



© 2017 Google



- SPEEDING
- PEDESTRIAN ACCESS
- VISIBILITY
- SIGNAGE



- CONGESTION AT SCHOOL DROP-OFF / PICK UP
- PARKING CONTROL
- RESIDENT PARKING

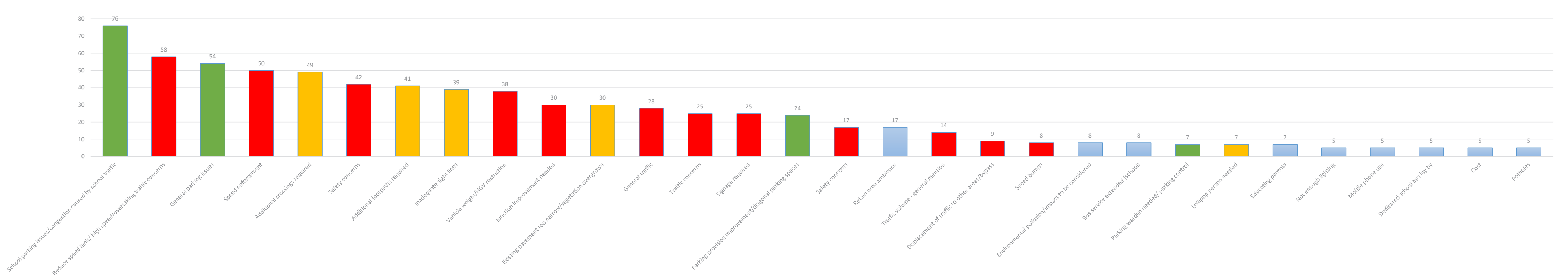


- SCHOOL PARKING
- CAPACITY
- SCHOOL STAFF PARKING
- LACK OF MANAGEMENT



- HIGH SPEED VEHICLES
- PEDESTRIAN SAFETY
- POOR VISIBILITY
- VILLAGE SEVERANCE
- LAYBY PARKING

Results of the Berkswell Village Consultation - 18th March 2017







PLANTED LANE DIVIDERS

- will alert motorists of the junction as they approach
- create safe refuges for pedestrian crossing
- planting reflects rural context
- low maintenance, evergreen, ornamental grasses



ROAD REALIGNMENTS

- Meriden Road
- reduce vehicle speeds along Meriden Road by introducing horizontal and vertical deflection by realigning road and introducing a raised table
  - push carriageway into layby area to allow introduction of central, planted island (loss of some layby parking capacity), or
  - introduce narrower paved island (option 2)
  - push carriageway towards The Bear, taking grass verge area, to improve visibility along Spencers Lane



RAISED TABLE

- change in surface material improves visibility of crossroads
- physically reduces vehicle speeds



ROAD REALIGNMENTS

- Lavender Hall Lane
- reduce roads speeds into Berkswell with horizontal deflection of build outs on both sides of the road, slowing vehicles in both directions



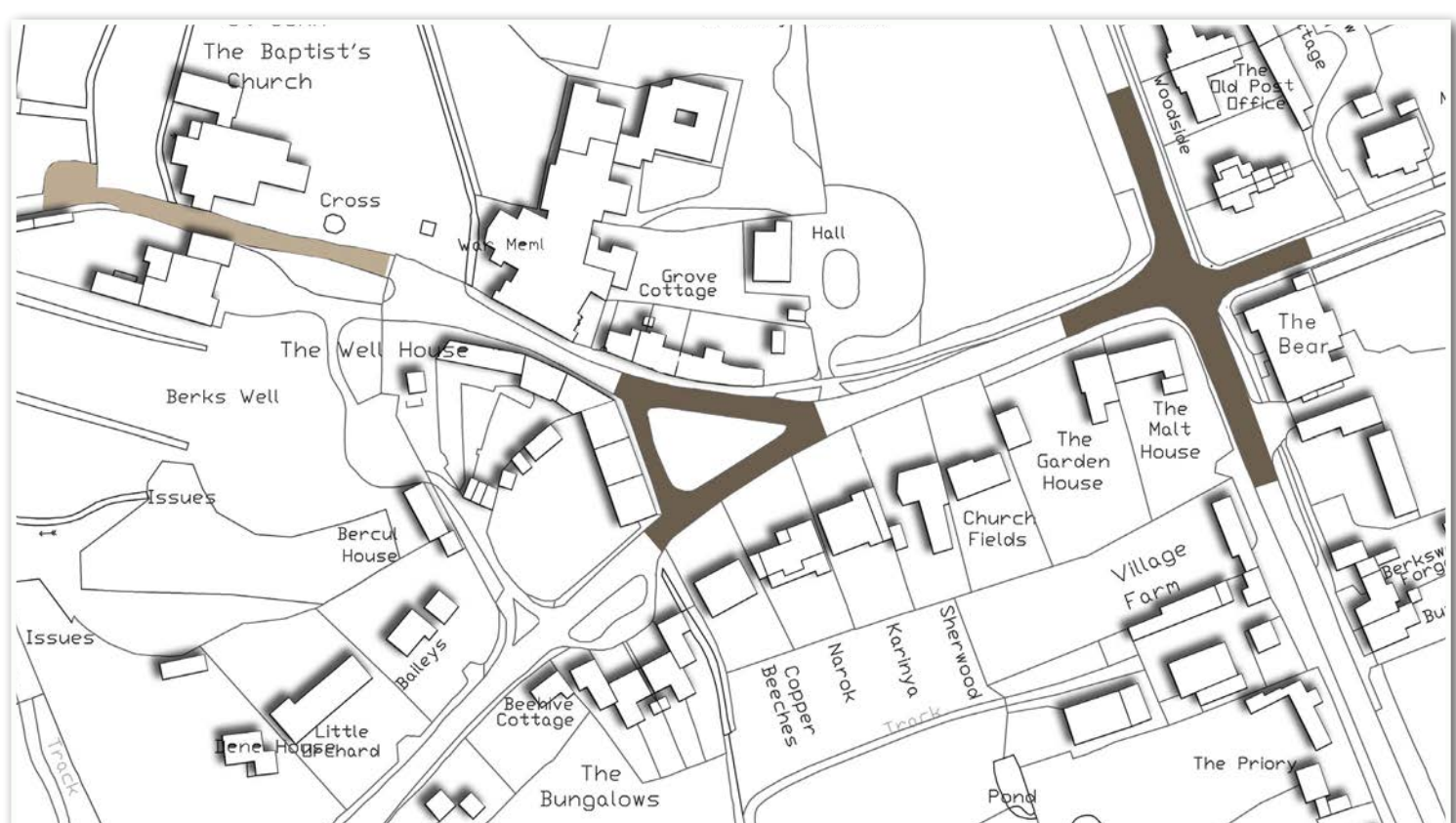


## EXISTING VILLAGE GATEWAY

- existing stone gateways are screened by tall vegetation and the stone blends into the background

