

Highways and Sustainable Transport Report March 2022

Pavement survey

This has begun, there are still a few streets not covered. Please see if you can help us. Due for completion mid March then we need to report issues on the website.

Active Travel plan Tranche 2

Clare Rankin emailed us with the following proposal:

Included in list of schemes for funding through this DfT grant was a speed reducing feature/crossing point on the northern end of the High St. as well as installation of cycle parking. Attached is a draft plan for the traffic calming/crossing point proposal for discussion at the next Parish Council meeting. If you have any comments in the meantime please let me know. I know there are issues around the installation of cycle parking so assumed this would not be something that could go ahead but if the situation has changed please let me know asap.



Figure 5 – Right turn into Wolsey Road via a nearside cycle track and refuge crossing which also acts as a speed reducing feature for drivers leaving the A1 Great North Road.

Cllr Amy Burbidge responded as follows:

We would still like cycle parking somewhere on the High Street, we just aren't sure exactly where, but would be good to explore where and we are discussion with the Lion/Elouise Lingerie shop to see if we can put it outside. So we will work out somewhere to put some if you have the budget. Is the parklet in Tranche 2 or Tranche 1? I know that made it in there at some point and see you have been putting these in the market towns?

Re the northern end of the High Street: The idea of this was to reduce speeds of vehicles coming off the A1 which I think this proposal would do, and it also would mean you have a gateway narrowing at each entry point to the village which would mean we have a consistent message to drivers, which would be welcome. It's not very nice crossing the High Street as a pedestrian anywhere north of St Hugh's road junction, so it might be better to have a central reservation as it would make crossing easier - which this proposal wouldn't really improve. The only concern is it looks close to the junction of St Hugh's Road where a lot of people turn right to get to the A1, and then traffic will be on the wrong side of the road. What we had in the feasibility drawing in the LCWIP from Mark Philpotts was closer to the A1 to slow speed down from there, and to make it better for cyclists to get into Wolsey Gardens and it was a central reservation rather than a chicane. I think the crossing point for cyclists in Mark's proposal is a bit over the top, but I do think slowing down further north would reduce speed rapidly at the 30mph, and would be less in conflict with the St Hughs Road junction. Did you look at any options with a chicane further north or a ped refuge? Text and images from the LCWIP for you to explain what he was suggesting.

We would ask that the Council supports us in pursuing these initiatives

Proposal: The Council approves the Highways and Sustainable transport group pursuing traffic calming measures at the north end of the High Street and the installation of a cycle rack.

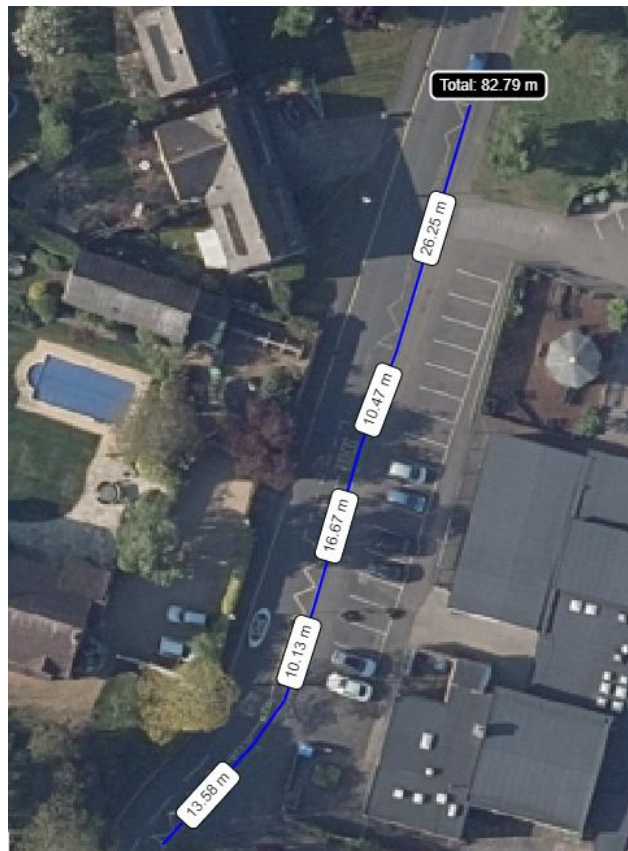
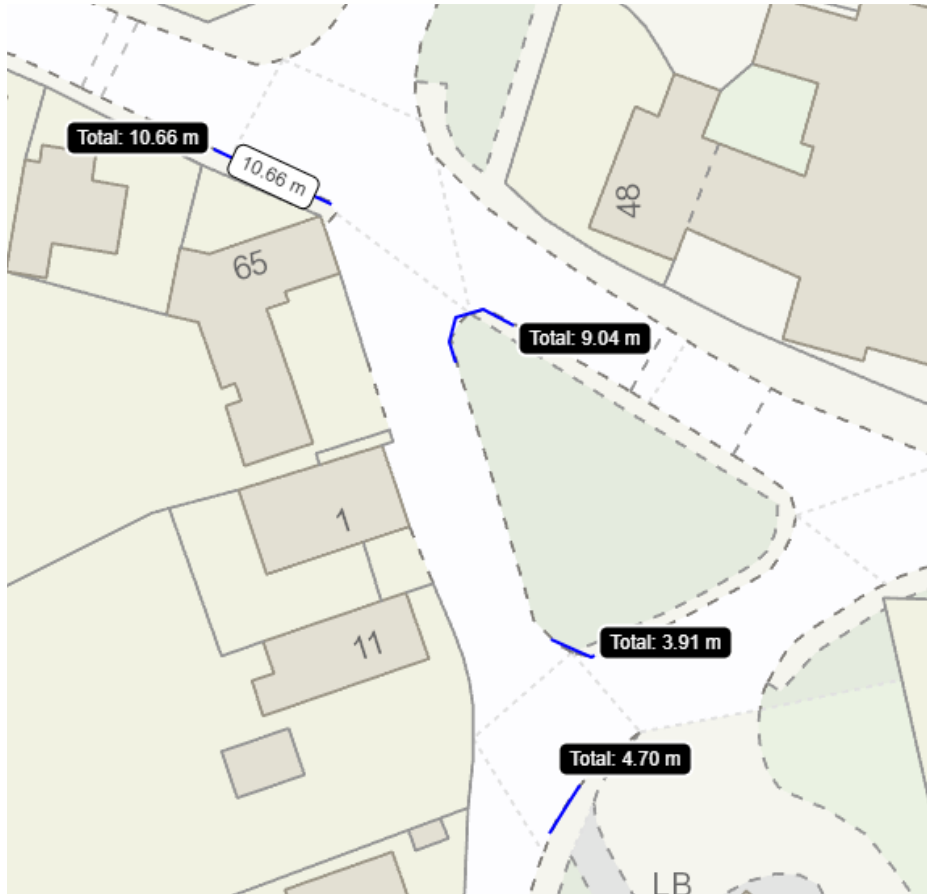
Clearance of Silver Street

5 volunteers cleared overgrowing vegetation at the junction of Silver street and A1. Many thanks to those who participated.

Yellow Lines in Buckden

Cllr Amy Burbidge has been successful in engaging with CCC about further parking restrictions in the village.

See below:



**Church Street South –
outside no 65**

double yellows to prevent
school parking at the
junction
10.6m



**Church Street- between
zebra zig zags to and
around bend**



Hunts End – 4m and 5m
double yellows to replace
existing white lines to
discourage parking across
the dropped kerbs and on
the bends and to make it
easier for the bus to
navigate the bend



**School Lane to coincide
with the zigzag markings –
83m**

