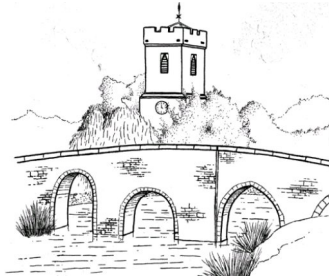


BIDFORD ON AVON PARISH COUNCIL

In the County of Warwickshire



To all Members of the Facilities Committee of the Council:
Cllrs. Hiscocks, Hopcraft, Moore and Paterson

You are hereby summoned to attend a Facilities Committee Meeting Committee to be held in Bidford Community Library,, Bramley Way, on Tuesday 14th April 2026 at 5.00 pm to transact the following business.

9th April 2026

Elisabeth Uggerløse
Clerk to the Parish Council

Public Forum - questions from members of the public. Please be aware that, although members of the public can raise any question concerning any issues, the Committee will only be able to respond to issues relating to the business to be transacted at the meeting. Approx. 15 minutes in total; 3 minutes per person. (Public Participation at Council Meeting Guidance Notes apply). Please note that this is the **only** opportunity members of the public have to raise issues as, once the meeting has started, all discussions are limited to the Council and Officers.

AGENDA

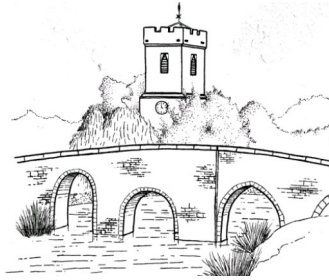
1. **To receive** and accept apologies
2. **To receive** declaration of Interest on Items on the Agenda

Facilities Comm Agenda April 2026

- i. All members of the Council are respectfully reminded that in order to comply with the Code of Conduct adopted by the Parish Council on 28th February 2022, effective from 1st May 2022, and reviewed in May 2025, if any matter arises during the meeting in which they have declared an Interest, which could be personal or prejudicial, they should declare so and leave the room.
 - ii. Written requests for Dispensations for DPI should be received by the Clerk no later than 24 hours prior to the meeting.
Dispensations will be granted as appropriate.
- 3. To approve** the Minutes of the meeting held on 12th February 2026
- 4. To consider** results of the Speeding surveys. These have been sent to the approved adviser., Graham Stanley and are circulated.
- 5. To consider** play area/equipment reports prepared by Michael Carter – circulated
- 6. To consider** the proposed exit from High Street to B439 and the cost involved – circulated.
Estimated cost £60k to £550k-
- 7. To consider** reducing, or waiving, car parking fees for the Big Meadow Events. Proposal is for the fee to be either reduced to £1 , or waived, until the end of the event, when fees revert to normal price (1 event finishes at 2.00 pm and 2 events @ 4.00 pm_
- 8. To receive** updates of
 - i. Kings Lane Broom
 - ii. Pontoon access

BIDFORD ON AVON PARISH COUNCIL

In the County of Warwickshire



Minutes of the Facilities Committee Meeting held on Thursday 12th February 2026
@ 5.00 pm at the Parish Council Meeting Room.

PRESENT Cllrs Hopcraft, Hiscocks (Chairman), Moore and Paterson.
Cllr Williams, Chairman of the Parish Council, was also present

In attendance Mrs Elisabeth Uggerloese, Clerk to the Parish Council

Also present 1 members of the public

Public Forum - questions from members of the public. Please be aware that, although members of the public can raise any question concerning any issues, the Committee will only be able to respond to issues relating to the business to be transacted at the meeting. Approx. 15 minutes in total; 3 minutes per person. (Public Participation at Council Meeting Guidance Notes apply). Please note that this is the **only** opportunity members of the public have to raise issues as, once the meeting has started, all discussions are limited to the Council and Officers.

1. TO RECEIVE AND ACCEPT APOLOGIES

None received

2. TO RECEIVE DECLARATION OF INTEREST ON ITEMS ON THE AGENDA

- i. All members of the Council are respectfully reminded that in order to comply with the Code of Conduct adopted by the Parish Council on 28th February 2022, effective from 1st May 2022, if any matter arises during the meeting in which they have declared an Interest, which could be personal or prejudicial, they should declare so and leave the room.

