Rutland County Council
Highways & Transport Working Group
Alstoe meeting room, Catmose, Oakham
25th February 2020, 2 – 4pm

MEETING NOTES & ACTIONS

Attendees

- Cllr Oliver Hemsley (CllrOH), RCC - Leader of the Council
- Cllr Lucy Stephenson (CllrLS), RCC - Portfolio Holder for Culture and Leisure and Highways and Transportation (Chair)
- Heather Caldicott (HC), RCC - Transport Strategy Manager
- Chris Capps (CC), RCC – Interim Senior Highways Manager
- Graham Compton (GC), Leicestershire Police
- Robyn Green (RG), RCC - Highways Engineer
- Rebecca Johnson (RJ), RCC - Senior Transport Manager
- Rob Salt (RS), RCC – Business Support Administrator
- Penny Sharp (PS), RCC – Deputy Director Places
- James Von Der Voelsungen (JV), RCC - Parking Services Manager (partial attendance)

1. Introductions and apologies	
No apologies.	
2. Process update	
Cabinet Report • A report on the Highway and Transport Working Group (HTWG) went to Cabinet on 23rd December. • The report was approved and is due to go to the next Full Council meeting for noting. **Budget** • The budget for integrated transport schemes was approved in the above mentioned report. • HC requested that officers close down any outstanding purchase orders. **Scheme Numbers** • HC updated the group that in 2019 there were 46 concerns submitted. In 2020 so far there have been 6 concerns submitted. • CllrLS raised the need for clear communication outlining timescales for handling concerns. • HC to add wording to initial automated acknowledgement, setting out timescales. • RJ to liaise with PS and provide update on the history of the HTWG. • RJ proposed to the group that going forward, all concerns submitted must be accompanied by formal minutes from a parish meeting – outlining that the matter is an issue of concern to the whole parish rather than an individual. Group in agreement. • HC to send update email to all parishes and ward members updating them of the requirement for minutes to be sent, the timescales associated and also the link to the concern form. • Update may also be considered for Parish Forum. CllrLS to progress.	**All** **HC** **RJ** **HC** **CllrLS**

3. Parking update and schemes for consideration

The table below summarises the outcome relating to each of the concerns discussed. Parishes and ward members concerned will be notified of the decision by the relevant officer. Feasibility studies (highlighting the recommended option) relating to these schemes can be found in appendix A.

Scheme	Decision	Actions	Notes	
Rutland Water parking	Recommendation supported.	Press release to be issued. Parishes to be notified of decision and what to do if have further concern regarding parking.	Individual parking concerns around the reservoir to be raised via HTWG concern process. Unfortunately due to Covid-19 general communications and those to parishes in relation to the Rutland Water parking scheme will be delayed. These will follow in due course once the current situation improves	**JV** **JV**
ITCP-2019-35 Lyndon Road, North Luffenham	Recommendation supported.	No action.	Support for scheme not as high as expected.	
ITCP-2019-36 Huntsman Drive, Oakham	Recommendation supported.	Progress TRO process. JV to undertake a letter drop as part of consultation.	-	**JV**
ITCP-2016-03 Springback Way, Uppingham	Recommendation supported.	Progress making TRO permanent.	It was noted that both UTC and the police support the recommendation. Representation was noted and had been previously responded to.	**JV**
Variation of Off-Street Orders	Officers request to update off	Progress.		**JV**

	street orders supported.		

Updates

- Whissendine PC have concerns regarding parking outside school. Parish council annual meeting is approaching, JV will review further after the meeting. **JV**
- Issues raised in Uppingham have been passed back to the town council for clarification and provision of evidence.
- Deadline for the formal consultation in Ketton is at the beginning of March. JV will speak to PS about permission to make a TRO. **JV**
- Yellow lines are going down on West Road, Oakham (to support existing pedestrian crossing). JV informed the group that a letter drop will be done in order to inform residents of the work being. JV explained the delay was due to inability to carry out consultation during purdah surrounding elections. **JV**
- JV discussed information provided by legal regarding TROs. RG to circulate email from legal to group. **JV**

4. Highway schemes for consideration

The table below summarises the outcome relating to each of the concerns discussed. Parishes and ward members concerned will be notified of the decision by the relevant officer. Feasibility studies (highlighting the recommended option) relating to these schemes can be found in appendix A.

Scheme	Decision	Actions	Notes
ITCP-2016-02 South Luffenham - review	Recommendation supported.	No action.	Speeds have reduced since installation of traffic calming. No recorded accidents since chicane installed. PC have reviewed report and are in agreement with the findings.
ITCP-2016-12: Knossington Road, Braunston – review	Recommendation supported.	No action.	Speeds have reduced since installation of second chicane. No recorded accidents since chicanes installed. Knowledge gained regarding use of chicanes on own vs. pairs.

ITCP-2016-17: Barleythorpe – review	Recommendation supported.	No action.	Vehicle speeds at northern end were already compliant. Speeds at southern end have reduced. No accidents since measures installed. CllrOH asked that footway lighting be considered if new pavements were developed.	
ITCP-2018-11: Great Casterton	Recommendation supported.	No action.	Suggested that Parish Council submit concern regarding school parking. Discussion that alternative options could increase congestion and increase HGV movement. Representation was noted	**RG**
ITCP-2019-11: West Road/Braunston Road, Oakham – review	Recommendation supported.	Improve signage in line with TSRGD and Traffic Regulation Order.	Speeds have reduced and are now compliant with the stated speed limit.	
ITCP-2019-22: Park Lane, Oakham	Recommendation supported.	No action.	No identifiable link between accidents or link to highway condition/ layout.	**RG**
ITCP-2019-28: Lands' End Way/Farrer's Reach, Oakham/Barleythorpe	Recommendation supported.	Progress as per recommendation.	2019 Speed Survey – average speed 30mph, 85th Percentile 37mph. Once Farrer's development complete site will link through to	

			Stud Road and tactile dropped crossing will be provided on Lands' End Way.	
ITCP-2019-29: Barleythorpe (crossing) – review	Recommendation supported.	No action.	During site visit all vehicles and pedestrians used crossing appropriately, only 2 vehicles didn't stop when pedestrians were approaching the crossing. The crossing is signed and lit correctly and since additional streetlights were installed no more reports had been received.	**RG**
ITCP-2019-30: Teigh Road, Teigh	Defer to March 2020 meeting.	RG to bring back further information on signage and traffic volumes.	Query regarding improving signage rather than lowering the speed limit.	**RG** **RG**
ITCP-2019-31: Toll Bar	Recommendation supported – subject to lining checks.	RG will check exactly which markings are required		

5. Programme updates

Verbal updates provided as follows:

ITCP-2016-15: A47/Wireless Hill Junction

- Parish have requested junction design be reviewed.
- CCTV survey to be carried out at the junction.
- Quote received from Aecom approx. £3,500.
- RG and PS to liaise regarding potential use of 'garden communities' funding to commission work.

RG/PS

ITCP-2019-10: Tixover

- Concern over excess speeds at location.
- Options for consideration include: Right hand turn lane and central reservation to prevent overtaking or a combination of satellite islands and bollards down centre line of the road (allowing a gap in bollards between the junction to Tixover and Ketton).
- HC highlighted that the latter proposal conflicts with a safe systems approach to design (an approach adopted in the Council's road safety guide).
- CllrOH asked about the possibility of speed cameras at this site. RG explained that it does not meet the national criteria. GC stated that the

results of the pilot speed over distance schemes in Leicestershire were due out in the next few weeks. An individual camera would not be sensible for this location. • GC would like to review area. • RG to contact other council's that have installed similar schemes, including speed cameras. • LCC report to be reviewed once published. GC to circulate. **ITCP-2016-18: Coach Road, Exton** • Discussion regarding requirement for planning application. • CC to email parish (copying in CllrLS and CllrOH) outlining that the parish would need to progress planning application and cover fees/ cost of works due to the proposal being on private property. **Rutland Community Hub/ VAR** • RG updated group that the entrance to Rutland Community Hub needed to be updated before a footway is considered. • RG will email to arrange meeting between CllrOH, CllrLS, Cllr Ainsley, CC, RG. **Langham** • Resident consultation has now finished. • Highways received the Aecom report. RG and CC have arranged a meeting next week to discuss the report with Aecom before it is published to the parish council. • Highways will arrange a meeting with the PC following the meeting with Aecom. • RG highlighted resident concern regarding crossing the A606 to catch buses. RJ advised all buses are hail and ride. RG to liaise with transport operations. **Lyndon Top** • Meeting required with the land owner. RG waiting to hear back regarding available dates for the meeting.	**GC** **RG** **GC.** **CC** **CC** **RG/CC** **RG**
Anti-idling campaign	
• HC updated group on an alternative campaign idea – using car window stickers. • Window stickers to potentially be designed by school pupils and campaign promoted by local radio and press. • Input from communications required.	 **HC**
Community Speed Watch	
• CllrLS thanked GC and HC for their help with the community speed watch event on 12th February. • 5 schemes are scheduled for this year – with one scheme being delivered jointly by Essendine and Ryhall. • CllrLS and GC raised that those not chosen this year would have priority for speed watch next year. • Communications have been in touch with HC regarding information for a press release. HC will keep communications informed.	 **HC**
Police update	
• GC advised that Leicestershire Police's resources are improving, and the road policing unit is currently looking to undertake more recruitment. • Rutland's dedicated inspector, Audrey Danvers, will start on the 11th March. • The police have their own communications officer who may be able to assist with Rutland's anti-idling campaign.	

• GC advised that the Force's next Share the Road campaign will be in Rutland. • ClILS asked for collision data to be covered as a separate item on the agenda of June's meeting. HC to provide summary of data from Road Safety Guide. GC to also provide parish data update.	**HC/ GC**
Date of next meeting	
• Provisional dates of future meetings: Tuesday 31st March 2020 – 10 to 12 Tuesday 23rd June 2020 - 2 to 4pm Tuesday 15th September 2020 – 2 to 4pm Tuesday 15th December 2020 – 2 to 4pm Tuesday 23rd March 2021 - 2 to 4pm	

Meeting closed at 16:00

Rutland Water – Parking & Traffic Review

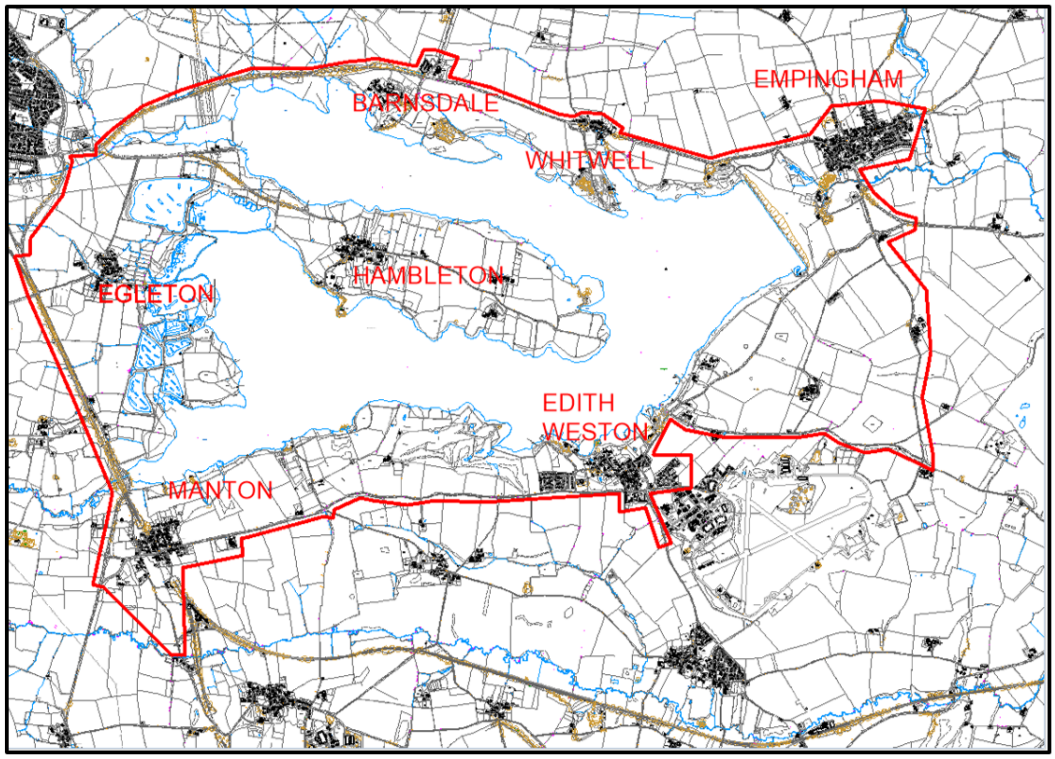
Background to the scheme

The Rutland Water Parking Zone (RWPZ) was introduced in response to concerns from elected members about access to certain villages on summer days when parking on verges was prevalent and alongside traffic congestion it was perceived that access for emergency vehicles (if required) could be obstructed.

