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

**Traffic Management and Pedestrian Safety 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 Appendix 2.

Hence, a meeting was called in September 2018 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. See Appendix 5 for specific analysis and report from Glen Martyn, a resident of Nether Broughton.

LCC Response

The County Council investigates all requests with an evidence led appraisal. We do not currently hold any speed or volume data for the location and as a result we are unable to provide comments at this stage. The data required to undertaken the appraisal will be collected, at which stage we will provide a response. NB. The surveys to collect the data have not yet been commissioned and therefore we are unable to put a time frame on this.

Regarding passing vehicles causing shaking and vibrations to homes, extensive research has been carried out in this field by a number of organisations (including the Transport Research Laboratory) and is included within the Highways Standards manual known as the Design Manual for Roads and Bridges (DMRB). The research has identified two types of vibrations that can be caused by passing vehicles:

* ground borne vibrations which are produced by the rolling movement of wheels on the road; and
* air borne vibrations - he movement of noise through the air.

The research carried out by the Transport Research Laboratory (TRL) concluded that the majority of traffic induced vibration in dwellings is caused by low frequency air-borne vibration rather than ground borne vibration.

The research undertaken shows no evidence that structural damage is caused by ground-based vibration from speed humps and heavy vehicles and that the vibrations felt are generally air-borne vibration. Air borne vibration does vibrate windows and other panels but essentially creates an impression of physical vibration without damaging property. We appreciate that this will not be much comfort for you and we do understand the concerns over quality of life and potential damage to properties, but unfortunately there is nothing we can do about this problem.

Lastly any changes or improvements to lining must in line with the regulations which are set out in the Traffic and Signs Manual Chapter 5, where it stipulates that for double white markings “visibility in either one or both directions (is) affected to such an extent that any overtaking manoeuvre would create a severe risk and should be prohibited.” The site approaching Dairy Lane form the direction of Upper Broughton has been assessed and it was found that forward visibility is good. As a result it does not meet the criteria for double white lines and we can confirm the existing markings are correct, adequate for the location and do not require further extension.

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 or if it is specifically allowed for a defined period as part of a planning application development.

LCC Response

As you are aware weight restrictions operate on a zonal basis; where vehicles above 7.5 tonnes are prohibited from entering the zone and the restriction is signed at the entry points, in this instance the junction of Hecadeck Lane, Chapel Lane and Middle Lane.

HGVs should only use weight restricted roads for access or for the purpose of loading/unloading, however, once the vehicle has finished servicing the area within the weight restricted zone, it may legitimately travel within that zone.

Acknowledging the above, if you feel the HGV’s are contravening the restriction, reports should be passed to the Police, with details of the HGV Haulier, location, time and if possible a picture, as they are responsible for enforcement of the restrictions.

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.

LCC Response

On answering this enquiry we have assumed that the bus stop being referred to is the one on Main Street, south of the junction with Chapel Lane.

As previously stated, all network changes / improvements are assessed against the available evidence. On reviewing our existing data, including accident records, there have been no recorded personal injury accidents within 100 metres each side of the bus stop.

The bus stop is sheltered and set well back from the footway, thus providing a safe and suitable area for pedestrians to wait. In addition the geometry of the road (i.e. bends in the road) suggests that vehicles would usually only speed up well after the bus stop. These factors combined with a regular bus services travelling in and out of the village creates a safe environment for pedestrians to access the service and as such there is no basis to change the current position. We do acknowledge however that there is no available speed data so the concern will also be fed into the assessment undertaken for point 1.

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

LCC Response

At present there is currently a footway surface that is available for use travelling from Old Dalby Lane to the bus stop. We accept that it is not a wide footpath, it does however, provide sufficient space for users to reach the bus stop. Upon our investigation, we did note a number of people using the path comfortably walking towards and away from the bus stop.

The boundary of LCC land (excluding the A606) is in line with the footpath and therefore upgrading the path would require a substantial level of funding. Given the road adjacent is the A606 (an A-Road which forms part of the Strategic Road Network), the Council would be unable to consider reducing the width of the carriageway for the widening of the path.

The lack of available land combined with the accident history of the location mean that the Council is unable to take any action to extend the width of the footway.

5.Shoby crossroads.

LCC Response

The County Council has been aware of safety concerns at the crossroads for a number of years and has implemented a number of safety measures. Ranging from the first Vehicle Activated sign that was installed on the north-west bound approach around 10 years ago, warning of the junction ahead, to signing/lining and surfacing improvements during the following years. Most recently, the Council's improvements have included additional and improved warning signing on all approaches, rumble strips on approaches and signing changes at the junction.