None declared

Facilities Comm Mins. Feb. 2026

1. Written requests for Dispensations for DPI should be received by the Clerk no more than 24 hours prior to the meeting.
Dispensations will be granted as appropriate.
None received

3. TO APPROVE THE MINUTES OF THE MEETING HELD ON 8TH DECEMBER 2025

Cllr Moore proposed they be accepted as accurate and signed by the Chairman
RESOLVED to accept the Minutes which were signed by the Chairman

4. TO CONSIDER OPTIONS FOR ENSURING SAFETY ON BIGH MEADOW – I E PARKING, NO BBQS OR OPEN FIRES ETC

- i. Part time local Park Officers April – September
- ii. Volunteers to help visitors

Although volunteers would be welcomed, it was believed that part time paid Park Officers was the way forward, preferably local people.

RESOLVED unanimously to recommend – advertising Part Time work, minimum wage

- i. June – August
- ii. 11.00 – 18.00 hours
- iii. Weekends, Bank Holidays and when there are events on the Big Meadow

5. TO CONSIDER INCREASING THE PARKING FEES ON THE BIG MEADOW

These are currently £3 for 2 hours and under – to cater for dog walkers; and £6 for a full day.

Chairman had visited other parks in the area and the Big Meadow's current price structure falls within those charged in similar recreational parks.

RESOLVED, by a unanimous vote, to recommend the price structure remain unchanged.

6. TO CONSIDER UPDATE ON ACCESS TO THE PONTOON

Following a visit with the purveyor of the pontoon and Avon Navigation Trust (ANT) Officer, it was agreed that the option of digging a track was not viable as it would be too unstable when flooding occurred, with the risk of it disintegrating. A further meeting with the sister company, which deals with access, was to be arranged. However, this was delayed due to flooding and has been scheduled for Monday 23rd February

Following this meeting, ANT will see if their alternative is still viable.

RESOLVED to recommend noting the update

7. TO CONSIDER SPEEDING

A report from Cllr Haberton had been emailed to Committee Members (Clerk not included) at 6.00 pm the evening before the meeting.

The Clerk advised that, as it was not part of the published agenda it could not be considered at this meeting. However, the report could be revised/updated, and form part of the Speeding Item of the next Agenda.

i. Update on speeding surveys

Regrettably, due to sickness in the department, these were late.

Should have results end February

ii. Report from Community Speed Watch?

None submitted – nor have any been submitted to Warwickshire Police

RESOLVED to note the updates and to have Speeding as a regular item on the agenda

8. TO CONSIDER PROPOSAL FOR A “ONE WAY DESIGN” FOR HIGH STREET (WEST)

This had been circulated.

After some discussion it was agreed there was little benefit plus parts of the proposed routes are privately owned

RESOLVED to recommend this not be taken forward

Meeting closed at approx 5.45 pm

Bidford on Avon –

Bidford High Street

Speed Survey Data February 5th – February 18th.

This report summarises the findings of the automatic traffic speed surveys conducted on Bidford High Street outside the Pharmacy and Fosbrooke House. These locations are sensitive areas especially the outside the Pharmacy, due to regular footfall from the Pharmacy users, elderly residents, and visitors to the memorial. The purpose of the survey was to understand traffic speeds, flow, and any potential safety concerns, and to provide evidence based recommendations.

Site 1 Outside Fosbrooke House,

Speed Survey results.

Mean speeds across all vehicles classes are 21-22 mph, below the posted 30mph Speed limit.

The 85th percentile speed (the speed at or below which 85% of vehicles travel) is 26mph, also below the enforcement threshold (typically used by the police usually 35 mph in a 30mph zone)

Southwestbound traffic volumes are significantly higher than northeastbound traffic.

A small minority of vehicles reach higher speeds (up to 55 mph), however these are extremely rare, but are a potential for road safety.

Overall, the data indicates good compliance with the existing 30mph speed limit with no systemic speeding issue.

Key Speed Data

All Directions (All vehicle Classes)

Metric	Value (MPH)
85 th percentile	26mph
Mean Speed	21mph

Interpretation

The Mean and Median speeds are identical (21 mph) indicating a stable and consistent speed profile.