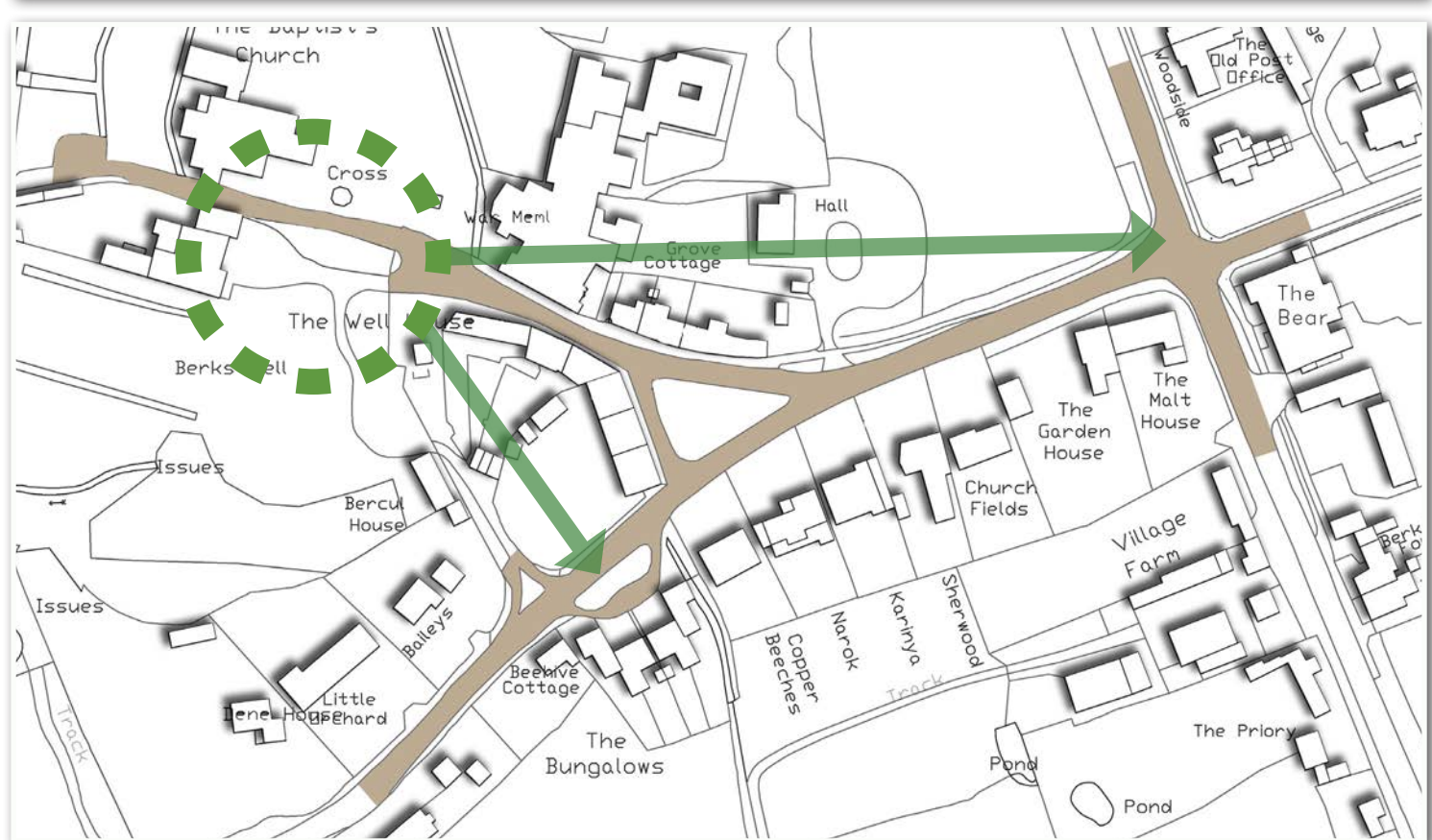
## PROPOSED GATEWAYS

- larger signs remain visible above tall vegetation
- visually contrasting materials (e.g. painted timber) increase visibility
- change in surface across the road at gateway locations increases visibility and the perception of an entrance to the village
- could be combined with traffic calming build-outs