As a result the partnership was consulted about the implementation of a restricted parking zone around Rutland Water prohibiting parking on verges, footways and cycleways. It was proposed that this was implemented using an experimental traffic regulation order to enable the approach to be trialled and the scheme amended if necessary. A timeline of the meetings that led to this and that facilitated consultation with relevant parishes is provided in Appendix A.

This approach was supported by the partnership and the scheme was developed and implemented in April 2019 for a period of up to 18 months. The scheme order and boundary can be found at: https://www.rutland.gov.uk/_resources/assets/attachment/full/0/84049.pdf. The scheme covers the area shown in figure 1.

Figure 1: ETRO area



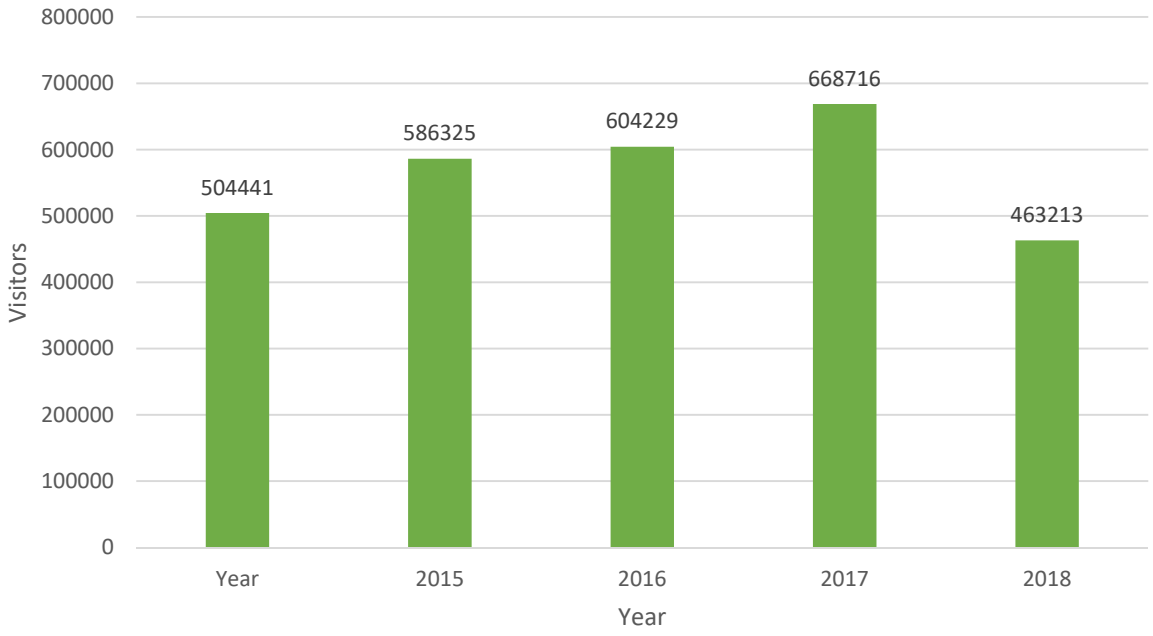
This paper discusses the formal review of the scheme and draws conclusions on what action should be taken moving forwards.

Context

It is notable that the weather during the summer of 2019 has not been as warm and dry as the summer of 2018 and the impact of this must be factored into any evaluation. In order to compare the two years figures of visitor numbers were requested from Anglian Water. There are shown in figure 2 which illustrates that 2019 was a quieter year relative to 2018. Nevertheless on the busiest days

Anglian Water report that they implemented their overflow parking plan (which was revised after 2018) and experienced no issues with traffic building up on the highway.

Figure 2: Rutland Water Visitor Numbers



Scheme implementation

Signage

As the scheme is experimental the decision was made to use temporary A-board signs during the experimental period to allow flexibility and minimise expenditure and sign clutter. As such the area has been demarcated using temporary signs at the entrance and exit points for the zone. This allows the flexibility to move the entrance and exit points within the zone shown above, but not to extend them beyond the zone boundary.

A couple of examples of how this has worked in practice are available:

- It was decided to keep the majority of Empingham village outside the zone for the duration of the experiment as it was considered that the scheme was intended to address undesired visitor parking and not residential or desired visitor parking.
- At A606 junction with Oakham Road, Hambleton, the signs are within the scheme boundary to allow motorists a better chance of seeing signs.

Enforcement

In terms of enforcement, the decision was taken initially to issue advice notices warning people that they were infringing the parking restrictions. The plan was to move to Penalty Change Notices (PCNs) after the first few weeks. However concerns were raised about the enforceability of the scheme given the relative sparsity of signage.

To overcome this advice was sought from the Parking Adjudicator as to whether the zone with temporary or permanent signs, (provided these were within the Department for Transport signs authorisation), would be enforceable at appeal. The Adjudicator stressed that their advice was non-binding. The Adjudicator responded:

"We cannot give legal advice on this, however, given the period of the scheme and its size, it is unlikely an Adjudicator would accept anything other than some sort of permanent signage and repeater signs should an appeal ever reach the Tribunal".

As the scheme and authorisation does not involve repeater signs a decision was made to issue advice notices and audit the temporary signage prior to each enforcement session. The cost and location of repeater signs was not factored in to the original scheme proposal and would have given the scheme a permanence before the evaluation had been undertaken. Furthermore it would necessitate a significant amount of signage in a rural area which could be perceived as being out of keeping with the environment.

A total of 995 notices were issued over 81 hours of enforcement. Parking Services have regularly shown a presence in the scheme zone during usual operational hours and also on Sundays and bank holidays over the summer period. Usually late mornings and early afternoons were covered. Parts of the zone were monitored weekdays in adjunct to journeys to enforce pre-existing restrictions in Whitwell and Hambleton. The enforcement sessions and notices issued is shown in table 1.

Table 1: Advice notices issued

Date	Advice Notices issued	Officers	Hours
19/04/2019	93	1	4
20/04/2019	102	2	3
21/04/2019	73	1	3
22/04/2019	111	1	3
27/04/2019	85	2	2
04/05/2019	81	2	3
05/05/2019	72	1	3
06/05/2019	66	1	3
25/05/2019	62	1	3
26/05/2019	34	1	3
27/05/2019	22	1	3
08/06/2019	38	1	3
15/06/2019	26	1	3
22/06/2019	30	1	3
29/06/2019	21	1	3
06/07/2019	11	1	3
13//07/2019	8	1	3
20/07/2019	3	1	3
27/07/2019	4	1	3
03/08/2019	9	1	3
10/08/2019	5	1	3
17/08/2019	6	1	3
18/08/2019	7	2	3
24/08/2019	7	2	3
25/08/2019	10	2	3
26/08/2019	4	2	3
31/08/2019	5	1	3

Enforcement observations

A number of observations were made by the enforcement team during their visits to the area:

- The incidence of undesired parking in locations where the scheme was designed to address safety issues was very low.
- The majority of in contravention parking was in places where it does not present a safety problem.
- In some locations motorists seemed to be electing to park on the carriageway where it is legal to do so (where previously they would have parked on the verge) regardless of whether it is desired or safe.
- There have been some instances of residents phoning to report verge parking to parking services and expecting an instantaneous response from civil enforcement officers which is not practical. Furthermore some residents have been reporting other residents whose parking would have been acceptable prior to the ban in an un-neighbourly manner.
- In certain locations it may be preferable to park on the verge rather than the road (although clearly this places a degree of environmental stress on the verge).

Operational considerations

Around £1600 of operational staff costs have been incurred over the summer period to enforce the scheme on the dates listed below. However the team currently lacks the resource to undertake more regular enforcement (as may be desired by local residents). Any continuation of the scheme would need to take into account the need for additional resources.

Unintended consequences.

Since implementation it has been suggested that car crime around Rutland Water had fallen due to the verge parking ban. Leicestershire Police were contacted to obtain their views on this. Whilst they are unable to comment in detail at the moment due to ongoing legal proceedings, they feel it is more likely that crime has fallen as the perpetrators have been apprehended rather than as a result of the RWPZ.

Consultation

As part of the evaluation feedback has been collected from the public, parish councils and other interested parties. Approximately 40 pieces of feedback have come in. Some were in response to the RWPZ and press releases, some following county council emails to parishes, some following the approximately 1000 advice notices issued.

Parish councils

Prior to commencement of the scheme consultation was undertaken through the Rutland Water Partnership and a meeting to which all relevant parishes were invited (see Appendix A). Most parishes within the Rutland Water area are invited to quarterly meetings, alongside other relevant organisations. Rutland County Council administers the partnership.

However when the scheme was introduced some complaints were received from parishes who did not feel that they had been consulted. As such, as part of this review all relevant parishes have been contacted. Email has been used in the first instance, with other means of communication where email

does not exist. All parishes were asked to supply their feedback by 9th September 2019, or to notify the council if they wanted to comment but were unable to meet this deadline.

Feedback from the parishes was mixed but broadly speaking the parishes were not supportive of a blanket ban (as is currently in place) but they did in some cases support restrictions in key areas where parking is obstructive or causes a nuisance to local residents.

Public and other organisations

A summary of comments received from the public and other organisations is provided below. Broadly speaking these were unsupportive (of the scheme). Some were specific and related to issues that could be addressed should the scheme become permanent (signage and legality; field gateway access, special event parking) whilst others were more general. If a decision is taken to pursue making the scheme permanent it would be prudent to undertake a wider, more publicised public consultation. A summary of the comments is provided below.

- Scheme excessive
- No consideration about field access for agricultural purposes
- No consideration about horse riding (British Horse Society, public)
- Disadvantages walkers and walking groups
- Disadvantages fishers
- Signage and legality questionable
- Discriminates against older people
- Disadvantages residents who have too many cars / too little private off-street parking
- Verge parking not dangerous
- Scheme encourages parking on carriageway instead
- Good idea (some in Hambleton)
- (Free) Car park needed in Hambleton

Feedback from the Rutland Water Partnership

A summary of the scheme and feedback from parishes was presented at the RWP meeting on 24th September 2019. At this meeting Anglian Water made the comment that 2019 hadn't necessarily been a representative year due to the weather, however on the few nice days the plans for dealing with extra vehicles had worked well and congestion on the highway had been avoided.

The group were satisfied that the scheme was being reviewed, and in general felt that it may be a rather extreme scheme given the extent of the problem (although with the acknowledgement that some mitigation may be required in certain locations if the scheme was removed). It was agreed that the report didn't need to be brought back to the meeting, but would be discussed RCC's HTWG meeting in early 2020.