Directional Analysis

Northeastbound

Mean Speed 19mph.

85% percentile speed 23mph

Max speed 45mph

Southwestbound

Mean Speed 22mph.

85% percentile speed 27mph

Max speed 55mph

Southwestbound traffic is both heavier and slightly faster, but still well within acceptable limits.

The higher maximum speeds southwestbound appear to be isolated incidents, not representative of typical behaviour.

Site 2 Outside Pharmacy

High End Speeding

The maximum recorded speed on High Street outside the Pharmacy is 53mph in a High Street environment where pedestrian safety is expected to be High. Even though this is a small minority of vehicles, speeds above 40mph dramatically increase injury severity in any collision.

Southwestbound Traffic

Southwestbound mean speed 20mph.

Southwestbound 85% percentile 26mph

Southwestbound max speed 53mph

Northwestbound max speed 38mph

High Pedestrian -vehicle conflict potential

The location outside the Pharmacy and near a memorial implies:

Frequent short stay parking manoeuvres

Elderly or Mobility-impaired pedestrians

People crossing informally rather than at a controlled point.

The speed survey outside Bidford High Street Outside Fosbrooke House are overwhelmingly compliant with the 30mph speed limit. Traffic Volumes are moderate and the road environment is functioning effectively without the need for major intervention. Vehicle Speed surveys have been conducted at both locations as the results shows. Vehicle speeds are consistent in being Mean Speeds of 22mph – 17mph, with an 85% speed of 25 mph. Based on the results of these two speed surveys traffic is travelling at a speed you would expect if you had a 20 mph Speed Limit in place, the mean speed has to be at or below 24mph as recommended by the Department of Transport.

However, there is some cause for safety concern on Bidford High Street outside the Pharmacy and Memorial, for a number of vehicles who are currently driving at excessive speeds 40 - 53mph within the High Street. Even isolated incidents of vehicles speeding significantly increases collision severity. Lower traffic volumes after 19.00 correlate with higher speeds, increasing the risk of a high-severity incident.

Southwestbound Vehicles are travelling faster and more frequently above 25mph, this direction would require targeted interventions if it were a 20mph Speed Limit.

If the Parish Council were to consider a full 20mph Zone for the main area around High Street further speed data would be required to go forward to WCC and Warwickshire Police if a 20mph Zone was to be considered.

Measures for consideration subject to available funding:

- Enhanced Gateway Features at both ends of High Street reinforce the low-speed environment
- Road Narrowing or Build Outs near the Pharmacy to physically slow vehicles
- Raised Table Crossing or continuous footway treatment- widen existing footpath
Near the Pharmacy and Memorial
- Improved signage/lining.
- Undertake a Public awareness campaign with Parish Council and Businesses/Traders
- Encouragement with local businesses to encourage safe driving/parking with delivery vehicles

Bidford on Avon - Speed Survey Results Analysis

Speed Survey Data February 5th – February 18th.

This report summarises the findings of the automatic traffic speed surveys conducted in Bidford On Avon at various sites. The purpose of these surveys was to understand traffic speeds, flow, and any potential safety concerns, then to provide evidence-based recommendations as required.

Site 1 Salford Road- BIDFORD on Lamp Column 1 - 30mph Speed Limit

Main Road into Bidford on Avon just past 30mph Gateway signing

Eastbound

AM Peak 08.00 – 09.00 85% Speed 32.8 mph Mean Speed 27.5 mph.

PM Peak 17.00 – 18.00 85% Speed 31.5 mph Mean Speed 26.2 mph.

Westbound

AM Peak 08.00 - 09.00 85% Speed 39mph Mean Speed 35mph.

PM Peak 17.00 – 18.00 85% Speed 38.6 mph Mean Speed 32.9 mph.

3.1 Daily Traffic Volumes (All Directions)

Period	Average Daily Two Way Flow (vehicles)
07:00–19:00	8,850
06:00–22:00	10,017
06:00–24:00	10,244
00:00–24:00	10,550

Key point: Salford Road carries in excess of 10,500 vehicles two way per day, indicating it functions as a busy through-route rather than a lightly trafficked local street.

