

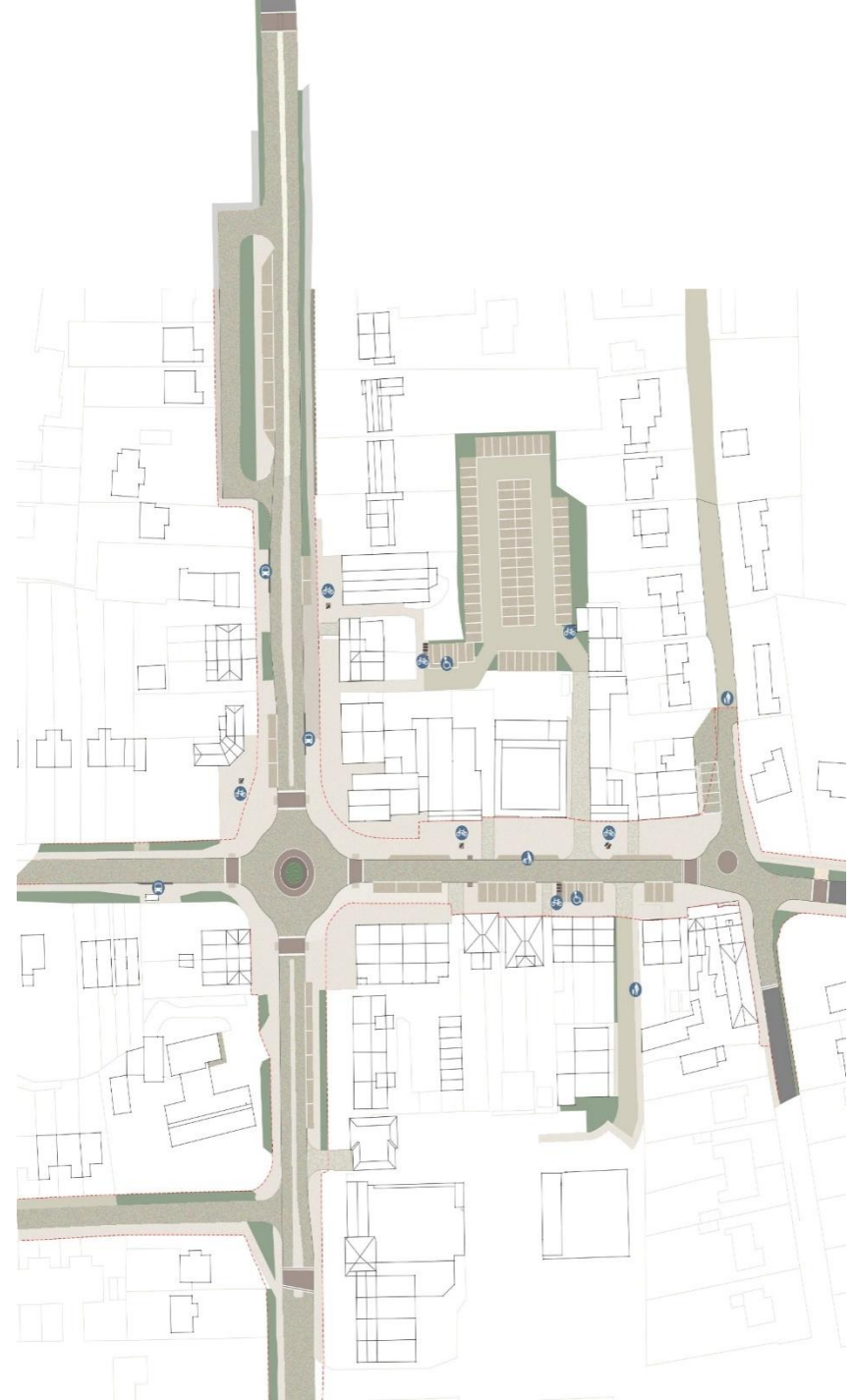
Balsall and Berkswell Parish Councils

**BALSALL COMMON
CENTRE MASTER
PLAN**

Traffic Calming

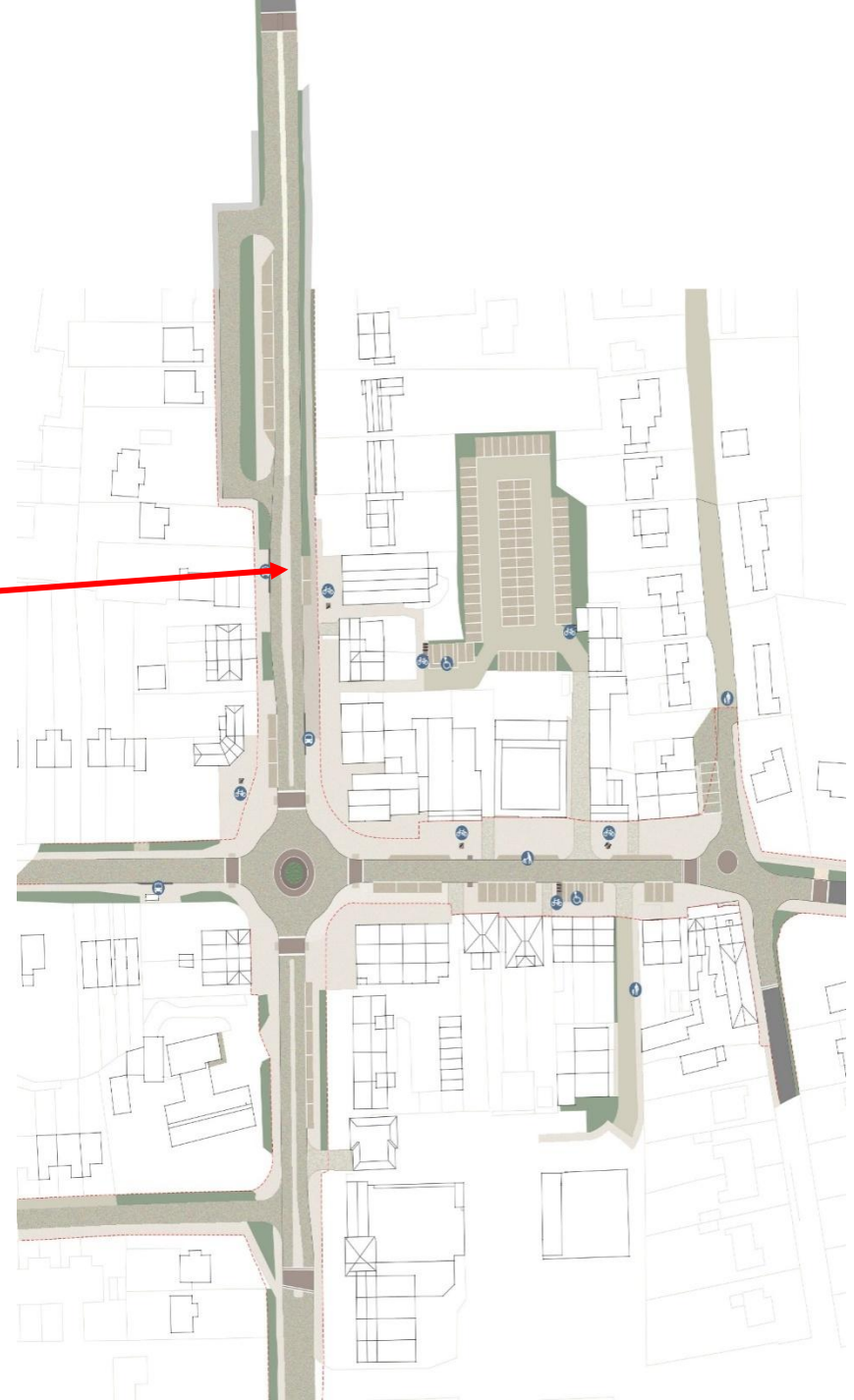
Traffic calming measures

1. Narrowing the visual perception of the Kenilworth Road
2. 3-lane width reduced to 2 lanes to emphasise calmed area
3. Changed road surface within the calmed area



