

Marden Parish Council

**Traffic Management Working Group
6.00 pm on Wednesday 4 October 2017
Marden Community Centre**

Notes of the meeting

Present: Robin Brook, Andrew Price, Mike Blake and Bill Wright

In attendance: Alison Sutton, Parish Clerk

1. Apologies

David Bennett.

2. Public forum

None.

3. Update on SID purchase and feedback from Speedwatch Co-ordinator

SID ordered from Thermoter.

Alison – check with Balfour Beatty (BB) which orientation SID can be put at each pad site; order pole and check key to open socket included.

Agreed Bill Wright will store pole and battery/charger when not in use.

Agreed TMG will manage deployments and rotation with Sutton St Nicholas.

Speedwatch – feedback from co-ordinator that speeds seen in line with speed survey done before scheme started, Speedwatch working as a deterrent, worth continuing.

Alison – arrange vetting for Mike Blake and other new volunteers.

4. Options for work and approximate costs

Document tabled (attached below) with approximate costs for various ideas previously discussed by the Group. Options considered.

Agreed see how SID goes over next 6 months of deployment and assess which scheme might help where issues identified.

Noted not possible for 'No HGVs' signs at either end of Woodbine/Walkers Green.

Noted 'Speedwatch area' signs will have to come from BB or elsewhere, not from Safer Roads team.

5. Work to recommend to parish council

Finance for SID on October agenda for payment.

Update PC in November that getting 6-month data from SID then back to PC with possible suggestions.

6. Next steps

Alison – keep on trying to get costings from BB.

7. Date and time of next meeting – Arrange when SID data available.

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BRIEFING PAPER FOR TRAFFIC MANAGEMENT GROUP MEETING

4 OCTOBER 2017

1. Agenda item 3 – Update on SID purchase and feedback from Speedwatch Co-ordinator
 - SID order now placed and cheque will be raised at PC meeting on Monday
 - Email from Speedwatch Co-ordinator –

To confirm our conversation, the data from the SID is very similar to the data we collected prior to the CSW group being set up.

I did a comparison with the data from the “Springfield” site as it was closer to the location where we took our data. It’s always a bit of an inexact science comparing SID data to our own for a number of reasons. The main ones are: the collection point is rarely in exactly the same place; SIDS take data in only one direction and our data reflects a “two-way flow”

I have no reason to doubt the technology behind the SIDS I can’t be 100% certain that they are calibrated and reflecting a true speed while I know the equipment we use is regularly checked and calibrated.

Having said all of that, the average & 85th%ile speeds from both sets of data are very close. The SID showed an average speed of 26.35mph and an 85th%ile of around 32. Our data showed an average speed of 26.1mph and an 85th%ile of 32.5mph. The hourly traffic flows and vehicle numbers, show a similar pattern, with expected peaks during the am school/commuter times and two more spread out ones in the afternoon to reflect the school flows and then commuter flow.

Safer Roads Partnership would look to carry out regular enforcement if 85th%ile figures were over 35mph, so the figure of 32mph shows a good level of compliance. The bottom line is that I think the SIDS and the Community Speed Watch activity is playing its part in keeping speeds through the village low, so I would be keen for both actions to continue. I think the CSW volunteers should be heartened by the fact that speeds are quite low, and maybe see their role as one of maintaining the low speeds rather than having to reduce them from a higher level.

2. Agenda item 4 – Options for work and approximate costs

As no costings have been received from Balfour Beatty still – costs based on Wiltshire Council’s figures + 10%

Removal of centre white lines and relining with edge white lines at Franklands Corner and 2 ‘Road Narrows’ signs –

 - 200m removal @ £28/m = £5,600
 - 200m x2 edge white lining @ £6/m = £2,400
 - Road studs x20 @ £20 each = £400
 - Traffic management and gang costs
 - Road narrows signs x2 @ £400 each = £800
 - Total for scheme = £9,200 + design, gang and traffic management

Village gateway at either end of Marden village by war memorial and 40mph limit at Small Ashes –

 - White entry gates x 2 @ £1,600 each = £3,200
 - Village name signs for on gates x2 @ £250 each = £500
 - Carriageway roundel x2 @ £170 each = £340
 - New speed limit signs x2 @ £400 each = £800
 - Total for scheme = £4,840 + design, gang and traffic management

Carriageway roundels and new speed limit signs by S&A, at end of Burmarsh Road and by Laystone Bridge –

 - £740 at each site