4. Speed Analysis – All Vehicles

Overall Speed Statistics (24-hour)

Metric	Speed (mph)
Mean speed	30.5 mph
85th percentile speed	37.2 mph
Standard deviation	6.5 mph

Interpretation:

- The **mean speed** is slightly above a typical 30 mph limit.
- The **85th percentile speed of 37.2 mph** indicates that a significant proportion of drivers are travelling well above the posted limit, a commonly used indicator of a speeding issue in traffic engineering assessments.

5. Directional Speed Analysis

Eastbound Traffic (24-hour)

Metric	Speed (mph)
Mean speed	27.4 mph
85th percentile speed	32.7 mph
Average daily flow	5,327 vehicles

Westbound Traffic (24-hour)

Metric	Speed (mph)
Mean speed	33.6 mph
85th percentile speed	39.5 mph
Average daily flow	5,223 vehicles

Key observation:

Westbound traffic is travelling **substantially faster** than eastbound traffic, with an 85th percentile speed almost **10 mph higher** than eastbound. This strongly suggests a **directional speeding issue**, potentially linked to road geometry, visibility, or vehicles exiting the built up area of Bidford.

6. Peak Period Performance [commuter-driven]

AM Peak

- **Peak hour volume:** 730 vehicles (08:00–09:00)
- **Associated 85th percentile speeds:** up to **44.6 mph** recorded within peak periods.

PM Peak

- **Peak hour volume:** 869 vehicles (16:00–17:00)
- **Mean speeds:** approximately **30.3 mph**.
- **85th percentile speeds:** approximately **37.0 mph**

Concern:

High traffic volumes combined with elevated 85th percentile speeds during peak hours increase risk to pedestrians, cyclists, and residents accessing the highway.

7. Evidence of Speeding

The following indicators point to a clear speeding issue:

- 85th percentile speeds **consistently exceed 35 mph.**
- Westbound 85th percentile speed reaches **39.5 mph.**
- Significant numbers of vehicles recorded in **40–45 mph, 45–50 mph, and >50 mph** speed bands Wet Bound.

These results suggest speeding is **systemic rather than occasional.**

8. Conclusion

The speed survey on Salford Road, Bidford demonstrates **high traffic volumes and clear evidence of speeding**, particularly in the westbound direction. The **85th percentile speeds significantly exceed typical acceptable thresholds**, supporting the case for further action to improve safety and reduce vehicle speeds.

The location of the speed survey would benefit to be moved further down Salford Road towards Bidford to see if vehicle speeds remain within the speeds above. To see if the 85 % speeds of vehicles are similar, as this would require consideration of speed enforcement within this 30mph Section of road.

Site 2 Tower Hill BIDFORD on LC on Hill – 30 mph Speed Limit - Main Road into Bidford on Avon from Stratford

Eastbound

AM Peak 08.00 – 09.00 85% Speed 36 mph Mean Speed 31.7 mph.

PM Peak 17.00 – 18.00 85% Speed 35.4 mph Mean Speed 30.7 mph.

Westbound

AM Peak 08.00 - 09.00 85% Speed 34 mph Mean Speed 30.6 mph.

PM Peak 17.00 – 18.00 85% Speed 32.9 mph Mean Speed 30 mph.

1. Strong daily traffic pattern (commuter-driven)

Traffic volumes follow a **clear weekday commuter profile**:

- **Low overnight flows** between **00:00–05:00**, typically under 30 vehicles per hour.
- **Rapid increase from 06:00**, with volumes rising sharply.
- **Morning peak** occurs between **08:00–11:00**, with hourly flows reaching around **640 vehicles** at their highest.
- **Afternoon / evening peak** is stronger, peaking around **16:00–17:00**, with a maximum hourly flow of **783 vehicles**.
- Volumes decline steadily after **18:00**.

Trend: This indicates the route is primarily used for **work and school-related trips rather than leisure traffic**.

2. Speeds decrease as traffic increases

There is a **clear inverse relationship between flow and speed**:

- **Overnight / early morning:**
 - Mean speeds are highest, typically **33–35 mph**,
 - 85th percentile speeds often exceed **40 mph**.
- **Peak periods (07:00–18:00):**
 - Mean speeds drop to around **29–31 mph**.
 - Speed variability (standard deviation) is lower, suggesting more uniform, platooned traffic.

