**Broughton and Old Dalby Parish Neighbourhood Plan ‘Community Actions’**

**Traffic Management and Pedestrian Safety – DRAFT Report**

Background

During the process of developing the Neighbourhood Plan ‘Submission Version’ between March 2016 (the first consultation event) and June 2017, the dialogue and consultation with residents generated a number of potential ideas to improve the Parish which were over and above the specific policies that would have a legal influence on future land use planning decisions.

These ideas are referred to in the Neighbourhood Plan (NP) document as ‘Community Actions’ (CAs) – see Appendix 1.

The independent examination of the NP was concluded in December 2017 and the NP passed the referendum in April 2018.

On the basis that some or all of the potential CAs would only be progressed if a sufficient number of people offered to volunteer to make this happen, opportunities were created to publicise this and to register those who expressed an interest at drop-in sessions across the Parish during July 2018.

Attendees were asked to provide their name, email address and telephone number and an indication as to which CA(s) they were interested in progressing as part of a group.

These initiatives were led by Simon Proffitt (SP) and John Harper (JH) both former members of the NP Advisory Committee. The Parish Council supported this approach and agreed to fund the cost of the drop-in sessions.

The level of interest at the drop-in sessions was evaluated and it was agreed that three CAs would be progressed, one of which was Traffic Management and Pedestrian Safety. The actual wording from the NP document in relation to this CA is shown in Appenndix 2.

Hence, a meeting was called in September to discuss this CA in particular.

In the meantime, SP had contacted LCC Highways and as a result a Case Officer was assigned who provided SP with guidance as to how best to progress this matter. In essence, Highways would make their own assessment once B&OD had submitted information to them about the areas of concern. The advice was for the community not to initiate Community Speedwatch but to wait and see if Highways thought this might be helpful as part of their assessment.

At the July CA drop-in sessions, 15 residents had indicated that Traffic Management and Pedestrian Safety were areas of concern and potential improvement. The meeting in September on this specific topic was attended by 13 residents with a cross section from Old Dalby, Nether Broughton and Queensway.

SP explained the background and process, referred to the relevant data which had been captured during the NP development process through VocalEyes and also provided an extract from CrashMap (see Appendix 3) which identified the location of vehicle accidents reported over the last 5 years.

The main aim of the meeting was to identify the greatest areas of concern for communicating to LCC Highways and these were as follows with associated comments. There was no attempt to prioritise these or compare each one in terms of severity.

Areas of Concern

1.Speed and volume of lorries on A606 going through Nether Broughton (NB) past the Red House, causing this property and the Davisons’ house opposite Dairy Lane to shake, both during the day and at night. A new wall crack has appeared recently in the Red House. The drain grid in the road near Dairy Lane does not fit properly and hence exacerbates the shaking. Approval for 4 houses with a new access will further exacerbate this issue. This issue applies to the section of road from Middle Lane to the end of the village going in both directions. Solid double white lines in the area of the Red House would help in relation to preventing overtaking.

2.Some lorries >7.5T are using Middle Lane, Chapel Lane and Hecadeck Lane (all narrow and windy) as a short cut into the Vale, whereas access should only be for loading.

3.In NB on the A606 the bus stop area opposite the pub is a cause for concern as some drivers speed up excessively heading towards Upper Broughton as they see this as open road, having just turned around the corner through the village.

4.The pavements along the A606 through NB are narrow, especially between Old Dalby Lane and the Bus Stop.

5.Shoby crossroads.

6.The crossroads at the top of Broughton Hill.

7.The pavement between Queensway and Old Dalby is very narrow in places. This is affected significantly by the extent to which the hedges have been cut back. (There was a query about whether this was the responsibility of Highways?) The issue of the narrowness of the pavement and the safety of pedestrians is exacerbated by the fact that due to the industrial estate there are a lot of lorries passing along that road, which is in itself narrow. It is thought that as a consequence, adults with young children are disinclined to use this for walking to the school in OD or pushing a buggy, and hence more people are using their cars for the school run between Queensway and Old Dalby.

8.Lorries are often seen speeding between the bottom of Green Hill and the industrial estate and this is of particular concern with respect to the Bus Stop on the far side of the road from the Queensway housing.

9.Queensway residents are concerned about pedestrian safety along their road given the high number of vehicles parked on either side.