<u>Conclusion</u>

Based on feedback received overall it can be concluded that whilst the verge parking ban has enabled RCC to issue warning notices to people parking on grass verges, in most cases this parking has been safe and considerate. The scheme may also have reduced the obstructive parking that was the catalyst for it, but this is difficult to assess as enforcement action has not found people to be parking in the relevant locations. Nevertheless it is possible that this parking simply didn't occur during the summer of 2019 as a result of the cooler weather.

Feedback from parishes, other organisations and members of the public has been broadly unsupportive of the scheme. It would be fair to conclude form this feedback that many respondents felt that it could be perceived as a "sledgehammer to crack a nut". However this report has highlighted that some parishes feel the need for parking management in particular hotspots.

Finally it must be noted that the operation of the scheme places an additional burden on Rutland County Council staff and may increase parking demand at and revenue for Anglian Water. Finally the scheme is not enforceable in its current form and additional signage would be required. Both of these operational factors need to be considered should the scheme be retained.

As such, there are a number of options available for the future:

Option	Recommendation
1. Retain scheme: Continue with the trial in its current form.	**Not recommended.** Scheme is currently unenforceable and parking is unlikely to be an issue in the winter period.
2. Retain scheme: Remove signage for the winter period and relaunch the trial in the same form for summer 2020. Evaluate the trial at the end of summer 2020.	**Not recommended.** Scheme is not enforceable. Feedback from consultation and observations indicate the scheme is too large to tackle relatively rare and relatively low scale problems.
3. Retain scheme: Undertake formal consultation and seek to make scheme permanent with permanent signage	**Not recommended.** Consultation responses indicate that the scheme is not widely supported. Significant cost to RCC in signage (at least £6000) and ongoing staff time.
4. Remove scheme: Do not put any additional parking restrictions in place. Return to the situation as it was prior to the implementation of the experimental order.	**Not recommended.** Currently the parking policy does not support parking restrictions outside of the main towns however given the work that had been put into this trial it would seem sensible to proceed with work to resolve parking issues that have come to light during the trial.
5. Remove scheme: Continue to collate feedback from communities and monitor the parking situation at peak times over the coming summer period. Advise parishes that, where there evidence of an issue, they can submit a concern to the HTWG in autumn 2020.	**Recommended.** The current scheme is not widely supported but it may be that additional restrictions are required in some areas. Where evidence supports this parish councils can submit applications for restrictions which will be considered by the HTWG.

Partner actions

A number of actions emerged from the trial that could be considered by our partner organisation with regard to parking around Rutland Water.

- RCC to work with Leicestershire Police to encourage them to enforce against vehicles parked on junctions and vehicles driving on footways under criminal law – and impress to customers that they should be contacting the Police, 101 for non-emergency situations and 999 where life is threatened. Only civil enforcement is within the remit of the County Council.
- RCC to ask Anglian Water for permission to enforce their double yellow lines on their property at the approach to Sykes Lane car park to create a joined up approach .

- RCC to work to implement removal of any privately erected signs which are intended to govern the highway (for example those implying areas are residents only parking) to discourage communities from trying to apply their own regulation.
- Anglian Water to consider producing a robust full travel plan (including parking at all sites and generally) to help manage the situation and encourage sustainable transport.
- RCC and Anglian Water to work in partnership to explore whether there is further scope for additional car parking on the Hambleton Peninsula.

Recommendations

It is recommended that the scheme is removed (as per option 5) and ongoing monitoring and liaison with communities to take place alongside the other actions listed herein. However should additional restrictions come forwards consideration will need to be given to any necessary funding for increased enforcement resource in more rural parts of the county and outside of standard working hours.

If the HTWG agree with the recommendations within this report then a delegated decision form will be completed to end the experimental traffic order and ongoing monitoring (as per option 5) will be undertaken.

Appendix A: Timeline of events

Date	Event	Detail
14th September 2018	Rutland Water Partnership	Parking in and around Empingham discussed.
5th October 2018	Rutland Water Partnership	Anglian Water responded to comments raised in 14/09/2018 meeting. It was agreed that RCC would hold a parking review.
21st November 2018	Rutland Water Parking Review Meeting	Parishes invited. 6 parishes represented alongside the RWP parish representative and others. Discussion of parking issues around Rutland Water, potential solutions and observations.
7th December 2018	Rutland Water Partnership	Agreement that experimental traffic order should be trailed from spring 2019. RCC to proceed with necessary works.
22nd February 2019	Rutland Water Partnership	Update on the progress of the experimental traffic order.

Maps have vertical northings and are to varying scales. © Crown copyright and database rights [2020] Ordnance Survey [100018056]

Integrated Transport Feasibility Study Report

ITCP-2019-35

Lyndon Road, North Luffenham

Update January 2020

The Issue

Residents have reported congestion and damage to buildings due to parked cars and passing traffic. This is a longstanding issue and some measures have been put in place previously in an attempt to resolve the problem. These include using bollards to protect ground floor of 7 Lyndon Road but there was damage to upper floor caused by agricultural traffic thereafter. The carriageway in this location cannot be widened.

RCC review of situation

The Parking Manager has been aware of this issue since Highways addressed the issue with bollards. Upon visiting the location is it

apparent that a waiting restriction may be effective mitigation. However congestion is minimal and any delay to traffic is usually very slight.

Options

1. No action.
2. Paint Double Yellow Lines (No Waiting At Any Time) as indicated in red in the following map. Displacement is likely to be minimal, up to two or three cars. Approximate cost will be £1,000, most of which will be for traffic management.

Consultation

The parish council has been in contact with residents; consulted residents were broadly in favour of having waiting restrictions. The Parking Manager has met with three parish councillors and a ward member on site on

26/9/19 to discuss the issue. The other ward member has indicated that he would be supportive of option 2.

At the meeting the potential need for a disabled persons' bay (blue on map) was discussed but as there is a separate procedure for considering installing such bays, this aspect is outside the scope of this report. Formal consultation will be required if option 2 is taken forwards. The Highway Department and police do not object to option 2 in principle.

At November 2019 HTWG actions were set. The Parking Manager was instructed to consider other alternatives and to consult. In terms of alternative solutions the following have been considered and cannot be implemented for the following reasons

- Provide parking bays for the properties on the north side of Lyndon Road. This would require removal of the boundary wall and providing hard standing area on the front gardens of the properties
    - A planning application was submitted (application 2015/0697/FUL) for off street parking for a property. However this was refused by planning on the grounds of highway safety and being within the conservation area. The highway safety grounds were due to the limited visibility splays, lack of turning and the gradient of the driveways.
    - Planning has considered the loss of the whole length of wall to provide off street parking for all these properties. Planning have advised that they would resist against the loss of the wall as it's

an important contributor to the character of the conservation area
    - Highways would also objection, as they did in the 2015/0697/FUL application, on the grounds that the visibility around the bend would be limited and the gradient would be too steep, that it would be detrimental to highways safety.
- Change the narrow grass verge on the south side of Lyndon Road to tarmac to widen carriageway so that vehicles can park on the highway
    - This could undermine the foundations to a boundary wall of the adjacent property. The wall could require underpinning if these works went ahead
    - This would only marginally widen the road and therefore the cost is not

proportionate to the finished out come.

Due to the constraints of the highway boundary there are no other alternative solutions that could be implemented to provide additional on street/off street parking in this area.

The Parking Manager has written to residents and the public house 16 December 2019 requesting views by 20 January 2020.

There have only been 3 residents' responses:

1 resident fully approving,

1 resident disapproving due to lack of parking, fear of speed and other reasons; and

1 resident

- not in favour of yellow lines in rural village locations and particularly being a conservation area.
- appreciating the good intention of the application but stating current arrangements have worked satisfactorily for many years and in fact act as a measure to slow vehicles down.
- fearing adding yellow lines and restricting parking will just increase speed through the village and force parking closer to the junctions of Church Street and Glebe Road.
- understanding that the main issue is larger vehicles and suggesting restricting such vehicles.

Members were kept in the loop about consultation. A Member has suggested that

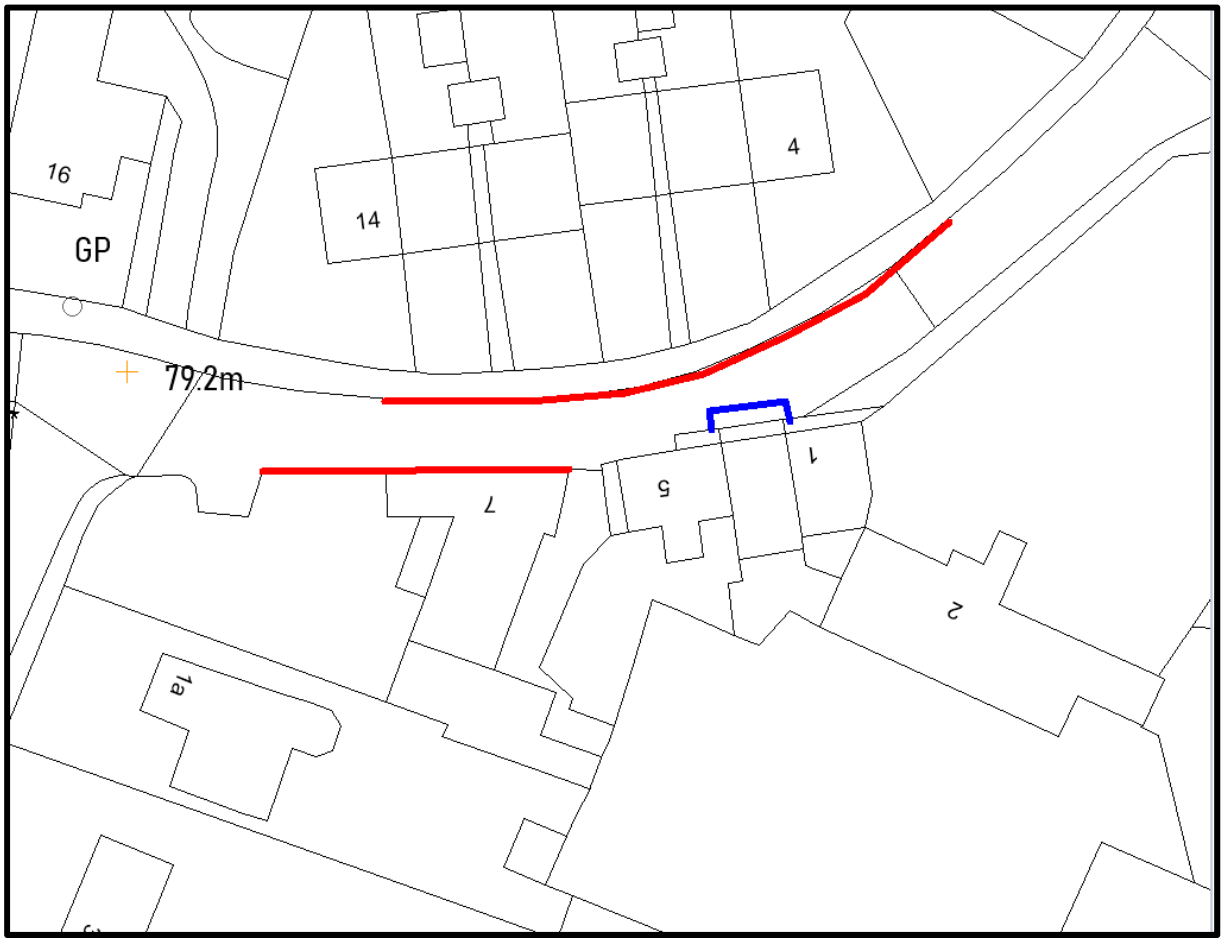
the restriction be extended to 14 Lyndon Road (requires discussion).

Recommendation

Option 1 in light of consultation feedback January 2020.