Trend: This pattern strongly suggests **congestion-induced speed control**, rather than enforcement or physical constraints alone.

3. Consistent speeding above 30 mph

Across the full 24-hour period:

- The **mean speed** is approximately **30.6 mph**.
- The **85th percentile speed** is about **34.7 mph**.
- A substantial proportion of vehicles fall into the **30–35 mph and 35–40 mph bins**, even during busy periods.
- Vehicles exceeding **40 mph** are present in all time periods, though more common overnight.

Trend: This indicates **systematic non-compliance** if the intended speed limit is 30 mph, rather than occasional or isolated speeding.

4. Directional differences (Eastbound vs Westbound)

There is a **consistent directional asymmetry**:

- **Eastbound traffic:**
 - Slightly **higher mean and 85th percentile speeds**.
 - Greater speed dispersion (higher standard deviation).
- **Westbound traffic:**
 - Marginally **lower speeds**, especially during peak periods.
 - More tightly grouped speeds, suggesting stronger congestion or physical restraint.

Trend: This may point to **road geometry, gradient, visibility, or downstream junction effects** influencing driver behaviour differently by direction.

5. Peaks are volume-driven, not speed-driven

During both AM and PM peak periods:

- Peak **volume hours** do **not** coincide with peak speeds.
- The highest speeds consistently occur **outside peak demand**, especially overnight.
- This reinforces that **traffic demand**, rather than enforcement or weather, is the dominant control on speed.

6. Stability across the 2-week period

The aggregated daily summaries (07–19, 06–22, 06–24, 00–24):

- Show **small variation** in mean speed (≈ 30.3 – 30.9 mph).
- Total daily flows are consistent ($\approx 8,700$ – $9,100$ vehicles).
- No abnormal spikes or suppressed days are flagged.
- No holidays or special events affected the dataset.

Trend: This suggests the trends observed are **representative and reliable**, not distorted by one-off conditions.

Summary

Vehicle speeds travelling into Bidford on Tower Hill are approaching Bidford downhill on a bend, single carriageway with hatching in the middle of the road, and double white lines further up the Hill. Vehicles on this approach are travelling in the 30mph Speed Limit, giving good Mean Speeds throughout the day. Vehicles travelling out of Bidford on Avon on Tower Hill are accelerating to gain momentum up Tower Hill but not exceeding the level of enforcement for the Police to act.

Site 3 Waterloo Road -BIDFORD North of Roundabout – 30 mph Speed Limit Main Road into Bidford from Wixford

Northwest bound

AM Peak 08.00 – 09.00 85% Speed 30.2 mph Mean Speed 25.5 mph.

PM Peak 17.00 – 18.00 85% Speed 29.5 mph Mean Speed 25.2 mph.

Southeast bound

AM Peak 08.00 - 09.00 85% Speed 32.6 mph Mean Speed 27.6 mph.

PM Peak 17.00 – 18.00 85% Speed 30.7 mph Mean Speed 26 mph.

1. Strong daily traffic pattern (commuter peaks)

Across **all directions combined**, traffic volumes follow a very typical weekday profile:

- **Lowest volumes overnight** (00:00–05:00), with fewer than ~10 vehicles per hour.
- **Sharp increase from 06:00**, rising rapidly into the morning.
- **AM peak** occurs around **08:00**, with the **highest hourly volume of 354 vehicles**.
- Volumes remain high through the middle of the day.
- **PM peak** occurs between **16:00–17:00**, with a maximum of **352 vehicles at 16:00**.
- Traffic tails off steadily after 19:00.

Trend: This location is clearly influenced by **commuter and school-related travel**, with predictable morning and afternoon peaks.

2. Speeds reduce as traffic volume increases

There is a **consistent inverse relationship between flow and speed**:

- **Overnight / low flow periods:**
 - Mean speeds typically **28–30 mph**.
 - 85th percentile speeds up to **40.8 mph** (e.g. 02:00)
- **Peak periods (07:00–17:00):**
 - Mean speeds drop to **~25–26 mph**.
 - 85th percentile speeds typically **30–32 mph**

Trend: Higher congestion during peak hours naturally suppresses speeds, even though this is a fast road outside busy times.