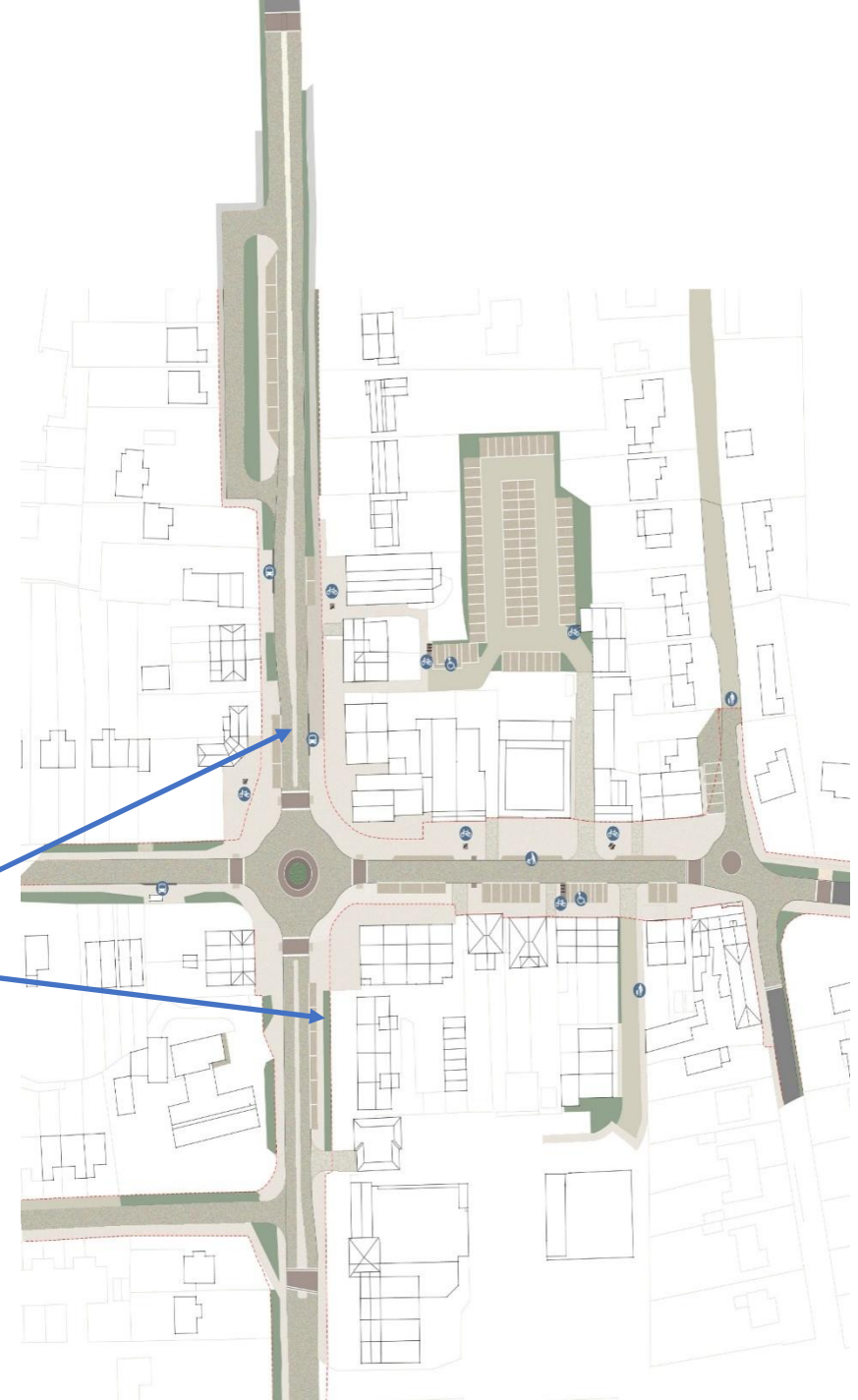
Traffic calming measures

1. Narrowing the visual perception of the Kenilworth Road
2. 3-lane width reduced to 2 lanes to emphasise calmed area
3. Changed road surface within the calmed area
4. **Central “reservation” to visually narrow highway with a mix of**
 1. **Crossable space to allow access to properties from both directions**
