

Harvington Neighbourhood Plan

Notes on Transport and Highways 9 May 2015.

Issues

- public transport - number of routes, frequency of service, how to protect what we have, how to reduce number of car borne journeys
- walking/cycling - how to open up more pedestrian and cycle friendly routes, how to promote and encourage walking to school
- traffic speeds - how to reduce, creation of home zones
- Parking - is this an issue that people are concerned about?
- Signage - is it clear enough, do we have enough, could we do with more or less?

1. Only one bus route runs through the village being operated by Stagecoach Warwickshire. The route connects the village to Evesham via Norton and to Stratford on Avon via Iron Cross, Salford Priors and Bidford on Avon. The service runs at half hourly intervals Monday to Friday, and at approximately two hour intervals on Sundays. The service does not operate into the late evening, the last bus from Stratford on Avon to Evesham departs at 18.10 hours arriving into Evesham at 19.00 hours. The last service from Evesham departs at 19.20 hours arriving into Stratford on Avon at 20.03 hours. This is very restrictive to people working or in evening education beyond these times requiring the use of alternative private transport.

On Sundays there are five services in each direction, the Stratford on Avon to Evesham service being extended to Pershore. The last bus departs Stratford on Avon for Pershore at 17.10 hours and returns from Pershore at 18.10 hours arriving into Stratford on Avon at 19.10 hours.

2. There are 2 principle roads traversing the Parish being the A435 Birmingham to Evesham Principal Road and the B4088, a minor road connecting Bidford and Salford Priors to Norton. Access to the village from the A435 is along Village Street and to the village from the B4088 along Crest Hill or Stratford Road depending on the direction of travel.

A manual traffic survey was undertaken in October 2014 at two locations being the junction of Village Street and the A435 and the junction between the B4088 and Crest Hill. The morning count being undertaken between 07.00 and 10.00, the afternoon count being taken between 14.30 and 18.30. The objectives of the survey was to determine:-

- a. The traffic flows through the village at peak times.
- b. The Village use of sustainable modes of transport.
- c. The reliability of public transport.
- d. The difference in vehicular traffic between school days and non-school days affecting the village.

The survey showed that total traffic flow for the period was 3479 vehicles on Crest Hill and 15543 vehicles on Village Street, the peak time flows on Crest Hill were 2.9 veh/min between 08.30 and 09.00, cycle movements around rush hours and school times were deemed at less than 1% of traffic flows and predominantly motor cycles. Punctuality of the bus service was assessed at 59%. The average passenger numbers was less than 10 persons.

3. From the above it can be seen that the existing usage of sustainable transport in accordance with the National Planning Policy Framework, being public transport, cycling is not met.

4. Parking is also an issue in Village Street during the morning drop off, and evening collection to and from school, although double yellow lines have been painted immediately in front of, and to the sides of the school. This has served however to push the parked cars further down Station Road and Village Street.

5. Speed is also an issue especially on Crest Hill where a recent VaS Camera noted that between 47% and 56% of all vehicles were exceeding the 30mph speed limit with an average of 53%. This shows every other vehicle exceeds the speed limit.

6. Roadside footpaths within the village are either non-existent or narrow to varying degrees. It is not possible for two pedestrians to walk side by side on the vast majority of the footpaths, forcing pedestrians onto the roadway with its inherent dangers.