3. Majority of vehicles travel between 25–35 mph

Looking at the speed distribution across the full day (00–24):

- The **largest volume of traffic consistently falls in the 25–30 mph and 30–35 mph bands.**
- Very few vehicles exceed **40 mph.**
- **>50 mph readings are extremely rare** (only 1–4 vehicles across the full dataset)

Trend: Most drivers are travelling close to a **30-mph environment**, even during off-peak periods.

4. Directional differences are modest but consistent

Southeastbound

- Total daily flow (00–24): **1,976 vehicles**
- Mean speed: **26.4 mph.**
- AM peak volume: **168 vehicles**
- PM peak volume: **182 vehicles**

Northwestbound

- Total daily flow (00–24): **1,953 vehicles**
- Mean speed: **25.7 mph.**
- AM peak volume: **186 vehicles**
- PM peak volume: **177 vehicles**

Trend:

- Traffic volumes are **very balanced by direction.**
- Northwestbound shows **slightly higher AM peak demand**, while Southeastbound is marginally higher in the PM.
- Speed behaviour is broadly similar in both directions.

5. Limited evidence of speeding issues

Key indicators:

- **85th percentile speed (all directions, 24-hour average): ~31 mph**
- Mean speed: **~26 mph.**
- Very small counts above **40 mph**, and almost none above **45 mph**

Trend:

This suggests **good general compliance**, with limited high-end speeding. The few higher speeds mostly occur during low-flow night-time hours.

6. Very stable pattern over the survey period

The aggregated summaries (07–19, 06–22, 06–24, 00–24) show:

- Minimal variation in:
 - Mean speed (≈ 25.8 – 26.1 mph)
 - 85th percentile speed (≈ 30.6 – 31.0 mph)
 - Speed distribution proportions.
- **Trend:** Traffic behaviour is **highly consistent day-to-day**, with no anomalies, events, or holiday effects recorded. Most vehicles travel in the 25–35 mph range.

Summary

The location of the speed survey was located between the roundabout and give & take on Waterloo Road. The roundabout and chicane are keeping vehicle speeds lower along this section of Waterloo Road. Recommendation would be to undertake a further speed survey on Waterloo Road near to its junction with St Lawrence Way to see if vehicle speeds are within guidelines at this point in the road. It may be that vehicle speeds could be higher at this location.

Site 4 Victoria Road BIDFORD near junction with Stepping Stones – 30 mph Speed Limit Road into Bidford from Wixford

Northwest bound

AM Peak 08.00 – 09.00 85% Speed 29.7 mph Mean Speed 25.3 mph.

PM Peak 17.00 – 18.00 85% Speed 30 mph Mean Speed 24.9 mph.

Southeast bound

AM Peak 08.00 - 09.00 85% Speed 29.3 mph Mean Speed 24.2 mph.

PM Peak 17.00 – 18.00 85% Speed 28.8 mph Mean Speed 24 mph.

1) Strong “commuter-style” daily volume pattern (AM + PM peaks)

Across **all directions**, hourly flow is very low overnight (e.g., **00:00–04:00** is single-digits) and rises sharply from **06:00**, staying high through the daytime.

- **AM peak volume** is flagged at **11:00** with **126 vehicles/hour** (all directions).
- **PM peak volume** is flagged at **16:00** with **154 vehicles/hour** (all directions).
- The “high plateau” is **08:00–18:00**, where flows commonly sit around ~100–150/hour.

Trend: This looks like a road with **daytime-dominant activity** and a **clear afternoon maximum**.

2) Speeds are stable in the day, higher at night

All directions

- During the busiest daytime hours (**08:00–18:00**), **Mean Speed** is very consistent around **~24–25 mph**, and **85th percentile** is around **~29–30 mph**.
- Overnight, with very low flows, the **85th percentile increases** (e.g., midnight hour shows **85th ≈ 41.1 mph**, mean **≈ 32.4 mph**, albeit on tiny volumes).

Trend: **Lower traffic** → **higher speeds** (especially reflected in the 85th percentile), while daytime speeds remain **remarkably steady** despite volume changes.