 2. **Physical “point” barriers such as trees or planters to prevent driving up the reservation**



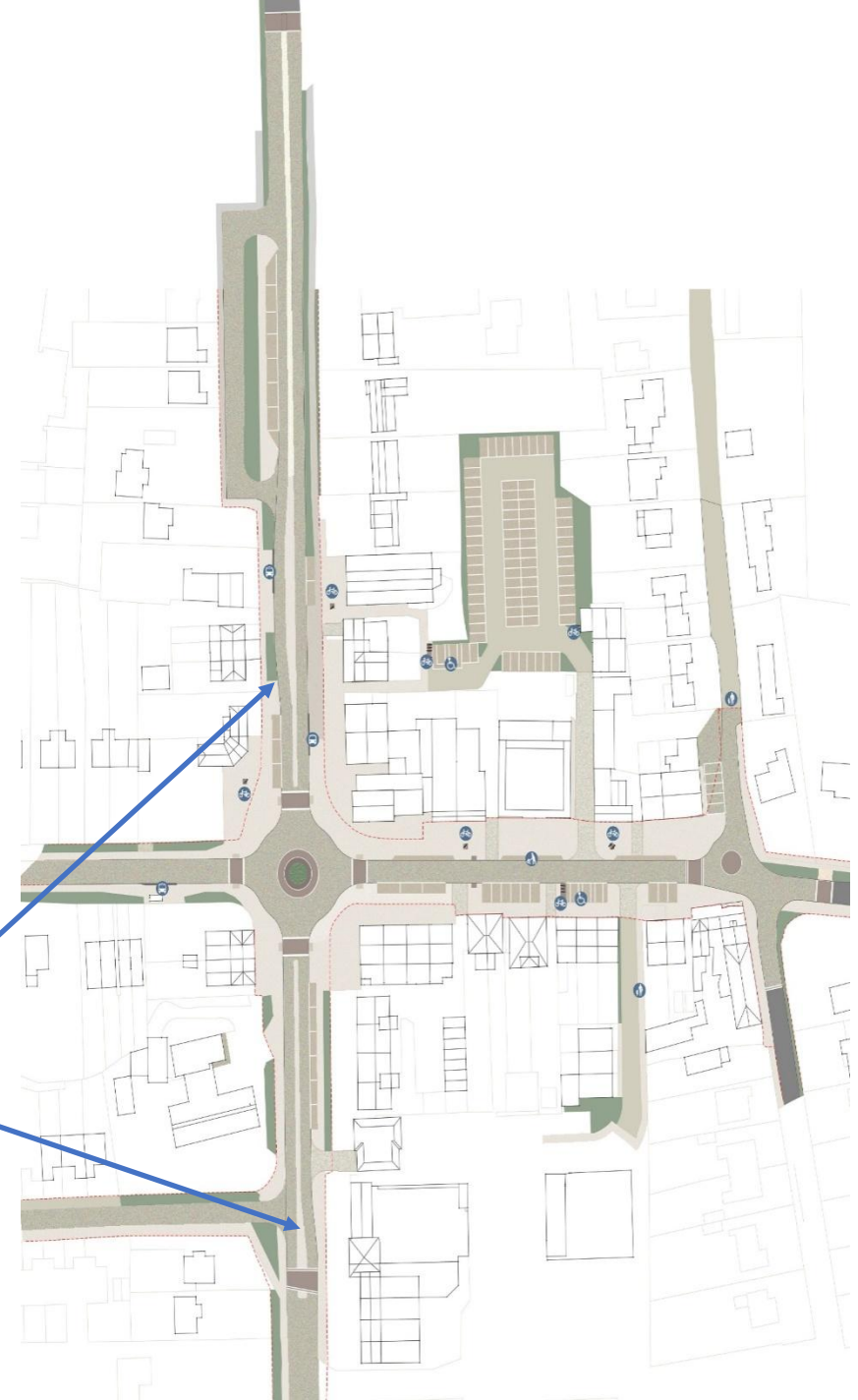
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 1. Crossable space to allow access to properties from both directions
 2. Physical “point” barriers such as trees or planters to prevent driving up the reservation
5. **20 mph limit**
6. **Wide parallel parking bays to visually narrow the road**



