

Tallington PC 2019 Bypass Junction Survey Results - Aug 19th [9th Sept] 2019

A traffic survey of 2 hours from 7am to 9am at 5 junctions in the village.

Method:

- (a) With observers at each of the 4 road junctions recording the number of vehicles exiting those roads and record the last 3 characters of the number plates of those heading towards Bainton Rd. Known limitation: No separate figures were recorded for houses ON the Main Road.
- (b) A fifth observer on Bainton Road records last 3 characters of all vehicles coming into Bainton Rd from both Stamford and Deepings directions.
- (c) That observer also records the number of vehicles from the Bainton direction going to Stamford or the Deepings.

Reasoning: By comparing the figures from the 4 junctions against the Bainton Road figures it was possible to determine the direction of travel and the number of vehicles entering and exiting the village between 7am and 9am, going to Stamford, Deepings and Bainton (travelling to either Peterborough or to the A1 south).

Requirement: Initially - To determine the flow of internally generated traffic going to work at a quiet period during the school holidays.

Subsequently: To repeat the exercise when all schools have returned in September to determine the school runs from the same roads.

Use of the information: To show the current flow of residents' vehicles and then be able to show the benefit or disruption that any bypass proposal would cause to an individual in the village and their normal routine to show the minimum of extra distance or time spent once a bypass was built.

Survey Results:

(All the first figures relate to villager's vehicles)

Vehicles to Bainton: [11] 7 from St Lawrence Way, 9 from West Road, [5]

[2] 5 from Mill Lane and 2 from Searson Close.[3

Vehicles to Stamford: [27] 7 from St Lawrence Way, 7 from West Road, [13]

[1] 1 from Mill Lane and 1 from Searson Close.[4]

Vehicles to Deepings: [8] 15 from St Lawrence Way, 6 from West Road, [4]

[4] 4 from Mill Lane and 0 from Searson Close.[4]

Outside vehicles coming from Bainton: 54 go to Stamford [83], 35 go to Deepings [28]

Outside vehicles going to Bainton: 92 come from Stamford 104], 32 come from Deepings [38]

Outside vehicles going from Deepings to Stamford 537, Stamford to Deepings 371, Total 908 (7am-9am)

Analysis: The proposal for a no-through-route bypass:-

Would not affect any villager's vehicles going to Bainton.

It would affect all vehicles to Bainton from outside by 400metres minimum.

Would not affect any vehicles from Bainton going to Stamford.

Would not affect any villager's vehicles going to Stamford.

It would affect villagers returning from Stamford by 400metres maximum (30seconds).

Would NOT affect St Lawrence Way vehicles going to and from the Deepings.

Would affect all other villager's vehicles going to and from the Deepings.

It would affect all external vehicles from Bainton going to the Deepings.

The benefits: It would remove all external vehicles from going through the village once and for all.

Maximise safety at the required roundabouts on the bypass, using the slow zones for bus stops.

Keep a stage bus service for the village with bus stops nearer the majority of the current users.

Minimise the effect on the majority of villagers going to work or on the school runs.

Minimise the extra distance for those villagers going to and from the Deepings.

Maximise safety and minimise the extra distance for those villagers coming from Stamford.

Major obvious benefit of the time saved compared to waiting at junctions and the level crossing.

Minimise pollution in the majority of the village and increase safety for children and elderly.

Provide a safe cycle route through the village and allow pedestrians to access businesses, the shop and the public house using a step-free ramped footbridge over the level crossing,