3) Most vehicles are in the 25–35 mph bands; very little >40 mph in daytime

Looking at the “speed bins” counts by hour (all directions), the bulk of vehicles sit in:

- **25–30 mph** and **30–35 mph** bins during daytime peaks (these bins dominate the counts).
- **40+ mph** counts appear **rare** in daytime hours and show up more in the low-flow night hours (when the 85th percentile climbs).

Trend: The distribution is **concentrated around the high-20s/low-30s mph**, with a **thin high-speed tail** that is more visible at night.

4) Directional split is almost perfectly balanced overall

Daily/period totals show (00–24):

- **Northwestbound: 866** vehicles
- **Southeastbound: 867** vehicles

That is 50/50 in total traffic over the averaging period.

Trend: No strong directional dominance overall — it is a symmetric two-way demand.

5) Directional peak timing differs slightly (useful operationally)

The sheet's "Peak" sections indicate:

Northwestbound

- AM peak volume at **11:00** (peak volume **64**)
- PM peak volume at **15:00** (peak volume **85**)

Southeastbound

- AM peak volume at **10:00** (peak volume **62**)
- PM peak volume at **17:00** (peak volume **83**)

Trend: The **PM peak shifts later** in the Southeastbound direction (17:00) compared with Northwestbound (15:00), suggesting different trip patterns by direction.

6) Overall summary stats (all-day) are very consistent

The summary lines show (all directions):

- **00–24 Mean Speed ~24.7 mph, 85th ~29.9 mph, Std Dev ~5.8**
And by direction:
- **Northwestbound (00–24):** mean ~25.5, 85th ~30.4
- **Southeastbound (00–24):** mean ~23.8, 85th ~29.3

Trend: Northwestbound runs **slightly faster on average** than Southeastbound (by ~1–2 mph on the mean/85th measures).

Quick "what this suggests."

- **Volume trend:** Daytime-dominant, with a pronounced **afternoon peak**.

- **Speed trend: Stable daytime speeds, higher night speeds** when volumes are low.
- **Distribution trend: Most traffic clusters around 25–35 mph.**
- **Directional trend: Balanced demand, but with slightly different peak hours and slightly higher speeds NW bound.**
-

Summary Vehicle speeds along Victoria Road near Stepping Stones is compliant to the speed limit. Suggestion would be that a further speed survey be requested near The Meadows to see if vehicle speeds are similar at this point.

Bidford-on-Avon

Feasibility study on the proposed realignment and use of the junction of High St and the B439.

23 February 2021

AUTHORISATION SHEET

Location: Bidford on Avon, Warwickshire.

Project: Removal of No Right Ban off the B439 (Tower Hill) into High St, removal of Bus Lane at the Junction of High St/B439 (Tower Hill) Revoking the One-way system on Icknield St. Introducing a No Right Turn ban for vehicles egressing from the Co-op Carpark at the west end of the town on the B439.

PREPARED BY:

Name: Marcus Alford-Longley

Position: Senior Engineer

Organisation: Warwickshire County Council

Date: 01/03/2021

APPROVED BY:

Name: Jo Edwards

Position: Lead Commissioner

Organisation: Warwickshire County Council

Signed: *Jo Edwards*

Date: 08/03/2021

1. INTRODUCTION

This report results from a request from Bidford-on-Avon Parish Council for a feasibility study on revoking the No Right Turn ban off the B439 Tower Hill onto the High street (East end Junction) removal of the Bus Lane on High Street Revoking the One-way system on Icknield St. And introducing a No Right Turn ban for vehicles egressing from the Co-op Carpark at the west end of the town on the B439. Traffic and Road Safety Team (TRS Team) have conducted a site visit at these locations and the following findings and proposed plan are outlined within this report.

2. SUMMARY OF PROPOSED OPTIONS

In brief the scheme will consist of

- Removal and relining of the carriageway markings on the B439 to allow for vehicles to turn right into High Street from the B439 (Tower Hill).
- Re-alignment of the Bell mouth priority junction where High St joins the B439 to reduce the entry speed for vehicles entering the junction travelling west bound and allowing easier movement for vehicles entering and egressing the junction.
- Revoking of the No Right Turn ban of the B439 onto High St.
- Revoking and removal of the Bus Lane on High St to allow for two-way movement of traffic.