Option 2 is outside of the current parking policy but continues to be available. In this case other measures have been trialled to alleviate the problem and have not been successful. However consultation findings show a lack of support for parking restrictions so this options is not recommended. Nevertheless the HTWG may wish to consider recommending option 2 to attempt to address the observed safety and congestion issues.

Lyndon Road, North Luffenham



Maps have vertical northings and are to varying scales. © Crown copyright and database rights [2020] Ordnance Survey [100018056]

Integrated Transport Feasibility Study Report

ITCP-2019-36

Huntsman Drive, Prince George Avenue, Edwards Way, Ellingworth Close

Update January 2020

The reported issue

For some time residents have reported an issue with school and commuter parking and traffic on Huntsman Drive and the cul-de-sac roads leading off it, including Rutland Care Village. This area is attractive to those who wish to take opportunity of unrestricted parking; access to town, Catmose Campus and the railway station is easy on foot.

Residents are concerned about the road safety impact of this, and the impact it has on residential amenity.

The residents' group would like non-residential parking to be banned on corners because of perceived safety issue. The group also wishes for residents to be give priority over parking in this area.

RCC review of situation

The Parking Manager has met with the residents' group twice and been in contact regularly. Site visits show that parking north and south of the pedestrian crossing on Huntsman Drive could be regarded as affecting pedestrian and motorist visibility.

Options

In light of the above the following options are proposed:

1. No action, monitor the situation for one year.
2. Paint Double Yellow Lines (No Waiting At Any Time) as indicated in red in the annexed maps. Create a Monday to Friday 10am to 4pm residents parking zone like those already operating on Vicarage Road and Edmonton Way BUT with addition of areas where unrestricted parking is allowed. Signage will be minimal using variations of the signs shown with the maps. Approximate cost will be £2,000. This would lead to some displacement but it is likely to be minimal (perhaps 5 vehicles) as this option allows

for unrestricted parking in safer places. Should there be more motorists seeking unrestricted parking than there are spaces, the next nearest unrestricted area are northwards onto Stud Road. Some roads within the zone are un-adopted so works in these locations would need to be delayed until the adoption process was completed.

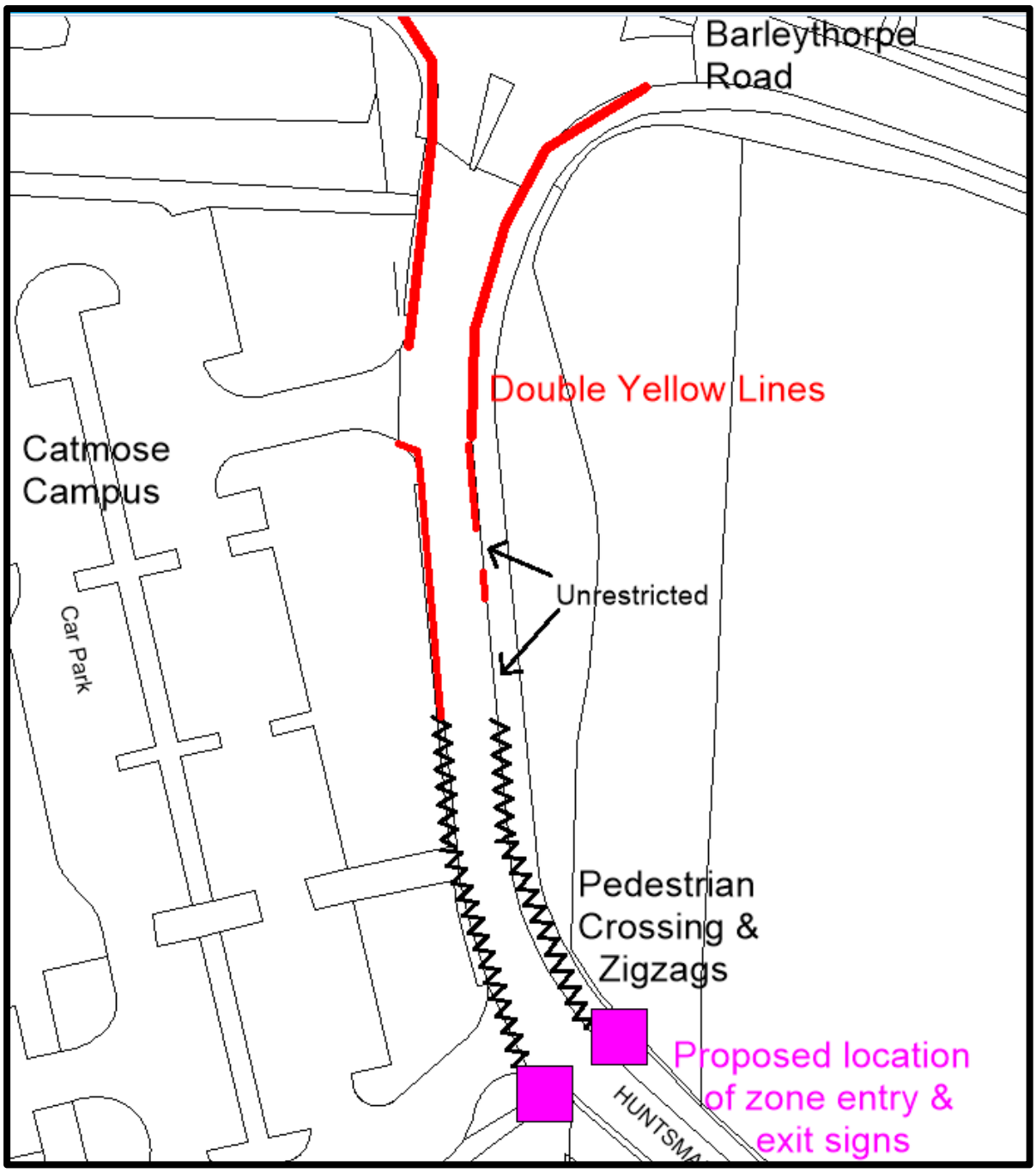
Consultation

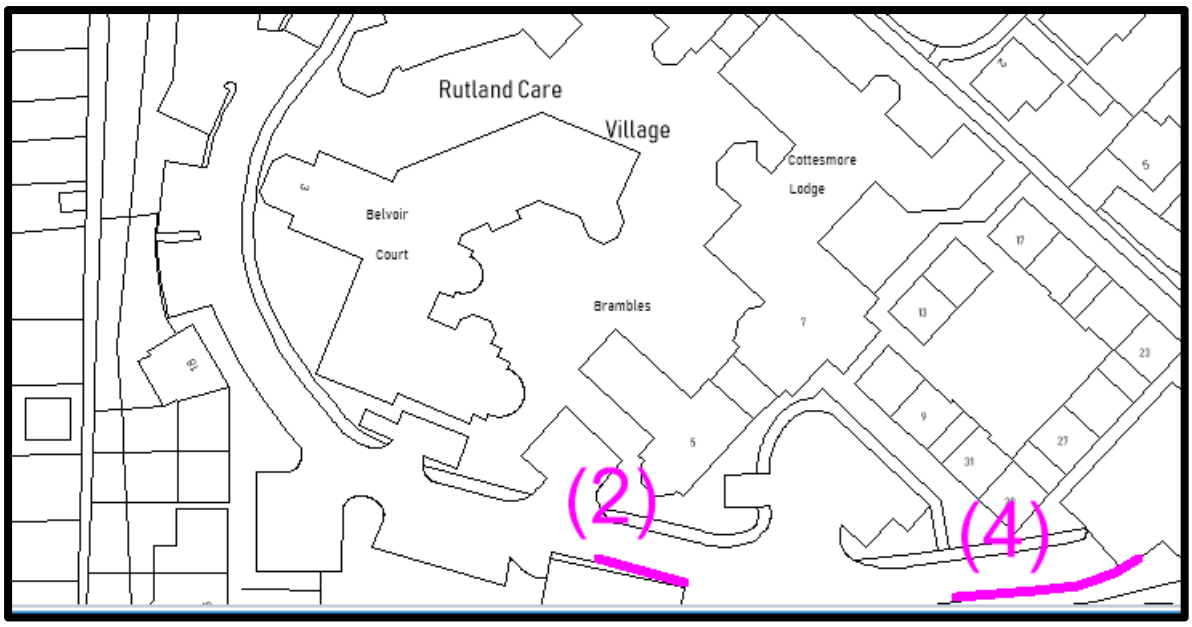
A residents' group has been active and been in regular contact with other residents and the Parking Manager. The group has secured the support of ward members and Oakham Town Council for the measures in option 2. The group has undertaken some informal consultation with residents which found that they are broadly in support of option 2.

Formal consultation would be required if option 2 was taken forwards. Preliminary discussions have identified that the highway department and the police do not object to option 2 in principle.

Following November 2019 HTWG the Parking Manager was required to re-visit with Highways to assess potential areas for more unrestricted parking within the proposed restricted areas. The Parking Manager was also required to informally consult with the care village – letters were hand-delivered in December with a deadline for responses by 17 January 2020. The Parking Manager has maintaining contact with reception (visited 7^{h} January, telephoned 15 January), and a

resident has been liaising between the care village manager and the Parking Manager, residents and carers. The letters alerted residents that unrestricted parking areas may be increased. The Parking Manager met with Highways, resident's group members and a care village resident 7 January and agreed on additional areas of unrestricted parking as detailed below (adding to the original maps) – 3-4 car lengths on the east kerb between Catmose Campus entrance and exit, a 6-8 south of the care village:


Barleythorpe Road
Double Yellow Lines
Catmose Campus
Unrestricted
Car Park
Pedestrian Crossing & Zigzags
Proposed location of zone entry & exit signs



On the visit, RCC officers accepted the need, within the scheme cost, to adjust pedestrian crossing markings, look into removing some redundant posts and have some signage to help prevent speculative through traffic. The resident's group intends to update the residents of the new developments week beginning 27 January.

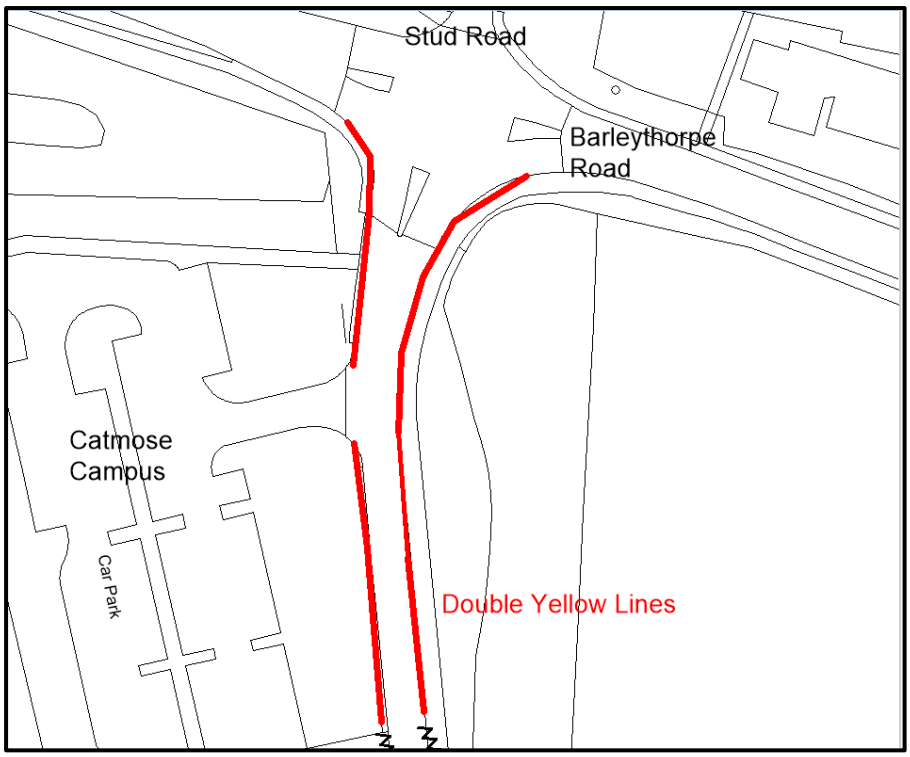
Recommendation

Option 2 is not in accordance with policy within the current Strategic Parking review