## RE-SURFACING - new materials at the village green and the crossroads

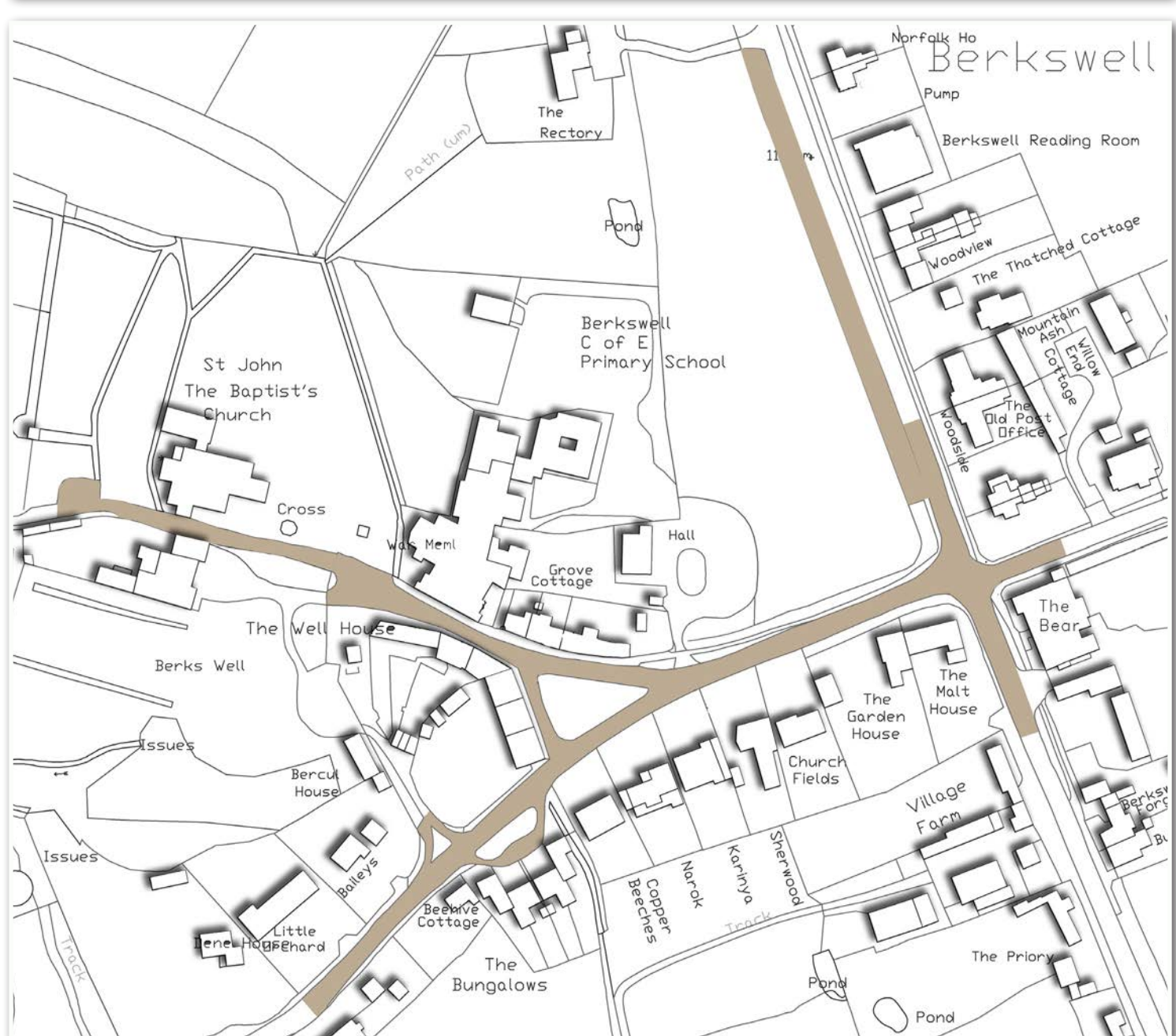
- change in road surface material reinforces village character and speed restriction area
- material colour close to existing road colour, e.g. granite setts



## ROAD RE-SURFACING

### Change in surface material:

- highlights the junction, encouraging drivers to reduce speed
- increases the perception of the crossroads as part of Berkswell village
- visually unites the village across the crossroads
- use existing road surface treatment from Church Lane or materials sensitive to the local context, e.g. granite setts



## RE-SURFACING - extending the existing surface from the church for visual continuity

- change in surface material reinforces speed restriction area, village character and unites the village either side of Meriden Road
- re-surfacing the layby will extend the perception of the village extents, define parking from the carriageway - change perception of road width
- re-surface layby parking (using permeable material) and add street furniture (e.g. timber bollards) to extend village character