3. PARISH COUNCIL REQUESTS THAT HAVE BEEN REJECTED BY THE TRAFFIC AND ROAD SAFETY TEAM.

- **REVOKING/REVERSAL of the One-way system along Icknield St.**
This request has been rejected on safety grounds due to the limited visibility for and turning space for vehicles trying to egress from Icknield St onto High St. The concerns of the TRS Team were that if the One-way system was revoked, this could result in an increase to collisions due the limited carriageway width of High Street and the poor visibility at this junction. As shown in the images below.



- **INTROUCTION OF A NO RIGHT TURN BAN FROM CO-OP CARPARK ONTO THE B439.**

This request was rejected on safety grounds, as a physical feature would have to be constructed within the B439 carriageway which would reduce and impede the central ghost turning lane for vehicles trying to enter the carpark traveling in a westbound direction. Constructing a traffic island within the carpark entrance with its junction with the B439 encouraging egressing vehicles to only turn right would have implications for larger and delivery vehicles entering and egressing the site as the bell mouth width would be reduced to accommodate the island, which could result in vehicles mounting the footway/island leading to vehicles and pedestrian conflict. The Co-op would have to be informed and will have to agree to all the proposed changes to the carriageway that will affect their carpark entrance. Any works that are carried out on their land will have to be funded fully by the Co-op or an agreement written up between Bidford on Avon Parish Council and the Co-op stating the Bidford Parish Council will also fund any alterations made on the Co-op land and entrance as part of this scheme.

4. CONSULTATION REQUIREMENTS

There will be a need for a public statutory consultation for the proposal of removing the Right Turn Ban, Bus Lane and the realignment of the High St junction with the B439; however consideration should be given for the Parish Council to conduct an informal public consultation on the proposed scheme with the local community to ensure that the majority of the residents of Bidford-on-Avon are in favour of these changes to the carriageway layout and any objections raised to the scheme can be resolved before proceeding with the full statutory consultation for the proposed scheme as this would provide a transparent process.

5. SCHEME APPRAISAL

The Scheme has several necessary requirements for the scheme to be successfully delivered:

Traffic Regulation Orders (TRO's)

The existing TRO's will have to be revoked for the scheme to operate safely and legally:

- No Right turn Band from the B439 into High Street (East end of High St)
- No vehicle access on High St from its junction with Icknield St to its junction with the B439 with the exception of buses and vehicles trying to access the properties on Tower Close and Quinneys Lane.

Junction modelling

Further investigation work is needed to assess junction modelling and micro simulation of the area to ensure that the revised layout does not affect traffic flow and capacity substantially. Further mitigation measures may be necessary as a result of this investigation which may alter the plans and/or require additional scheme costs.

Street lighting

The removal of several illuminated traffic regulator signs and posts will have to be removed as part of the proposed scheme and a street lighting assessment will have to be carried out at the realigned High St and B439 junction to ensure that there is sufficient illumination at this junction for vehicles to navigate the road layout in a safe and controlled manner.

6. ROAD SAFETY

Collision History

No collisions have been identified within the junction extents in the last 5 years, but it has been noted that 4 slight Personal injury claims (PIC's) have been recorded at the junction of the B439 and Waterloo Road. 3 of these PIC's were due to Failure to Give Way of vehicles egressing Waterloo Road and the other PIC resulted in a pedestrian crossing the B439 being struck by a vehicle travelling east bound along the B439. There may be scope in the proposed scheme to enhance and improve this junction.

ESTIMATE OF THE PROPOSED SCHEME.

As this proposed scheme is only at the concept stage it is difficult to provide a full estimate of what the total cost of these improvements will be. Looking at the costs for similar scheme that have been implemented the estimated cost for this scheme would start around £50,000 ranging up to £450,000, this is depending on the scale of improvement works carried out. But the total cost of the scheme would include the items listed below:

1. All legal costs (including the Statutory Consultation and the revoking of the existing TRO's)
2. All the officer's time spent on the scheme.
3. All the Design works carried out on the scheme.
4. Road Safety Audits that will have to carried out on the scheme.
5. Construction of scheme (including all the works carried out by external utility companies)

7. PROPOSED PLAN.