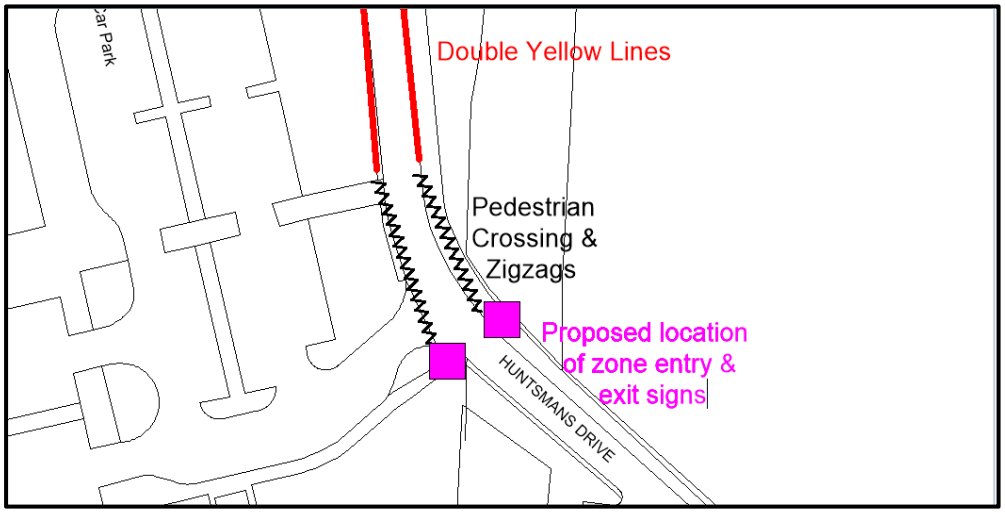
which sets out RCC's current parking policy (due to be reviewed by mid-2021) because the area falls outside of the denoted "town centre" where residents parking zones can be implemented. However it would address the safety issue and have the side benefit of improving residential amenity. Therefore the HTWG may wish to consider recommending it especially given the actions to mitigate displacement following the November 2019 HTWG.

ITCP-2019-36: Option 2 Maps (original)

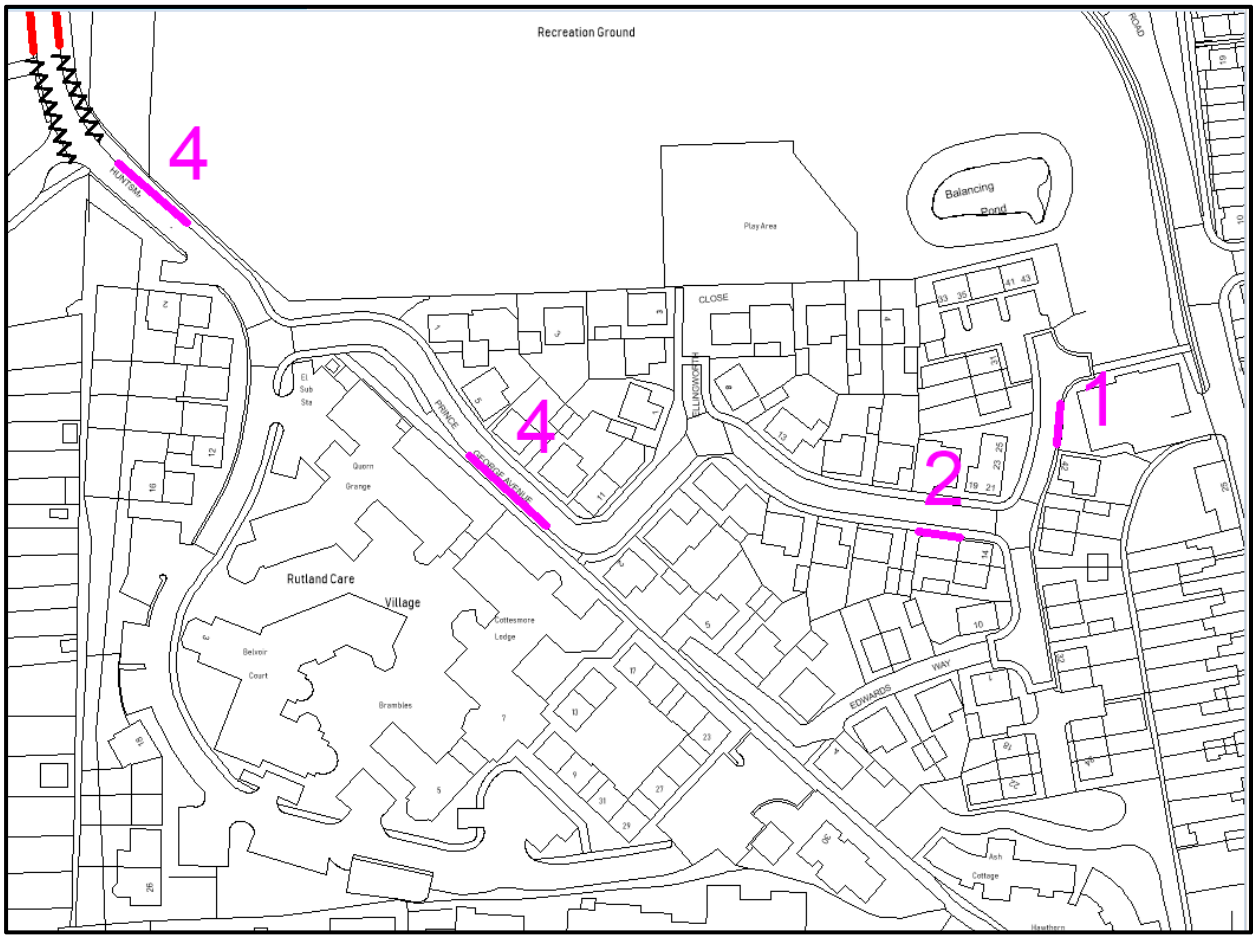
Proposed Double Yellow lines:



Proposed location of zone entry & exit signs:



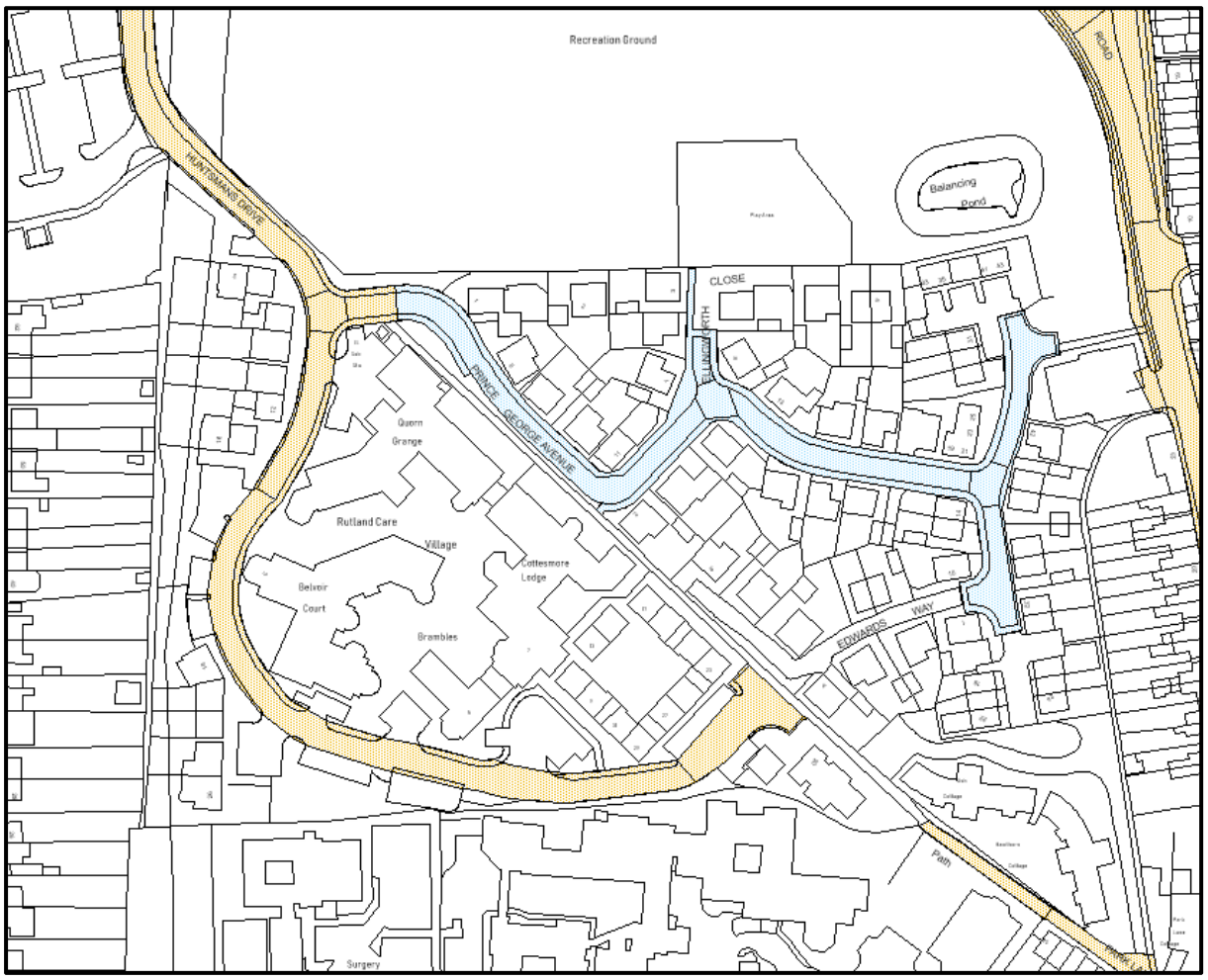
Proposed unrestricted parking and number of cars spaces indicated in pink below:



Adoption status of area indicated below:

Orange = adopted

Light blue = unadopted



Maps have vertical northings and are to varying scales. © Crown copyright and database rights [2020] Ordnance Survey [100018056]

Integrated Transport Feasibility Study Report

ITCP-2016-03

Springback Way, Uppingham

February 2020 review

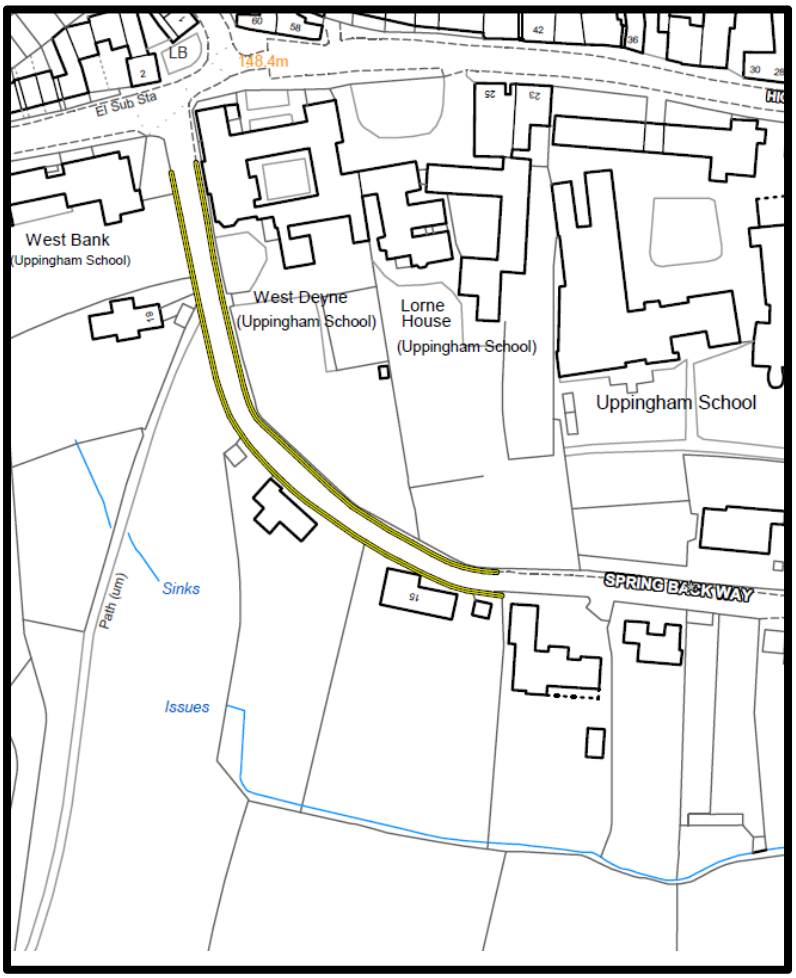
The Issue

This was a historic concern raised a number of years ago regarding safety concerns on Springback Way, Uppingham as a result of parked vehicles and the nature of the road. Highways and Uppingham Town Council (UTC) had been investigated the issue and possible remedies. In March 2017 UTC, after their consultation, resolved to request westward priority and traffic calming by parking bay chicaning. In late 2018 the idea of trialling double yellow lines became the preferred option and discussions with Legal Services were conducted because of the novelty of having an experimental scheme. In early 2019 the then Highways Manager working with then then UTC clerk confirmed that they would progress an Experimental Traffic Regulation Order. The extent of this is shown on figure 1 below with the aim of improving visibility and reducing accident risk.