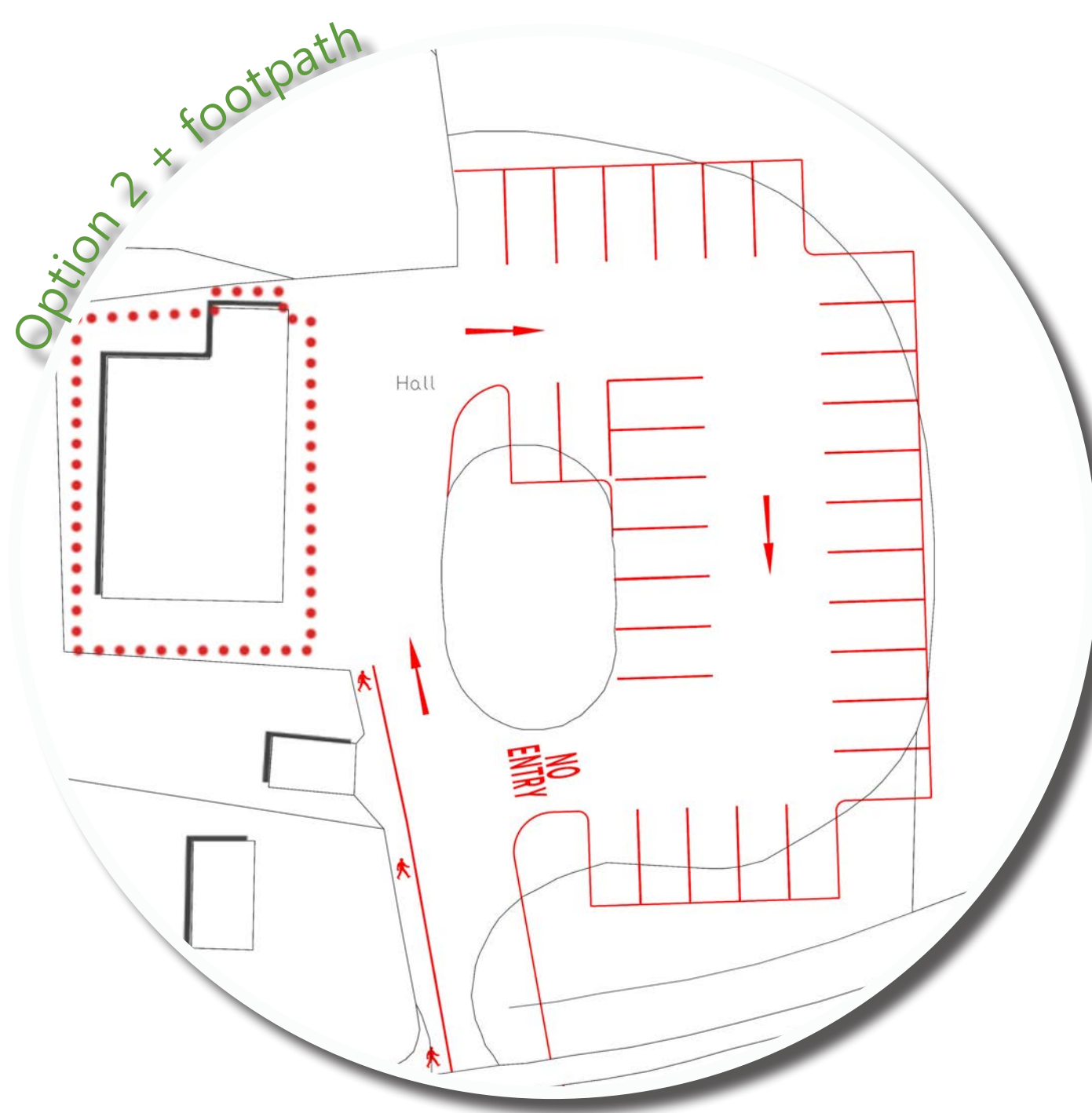
Option 1 - formalising the layout



OPTION 1 - extended car park area & widened entrance

- white lining formalises the layout
- enforces the need to park properly
- widened entrance with gate posts
- two-way entrance/exit
- one-way system through car park reduces congestion
- defined parking spaces (31No.)
- defined drop-off area
- congestion at the entrance is removed, resulting in faster turnaround of dropping off and collecting pupils, and reduced duration of congestion
- slightly increases capacity
- gate posts define entrance
- improved visibility of entrance, encouraging use
- widened entrance reduces congestion

