

Summary report on results of 1st draft NDP consultation on parking and traffic calming in Berkswell village

1. Background

At the four drop-in sessions conducted to inform residents for the 1st draft NDP consultation, options for traffic calming/parking measures in Berkswell village were exhibited in the form of layout drawings together with cost estimates. Residents were invited to express a view on the options. This summary report gives an overview of responses. Originally three drop in sessions were planned but a fourth was added to particularly capture the views of parents with children at Berkswell School.

2. Responses

The following number of response forms were received. These reflected views of those living in Berkswell village plus residents from elsewhere particularly parents who brought their children to Berkswell School or who attended Berkswell Parish church.

152	Total returns
118	Berkswell Parish
28	Balsall Parish
6	Other

3. Respondents Priorities

Respondents were asked to state their first and second priorities from a list of 8 possible options to improve parking and traffic management within Berkswell village. Summarised below are the average priority given to each of the eight options by the 152 respondents. In order to look at the responses fairly, two approaches to weighting responses are shown to provide two alternative analyses.

Weighting regime 1		Weighting regime 2	
Option	Average ranked position	Option	Average ranked position
Table top at cross roads	1	Table top at cross roads	1 =
Zebra crossing on Meriden Road	2	Zebra crossing on Meriden Road	1=
Build outs at village entry	3	Footpath behind parking on Meriden Road	3=
Footpath behind parking on Meriden Road	4	Build outs at village entry	3=
Crossing on Meriden Road with central island/refuge	5	Crossing on Meriden Road with central island/refuge	3=
New section of footpath on Lavender Hall Lane	6	New section of footpath on Lavender Hall Lane	6
Widening car park entrance to 6.5 metres	7	Widening car park entrance to 6.5 metres	7
Widening car park entrance to 5 metres	8	Widening car park entrance to 5 metres	8

As can be seen the top two priorities do not change. They are the introduction of a table top at the cross roads and the provision of a zebra crossing on Meriden Road.

Weighting 1 – Both first and second priorities are given equal weight

Weighting 2 – The first stated priority is given a weight of 1 and the second stated priority is given a weight of ½.

4. Raw data on priorities

Option	Given at priority 1	Given as priority 2
Table top at cross roads	33	26
Zebra crossing on Meriden Road	36	20
Build outs at village entry	15	26
Footpath behind parking on Meriden Road	18	20
Crossing on Meriden Road with central island/refuge	19	18
New section of footpath on Lavender Hall Lane	10	14
Widening car park entrance to 6.5 metres	1	2
Widening car park entrance to 5 metres	0	2

Andrew Burrow/Dinah Edwards 9th June 2018

Berkswell parking and traffic calming questionnaire comments

Comments:-

School bus to park on Meriden Road, children to use Spinney, this will help traffic
With regards to footpath on Lavender Hall Lane cars etc would just park on it,
Restricted parking for none residents of Church Lane 7 days a week.
No Parking for none residents of Church Lane
Restricted Parking in Church Lane for non-residents 7 days a week
Restricted parking for non-residents
I'm in my 80s and live at Spinney Croft, Church Lane, Berkswell, and have a Disabled Badge. My disability has gotten worse over the last couple of years and walking cause's me a lot of pain which affect the rest of my day. / I would really appreciate a Reserved Parking Space outside my home. I have in the past had to sit in my car for near 30 mins waiting for someone to return to theirs and move off so I can park within my walking distance. / I have arthritis throughout my body and find all things hard to do. My car is my life line and able me to get out and try to live a normal life.
My mum lives in Church Lane, Berkswell, and has a Disability Badge and can only walk a very short distance. We would love to see a Reserved Parking Space outside her house, a disability Parking Space wouldn't work due to visitors to the school opposite and The Church (as any DB holder could use it). but a reserved one to herself would save her a lot of pain having to walk further than she needs to;
Some very useful. Others will destroy the village. Commuters to and from work in the morning and early evening (from 5 O'clock roughly) use Meriden Road as a rat run rather than use the dual carriageway. Speeds will in excess of 50mph.
The traffic needs to be slower going through Berkswell also more school traffic should park at the Bear Inn, I believe they have offered parking there.
Parking for residents only.
Two parking bays for local shop and postal collection
Parking area outside shop required
Restricted parking for non residents in Church Lane.
2 spaces left outside village shop for customer use and post collection
Lavender Hall Lane – Dene House to Little Orchard PINCH POINT here works as buses etc stop outside Dene House to allow traffic through bend from village to Balsall. SLOWS DOWN!!
Restricted village parking for residents in Church Lane ONLY outside houses
SPEED CAMERAS – PROSECUTIONS
Two parking areas outside village store Church Lane, for customers and post collection
No mention of Gateways.
Would like r?, asthetically pleasing.
Raised footpath by almshouses creating one way priority
There are no accidents or ?? for the rest of Lavender Hall Road. Footpath would (1) create better vision for speeding traffic (2) effect the serious ?? problem (3) require ??? (4) ??
Re 4 <i>table top</i> This is only worth the cost if the height of the table top necessitates cars reducing speed to <u>at least</u> 30mph
5 <i>buildouts</i> similarly will only be effective if there is no "straight" route, and that again it does necessitate vehicles slowing to at least 30mph
Parking in the village itself is very difficult, as a daily user of the village shop I often have to park the other side of the green.
Re school times – some proper organisation for parking control to allow residents access to their property.
Traffic calming for those racing down Spencers Lane.
Modern Speed cameras as Barston Green and Chadwick End? Low cost! Unobtrusive.

