

## Easton on the Hill Traffic Working Group

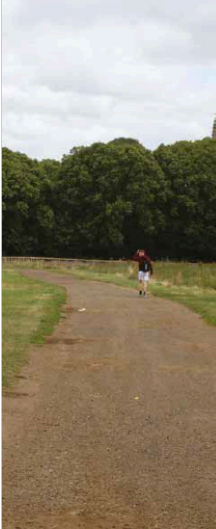
CLlr Daphne Sharpe, CLlr Lee Stokes, Chrissie Rawlinson, Tim Nicol

### Inaugural Meeting Report

This new working group met for the first time on Thursday 21<sup>st</sup> March.  
We are happy to report the following areas were discussed and agreed:

- Terms of Reference; we are...
  - An advisory group without decision making powers or a budget
  - A forum for discussion and clarification
  - Open to inputs from all, managed as a group of 4, Chaired by Tim Nicol
  - Tasked to make recommendations and proposals to the Parish Council, so that the PC can better deliver change directly or via Local Authority or Highways
  
- Aims
  - To assist the responsible bodies to improve village life by mitigating the negative impacts of traffic in the village
  - Deliver the recommendations as stated in the village plan:
    - Upgrade traffic street furniture and village lighting. (*Noted that village lighting improvements are in hand. We assume that "traffic street furniture" means road signs*)
    - Develop and deliver a sustainable solution to the parking problems in the vicinity of the Post Office which presently creates excessive wear to the immediate environs.
    - Work with traffic management experts to develop and deliver appropriate actions to mitigate against the impact of traffic and parking congestion.
    - Ensure appropriate speed awareness and enforcement throughout the village. In the longer term reduce the speed limit, within the village centre, from 30mph to 20mph.
  - To encourage walking and cycling in the village in order to reduce traffic
  
- What we know
  - Village survey question:  
**Q10 Whats the worst thing about living in Easton on the Hill?**






## Traffic/Roads and Paths

The village community is negatively impacted by road traffic and parking congestion and is well aware of, and vocal about, the inconvenience caused – as evidenced by 35% of respondents to the survey stating traffic was the “worst aspect of living in the village”. There are a number of reasons for the high profile and passion this subject creates.

The village is materially impacted by the very busy A43, which runs through the edge of the village and accounts for the vast majority of traffic (and inconvenience: speed, noise and volume). This is a major regional arterial route and typically generates more than 10,000 vehicle movements a day (an increase of 200% in the last 25 years). Unfortunately this situation is most unlikely to change in the foreseeable future and is under the direct control of the National Highways Agency.

Easton on the Hill’s topography, with only three routes into the centre of the village and several narrow roads and lanes, creates a number of traffic choke points, leading to congestion, particularly at peak commuter times. Our street layout and road widths predate the current high volume of traffic and car ownership (to say nothing of on-line shopping deliveries). This challenging situation further exacerbates a shortage of easy on-street parking space, which is a problem most clearly seen in the vicinity of the much used and very popular Post Office shop.



### Recommendations

- Upgrade traffic street furniture and village lighting.
- Work with traffic management experts to develop and deliver appropriate actions to mitigate against the impact of traffic and parking congestion.
- Develop and deliver a sustainable solution to the parking problems in the vicinity of the Post Office which presently creates excessive wear to the immediate environs.
- Ensure appropriate speed awareness and enforcement throughout the village. In the longer term reduce the speed limit, within the village centre, from 30mph to 20mph.

- What we will do
  - Analyse Traffic sensor data.
    - Data has been requested via the Parish Clerk.
    - We need clarification from the Parish Council as to where the various sensors are and what data is available. Do we have access to data from the “County Council” signs on the A43 for instance?
  - When we have analysed this data we will arrange a workshop with CIPS to discuss how to mitigate the impact of commuter and delivery traffic throughout the village
    - Ideas include car sharing incentives, flexible working hours, seeing if CIPS can schedule deliveries outside the “rush hours”
  - In addition we will examine the practicalities of a number of other initiatives:
    - A one-way system for High St between New Road and Stamford Road
    - A 30mph limit for the A43 in the village (like Wothorpe and Collyweston)
    - A 20mph limit throughout the village
    - A “Parking Code of Practice” raising the issues of pavement obstructions for wheelchair and pushchair users, parking on verges, and road obstructions for emergency services
    - Encouraging walking and cycling within the village
    - Mitigating parking issues outside the village shop; with the collaboration of Jag and Bahnt, possibly encouraging parking further up Westfields, extending the parking bay, etc.
  
- Reporting and timescales
  - We plan to meet every 2 months, approximately 2 weeks before the PC Meetings. Normally 5.00pm in the Priests House. Next Meeting mid/end May
  - Work will go on *between* meetings- not just in the meeting
  - We will issue progress reports to Parish Council after each meeting