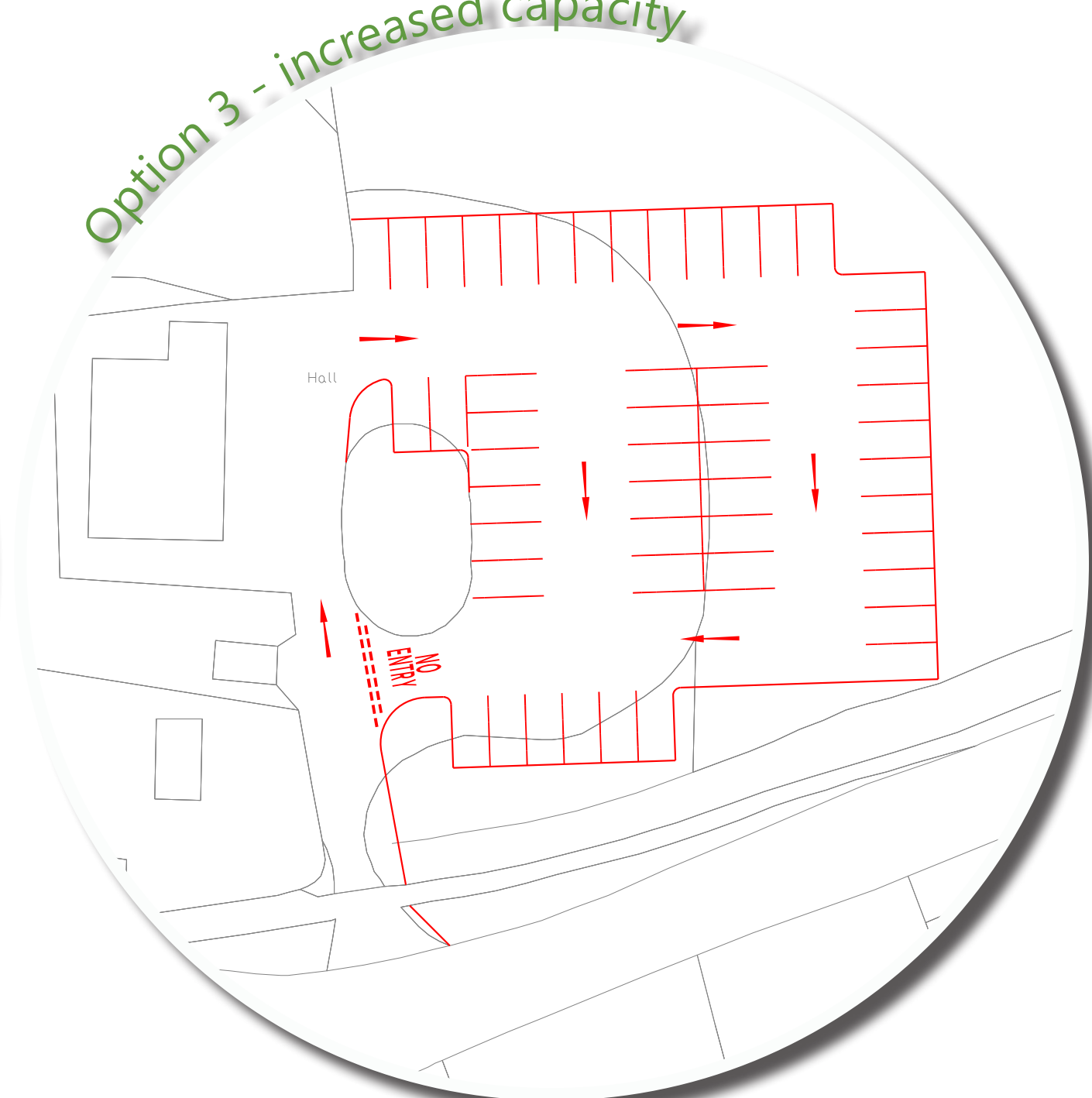
Option 2 + footpath



OPTION 2 - Option 1 plus footpath

- further widened entrance allows room for a defined footpath

Option 3 - increased capacity