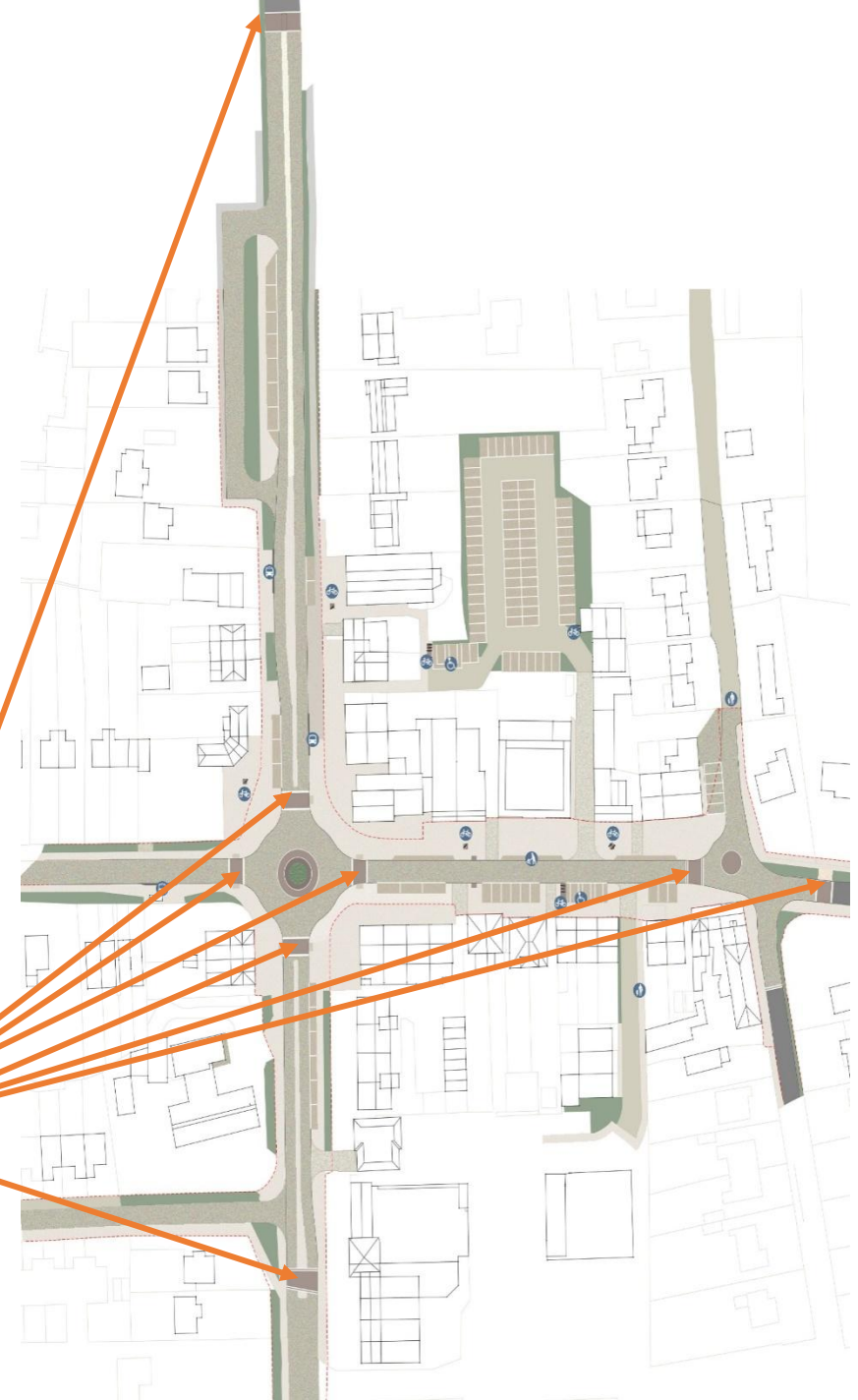
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 1. Crossable space to allow access to properties from both directions
 2. Physical “point” barriers such as trees or planters to prevent driving up the reservation
5. Deep parallel parking bays to visually narrow the road
6. 20 mph limit
7. **Curving of the carriageway at key points**



