

Timsbury Pedestrian Safety & Accessibility Proposals for Improvements

December 2017

The aim of this paper is to improve pedestrian safety and accessibility at some sites in the village by reducing perceived and actual risks that discourage people from walking through the village to shops and to the school.

The following examples and captions illustrate some of the main problems for pedestrians in Timsbury. These would not be acceptable in any town in B&NES or the Somer Valley.

Because of the poor state of pedestrian facilities, many elderly residents and parents with children who have cars choose to drive rather than walk to the shops, school and other facilities. In places, those using wheeled walkers and mobility scooters are unable to use pavements and have to travel in the road.

Many of these problems have been identified with B&NES Highways Team and have been proposed during the consultation on the Somer Valley Transport Strategy during October 2017.

B3115 / North Road across the village



At 5m across the road, it is not wide enough to be a two-way road and so is currently an informal 'give way' arrangement with no central white line.

A site meeting with Stefan Chiffers of B&NES on October 5th 2017, which focussed on the narrow pavement outside the Seven Stars pub, identified three possible options below:

Option 1 is preferred by Timsbury Parish Council.

1. Pavement Repair/Improvement

The pavement between entrances to the pub and Tabor Farm could be repaired/improved to have a flatter camber and be slightly wider at the narrowest section taking it about 20- 25cms further into the road.

This will create a slightly tighter pinch point for 10-20 metres, depending on how it is done. There would still be room for two smaller vehicles to pass, but a slightly higher number of wider vehicles would have to give way much as they do at present. Most of the time this would not cause congestion.

The advantages would be:

Small but significantly improved width for pedestrians though still no room for passing; relatively low cost of installation; probably without the need for a Traffic Regulation Order; no loss of parking.

The challenges would be:

At busy times the need for a few more vehicles to give way to oncoming traffic.

2. A 'Give Way to Oncoming Traffic' Scheme

Any such scheme will require:

A Stop line and a sign opposite the entrance to the pub plus an advance warning sign by the Co-op, if need be; loss of the three parking spaces outside the cottages at 3-5 North Road.

A Stop line and sign before Tabor Farm entrance, with possible additional sign further west, if needed; loss of the three informal parking spaces outside hairdresser.

The advantages would be:

Plenty of width for a wider pavement allowing passing.

The challenges would be:

Agreement to place a sign on the private parking bay of Derwent House; loss of six parking spaces; further delays and queuing of traffic; finding £20-30,000 to fund the changes.

3. Replace the pavement with a shared-space path.

Remove the existing pavement alongside the Seven Stars wall and replace with a distinctly-coloured surface at road level. Add signs and markings giving priority to pedestrians.

The advantages would be:

Greater width for pedestrians, easy passing for vehicles when free of pedestrians; relatively low cost, probably without the need for a Traffic Regulation Order; no loss of parking.

The challenges would be:

Shared space is not a familiar concept and pedestrians may be reluctant to use it.

North Road Chapel Walk crossing



A raised crossing is needed in this position, as it is the main pedestrian route across the village. The design, gradient and height would be a compromise between reducing speed and ensuring low additional noise levels. White lining/painting would support the visual impact. There is not sufficient adjacent space to permit installation of a zebra crossing.

South Road /Church Hill Junction



The junction is a through route for traffic and very busy at rush hours. Pedestrian safety and accessibility need to be improved to encourage safe walking by residents and children from the south west of the village – this is a significant proportion of the village population.

Changes should include:

- A 'Stop' sign and line, replacing the existing 'Give Way'.
- A pedestrian refuge in the middle.
- Extending the South Road pavements from the east and from the west. The land on both sides is confirmed as owned by B&NES.

North Road / The Avenue Junction



This hazardous junction comprises key routes into and out of the village and handles substantial traffic flows, particularly during morning and evening travel to work. There are regularly accidents and near misses. Pedestrians avoid this junction whenever possible but are at risk, especially when walking to the bus stop on Bloomfield Road.

The immediate requirement is to change the junction from 'Give Way' to 'Stop' from both The Avenue and Bloomfield Road.

Further opportunities are being raised with the derelict land adjacent to the junction being currently being designed for development by the owner to start building in autumn 2019. An option for a mini-roundabout should be considered.

FUNDING SOURCES

- A delivery plan for improving pedestrian safety and accessibility in Timsbury should be included in the B&NES Somer Valley Transport Strategy. The Parish Council has requested this in its consultation response. It is noted that there is an currently an absence of funding in the Somer Valley from the West of England Transport Strategy.
- 106 Agreement with the developer of Wheelers Yard and B&NES Community Infrastructure Levy income from this.
- Community Infrastructure Levy funds of the Parish Council.
- B&NES Safer Routes to School allocations from various sources including the Parking Revenue.