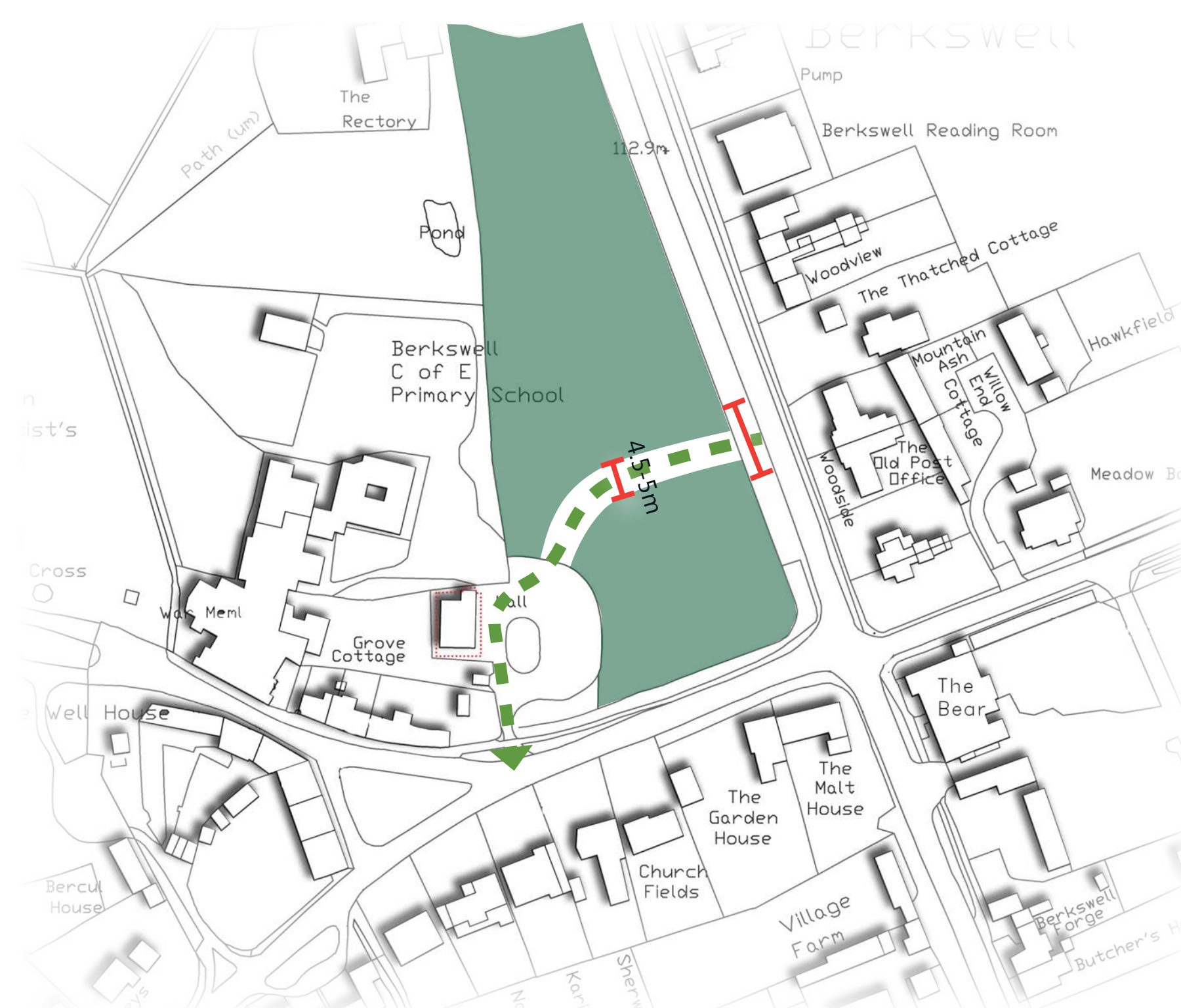


OPTION 3 - Increased capacity

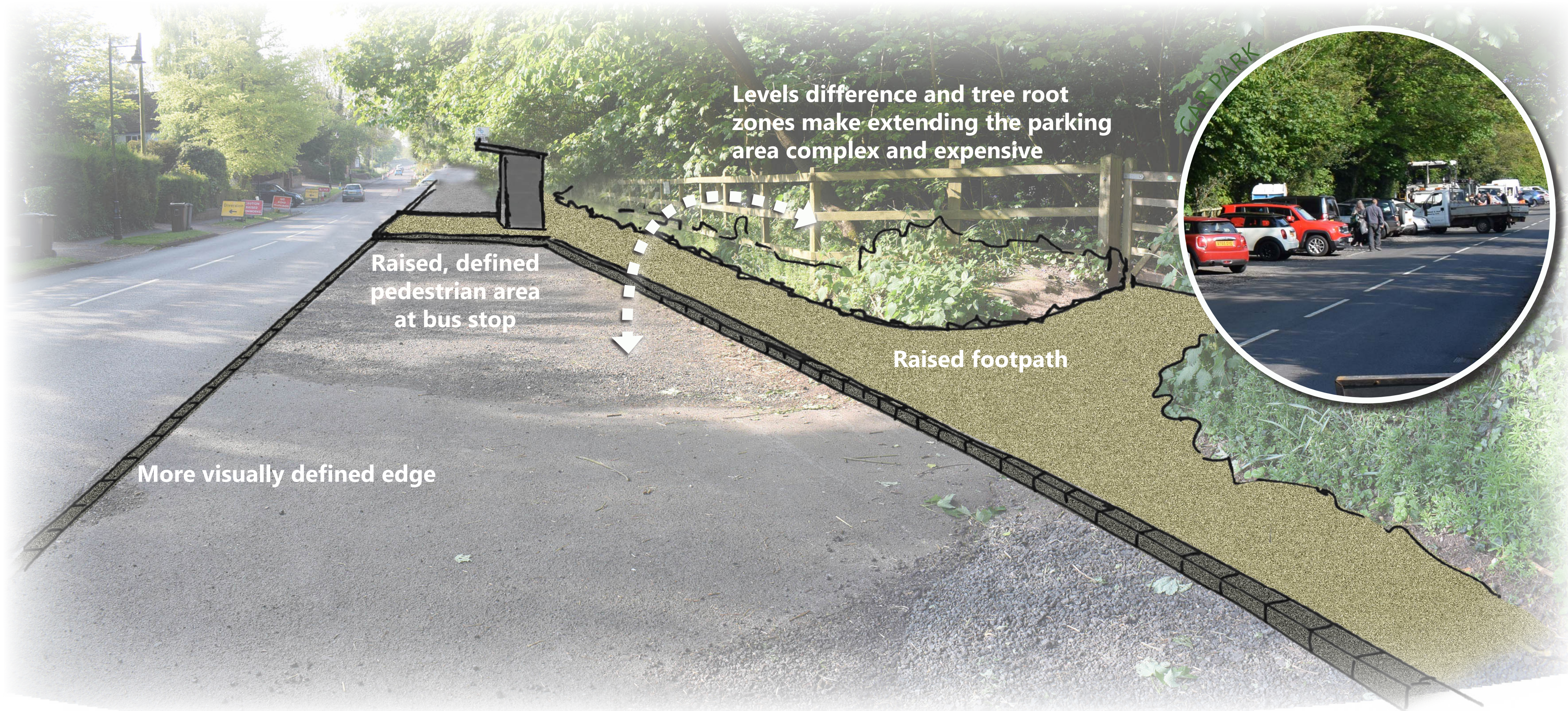
- potential to extend option 1 layout to increase size and capacity
- requires loss of area of woodland