Between 2012 and 2015 there was an average of 2.5 recorded injury accidents at the crossroads. This has reduced to one annually in 2016 and 2017 which suggests the safety record is improving. We will of course continue to monitor this location and the effect of the recent scheme in order to judge whether further measures may be justified.

6.The crossroads at the top of Broughton Hill.

LCC Response

The Council is aware of safety issues at the Broughton Hill junction and has been introducing measures to make the junction safer; the most recent improvement being a reduction in the speed limit in the vicinity of the crossroads.

The County Council actively works towards reducing accidents throughout the County; our current focus is targeted towards high risk locations and routes where the accident rate is higher than the national average. Broughton Hill met the criteria and the scheme was subsequently approved. The works to reduce the speed limit are currently in progress.

The signage at Broughton Hill has constantly been reviewed and updated over the years. A number of signs are in place including give way signs, advanced give way signs, directional signage, advanced junction signage with supplementary plates, rumble strips, road markings including SLOW markings and hatchings, reflective bollards on the islands.

Acknowledging the above, with a large number of signs and lines and measures in place, the County Council is making every effort in ensuring the crossroads are safe and the necessary measures are in place to ensure road safety.

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.

LCC Response

It is very difficult to ensure hedges are constantly cut back especially where hedges are private. The County Council carries out regular site inspections throughout the year and where necessary programmes hedges to be cut back, or if it concerns private hedges, requests that the land owners to cut them back.

Nevertheless, the concerns raised by the Parish will be investigated on site, any areas where maintenance is required, will be passed on to the relevant team. However, as the spring season comes in, so does nesting season. Therefore, in some instances the Council County are limited in cutting back due to the presence of wildlife.

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.

LCC Response

The County Council appreciates the concerns raised with regards to lorries speeding between Green Hill and the industrial estate.

In assessing the situation the Council considers a number of factors before a decision can be made; this includes assessing the actual speeds of the vehicles and the existing accident history data.

Our existing personal injury accident data shows that there has been 1 accident along Station Road, between Queensway and the Industrial Estate, in the last 5 years; a figure which does not suggest either an existing or growing safety concern.

The County Council has previously carried out speed surveys along Station Road. The pneumatic tubes used for this survey was placed on Station Road approximately, 130 metres west from the existing national speed limits signs.

The results of the survey shows that the vehicle entering the village, travelling west bound approaching the industrial estate were recorded at 44.9mph. The speed of vehicles exiting the village was recorded at 47.7mph.

Whilst the speeds of the vehicles are shown to be slightly higher than anticipated, however, when assessing the data, it is clear that the speeds of vehicles that enter the village approaching the industrial estate are low when compared to vehicles that are leaving the village.

Acknowledging this, the County Council is unable to consider any actions at this location, due to the lack of evidence suggesting that there is an existing or emerging safety issue. Should the Parish Council wish to fund any particular measure to address these concerns, the Council would be happy to consider the proposals. Attached is a note on third party funded schemes should this be something you may wish to pursue.

Should the concerns of speeding continue at this location, the Council has no powers to enforce the limit and we recommend the Parish Council contact Leicestershire Police and raise the concerns with them directly, through the speed complaint form attached.

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

LCC Response

Parking is an issue which is generally not something that can be resolved easily or with one measure. Experience has shown that inconsiderate and inappropriate parking is a behavioural issue, not a highways one. Even in locations where parking restrictions are in place, some residents and road users still choose to park inconsiderately with no regards to the restriction or other users of the highway.

Generally where on-street parking occurs on both sides, the result is that the speeds of vehicles are generally low and provides a safer environment for pedestrians. However, should the parking be on the footway or in such an inconsiderate manner, again the Council has no powers to enforce this issue. Obstructive parking is an issue which can only be dealt with by the Police. In this instance we recommend contact is made with the Local Beat Police Officer.

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. It is thought that part of the issue with lorries is that they are using car satnav systems rather than HGV ones.

LCC Response

The Council takes the necessary measures in order to ensure traffic; especially HGV’s are informed to use the most appropriate routes. In the case of Station Road, where vehicles exit the industrial estate, numerous warning signs have been erected to warn drivers of the height restriction at the bridge, along with supplementary plates advising of the distance to the bridge.

In addition to this, directly opposite the entrance/exit of the industrial estate, signs are in place informing all HGV’s that the route they should take is to turn right.

Unfortunately, if drivers decide to ignore these signs, the Council is unable to enforce this and as with the weight restriction response, also such instances should be reported to the police. Should the Parish Council wish, they are free to contact the businesses at the industrial estate directly, informing them of the issue and requesting their drivers to use the signed route.