But a speed camera would solve problems esp if 20mph during school entry/exit times
I find it difficult to prioritise because I see all of the ticked (1 2 4 7) proposals to be necessary for the safety of Berkswell school pupils.
For the same reason, I think children's safety should prevail over the conservation area argument. I like my village but I think children's lives are more important
Lots of traffic comes through Spencers Lane and Meriden Road – it would be very difficult to slow it down whilst keeping the road safe for pedestrians and vehicle users.
Residents should be involved in the fund raising to pay for this.
Very well thought through!!
Speed cameras!!! & Prosecution...
Berkswell village is extremely dangerous during peak traffic periods and at night time, especially for walkers. Speeding traffic is becoming worse and there is nothing whatsoever in the village at present to control it or offer any form of respite to residents. Too many heavy vehicles use its approach down Lavender Hall Lane, which has a width restriction, which is regularly abused.
Would it mean "average speed" cameras work in Berkswell, which would ?? some of the cost in the plan and would also probably provide an income from speeding motorists without doubt urgent action is needed.
Will car park be enlarged into the Spinney?
From Alms Houses – Severn Trent Water - paving roadway with some hard footpath in different colour and 20mph for this short section. NO HEDGE REMOVAL
As a cyclist, owner of an old sports car and a normal driver – I hate raised areas and speed bumps. I still think the x roads need traffic lights.
Parents should take more responsibility for parking and safety of their children to and from school and be aware of other road users – its an attitude of mind that also needs to be addressed!
A footpath to be implemented for meeting House lane.
Surface treatment types to proposed tabletop to be in keeping with village
Will works still enable agricultural traffic to pass ok? Tractors etc
Have speed cameras been considered, in my experience they make drivers reduce speed more than anything else.
Next would be road humps.
There have been several accidents at the crossroad but I'm not aware of any pedestrian incidents hence my choices are for things that will reduce speed.
School car parking is always a problem. They park over driveways and would prevent ambulances/fire services coming down towards the church etc. The staff parking on church lane also prevent local residents from parking outside their houses (noticeable difference during school holidays).
Some sort of traffic control at the crossroads would hopefully be accepted now as it has been refused in the past.
I am not sure which I support 2 or 3, the choice that slower traffic must ? is essential I am not sure what research proves to be the most effective?
Clearly a combination of 3 / 4 measures is required to have maximum effect.
Traffic calming measures are required as a major priority for the village
2 or 3 Crossing points unnecessary generally this road is little used except at peak times = unnecessary urbanisation and non rural flashing belisha beacon at zebra crossing NO TO BOTH
5 Buildouts have done little so far and I doubt council would agree to ?? pinchpoints
No 6 20mph for Lavender Hall Lane from Severn Trent entrance to Alms Houses. Brick to differentiate footpath
DO NOT TAKE OUT HEDGES IN THIS CHARMING WINDING ROAD SECTION
I don't like refuge areas on roads as I don't feel safe waiting on them.
I think the main thing that would reduce speed would be speed cameras.

<p>Would be a good idea to have a footpath behind the parked cars but not at the expense of making the road narrower. As cars now tend to stick out into the road, so would be dangerous.</p>
<p>We really do need to slow traffic down in the village especially along (Spencers Lane Meriden Road). As many cars ignore cars that are turning right that are using their indicators and still overtaking then particularly along the Meriden Road. They seem to think it is their right to ignore its indicators – there is going to be a <u>Big</u> accident one day.</p>
<p>If zebra crossing will that block the junction in busy times? Could it be moved north near reading rooms/bus stop?</p>
<p>I would like to see zebra style markings on the road under plan 3 to emphasize the need for drivers to be alert to people crossing.</p>
<p>Also the provision of a school crossing patrol would help to encourage parents to park in the pub car park.</p>
<p>Whilst the (3) crossing point sounds effective I worry that it may not slow traffic enough.</p>
<p>A straight road always prompts speeding cars. Visual constraints to this are the key.</p>
<p>Would not see the footpath on Lavender Hall Lane as good value for the money required given the number of people that would use it.</p>
<p>A pelican crossing would be favourable here.</p>
<p>It would make sense for the zebra crossing to become a pelican crossing because the majority of drivers seeing traffic lights would be more likely for approach the crossing at a slower speed.</p>
<p>As a driver, when crossing Meriden Road from the village (Lavender Hall) towards Coventry, the sight line is very poor. Any re-design of this junction should improve the sight-lines. This is a safety issue.</p>
<p>Design of “Build outs” – should include a cycle pass behind the build-out so cyclists mobility scooters etc are not thrown into the centre of the road.</p>
<p>Why can't we have speed cameras on roads coming into and out of the village. Surely this would be effective and cheaper than other options.</p>
<p>At busy times. I.e. School pickup/drop off would build-outs cause congestion?</p>
<p>Paint colours on road surface is also a very strong traffic calming measure – new developments x studies in this all the time.</p>
<p>I feel strongly that any proposed crossing on Meriden Road must be a legal and <u>lit</u> crossing. Children using it during dark winter mornings/afternoons would definitely need the crossing to have lights.</p>
<p>A proposed cycle path between Balsall and Berkswell would be a fantastic alternative for parents to get their children to school and with time would potentially help alleviate some of the traffic issues in the village.</p>
<p>2 and 3 I think both options should be done together.</p>
<p>The village should be kept a village and this should be respected by users.</p>
<p>Zebra crossing has a more legal obligation for a driver to cross and so this would be preferred.</p>
<p>I have picked these 2 priorities (2 and 1) as I feel most people would benefit from these based on current numbers coming to the school and in terms of safety but I think all the above would provide benefits (where I've ticked 'yes') (all but 7 and 8)</p>
<p>Consideration must be given to any traffic calming versus additional congestion and pollution created by such measures.</p>
<p>The above items ticked (all but 3 4 and 8) in the yes column are all traffic calming proposals needed urgently.</p>
<p>FootPaths on Roads ARE MOST IMPORTANT for safety of people children and dog walkers.</p>