



### **Bierton Traffic Calming Consultation Summary of Key Issues:**

- The removal of bus stop lay-bys will be an ineffective traffic-calming measure.
- Arriva Bus UK has raised an objection to the loss of the Aylesbury bound bus lay-by near to Saint James the Great Church. This is a timing point where buses may need to wait for several minutes, if they are ahead of schedule. Arriva may reconsider if it can be demonstrated that there will be a reasonable reduction in traffic using the route.
- The parking arrangement at St James the Great Church will not assist the Church and will have an adverse impact on the Great Lane Junction. The parking will not assist with traffic-calming and spaces are likely to be used by residents.
- The imprint paving will create a noise disturbance with little speed reduction. These areas should be raised, or given the visual impression of being vertically-raised.
- The existing footways are narrow, particularly at the Wing (eastern) end of the village. The scheme should include more footway widening.
- An existing pelican crossing outside of 74 Aylesbury Road should be relocated, or downgraded to an uncontrolled crossing, if the traffic is to be reduced and slowed.
- The give-way priority features, chicanes, and narrowings will affect access and safety of cyclists and a comprehensive approach to cycle facilities is required.
- Additional speed cameras and enforcement is required.
- A 20mph speed limit should be introduced.
- A 7.5 tonne weight limit should be implemented.
- The majority of the traffic-calming measures are at the Aylesbury end of the village and very limited measures are proposed at the Wing end of the village.
- Traffic will continue to use the route and in particular Burcott Lane. Traffic-calming measures are required along Burcott Lane.
- The scheme will not bring about significant traffic reductions, and the traffic-calming will cause delay, frustration, and create safety issues for remaining and local users.
- Traffic-calming is required along Mike Griffin Way and Bellingham Way.
- The southern section of the Eastern Link Road (ELR) to the A41 is required, before the implementation of traffic-calming through Bierton.
- A proposed give-way priority feature will affect access in and out of Miles Court.
- School parking and traffic affects access in and out of Parsons Lane. The imprint paving should be ramped and school signs and parking restrictions are required.
- The proposed pedestrian refuge near Plough End and give-way priority feature at Miles Court would conflict with existing and future agricultural accesses.
- The proposed cycle lane would prevent on-street parking outside of 58 Aylesbury Road and the neighbouring property, and isolate them from future opportunities for on-street electric vehicle charging. These properties have limited off-street parking and parking occurs on the verge at present. Would it be possible to mark out parking bays on the road to assist? This would narrow the road and reduce traffic speeds.
- The give-way priority features give priority to traffic leaving Aylesbury and the proposed narrowings do not indicate who has priority.
- The narrowings and pedestrian refuges restrict access to driveways.
- Signage at either end of Bierton and around Aylesbury, including the A418 Vale Park Drive and Park Street North will need to be changed.

- The ELR Junction traffic lights have minimal waiting time to drive straight through Bierton. The waiting time should be increased significantly.
- The overall concept does little to change the environment from a direct A road to the intended local function. Whilst the traffic-calming features require road markings, there is an opportunity to review and remove existing road markings. The removal of centre road markings has been successful in lowering speed limits in urban areas.
- As this would remain the route of choice for cyclists, there should be a continuous facility, and careful consideration given to the introduction of intentional pinch-points which could increase the likelihood of conflict between cyclists and drivers / riders. The reallocation of road-space away from motorists to other users is likely to change the environment from a direct A road to the intended local function.
- The Council's Network Safety Team has recommended that a road safety audit is undertaken on the scheme.

