

NOTES FROM THE WORKING PARTY LOOKING AT THE TRANSPORT ACTION PLAN

Meeting held on Wednesday 21st November 2012-11-26

Present:- Derek Lawson, Bert Jackson, Alan Dunn. Pam Whiting & Philip Toogood

PARKING

We did not feel the need to look at any plan further than five years on

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.

It was felt that 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 also suggested that the railings at the bottom of Queensway also be removed to allow a much better vision for traffic and also the area along the High Street where the wide footpath is on that 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 Sally's Newsagents up to Coleman's. The removal of the banks would perhaps be a costly solution but it would be a solution to on street parking facilities.

The traffic report suggests the removal of the hatching alongside the Market Square, we felt that this is a road safety issue, as when pedestrians are trying to cross the main road in this area it is a half way haven. We would not like to see this taken away.

Regarding the suggestion of removing the double yellow lines in the top part of Wharf Road. This is now part of the cycle way and as such we believe that the lines should remain as if parking was allowed here (legally) it would cause an obstruction to traffic wanting to exit Wharf Road and would completely block the cycle path.

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.

SPEEDING

Previous objections had come from the residents of College Street and Sarah Barnwell from County had been to investigate. The costs of road signs ranges from £5000 and £1000 to maintain but we did feel that signs saying "slow down" could be of benefit in different areas, again it comes down to costs.

It was also felt that the slow down sign in Kimbolton Road is actually in the wrong place, we felt it should be moved nearer to Bury Close if at all possible.

We all agreed that it would be of benefit to the Town if we could slow the traffic along the High Street and would like to suggest that we approach the Highways Authority to look into applying a 20 mile per hour speed limit from Northampton Road to Stanwick Road, and also the length of Kimbolton Road.

a) 20 mph limit: if a continuous limit between the two roads mentioned seems too draconian, perhaps introduce sections at pedestrians crossing points eg Windmill Banks, Market Sq, emphasised at each point by a wide raised area at kerb height and speed sign on the approach.

b) One Way System: could you mention our view on this please.

c) Chown's Mill Roundabout signage: I recall our support of a sign directing town traffic along the A6 bypass and into Kimbolton Rd and away from Station Rd.

THE BUS SERVICE

We talked about the possibility of the Higham Link service being able to go into the new estates off Station Road, we felt it may be of benefit if it could go into School Lane, round the area just outside the Henry Chichele School, which would then allow us to improve that area, with seating and a bus stop. It could then go into Hecham Way (there could be provision to go through) or it could then go round the roundabout, as there would be little provision to allow the bus to turn around. Obviously this service depends heavily on financial support so we would have to investigate a lot further before any decision could be made.

Because of concern at the meeting at re routing the Link bus into Hecham Way, Philip Toogood had looked closely at the potential entry point to KML off School Lane which seems feasible with minimum pavement works needed and some form of barrier control for the bus to enter and exit. It could mean keeping the present route up to the new access point, then traversing KML estate to the large roundabout on Hecham Way, back to the access point and continue down School Lane. As you say, finance for this route extension could knock it on the head but residents here would benefit greatly.

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.

Walking and Cycling

I recall us discussing cycle racks, but should we not have a view on all 4 potential solutions in the study report?