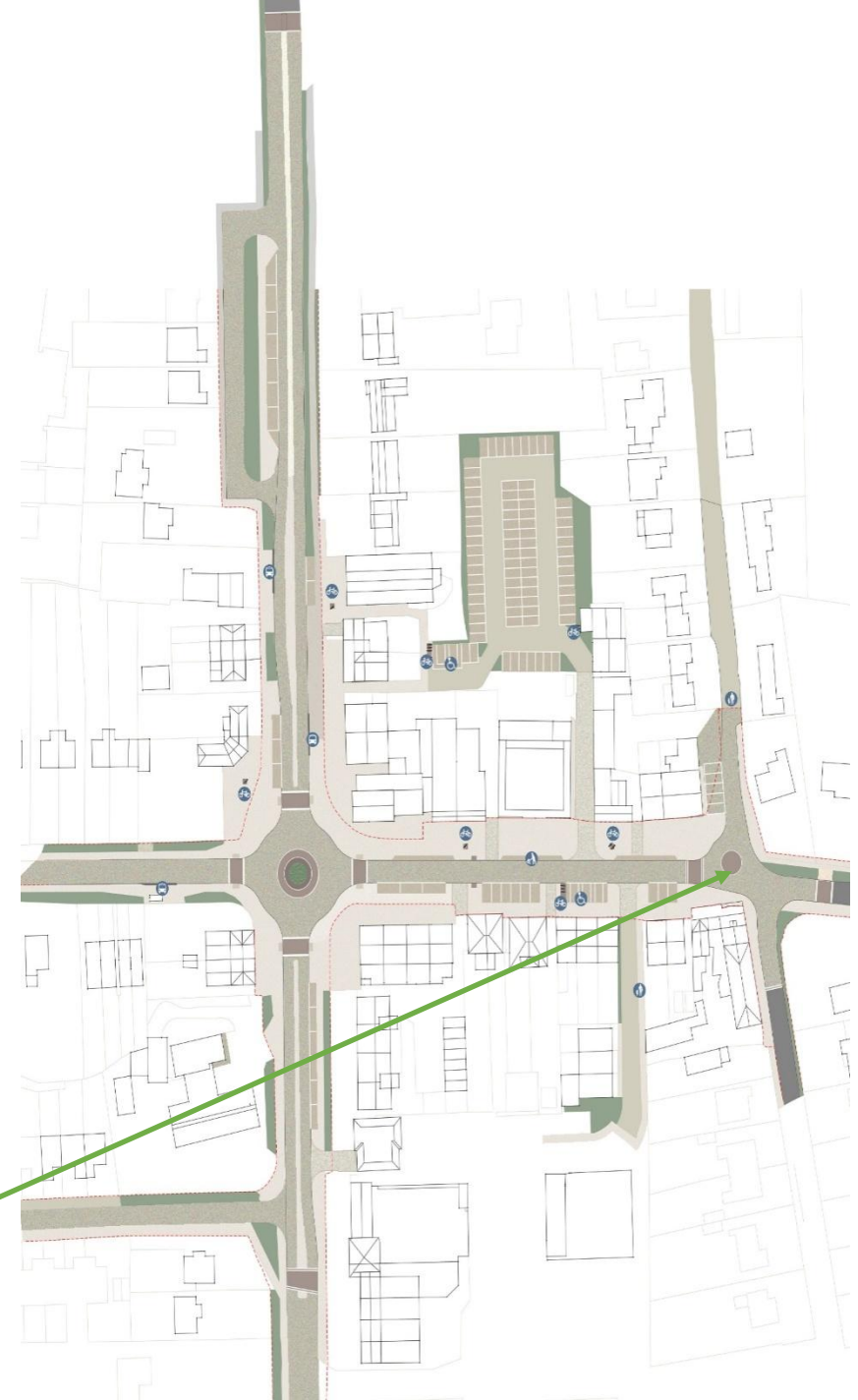
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6. 20 mph limit
7. Curving of the carriageway at key points
8. **Shared space crossing points at multiple locations**