This report reviews the experimental traffic order taking into account experiences since it was implement to feed into recommendations regarding whether it should be made permanent.

Figure 1 shows the area of the experimental traffic order.

Figure 1: Experimental traffic order area



Context

The accident stats provided by the police have identified that there have no recorded accidents on this section of road over the last 5 years. This includes the 3 years before the experimental order was installed.

A speed survey was undertaken prior to the commencement of the order. This indicated an average speed of 24 mph and an 85th percentile speed of 31mph.

Consultation

A range of consultation has been undertaken pertaining to this experimental traffic order. This is outlined below.

Public consultation

Following implementation of the Experimental Traffic Order, nine initial consultation responses were received from the general public (early – mid 2019). Six of these were negative and included concerns regarding increased vehicle speeds rat-running, loss of parking, danger to pedestrians, traffic and property and a lack of demonstrable road safety risk. However, three respondents supported the scheme at this stage due to perceived road safety improvements, and a reduction in obstruction to traffic caused by parked vehicles.

In December 2019 RCC issued reminder letters asking residents to submit any comments regarding the order. Seven comments were received at this stage six of which were supportive, reflecting over the duration of the experiment public perceptions of the scheme has improved. The remaining comment was undecided and requested that one way was still considered. Some selected comments are provided in appendix a. Within the supportive comments however there were still some requests for speed controls and further traffic control due mainly to perceived increased vehicle speeds and increased traffic levels.

Uppingham Town Council (UTC)

UTC conducted their own historic consultation in late 2016 scoping issues and possible remedies. Questions were asked about traffic calming and prioritisation measures, and the direction traffic to be given priority. 28 responses were received, 8 agreeing there was a need for measures. In terms of the direction of traffic flow, 10 responses (36%) preferred a westward priority; 13 (46%) preferred eastward.

Towards the end of 2019, RCC provided a copy of redacted responses up to 14 November 2019 to furnish UTC's Amenities Committee with views so UTC could come to an opinion. This was provided following the UTC meeting on 8th January indicating that they supported extension of the order, but not whether they wished to have it made permanent. UTC also

indicated that they would like a reduced speed limit to be considered. This would require a separate request from the town council to the HTWG.

Towards the end of 2019, RCC provided a copy of redacted responses up to 14 November 2019 to furnish UTC's Amenities Committee with views so UTC could come to an opinion. This was provided following the UTC meeting on 8th January indicating that they supported extension of the order, but not whether they wished to have it made permanent. UTC also indicated that they would like a reduced speed limit to be considered. This would require a separate request from the town council to the HTWG.

"In respect of Springback Way, please note resolution from Full Council meeting on Weds 8th Jan: 310/19 15 – TO CONSIDER FEEDBACK FROM AND RECEIVE AN UPDATE REGARDING THE SPRINGBACK WAY EXPERIMENTAL TRAFFIC REGULATION ORDER Resolution: It was proposed by Richard Reeve, seconded by Stephen Rozak and unanimously agreed to recommend extension of the experimental traffic regulation order for the maximum period and to suggest consideration of a 20mph speed limit in the regulated area." RCC sought feedback from UTC as the intention of this comment with regard to making the scheme permanent as it was unclear. On 21st January 2020 the clerk confirmed that the intention of the resolution was to support the scheme being made permanent.

Other interested parties

Uppingham School

Uppingham School indicated that it supported the yellow lines at the outset. On 17th January the school stated that the scheme seems to be positive.

Leicestershire Police

Feedback from Leicestershire police has been supportive indicating that there have been no policing concerns or negative issues arising from the order and that the lines should stay to prevent the road becoming cluttered with parked cars making passing and visibility very difficult.

RCC Waste & Transport

No reported issues related to the new lines.

RCC Highways

The Experimental Order has enabled RCC to assess whether or not double yellow lines are effective at the northern end of Spring Back Way. Highways would recommend that the double yellow lines are permanently installed on Spring Back Way for the following reasons

- They have removed the parking at the junction with Stockerston Road

- They have improved the forward visibility down the hill and around the bend where vehicles were parking inappropriately
- They have improved the pedestrians access to Uppingham School pedestrian access as student no longer need to cross through parked vehicles
- Parking has only been provided at the most suitable location with good forward visibility on the straight section of road.
- A speed survey carried out between 15/01/2020 and 21/01/2020 has indicated vehicle speeds have reduced since the 2018 speed survey. The average speed is 20mph and the 85th percentile speed is 24mph. This indicates that the order has reduced the speed of traffic probably because vehicles no longer feel the need to speed past the parked vehicles to prevent delays on their journey.

A one way system was previously proposed so that all of the parking on Spring Back Way could remain in place. The on street parking was regularly used by staff who work for Uppingham School. In 2019 the school built a new 72 spaced car park for staff in accordance with Planning Application 2016/1193/FUL. In addition to the car park the school also made some alterations to their accesses to provide suitable walking routes for staff and students from the car park to the relevant class rooms. This new car park will reduce the number of staff using on street parking facilitates and reduce demand for parking in the area.

RCC highways would not recommend the installation of a one way system on Spring Back Way as it will increase vehicle speeds and limit the free flow of traffic around Uppingham. Additionally there are no safety concerns on this road that would warrant the need for a one way system. Further discussion of this is provided in Appendix B.

RCC Parking Services

Civil Enforcement Officers have not seen a displacement issue and back office monitoring shows no increase in the use of limited waiting bays on Leicester Road, High Street West, North Street West & Stockerston Road. There is anecdotal reporting of more vehicles parking on Stockerston Road west of the parking bays where it is generally safe to do so – school staff unable to park off-street.

There were reports of displaced vehicles parking adjacent to tactile paving on Old School Mews early 2019 but since this unrestricted road has been brought into patrol, the problem has been enforced away, and any parking there is now safe.

RCC elected members:

Two of the three elected members for this ward responded and both supported the continuation of the scheme due to the benefits seen. However one member was concerned about parking displacement and also whether the school carpark may have reduced demand for parking in this particular area. Therefore that member suggested the scheme is

reviewed to allow some parking in place of the double yellow lines once the Uppingham School carpark is fully functional.

Options

There are a number of options that could be taken forwards at this point. These are outlined below.

1. Remove double yellow lines and take no further action. Cost £2,000. Probable damage to road surface, noise and fumes. Lines could be blacked but this is a temporary fix and would need repeating every year until road is resurfaced. The issues previously reported are likely to recur (not recommended)
2. Remove double yellow lines and implement one way system. This would resolve some of the problems but could increase vehicle speeds and lead to other issues. See Appendix B (not recommended).
3. Keep double yellow lines, make order permanent (recommended)

Conclusions and recommendations

Based on feedback received and the extent to which the order seems to address initial concerns, it is recommended that the necessary steps are taken to make it permanent. Since vehicle speeds have not increased as a result of the order (despite public perception that they have) no further traffic calming is recommended at this point.

Future considerations

It is known that there is a wish for further restrictions on Stockerston Road (ITCP-2019-14); this lies with UTC to let RCC know if, after school parking developments, this is still an active investigation.

Any request for further changes in the area (such as a reduced speed limit) would need to come to RCC via a separate HTWG request from an elected member or UTC.

Maps have vertical northings and are to varying scales. © Crown copyright and database rights [2020] Ordnance Survey [100018056]

Appendix A: Selected consultation comments

Public consultation

"Firstly I can't thank you enough for the double yellow lines. They have made the Stockerston Road end of Spring Back Way so much safer and much less perilous to drive down."

"In general terms I feel that these have had the desired effect."

"…have not noticed any issues in terms of traffic meeting and not been able to pass as it did before."

"I have not noticed an increase in traffic speed, although there is still an occasion when this occurs. Overall I would suggest a success and something which should be adopted."

"The no-parking trial for the top end of Spring Back Way in Uppingham has greatly improved the passage of traffic. It has also impacted positively on the safety of school children who use the footpath leading from the top of the road to the playing fields and Leighfield School. I hope that the Council will agree to making this experiment permanent."
"These lines have solved all parking problems as far as I know. It was the obvious solution!"

"A one-way system would be a sledgehammer to crack a nut, the nut representing a very small amount of daily traffic."

"Thank you for reminding everyone to respond. Firstly the double yellows are a great success, there's very little barrier to movement up and down the road.. at last... and no accidents causing by reversing and scraping of cars. Also emergency vehicles can now get through."

Appendix B: Consideration of a one way system for Springback Way

One Way

During the 2020 Consultation, residents also commented on the previously proposed one way system and suggested that they would rather see the one way system installed. This section considered whether that would be a suitable solution.

One way streets can be installed to help increase the safety on a road by reducing the number and severity of accidents by eliminating head on crashes and reducing conflict between traffic travelling in opposite directions. However they can also increase travel distance, increase vehicle speed, make drivers confused and are more difficult to be accessed by emergency vehicles.

One Way – Stockerston Road to London Road

It would not be suitable to make Spring Back Way a one way system from Stockerston Road to London Road (west to east). One way streets exclude oncoming traffic which reduces the potential danger/delay of vehicles coming in the opposite direction. As everyone is travelling in the same directions, drivers feel safer and therefore more comfortable driving at a faster speed. Spring Back Way has a steep downhill gradient from Stockerston Road to London Road; this along with drivers' sense of reduced danger will see vehicle speeds increase significantly.

One Way – London Road to Stockerston Road

The most suitable direction for a one way system on this section of road would be from London Road to Stockerston Road (east to west). The uphill gradient could marginally help towards reducing vehicle speeds as they approach Stockerston Road. However similarly with the west to east scenario, drivers will feel secure as the danger on the road is reduced as there will be no oncoming traffic, which may increase their vehicle speed.

With this option both Spring Back Way and High Street West will be one way in the same direction. Drivers may begin to choice Spring Back Way as an alternative route compared to High Street West; as this road will now have less delays and limited school traffic making it a quicker alternate route. On one way systems drivers can be too busy making good time on their journey to pay attention to non-motorists, such as pedestrians and cyclists. Spring Back Way is regularly used by Uppingham School Students and therefore this would be detrimental to highway safety.

