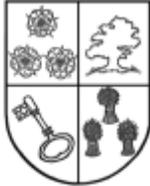


# Barton-under-Needwood Parish Council

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| <p><b>Clerk to the Council</b><br/><b><u>Mrs Siobhan Rumsby</u></b></p> <p>Tel: 01283 716059 (24 hour answerphone)</p> <p>Email: <a href="mailto:bartonpc@btinternet.com">bartonpc@btinternet.com</a><br/><a href="http://www.bartonparishcouncil.org.uk">www.bartonparishcouncil.org.uk</a></p> <p> </p> |  <p><b><u>Parish Council Office hours –</u></b></p> <p><b>Monday</b> 10.00am – 12.00pm<br/>(except Bank Holidays)<br/><b>Wednesday</b> 1pm – 3pm<br/><b>Thursday</b> 1pm-3pm</p> | <p>Village Hall<br/>Crowberry Lane<br/>Barton-under-Needwood<br/>Burton on Trent<br/>Staffordshire<br/>DE13 8AF</p> |
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## **Statement on Traffic Calming Measures 25-05-18**

Feedback from the majority of residents who have attended the exhibition has been positive, but we are aware that there are a number of villagers who haven't had the opportunity to attend and that there are concerns out there, particularly about the mini roundabout. The exhibition will remain in the Village Hall until May 30<sup>th</sup> and from then we will have information on display at the Village Hall, the Library and Holland Sports Club. In addition, the Parish Council have requested various pieces of information from County Highways, the owners and deliverers of the Traffic Calming Measures. The responses received by us are below.

Q: As the programme plan we have does not reflect the changes made to accommodate the Steam Rally, could we get an updated version ASAP please. We are particularly interested in what is closed and when so we can do a weekly update to parishioners and inform local employers.

A: *Following our meeting on Friday whereby we agreed to avoid the steam event weekend, we are now working up a revised programme to reflect this. Amey has also noted the other dates you have mentioned and of course we will make every attempt not to clash with these if possible. However, we do have to close the road to undertake the works and it may not be possible to avoid each and every clash. These closures also need to be mindful of A) other clashes on the network and B) the Tatenhill Lane closure. Once we have the revised programme we will let you have this.*

Q: Can you tell us what diversion routes will be put in place for HGVs and HCVs during the closure weekends.

A: *The diversion route will use the strategic network for HCV's i.e. the A38, the A513, the A515 and the B5016. It may be possible to use more village centre roads for light traffic utilising the Dogshead Lane /A38 junction to minimise the route for locals, it may be these local routes that allow normal village life to continue. Our signing contractor R&H plant will provide any signing in compliance with Chapter 8 and the dates/diversion routes will be publicised on the website [www.roadworks.org](http://www.roadworks.org).*

Q: Could you let us know what availability you have to attend a Q&A session.

*At the moment it is going to be difficult to get all parties in a room due to diaries, leave, courses and other commitments. Comments from residents in Barton relating to the scheme can be directed to the Staffordshire County Council Highways email address [highways@staffordshire.gov.uk](mailto:highways@staffordshire.gov.uk) via our designated customer care team, or through the my Staffs app. I have however put some words together that could be used to answer any queries that may arise on the roundabout.*

*'Roundabouts, particularly mini-roundabouts, are a useful speed-reducing measure. They have been incorporated into many traffic calming schemes, often as the first measure encountered. A mini-*

*roundabout can improve the operation of a junction by reducing the dominance of one traffic flow. As the mini-roundabout works on the principle of priority to circulating traffic from the right, a minor traffic flow can be given priority over the major traffic flow that would otherwise dominate the junction. This means that traffic travelling along Efflinch Lane towards the junction will have priority over traffic travelling east bound on Station Road. Although this in itself has those benefits explained above it also helps to naturally break up the flow of traffic easing volumes further along a particular stretch of road.*

*As a method of reducing traffic speeds and increasing driver awareness the use of a mini-roundabout where they are used as part of a series of measures can be an extremely effective way of enforcing more appropriate speeds and underlining the principles set out with the other aspects of the scheme; raised crossings, pinch points, build-outs, change in surfacing, etc.*

*Vehicles entering the junction must give way to vehicles approaching from the right, circulating the central island. The central road marking is either flush or slightly raised as a dome (no more than 125mm), in order that it can be driven over by larger vehicles that are physically incapable of manoeuvring around it. The dome is also raised to discourage vehicles from driving over the central island. Three white arrows are painted on the carriageway, within the gyratory area, around the central road marking, showing the direction of circulation.*

*The four main reasons why we consider mini-roundabouts as a potential option are:*

- to improve the operation of an existing junction;*
- as an accident remedial measure;*
- as part of a traffic calming scheme; or*
- to provide an access to a new development'*

Q: How will the roundabout be monitored post completion and any remedial action be requested if it doesn't work?

A: *All schemes are subject to a stage 1, 2 and 3 Road Safety Audit (RSA) and we take guidance from the comments of the assessors. The RSA audits assess the initial design, including signage and lining, along other physical factors on site. RSA 3 follows the completion of the works.*

Q: We understand that as the works are about road safety and traffic mitigation County Highways do not have to consult.

A: *That is correct. The original Planning Application had Traffic Impact Assessments carried out that gave recommendations upon the type of measures that could be undertaken to mitigate traffic at key junctions. In this case the measures looked at the village centre as opposed to Efflinch Lane/Dogshead Lane which has good links to a major junction/Strategic network. The wording of the S106 application was for the development of a 'highway mitigation scheme' that sought to improve the village gateways and for other areas within the village centre. As such and in compliance of the S106 we have designed a scheme that in reality we only had to give notice upon that we were going to undertake. We understand Amey has contacted you with regards the start of works in the village, which to be fair we were unaware of and have had conversations with the design team over. We apologise that this did not give the parish sufficient time to be able to plan and deliver any Comms.*

Our County Councillor Julia Jessel has also written a letter of complaint to Councillor Mark Deaville the cabinet member responsible for Highways and Transport outlining the impacts of the early start of works before village communications could be delivered.