## ADDITIONAL ACCESS FROM MERIDEN ROAD

- the additional junction would increase the manoeuvres and conflicting turns near to the existing crossroads
- a minimum 4.5m width road would be required, with resultant tree removal
- further trees may need to be removed due to impact on root zone
- existing layby parking would be reduced by 5 spaces min. for the new junction

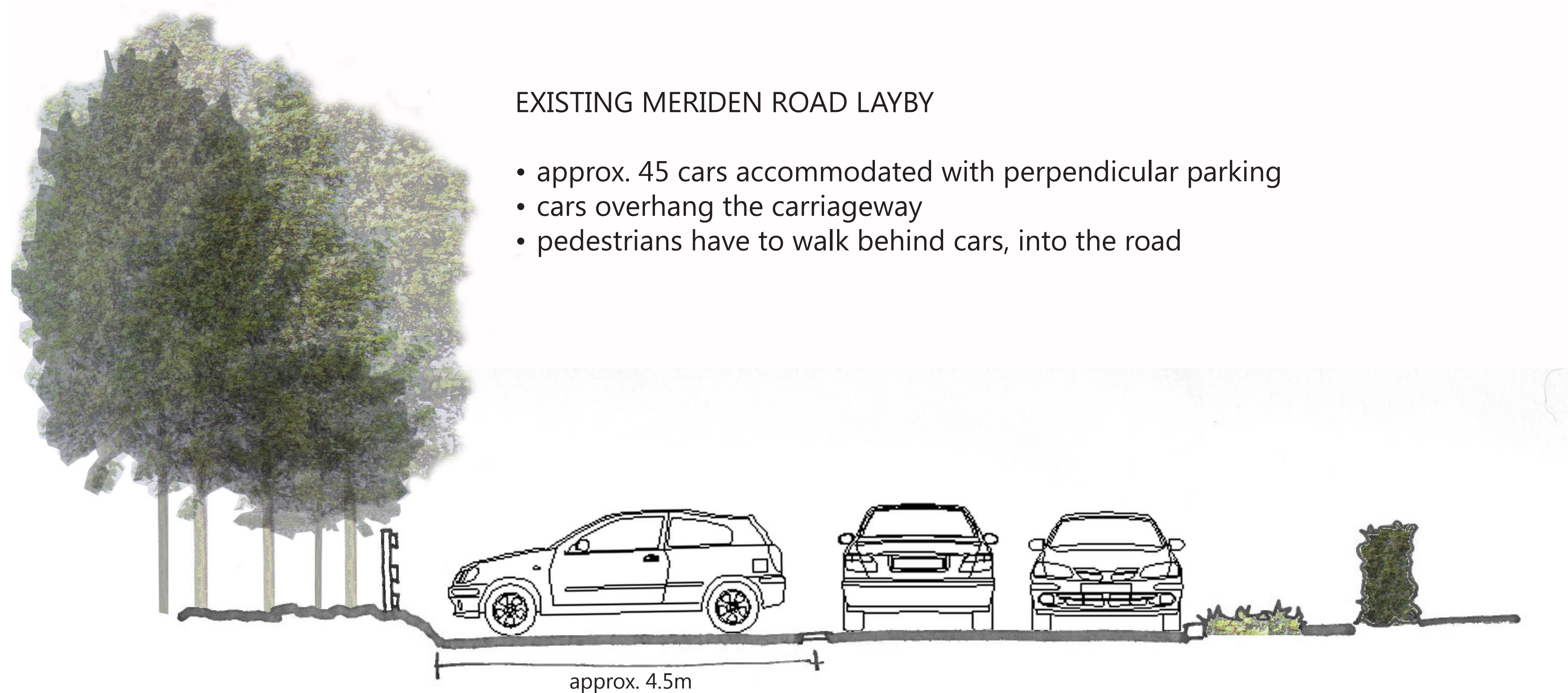






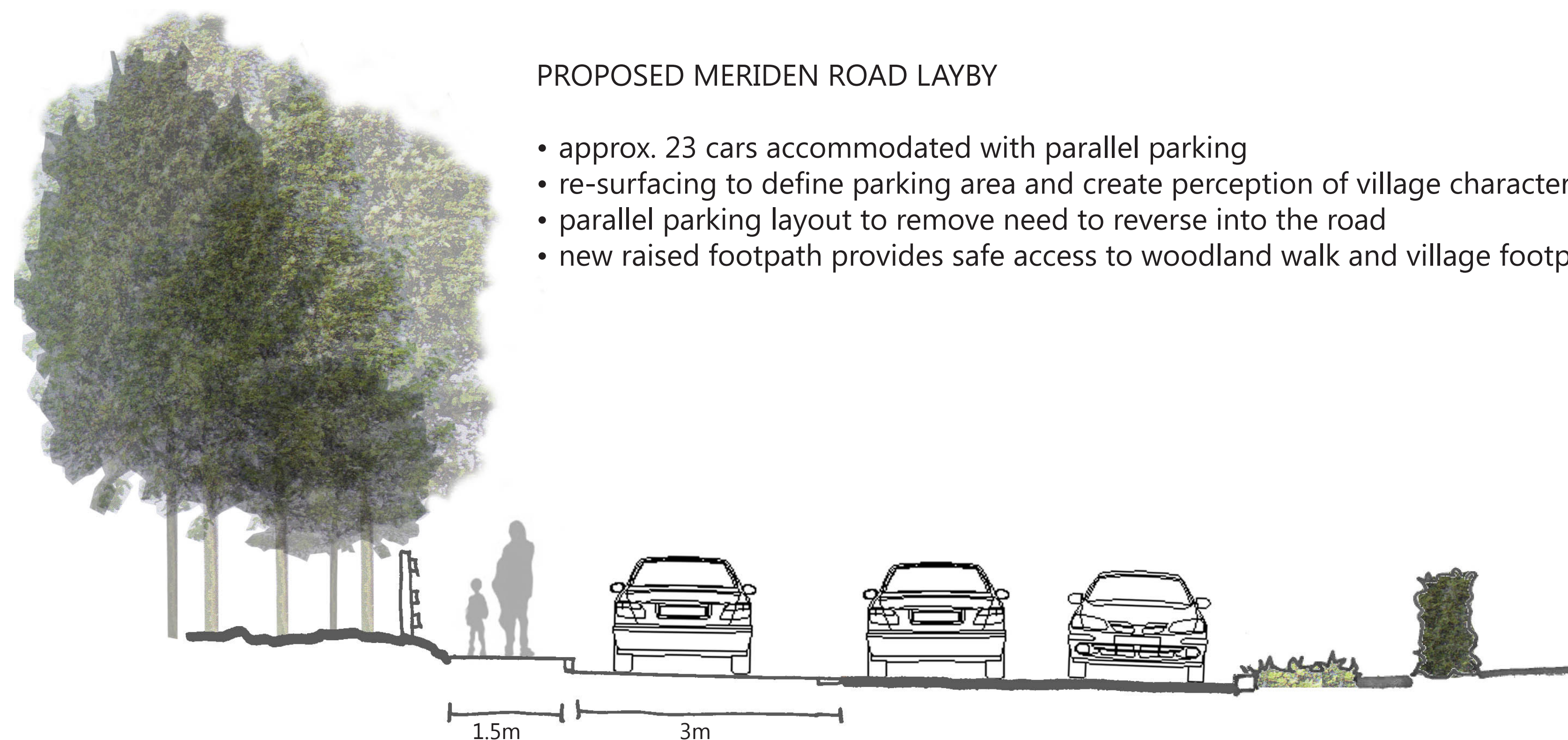
## EXISTING MERIDEN ROAD LAYBY

- approx. 45 cars accommodated with perpendicular parking
- cars overhang the carriageway
- pedestrians have to walk behind cars, into the road

