- 1.1.4. Pavement surface, either tarmac or permeable, to be constructed to allow foot passage and the passage of wheelchairs and push chairs
- 1.1.5. Surface of car park to be permeable (e.g. scalping used currently) and not bay marked (as current)
- 1.1.6. Car park edge to the road to be marked with blocks/concrete edging or similar (not white lines)
- 1.1.7. Car park to be separated from new pavement by posts, fencing, wheel stop or some other arrangement to prevent vehicles over hanging it and blocking it.
- 1.1.8. The pavement will go to the road edge at the north end to facilitate cross the road to the footpath on the eastern side of Meriden Road
- 1.1.9. The vision splay at the Rectory entrance will need to be assessed and to ensure that visibility is satisfactory with cars parked further forward to allow a footpath behind them. The need for visibility at this entrance might require one parking space to be removed.
- 1.1.10. Note the alignment of Meriden Road would remain unchanged except for narrowing for the footpath behind the car park.

1.2. PC Car park

- 1.2.1. Entrance to existing car park could be widened to allow two cars to pass each other (not HGVs). One option is to increase the width by about 1 to 1.5 metres to take width to 5 metres. This will allow 2 cars to pass.
 - 1.2.1.1. All other aspects of the car park to remain unchanged. No marked bays.
 - 1.2.1.2. No dedicated pedestrian marking on the entrance, make it shared space
- 1.2.2. An alternative, as proposed by ARUP, is to widen the entrance to 6.5 metres with a marked pedestrian area as per ARUP drawing CH005
 - 1.2.2.1. This increases visual impact of the car park entrance
 - 1.2.2.2. A pedestrian walkway marked by paint is not recommended by SMBC because it provides an illusion of safety but without kerbing can put pedestrians at risk (the land is private and not SMBC land)
- 1.2.3. SMBC expressed concerns about the urban nature of any widening. SMBC also expressed concern that a two way entrance might create safety issues for pedestrians on the pavement and those entering the car park by foot.

1.3. Cross Roads

- 1.3.1. The cross roads to be marked with a table top to highlight the need for slow speed and care. The design of the road surface to be developed in consultation with the conservation officer. The ramps to the table top to be shallow to reduce noise and the “bump” caused to certain types of vehicles crossing them e.g. busses.
- 1.3.2. A crossing point on Meriden Road close to the junction with a central refuge with movable posts to permit occasional summer movement of combine harvesters. The crossing point to be visually marked only by the central refuge and the textured pavement surface at each end
- 1.3.3. The refuge to be at least 2 metres wide with a kerb height of 25 to 40 mm.
- 1.3.4. The road to be widened into the verge on the west side of Meriden Road by the bus stop to allow for the central refuge. The impact on the bus stop needs to be considered as part of detailed design following a full survey.
- 1.3.5. Similarly the pavement - table top kerbing to be 25 to 40 mm to provide an edge for sight impaired persons.
- 1.3.6. A crossing point on the Coventry Road close to the junction to facilitate safe movement from the Bear Inn car park to the Meriden Road crossing point for school children, church visitors and others. No central refuge. Its location would be marked by textured paving at either end.
- 1.3.7. A small increase in the size of the pavement at the north side of the Coventry/Meriden Road intersection (between the two new crossing points) to allow this corner to better accommodate foot traffic. (if current road widths permit i.e. no land take from gardens). Minimum allowable width under regulations is 900mm.
- 1.3.8. The precise length of the table top from the cross road centres to finalised by detail survey and drawing but each of its 4 arms needs to be reasonably short to maximise the impact on drivers by creating a tight central sense of changed space.
- 1.3.9. Sets or similar to be installed on the centre line of Meriden Road/Spencer’s lane to visually narrow it and help define the changed sense of space. There would be gaps in such sets on the cross roads and the entrance to the Bear Inn so that vehicles do not turn on the sets.
- 1.3.10. It would be possible to install some “objects” on the green verge outside the Bear on Spencer’s Lane to make this a visible public space to enhance the feeling of changed sense of space for drivers entering the cross roads area. The location and height would need to be agreed following an assessment of sight lines from Coventry Road and the pub exit. (making the pub vehicle access on Meriden Road an entrance only might provide more flexibility on verge use)

1.4. Village entrances

- 1.4.1. Build outs on the 4 roads approaching the cross roads on the incoming traffic side to reduce speed/traffic calm approaching traffic. Two vehicles would not be able to pass and outgoing vehicles would have priority.
- 1.4.2. Some form of visual vertical manifestation to mark the build outs e.g. white gates or something with the similar visual impact for motorists

1.5. Lavender Hall Lane footpath

- 1.5.1. Create a footpath on Council verge (currently partly overgrown with neighbouring properties hedges) at 1.2 to 1.5 metre wide running from the sewerage works to the village green with minor road realignment if necessary to maintain an acceptable road width. (drawing CH003).
- 1.5.2. Pavement width could be reduced to 900mm around obstacles.
- 1.5.3. A verge with a 450mm minimum must be retained on the south side of Lavender Hall Lane in accordance with SMBC practice.

2. Answers to questions

- 2.1. Highways stated that it would not be practical or appropriate to install a mini roundabout at the cross roads because
 - 2.1.1. The offset nature of the cross roads would require land take from the house on the Spencer's Lane/Coventry Road corner
 - 2.1.2. Given the nature of the Meriden Road/Spencer's Lane as a classified road and the consequent nature of traffic and its behaviour, a roundabout is likely to increase the accident rate at the junction. That is because the new right of way at a roundabout would conflict with drivers' natural instincts as they approached the junction in this semi rural location.
- 2.2. Highways stated that they would not be supportive of a 20 MPH speed limit. The evidence shows that 20 mph limits do not work unless the environment naturally causes drivers to drive at that speed. The aim of the Berkswell project is to reduce speed by changing the environment and a 20 mph limit would not add anything but would require repeater signs which would detract from the visual amenity of the conservation area.

3. Next steps and actions

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| 3.1 | Obtain CAD files from ARUP so that Highways can update the layout drawings to reflect the agreed package | Andrew Burrow |
| 3.2 | Redraw the cross roads without a road realignment except that necessary to accommodate the crossing refuge. Also introduce breaks in the sets on the Meriden Road centre to allow for turning traffic at the cross roads and the Bear entrance. | Highways |
| 3.3 | Consult with all local stakeholders on the basis of the updated drawings | Parish Council |
| 3.4 | Provide a budget number for the introduction of a footpath behind the Meriden Road car park to enable a grant application to be made to the HS2 Community fund | Highways |
| 3.5 | Make an application for a HS2 community fund grant for the Meriden Road car park (NB obtain a letter of support from SMBC to form part of the application). This is urgent as the fund is making grants. | Parish Council |
| 3.6 | Highways will commission their contractors to survey the site, produce detailed construction drawings and costing when Berkswell PC provides an order and agreement to pay. SMBC will provide a cost estimate for that work | Highways to provide price for construction drawings etc |