

Traffic Issues Consultation January 18th 2019 held in the Community Hall 11.00 to 18.30.

Introduction: The reason for the Consultation was Bampton Town Council's recognition, beginning in 2007, that Bampton's ancient infrastructure has to carry vehicles which are now larger, more powerful and frequent. Also, residents have more vehicles and there a consequent need for more parking near to homes. Safety at particular locations is a continual issue. The centre of Bampton is a Conservation Area.

BTC action so far:

A petition asking for a safer crossing at the site of the PO/Spar was presented to DCC in May 2018. A reply was received on August 24th.

A site visit was made by DC Cllr Stewart Hughes and Highways officer Tom Vaughan. Following the site visit, a pedestrian crossing at Newton Square has been ruled out by Highways. (memo 29th November)

It was recognised however that the S. Molton Road 30mph sign is out of town opposite Kiln Cottage and that additional road markings would be appropriate on the descending S. Molton Road. (Regulations forbid road markings where there are over-head lights.)

Attendees: On the 18th January despite wet, cold weather there was a good response.

In the morning the current **Road Casualty Reduction Officer** PC5561 Phil Sandercock attended. PC Andy Bennett (Andrew.BENNETT3@devonandcornwall.pnn.police.uk and Andrew10428@devonandcornwall.pnn.police.uk) is his replacement and had expected to attend.

DC Cllr. Polly Colthorpe and Highways officer Steve Leigh also attended the morning.

Summary: Recommendations from the public for increased pedestrian safety.

- **Random but frequent enforcement to ensure double yellow lines and N. Sq. hatched area are not abused.**
- **The addition of a safety railing outside of the PO/Spar shop would diminish the risk to small children, disabled and adults alike. *DCC Officer Leigh will consult Highways on this idea.***
- **Making the whole town a 20mph Zone. The character of the road demands it.**
- **Keep it simple '20mph' throughout Bampton. Psychologically it might encourage people to be members of a Special Zone rather than react against enforcement.**
- **Road markings of SLOW and the speed limit in the S. Molton Road and at the top of Castle Street.**
- **A designated PHARMACY USE ONLY (shop hours) space in Newton Sq. would mean that medical deliveries could more easily be made and really ill people could get their prescriptions. It would need a Traffic Order.**
- **Remove the striation outside the IT shop. No-one could park.**
- **Owing to the increased size of vehicles there should be restricted HGV access to some narrow, local roads. (cyclists and walkers!)**
- **There should be a weight restriction on vehicles using Castle Street. If none, then the Conservation Area designation should be lifted.**

Individual Road Issues raised:

Briton St:

- Cars parked outside the Quarryman's restrict vision from Ford Road
- Parking outside the Quarryman's is NOT a problem. Visitors need parking.

Tiverton Road:

- People ignore the 30 mph sign coming into Bampton from Scott's. A sleeping policeman is a solution.

High Street:

- There is a 30mph sign *hidden in the hedge* at the bottom of Kiln Lane at the junction with the S. Molton Road. This should warn drivers of the expected speed limit at that point.
- The narrowness presents problems. Is it necessary for large vehicles generally to use it? Could the bus take a different route?

S. Molton Road:

- The 30mph sign on the descending road is often hidden by overgrown hedges.
- In the summer, brambles over-grow the black arrow signs.
- Traffic often descends too fast.
- Sleeping policemen would slow traffic.

Newton Square / Fore Street:

- **Many comments, often just verbal, were made about the anxiety of crossing the road from the PO/Spar.**
- Crossing from Spar line markings on the road to highlight hazard.
- Railings in front of Spar door to stop just stepping out of the door to cross.
- **IDEA: Make 4 marked places in Newton Square and signage to say 4 ONLY.**
- ENFORCE yellow lines in Fore Street. Parking affects a resident on crutches.
- Continual parking on double yellow lines opposite the pharmacy, outside the PO and Newton Court causes blockages for buses and trucks to pass.
- Vehicles parked outside the shop obstruct vision for pedestrians and people exiting from Newton Court.
- Vehicles (seen 3!) parked in the centre of the road cause obstruction. Some park all week end.
- Cars park on double lines at Fore Street blocking the road for buses and lorries. Fumes enter the homes.
- The original plan for the extension of the shop included parking. There is now a transformer there. Why?
- Vehicles park inconsiderately at the entrance to Newton Court with children and animals left inside, even leaving the engines running.
- Inconsiderate parking means that emergency vehicles cannot get into Newton Court.
- Widen the pavement outside the PO/Spar to slow the traffic.
- Deaf people cannot hear oncoming traffic.
- The idea of a barrier outside the Spar to protect that part of the road seems an ideal solution to the lack of vision when trying to cross from the Spar side.
- Signs, yellow lines to reduce speeds might help. 20mph might help.
- More signs, more yellow lines will only irritate people and would require enforcement.