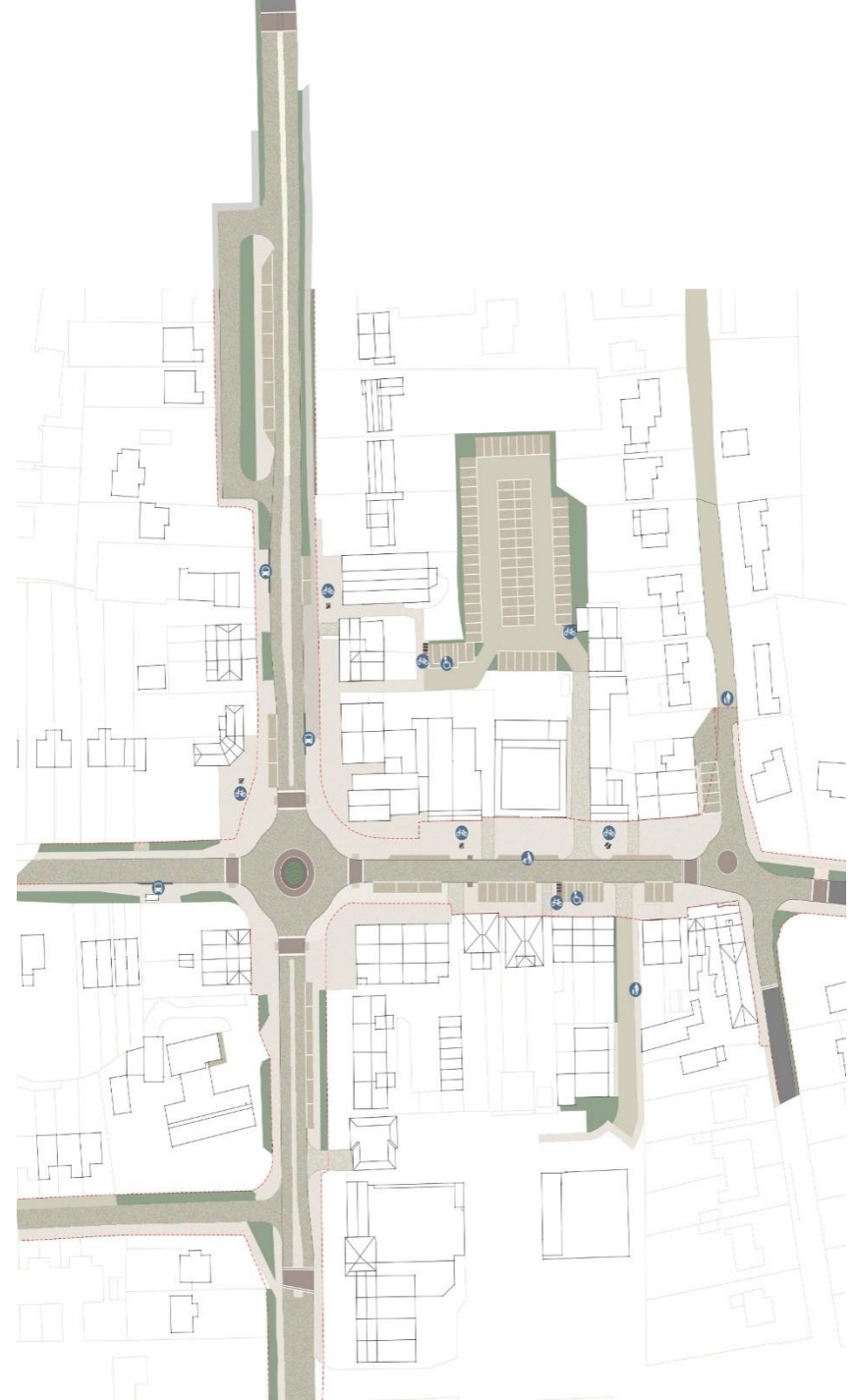
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6. 20 mph limit
7. Curving of the carriageway at key points
8. Shared space crossing points at multiple locations
9. **Offset Roundabout at Station Road/Green Lane**