The only way traffic will be able to travel west to east through Uppingham would be along North Street West to the cross roads at the A606. This will increase the level of traffic utilizing the junction. This junction is not yet at full capacity and therefore can take the additional traffic. However it is beneficial to have an alternative route for drivers travelling west to east; particularly if there are highway works resulting in a road closure.

The accident stats provided by the police have identified that there have no recorded accidents on this section of road over the last 5 years. This includes the 3 years before the

experimental order was installed. Therefore there is not a safety issue on this section of road that needs addressing by a one way system.

Integrated Transport Feasibility Study Report

ITCP-2016-02 South Luffenham

Review

REVISION SCHEDULE					
Rev	**Date**	**Details**	**Prepared by**	**Reviewed by**	**Approved by**
A	23/10/2019		RG	CC	

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1 Introduction 4

2 Accident Data & Analysis 4

3 Speed Survey 5

4 Conclusion 6

1 Introduction

1.1 This feasibility study needs to be read in conjunction with 17-05-10J A6121 feasibility study.

1.2 On the 5th June 2018 the Director for Places approved the officer's recommendation to install a chicane on the east bound approach to South Luffenham along the A6121. The chicane was installed to encourage vehicles to slow down as they approached South Luffenham from the Morcott direction. The chicane was installed just inside the 30mph limit with the associated signs and lines as per the Traffic Signs and General Direction Regulations.

1.3 The chicane and associated signs were installed in the autumn of 2018.

1.4 This follow on Study is to review the effectiveness of the chicane at slowing vehicles down on the approach to South Luffenham.

2 Accident Data and Analysis

2.1 There have been no recorded accidents at this location over the last year between 1/10/2018 and 1/10/2019.

3 Speed Survey

3.1 The first speed survey was carried out on the A6121 in South Luffenham in advance of the installation of the chicane. The survey was carried out within the 30mph limit and highlighted that vehicles were not complying with the 30mph speed limit.

Average Speed (36mph)			
	Bidirectional	Approaching	Receding
12/09/2016	36	36	36
13/09/2016	36	36	36
14/09/2016	36	37	35
15/09/2016	36	37	36
16/09/2016	35	36	35
17/09/2016	37	37	36
18/09/2016	37	36	37
19/09/2016	36	36	36
20/09/2016	36	36	36

85th Percentile (42mph)			
	Bidirectional	Approaching	Receding
12/09/2016	43	42	43
13/09/2016	42	42	43
14/09/2016	42	43	42
15/09/2016	42	42	42
16/09/2016	42	42	42
17/09/2016	43	43	44
18/09/2016	43	43	45
19/09/2016	42	42	43
20/09/2016	43	43	44

3.2 A second speed survey was carried out at the same location after the installation of the chicane.

	Average Speed (29mph)	85th Percentile (36.6mph)
02/10/2019	29	37
03/10/2019	29	37
04/10/2019	28	36
05/10/2019	31	37
06/10/2019	31	37
07/10/2019	28	37
08/10/2019	29	37
09/10/2019	29	36
10/10/2019	30	38
11/10/2019	28	34

3.4 This survey demonstrates that the average speed of vehicles has reduced by 7mph and the 85th percentile speed has reduced by 5mph since the installation of the chicane on the eastern bound approach to South Luffenham

4 Conclusion

4.1 The speed surveys demonstrate that no further works at this location are required as the chicane has successfully reduced vehicle speeds and there have been no accidents along this section of road since the installation of the chicane and associated road signs.

4.2 The conclusion, therefore is that the chicane has been effective at reducing vehicle speeds on the approach to South Luffenham.

Appendix A – Consultation

- The Study was sent to the Parish Council and Ward Members on the 19/11/2019.
- RCC have received no response

Integrated Transport Feasibility Study Report

ITCP-2016-12 Braunston

(Knossington Road)

Review

REVISION SCHEDULE					
Rev	**Date**	**Details**	**Prepared by**	**Reviewed by**	**Approved by**
A	11/11/2019		RG		

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2 Speed Survey....5
3 Accident Data....9
4 40mph Buffer Zone....10
5 Conclusion....11

1 Site Description

1.1 Document to be read in conjunction with ITCP-2016-12 Main Road, Braunston feasibility study.

1.2 The Highways and Transport Working Group approved the recommendation published in the ITCP-2016-12 Main Road Braunston study report, on the 11/12/2018. The study recommendation that was approved was to install an additional chicane on Knossington Road. This would create a double chicane.

1.3 The additional chicane was installed on the 6/2/2019.

1.4 All traffic calming schemes require a bedding in period, however the scheme review has been brought forward and the review date will be 12/3/2020 as the Parish Council have expressed their concerns about the safety of the double chicane. They feel that vehicle speeds have risen since the installation of the additional chicane

2 Speed Surveys

2.1 A speed survey was conducted on Knossington Road, inside the 30mph prior to the first chicane being installed, this was between 8/8/2016 and 17/8/2016 (data below)

Average Speed (33mph)			
	Bidirectional	Approaching	Receding
08/08/2016	33	37	31
09/08/2016	32	37	28
10/08/2016	33	36	30
11/08/2016	33	35	30
12/08/2016	33	36	30
13/08/2016	33	36	30
14/08/2016	32	35	29
15/08/2016	33	36	30
16/08/2016	33	36	30
17/08/2016	34	37	31

85th percentile speed (40mph)			
	Bidirectional	Approaching	Receding
08/08/2016	40	43	36
09/08/2016	40	44	35
10/08/2016	40	43	35
11/08/2016	39	42	35
12/08/2016	40	43	35
13/08/2016	40	43	35
14/08/2016	39	42	34
15/08/2016	40	43	35
16/08/2016	40	43	34
17/08/2016	42	43	36

2.2 This shows that vehicles slowed down a little as they approach the village on Knossington Road, however, they were not slowing down to the speed limit.

2.3 The first chicane was installed in early 2017 to slow the approaching traffic down.

2.4 A speed survey was then carried out in 2017 after the chicane was installed between 26/5/2017 and 9/6/2017 (data below).

Average Speed - 38mph			
	Bidirectional	Approaching	Receding
26/05/2017	39	35	42
27/05/2017	37	34	41
28/05/2017	37	34	41
29/05/2017	35	34	35
30/05/2017	38	35	42
31/05/2017	38	34	42

01/06/2017	39	35	42
02/06/2017	38	35	42
03/06/2017	37	34	41
04/06/2017	38	35	41
05/06/2017	39	35	43
06/06/2017	37	34	42
07/06/2017	39	36	43
08/06/2017	39	35	43
09/06/2017	41	37	44

85th percentile speed – 46mph			
	Bidirectional	Approaching	Receding
26/05/2017	47	42	50
27/05/2017	46	41	49
28/05/2017	45	41	49
29/05/2017	45	40	48
30/05/2017	46	41	49
31/05/2017	47	40	50
01/06/2017	47	42	50
02/06/2017	47	40	50
03/06/2017	45	41	48
04/06/2017	46	40	49
05/06/2017	47	41	50
06/06/2017	46	41	49
07/06/2017	47	42	50
08/06/2017	47	42	50
09/06/2017	48	43	51

2.5 The installation of the 1st chicane found that the average speed increased by 5mph and the 85th percentile speed increased by 6mph. The speed limit has now risen above the ACPO tolerance of +/- 2mph, and is now significantly higher than the 30mph speed limit.

2.6 One chicane was not having the desired effect and because this section of road is long and straight with good forward visibility, therefore it does not encourage vehicles to slow down. Vehicles approaching Braunston Village can see oncoming vehicles and are likely to increase their speed to get past the traffic calming measure and not be delayed.

2.7 It was proposed in the ITCP-2016-12 Main Road Braunston to install a 2nd chicane on the opposite side of the carriageway and be slightly off set. It was thought that this would help to reduce vehicle speeds to negotiate the chicane.

2.8 Following concerns raised by the Parish Council after the installation of the 2nd chicane, a speed survey was carried out between 12/6/2019 and 20/6/2019. This survey was carried out 4 months after the installation of the 2nd chicane.

Average Speed (35mph)			
	Bidirectional	Approaching	Receding
12/06/2019	35	33	36
13/06/2019	36	33	38
14/06/2019	35	34	37
15/06/2019	31	33	29
16/06/2019	35	33	37
17/06/2019	36	34	39
18/06/2019	35	33	37
19/06/2019	35	33	38
20/06/2019	37	34	40

85th Percentile (42mph)			
	Bidirectional	Approaching	Receding
12/06/2019	42	40	43
13/06/2019	42	40	44
14/06/2019	42	40	44
15/06/2019	42	40	42
16/06/2019	42	40	44
17/06/2019	43	41	44
18/06/2019	42	41	43
19/06/2019	42	40	43
20/06/2019	43	41	47

2.9 The average speed of vehicles had reduced by 3mph, and the 85th percentile speed had reduced by 4mph since the installation of the 2nd chicane. The speeds are now similar to the original 2016 survey.

2.10 A further speed survey has been carried out between 4/11/2019 and 11/11/2019. This was to allow a longer period between the installation of the chicane and the assessment, for a suitable bedding in period.

Average Speed (28mph)			
	Bidirectional	Approaching	Receding
04/11/2019	30	31	28
05/11/2019	29	30	27
06/11/2019	29	31	27
07/11/2019	26	31	23
08/11/2019	29	31	27
09/11/2019	30	32	28
10/11/2019	30	31	28
11/11/2019	22	31	20

85th Percentile (35mph)			
	Bidirectional	Approaching	Receding
04/11/2019	35	36	35
05/11/2019	35	35	34
06/11/2019	35	35	34

07/11/2019	34	35	32
08/11/2019	35	36	35
09/11/2019	35	37	34
10/11/2019	35	37	35
11/11/2019	32	35	30

2.11 The last 2 speed surveys carried out on Knossington Road have seen a reduction in speeds of vehicles approaching and leaving Braunston.

2.12 The November 2019 speed survey has demonstrated that vehicles are now complying with the 30mph speed limit and are within the tolerance of 10%+2mph.

3 Accident Data

3.1 There have been no recorded accidents along this section of road between 1/10/2018 and 1/10/2019.

4 40mph Buffer zone

4.1 As part of this review the Parish Council have requested that the Council consider the introduction of a 40mph buffer zone on the approach to Braunston along Knossington Road and Oakham Road.

4.2 This request was originally submitted in the 2016 Speed Limit Review. The extents of the 2016 requests are shown below in green

4.3 In 2016 the police advised that “there was no need for a 40mph buffer zone on either approach to the village. On the western approach there is a very sharp right hand bend together with rumble strips on the straight approach to the commencement of the 30mph sign. At the start of the 30mp zone there is a priority system in place which further calms the speed of traffic upon entry to the village.

4.4 On the eastern approach drivers have to negotiate a series of bends just prior to the start of the 30mph which also suppresses speeds. The speeds are already constrained by the nature of the road and a 40mph limit would do very little in this regard.

4.5 Neither approach would meet the DfT guidance for the introduction of a 40mph speed limit. There are no dwellings on either approach to the village to justify a 40mph signing regime.”

4.6 As there have been no alterations to the street scene on either road, RCC do not recommend proceeding with a 40mph buffer zone on either road. Furthermore the speed survey has demonstrated that the traffic calming installed over the last 3 years has been successful in reducing vehicle speeds.

5 Conclusion

5.1 The speed surveys demonstrate that no further works at this location are required as the double chicane has successfully reduced vehicle speeds and there have been no reported accidents along this section of road since the installation of the chicane and associated road signs.

5.2 The conclusion, therefore is that the chicane has been effective at reducing vehicle speeds on the approach to Braunston

Appendix A – Consultation

- The Parish Council originally requested a review of the 2 chicanes on Knossington Road 17th May 2019, and also requested some additional traffic calming features such as speed humps

- RCC advised that there are a number of regulations that RCC must follow for the installation of speed humps and advised on the consultation process.