Brook Street:

- Double and sometimes triple parking creates chaos for other vehicles (especially trucks)
- Herringbone parking at the widest part of the road would make parking and shopping easier.
- Parking near Riverside car park creates bottlenecks and lack of vision.
- Parking at the narrowest place on the double yellow lines opposite the bakers' cause danger.
- The disabled spaces are abused. Enforcement needed.
- There needs to be a 'loading zone' and a disabled space (**Blue badge holders**) outside Costcutters.
- To ensure the safe handling of goods, delivery lorries need to avoid the camber of the road.
- **Increased use of Traffic Wardens would limit the ability of local traders to offer services to residents.**
- Keeping the status quo slows the traffic which is convenient for residents and visitors. It's part of the charm.
- People come to Bampton to avoid the timed meters of Tiverton.
- There should not be a 'loading bay' as we need the parking spaces.

Morebath Road:

- Very few people respect the 30mph in Morebath Road especially between 0800-0900 and 16.00 -18.00.
- **IDEA: There needs to be SLOW in the road just before the descending hill.**

- Parking in Castle St does not really cause a problem. If it was stopped it would give residents a real headache about where to park instead.
- **IDEA: Make the disused old Morebath Road one way from the top to create 4/5 more parking places. There are no main pipes there and services are deep. (AT)**
- **IDEA: Properly sculpt the Morebath Road side of the Motte to create a proper lay-by for 4/5 vehicles.**

Castle Street:

- Parking automatically makes a one-way system that slows traffic down.
- Pavements are damaged by large, **over-weight** vehicles that mount the kerb.
- Castle St is in a Conservation Area.
- Vehicles exceed 30mph
- A passing space is not required for Emergency vehicles.
- Parking should not be permitted as driving on the wrong side of the road towards a bend is not a good idea.
- Because of the parking, large vehicles including buses have to mount the pavement on the Nursing Home side. This is a frightening experience for residents at Castle Grove walking or trying to walk on the pavement.
- The double yellow lines should be extended by 2 car lengths because traffic from Shillingford approaching the top of Castle Street is on a blind bend.
- Parking on Castle Street should not be permitted as it is very difficult for Emergency vehicles to get to Castle Grove.
- The size of the trucks is the issue. If the parking was stopped it would become more of a race track than it is already.
- If no restriction is put in place to stop large trucks from using Bampton rather than the link road then I will want a de-listing of my Grade 2 property in order to protect it.
- Residents and businesses should be heard on this matter. Yellow lines are not the answer. The issues are a) speed and b) oversized and overweight HGVs which have to mount the pavement. If there were yellow lines and no parking there would NOT be sufficient space for two lorries to pass one-another.
- A proper traffic management survey should be commissioned to reassure a) carbon emissions/pollution/noise levels b) damage to Listed buildings c) damage to parked vehicles by HGVs d) HGVs driving on the footway (an offence under the RTA) e) speed of vehicles. The findings of the survey should inform any decision making and there should be *proper* consultation with residents and businesses.
- **IDEA: A 20mph speed limit is in place in Milverton even though there is a main road to Wellington. Bampton is no different. Why can't we have 20mph signs at the top of Castle Street?**

West St:

- Parking reduces visibility.
- Parked vehicles cause a blind pull-out near children's play park and major junction
- West St is being used as a camper-van park.
- **IDEA: The green at School Close junction could be used for parking to reduce pressure on West Street.**

Parking in general:

- People park anywhere they like. The bus can never pull into the kerb.
- Sleeping policemen/ traffic calming would effectively slow traffic.
- Continual parking on double yellow line...and often they are parked half on the footpath (in front of the PO) which forces people to walk on the road around them.
- Chevron parking in Brook Street would *not be acceptable* to Highways because cars would be backing into traffic. It would cause accidents.
- *Please remove* the double yellow lines put in by mistake from the Toucan to the White Horse pub after the resurfacing. We need that space.