Traffic calming measures

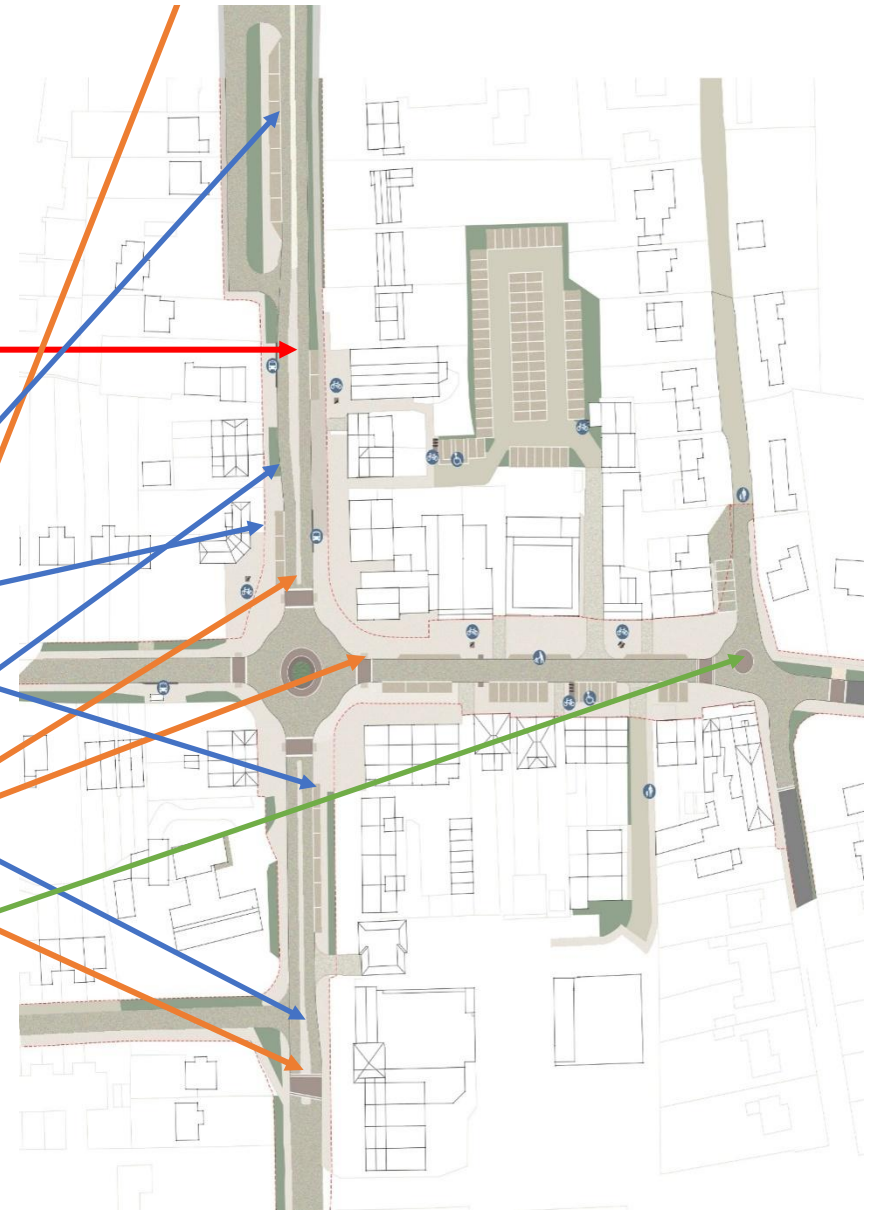
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 2. Physical “point” barriers such as trees or planters to prevent driving up the reservation
5. Wide parallel parking bays to visually narrow the road
6. 20 mph limit
7. Curving of the carriageway at key points
8. Shared space crossing points at multiple locations
9. Offset Roundabout at Station Road/Green Lane
- 10. The bypass**