10.The railway bridge often becomes a bottleneck because HGVs turning left out of the industrial estate then have to stop (as it is too low for them to pass) and do a tight U turn which is unsafe for other vehicles and pedestrians.

11.Speeding along Main Road through OD village in both directions is a major concern and it is thought that many people ‘put their foot down’ as soon as they go past the school towards Queensway. It is thought that part of the issue with lorries is that they are using car satnav systems rather than HGV ones.

12.There is some concern about the safety of a new island to be introduced as part of a s106 agreement for the Hoftons development near Station Lane.

13.The exit from Paradise Lane onto Main Road in Old Dalby, especially if turning right, is fairly blind and hence hazardous.

14.Longcliff Hill in Old Dalby is narrow, with many parked cars in some areas and a sharp bend at the foot of the hill. This is especially hazardous between the foot of the hill and the T junction onto Main Road near the school. This issue will be exacerbated by the development of c.40 new houses, most of which will have a vehicle entrance and exit on the corner at the bottom of the hill.

15.The vehicle exit from Chapel Lane onto Main Road Old Dalby is hazardous because of the acute angle and hence difficulty of seeing vehicles travelling along Main Road.

16.The crossroads at the top of Woodhill in Old Dalby is known to be hazardous, especially in relation to vehicles going up the hill and there have been a number of serious accidents there in recent times. There is a Give Way sign at the crossroads with Gibsons Lane but no early warning and it is thought that the signs in this area should be more prominent and more visible before the crossroads.

17.It is thought that the general volume of traffic within the Parish has increased significantly since this issue was last evaluated in any objective manner.

18.It was noted that John Bairstow is doing his own simple survey of traffic outside his house on Main Road in the vicinity of the school.

19.It was not known whether Highways already have improvement plans within the Parish?

20.With regard to the concern re HGVs entering and exiting the industrial estate, KC offered to find out what information was already given to drivers and in addition, it was thought that an angled exit/chicane might help to address some of the concerns.

21.Acknowledging that LCC Highways are the experts and would conduct their own assessments, it was thought that measures such as flashing signs showing drivers their own speed, gates either side of the road on entrances to the villages and wooden depictions of children by the side of the road were among options which should help to address some of the areas of concern.

It was agreed that SP would issue a draft report for feedback and amendment by the attendees at the September meeting and also invite comment from other stakeholders, including the school and the Parish Council. A final report would then be issued to Highways, hopefully before the end of the year.

SP/05-11-18

#  Appendix 1

# 7 Community Actions

During the development of the Plan and the dialogue with residents and other stakeholders, it became evident that there was an opportunity to improve the Parish in a variety of ways, in addition to the actual requirements for a Neighbourhood Plan and in a manner which would help to realise the Vision for 2036.

These ideas are referred to as Community Actions and they are described in Section 6 within the context of the relevant Policies.

However, there are some additional potential Community Actions, which do not readily fit within a specific section, including actions concerning community facilities; retail outlet; support for older people; communication within the Parish and income generation to fund improvements through developer contributions and/or fundraising.

The aspiration is to progress these Community Actions, whilst acknowledging that the ability to do so will in many cases depend upon residents volunteering their time, energy and skill to evaluate these initial ideas and, where appropriate, convert them into action.

The Parish Council may in some cases be an appropriate body to provide some oversight.

 **Appendix 2**

* 1. **Community Actions - Transport and Access**

**COMMUNITY ACTION TR2: PEDESTRIAN ACCESS - The Parish will work with the Highways Authority, the Local Authority and developers to improve the safety of pedestrian access alongside busy roads.**

##### **COMMUNITY ACTION TR3: TRAFFIC MANAGEMENT - The Parish will liaise with the Leicestershire County Council Highways Department, together with local residents and businesses, to research and identify the areas of greatest risk and introduce measures to minimise such risk e.g. through speed restrictions, limitations to on-road parking, road improvements, traffic routing and traffic calming. Furthermore, initiatives to reduce the volume of traffic e.g. car sharing, and a safe routes to school scheme will be supported.**

 **Appendix 3**

CrashMap Data for B&OD Parish (last 5 years)

Severity of Accident:

* Fatal Pink
* Serious Blue
* Slight Yellow and Green