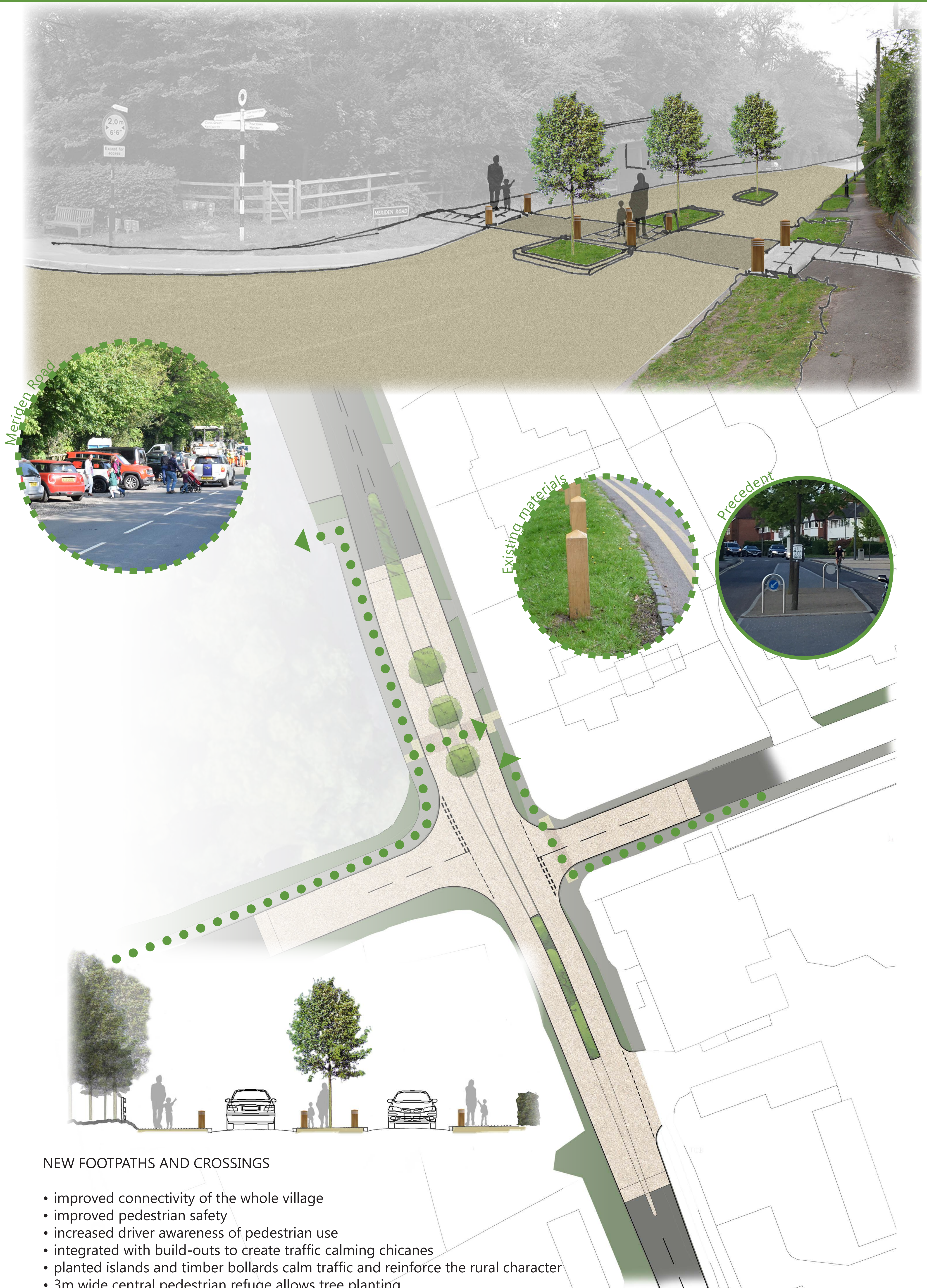


## PROPOSED MERIDEN ROAD LAYBY

- approx. 23 cars accommodated with parallel parking
- re-surfacing to define parking area and create perception of village character
- parallel parking layout to remove need to reverse into the road
- new raised footpath provides safe access to woodland walk and village footpath







## NEW FOOTPATHS AND CROSSINGS

- improved connectivity of the whole village
- improved pedestrian safety
- increased driver awareness of pedestrian use
- integrated with build-outs to create traffic calming chicanes
- planted islands and timber bollards calm traffic and reinforce the rural character
- 3m wide central pedestrian refuge allows tree planting



1



## HIGHWAY BOUNDARY

- The highway boundaries (pink) are not evident on the ground
- accurate topographical surveys will need to be completed before the potential for new footpaths can be confirmed
- front garden planting may extend into highway boundary
- Lavender Hall Lane cannot be reduced in width to provide footpaths other than over short distances. Along with poor visibility along the road, a continuous footpath is therefore not possible.

8



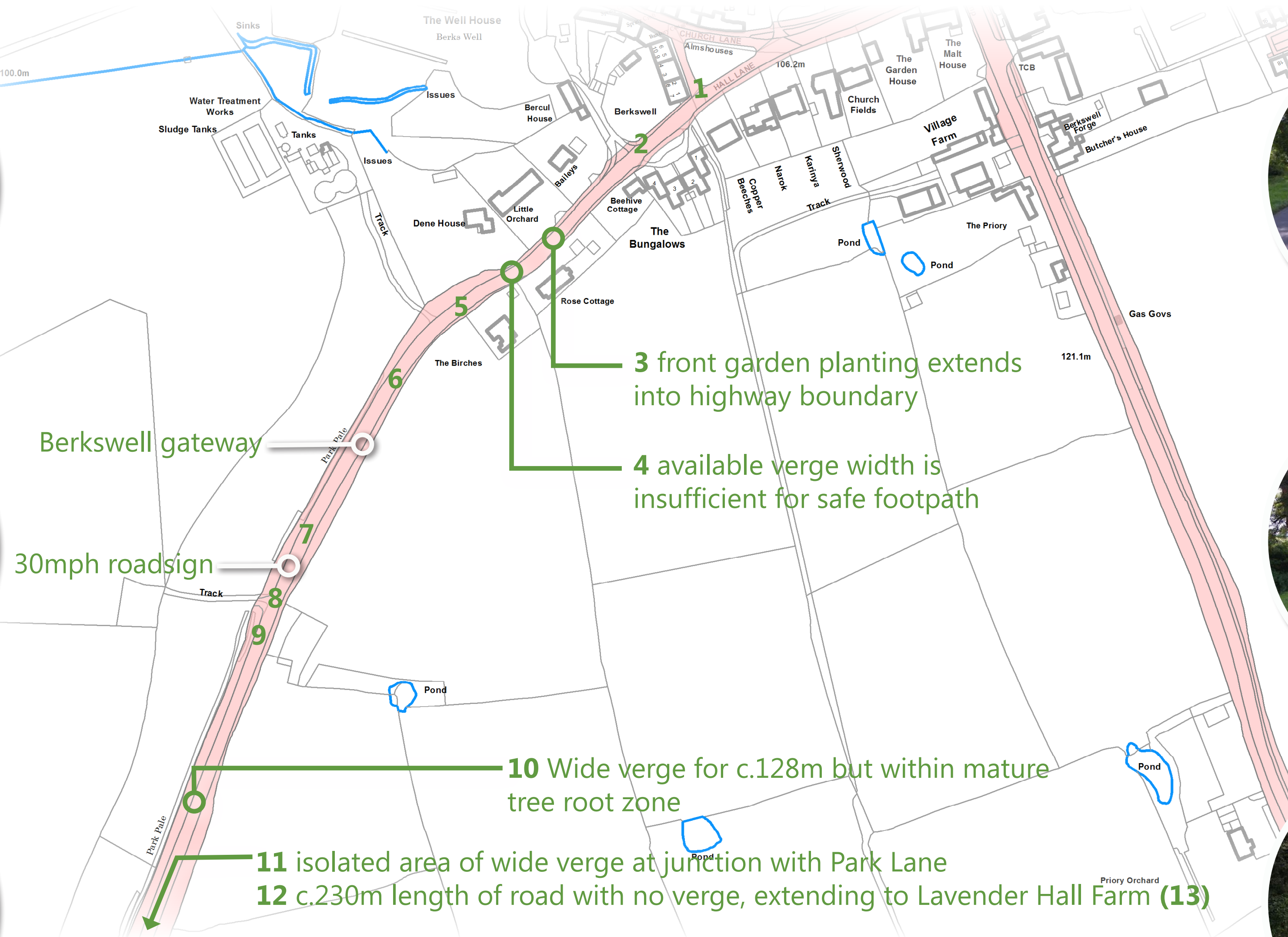
2



3



4



9



10



11



5



## NEW FOOTPATHS

- proposed new footpath between the village green and Rose Cottage
- accurate topographical surveys will need to be completed before the potential for new footpaths can be confirmed
- room for footpath within island, but pedestrians would need to cross the road

12



6



7



13



14