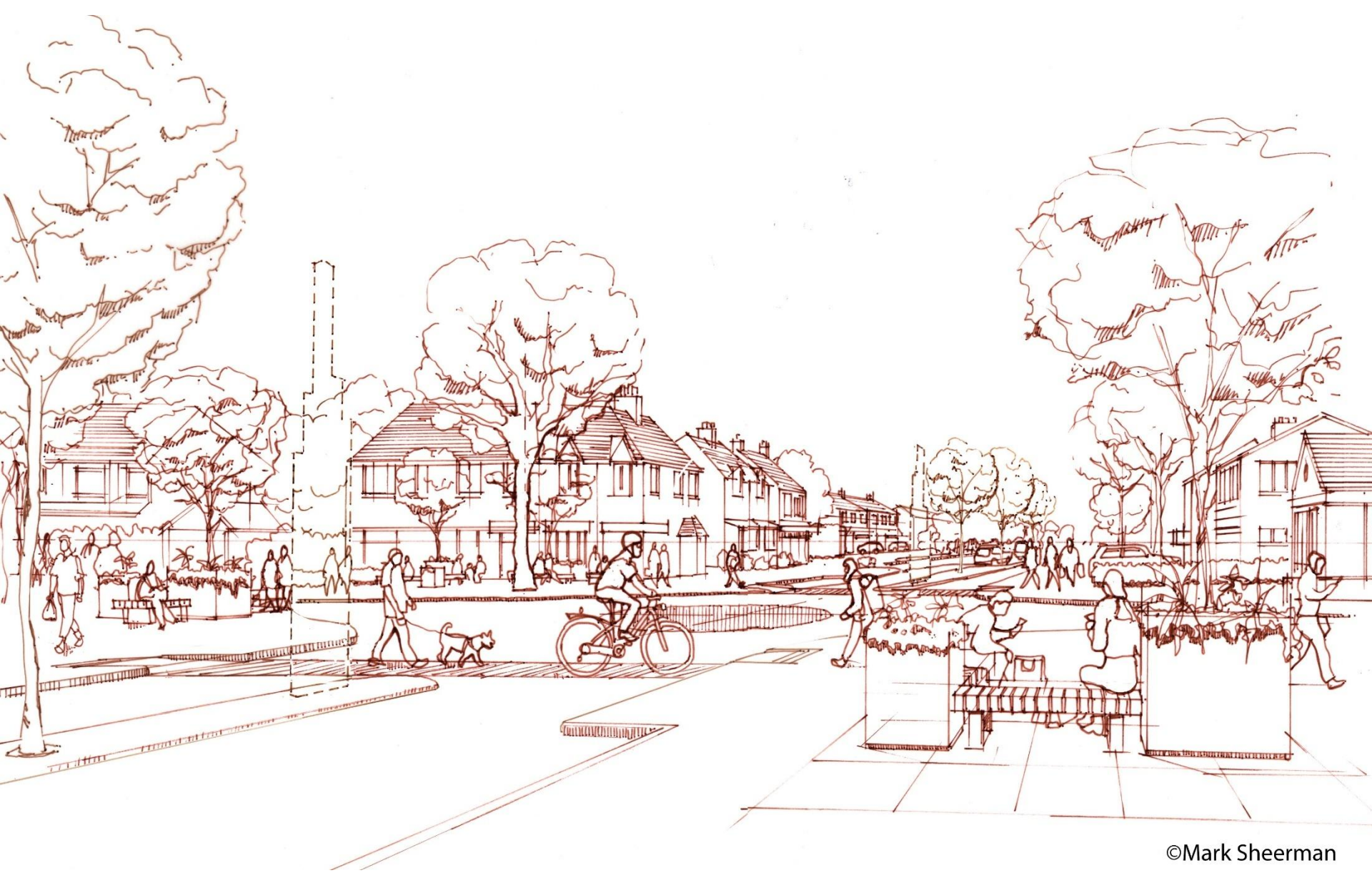




Traffic calming measures – a combination of measures

1. Narrowing the visual perception of the Kenilworth Road
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3. Changed road surface within the calmed area
4. Central “reservation” to visually narrow highway with a mix of
 1. Crossable space to allow access to properties from both directions
 2. Physical “point” barriers such as trees or planters to prevent driving up the reservation
5. Wide parallel parking bays to visually narrow the road
6. 20 mph limit
7. Curving of the carriageway at key points
8. Shared space crossing points at multiple locations
9. Offset Roundabout at Station Road/Green Lane
10. The bypass takes traffic from centre





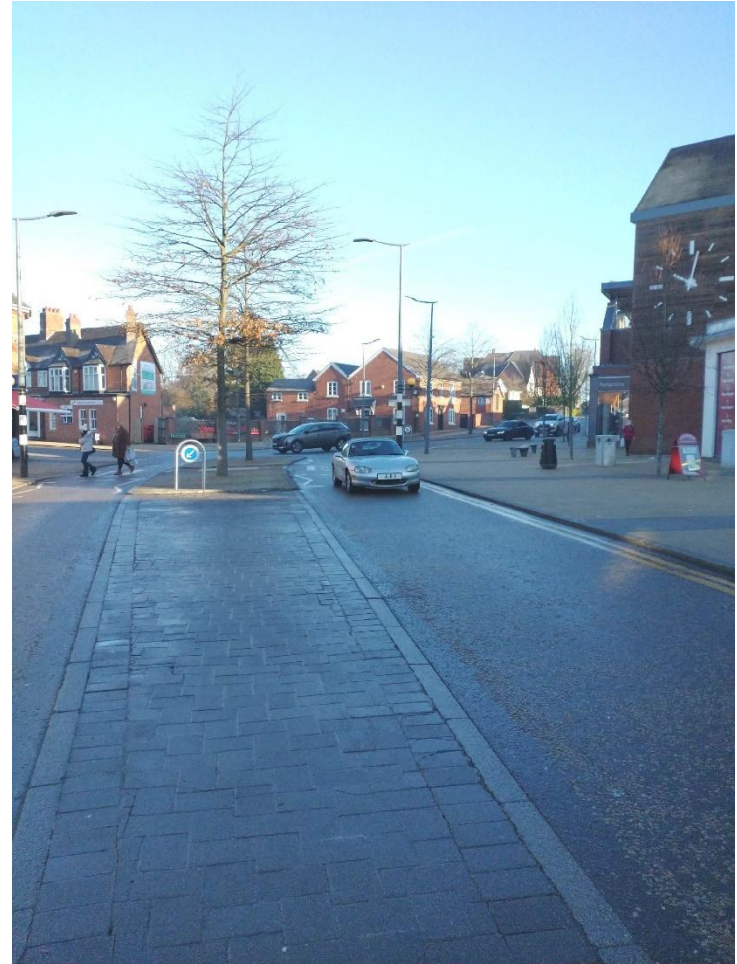
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Note: The dotted line “obelisks” are potential places for public art.

Dorridge as an example



Public "pedestrian" space



Dorridge as an example



Public “pedestrian” space

**Central reservation to narrow road
and slow traffic**

Dorridge as an example



Public “pedestrian” space

Central reservation to narrow road
and slow traffic

Cross over points in reservation

Dorridge as an example



Public “pedestrian” space

Central reservation to narrow road
and slow traffic

Cross over points in reservation

Trees in central reservation