

## NOTES FROM THE WORKING PARTY LOOKING AT THE TRANSPORT ACTION PLAN

Meeting held on Thursday 10<sup>th</sup> January 2013

Present:- Derek Lawson, Bert Jackson, Pam Whiting. Philip Toogood. Nigel Cheetham

### PARKING

It was agreed that we would not want to lose the parking on The Market Square but perhaps we should look at restrictions to both short and long term parking facilities, but investigation must be carried out to see how this could be done.

The transport plan suggests removing the hashing on the main road adjacent to the Market Square but it is felt that this is a 'half way' safety area for pedestrians crossing the road and as such should remain as it is.

Extra parking spaces could be provided by using the area of the bus lay-by outside the Co-op and introduce chevron parking. This would entail moving the bus stop approx. 10/15 meters south to allow the bus to pull up at kerb level.

To do this without causing obstruction we suggest that the original road crossing at the bottom of Queensway be removed, as we have the new crossing which is linked to the cycle route.

It was previously suggested that the railings at the bottom of Queensway could be removed to allow a much better vision for traffic. However after Derek had spoken to Highways they stated that these should remain as it is a safety issue, it has been proved that they do slow the traffic down and make drivers much more cautious when turning out of the junction.

The area along the High Street where the wide footpath is on the Co-op side could be removed which would allow chevron parking in that area.

This could also be provided on the opposite side of the road, where there is a high bank outside the Griffin Inn. The removal of the banks would perhaps be a costly solution but it would be a solution to on street parking facilities.

The most obvious solution to slowing the traffic along the High Street would be to introduce a 20mph limit for High Street, College Street and Kimbolton Road if possible.

The next stage here would be for the working party to meet with Sarah Barnwell from NCC to see just what can be done along this area.

It was felt that when an event takes place on the Market Square, including the monthly Farmers Market we could perhaps approach David Rolton and Frank Langley to ask permission to use their Midland Road car parks, obviously if this could be done then extra parking signs would be required.

There may be the possibility of extra parking facilities on the Methodist Church site, but given the current situation we did not feel that this could be taken into consideration at the moment.

Regarding the suggestion of removing the double yellow lines at the top of Wharf Road, this is now part of the cycle way and as such parking is not a good idea here, the yellow lines should remain.

### CYCLE WAY

As the cycle way has been introduced, we would like to extend this idea, with the old railway track which goes behind Duchy Close to Kimbolton Road being cleared and extended, as it is on the Greenway from the Ferrers School to John Clark Way. This would be beneficial to residents who want to visit the Library for instance, but also bearing in mind that the area behind the School is

already ear-marked for development, it would provide extra facilities for the residents for those houses as there will be no through road to the Town.

Also to encourage cyclist it is suggested that we provide a cycle rack on the Market Square in the corner near to the Cross, this will also stop unwanted car parking which sometimes can cause obstruction to the Car Park Entrance.

### SPEEDING

The working party felt that we should press for the 20mph limit through the Town in order to make the Town feel pedestrian friendly. Several ideas were mentioned but now that NCC have introduced the idea of 20mph zones, which was previously only outside schools, we must try to obtain this regulation. Together with slowing traffic down and introducing chevron parking in the High Street, the Town would be much safer.

### THE BUS SERVICE

If the Higham Ferrers/Rushden Link bus service is able to continue, we feel that the service must be extended to provide bus provision to the new estates. Previously investigation was carried out with the bus service provider but unfortunately some of the estates do not have the turning facility to provide the service. One area looked at was The Stirrup in School Lane, if this area was planted and had seats, it could be a turning point for the bus service, different areas could be looked at to find an opening to bring this service into being.

On future developments we felt strongly that access for bus provision must be provided.

### BUS SHELTERS

The two on Station Road belong to N.C.C. and are due to be moved if the Duchy develop the site on Station Road so we felt that this would be outside our remit.

In general we felt the need to look into the possibility of providing bus shelters which would be virtually vandal proof, (similar construction to the youth shelter in Castle Field).

It was felt that we must be able to provide a bus timetable at each bus stop.

### OTHER AREA'S

The working party feel very strongly about the improvements (previously suggested by NCC) on Windmill Banks, this is the opening to the Town and as such it should create a good impression, this item must be on the forward plan.

A few months ago, representatives from NCC/Highways came to visit the Town Council concerning the problems with the Chowns Mill Roundabout, since then there has been no comeback. This panel feel that we must now put pressure on to try and obtain a progress report regarding any improvements that can be made. This roundabout is a dangerous area now, and with other large developments planned that will feed into this roundabout it is now vitally important that this issue is dealt with as soon as possible.