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 appears that speeding in both directions in this area is often associated with people travelling to or from work at the industrial estate. Furthermore, there has been an increase in ever larger agricultural vehicles using Main Road, often going at speed and given their size, often causing alarm to pedestrians.

LCC Response

The issue of speeding is very difficult to tackle and remove completely. When considering speed limits and concerns of speeding, apart from speed data, the Council must take into consideration the environment of the area because road users usually drive in accordance to the environment they are in and travel at the speed they feel reasonable.

Having assessed the environment between Queensway and the school, apart from the industrial estate, the majority of the route is surrounded by fields on both sides. Usually roads surrounded by farmland/fields on both sides usually suggest a higher speed limit and therefore, it is likely roads users are driving in accordance to what they feel the speed limit should be.

However, it is worth mentioning that whilst heading down hill after the school, the speed limit does change to 40mph and again, heading down hill and towards a higher speed limit, motorists are likely to speeding up when exiting the built up environment.

Should the Parish Council wish to consider funding traffic calming measures such as vehicular activated signs, the County Council is happy to consider further. The current estimated cost of a VAS installation, including ongoing maintenance for the 10 year life of the asset is up to £12,000 per sign.

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.

LCC Response

Unfortunately we are unable to identify the development in question. If you are able to provide a planning application number, we shall be able to investigate further and thereafter respond accordingly.

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

LCC Response

Officers have assessed the site and confirm that visibility was restricted. As before however, all improvement works need to be based on a combination of evidence. The accident history database confirms that there have been no recorded injury accidents at this location within the last 5 years. The lack of accidents suggests that motorists/road users are using this junction with caution and such the County Council is unable to consider any action at this location.

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.

LCC Response

As previously advised, parking is a very difficult issue to resolve especially in areas where some properties have off-street parking and some do not. The narrow width of the road, vehicles parked on the street, other motorists are required to slow down in order to navigate the area safely. This usually creates a safer environment for pedestrians.

Having referred to our Highways Development Team, we can confirm the development on Longcliff Hill has its own access and the properties will have their own accesses/driveways to park their vehicle. Therefore, it is likely there will be very minimal overflow of these vehicles on to Longcliff Hill.

15.The vehicle exit from Chapel Lane onto Main Road Old Dalby is hazardous because of the acute angle and hence difficulty, when turning left or right, of seeing vehicles travelling in both directions along Main Road.

LCC Response

Similar to Paradise Lane, whilst it is recognised that the visibility at the location is not ideal, the safety record does not suggest that there is need for intervention and therefore the County Council is unable to consider any action at this location.

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.

LCC Response

The County Council understands the concerns raised by the Parish Council. It has breviously been noted that the existing give way sign at the top of Wood Hill was not in a suitable location, therefore, the Council had the sign reposition to ensure good visibility when travelling towards the junction. In addition to this, the Council has renewed the advanced give way sign to ensure it too was visible upon approach.

We have investigated the site and noted that safety could be improved further with additional signing We are currently in the process of designing the signs and will request the works to be carried out thereafter.

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.

LCC Response

The increase in traffic using various roads is very difficult to control, especially with modern technologies such as live satellite navigation systems being used by more and more people every day. Live maps help motorists reach their destination by advising them to use the quickest route. Furthermore, maps such as GoogleMaps advise users of queues and delays and automatically re-routes.

In addition to the on-going development especially in rural villages, an increase in traffic is inevitable.

Unfortunately, the County Council has no powers to control or restrict these changes. The result of these changes is that villages and towns all over the Country are experiencing more and more through traffic.

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 – see Appendix 4.

LCC Response

Please note that whilst we thank Mr Bairstow for the information, we can only use data collected by calibrated instruments that have been verified accordingly by the Department.

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

LCC Response

The County Council does not currently have any improvement plans within the Parish. However, the Council has recently undertaken a speed limit reduction scheme along the A606 between Ab Kettleby and Nether Broughton.

The route was reviewed as part of the Council’s annual appraisal of accidents in the County and was identified to have an accident rate higher than the national average.

20.With regard to the concern re HGVs entering and exiting the industrial estate, KC contacted one organisation about what information was already given to drivers. It appears that some haulage companies are given instructions about not driving towards the industrial estate through Old Dalby village but there may be no advice about directions on leaving the estate. It was thought by some residents that an angled exit/chicane might help to address some of the concerns.

LCC Response

The County Council has responded to the concerns of HGV’s in point 10 of this report.

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.

LCC Response

Should the Parish Council wish to fund the design and installation of vehicular activated signs (VAS) and/or entry gates to the village, the Council is happy to consider further. However, this is subject to an £500 initial non-refundable design fee. Further details on funding a VAS should be supplied.

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.

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