- A speed survey was installed on the 12th June 2019. An email was sent to the Parish Council to advise the survey was underway.

- The results were provided to the Parish Council following the HTWG meeting on the 9th June 2019. The following information was provided

    - Before any traffic calming measures the average speed complied with the speed limit + the tolerance set by the ACPO guidance. However the 85th percentile was in excess
    - After the 1st chicane vehicle speeds increased significantly
    - After the double chicane was installed vehicle speeds have since dropped. These are now 2mph above the original survey in 2016.
    - Before carrying out any other work at this location, the HTWG would like another survey carried out in 3-6months time. This will give the double chicane additional time to bed in. We can then compare the data from the 4 surveys to see what is the best way to move forward.

- The Parish Council sent a chaser for the review on the 16th October and was advised that the study was underway.

- The review was sent to the Parish Council and Ward Members on the 19/11/2019

- RCC received a response from Cllr Cross acknowledging receipt of the study

- Cllr Cross emailed RCC on 10/01/2020 following a Parish Council Meeting

Further to the proposals for traffic calming in the village of Braunston and again discussed at the Parish Meeting held yesterday evening on 9th Jan. 2020

I have been requested to suggest to the Highways Dept. at RCC that a Highways plan be drawn up to include requested traffic calming details and also to include the initial phase of a cycle track from the village towards Oakham.

Members of the Parish Council have, in the past, worked with Paul Slater and asked if he would be available to help with the drawing and preparation of such plans.

It was thought that such plans would then be immediately available for the time when funding became available for any part of this proposal.

- RCC responded on the 10/01/2020:

Dear Cllr Cross,

The cycle track from the village to Oakham will be looked at under the LCWIP and has been raised with reference ITCP-2017-09. You will need to contact Transport Strategy for an update on the LCWIP progress and how sites are being looked at.

The following explains the ITCP process of how sites are assessed:

- *A formal request is submitted by the Parish Council or Ward Members*
- *This is then added onto the list HTWG scheme progress sheet which can be found at: https://www.rutland.gov.uk/my-community/transport/transport-strategy/highway-and-transport-concerns/*
- *There is a long list of schemes that myself and one other colleague are working through. This schemes are assessed in date order.*
- *Officers will undertake a speed survey (if required) and collect accident data from the police. The results will then be assessed by officers*
- *The speed surveys can delay the schemes as we cannot undertake speed surveys during school holidays/bank holidays. We also have to take into account neighboring authorities' school holidays as other areas have different holidays.*
- *An officer will the produce a feasibility study, including a site visit and analysis of the data collected*
- *We no longer accept request from Parish Council/Ward Members for the type of traffic calming schemes they would like. We provide a detailed assessment and if required advice what is the most suitable measure to install on the highway.*
- *The officer will then recommended a proposal, if required*
- *The finished report will then be sent to the Parish Council and ward members*
- *If approved, it will go to the next HTWG for approval. The group meet quarterly*
- *The group will have the final say whether or not funding is approved.*

At present, Paul and myself are currently working through a number of ITCP schemes and therefore do not have the time to be able to assist the parish council with additional drawings.

If you have any questions please do not hesitate to contact me

Regards

Robyn Green | Highways Engineer (Development Control)

- No Further comments have been received.

Integrated Transport Feasibility Study Report

ITCP-2019-17 Barleythorpe Review

REVISION SCHEDULE					
Rev	**Date**	**Details**	**Prepared by**	**Reviewed by**	**Approved by**
A	29/10/2019		RG	CC	

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1 Introduction

1.1 This Study is to be read in conjunction with 17-05-10N feasibility study, which was approved on 17th December 2018.

1.2 In December 2018 the Director for Places approved the officer's recommendation to improve the gateways' on both the southern and the northern approach to Barleythorpe along the B640. The gateway feature on the southern approach included red high friction surfacing with a brick imprint and included village name signs with a yellow backing. The gateway feature on the northern approach to Barleythorpe included a road narrowing.

1.3 These schemes were installed on the 18/2/2019

1.4 This study is a review of the performance of the traffic calming measures, and assesses whether the traffic calming measures have had the desired effect on traffic speeds and whether additional measures may be required.

2 Accident Data and Analysis

2.1 The accident stats have been collected for Barleythorpe for the last year, since the installation of the traffic calming measures and there have been no recorded accidents through Barleythorpe.

3 Speed Survey

3.1 A speed survey was carried out at the Bus Shelter at the northern end of Barleythorpe prior to the installation of the improved gateway features. This speed survey showed that vehicle speeds were complaint with the speed limit and the tolerance allowed by the ACPO Guidance.

Average Speed (30mph)			
	Bidirectional	Approaching	Receding
20/09/2018	30	31	30
21/09/2018	29	31	27
22/09/2018	30	31	29
23/09/2018	31	31	30
24/09/2018	30	31	29
25/09/2018	30	31	29
26/09/2018	29	30	28

85th Percentile (35mph)			
	Bidirectional	Approaching	Receding
20/09/2018	35	36	34
21/09/2018	35	36	34
22/09/2018	36	37	35
23/09/2018	36	37	35
24/09/2018	35	36	34
25/09/2018	35	36	34
26/09/2018	34	35	33

3.2 A speed survey was then carried out 7 months after the installation of the traffic calming measure.

Average Speed (31mph)			
	Bidirectional	Approaching	Receding
23/09/2019	32	32	31
24/09/2019	31	32	30
25/09/2019	29	32	27
26/09/2019	31	32	31
27/09/2019	31	32	30
28/09/2019	33	33	32
29/09/2019	30	33	28
30/09/2019	31	32	31
01/10/2019	31	32	31
02/10/2019	32	32	32

85th Percentile Speed (37mph)			
	Bidirectional	Approaching	Receding
23/09/2019	37	38	37
24/09/2019	36	37	36
25/09/2019	36	37	35
26/09/2019	37	37	37
27/09/2019	37	37	36
28/09/2019	39	39	37
29/09/2019	37	39	36
30/09/2019	37	37	36
01/10/2019	37	37	36
02/10/2019	37	37	37

3.3 Whilst the 85th percentile speed has increased during this period, the speeds have not significant reduced/increased following the installation of the traffic calming measures. This could be because speeds were already compliant with the set speed limit and within the tolerance permitted by the ACPO guidance of 10%+2mph.

3.4 A speed survey was carried out at the southern end of the village prior to the installation of the road narrowing. This survey identified that vehicle speeds were in excess of the set speed limit and the tolerances allowed by the ACPO guidance. The approaching data is the speed at which vehicles are entering the village

Average Speed (38mph)			
	Bidirectional	Approaching	Receding
20/09/2018	37	36	39
21/09/2018	37	36	39
22/09/2018	38	36	39
23/09/2018	39	37	40
24/09/2018	37	35	39
25/09/2018	38	36	40
26/09/2018	38	36	39
27/09/2018	39	37	40

85th Percentile (44mph)			
	Bidirectional	Approaching	Receding
20/09/2018	43	42	45
21/09/2018	43	42	45
22/09/2018	44	42	45
23/09/2018	45	43	46
24/09/2018	43	41	45
25/09/2018	43	42	45
26/09/2018	43	42	45
27/09/2018	45	43	45

3.5 A speed survey was carried out at the same location after the installation of the traffic calming measure. The receding data is the speed at which vehicles are entering the village

Average Speed (32mph)			
	Bidirectional	Approaching	Receding
14/10/2019	31	33	28
15/10/2019	31	34	29
16/10/2019	32	34	29
17/10/2019	31	34	29
18/10/2019	31	34	28
19/10/2019	32	35	29
20/10/2019	32	35	29
21/10/2019	32	34	29
22/10/2019	32	35	29
23/10/2019	32	35	29

Bidirectional Speed (37mph)			
	Bidirectional	Approaching	Receding
14/10/2019	36	38	32
15/10/2019	37	38	33
16/10/2019	37	39	34
17/10/2019	37	39	33
18/10/2019	37	39	33
19/10/2019	38	39	34
20/10/2019	37	39	34
21/10/2019	37	39	34
22/10/2019	38	40	34
23/10/2019	38	40	34

3.6 This speed survey has demonstrated that the average speed of vehicles has reduced by 6mph and the 85th percentile speed by 7mph.

3.7 Comparison of vehicle speeds as they enter Barleythorpe from Oakham

Average Speed	
2018 (36mph)	2019 (29mph)
36	28
36	29
36	29
37	29
35	28
36	29
36	29
37	29
	29
	29

85th Percentile	
2018 (42mph)	2019 (34mph)
42	32
42	33
42	34
43	33
41	33
42	34
42	34
43	34
	34
	34

3.8 The average speed of vehicles entering the village has reduced by 7mph and the 85th percentile speed has reduced by 8mph. The speeds of vehicles entering the village have now reduced to the speed limit and the 85th percentile speed has reduced to the speed limit plus the allowable tolerances of 10%+2mph.

4 Conclusion

4.1 Northern approach to Barleythorpe

Vehicle speeds were already complaint with the set speed limit prior to the installation of the traffic calming measure. Following the installation the traffic calming measures the speeds have not significantly altered. It is recommended, therefore to do nothing at the northern approach to Barleythorpe.

4.2 Southern approach to Barleythorpe

The road narrowing has successfully reduced vehicle speeds and there have been no accidents along this section of road since the installation of the road narrowing and associated road signs. The speed surveys demonstrate that no further works at this location are required.

4.3 The conclusion, therefore is the traffic calming measures through Barleythorpe have been effective at reducing vehicle speeds on the approaches into the village.

Appendix A – Consultation

- The Review was sent to the Parish Council and Ward Members on the 19/11/2019
- RCC have received no response

Integrated Transport Feasibility Study Report

ITCP-2018-11 Great Casterton

REVISION SCHEDULE					
Rev	**Date**	**Details**	**Prepared by**	**Reviewed by**	**Approved by**
A	14/11/2019		RG	CC	

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2 Accident Data & Analysis 4
3 Speed Survey 4
4 Conclusion 5

1 Introduction

1.1 This feasibility study is to be read in conjunction with the Great Casterton Traffic Report and Junction Assessment provided by Aecom on the 8th July 2019.

1.2 Aecom was requested to carry out an assessment of the cross roads at Water Lane, Old Great North Road, Pickworth Road and Ryhall Road, Great Casterton. The assessment process included data collection and results, site observations, junction assessments, design option and a summary.

1.3 This report provides a summary of the findings of the assessment and a final recommendation

1.4 Separate to the report provided by Aecom the Parish Council have raised concerns about the existing chicane outside the Crown Pub. They have advised that in "the morning and afternoon school entry and exit queues do build up, tempers get frayed and when the road becomes clear in either direction vehicles increase their speed. This also occurs at other times of the day as well, particularly southbound traffic leaving the village. This comment will be assessed in section 4.1.7.

2 Accident Data and Analysis

2.1 The Aecom report used the Crashmap website to confirm that there were no accidents at the cross roads over the last 5 years

2.2 RCC used a software package called AccsMaps and this verified the accident statistics provided in the Aecom report

3 Speed Survey

3.1 Aecom carried out a speed survey between 21st May and 27th May 2019. The survey recorded vehicle speeds for 24hours for the duration of the survey.

3.2 The mean speed was 30.3mph and the 85th percentile speed was 35.3mph.

3.3 RCC carried out a speed survey on Old Great North Road between 5/1/2017 and 18/1/2017, this showed the average speed of 20mph and the 85th percentile of 24mph.

3.4 Whilst the Aecom results showed an increase in vehicle speeds, both speed surveys show that vehicles are complying with the 30mph speed limit, and within the tolerances allowed under the ACPO Speed Enforcement Policy Guidelines 2011-2015: Joining Forces for Safer Roads.

4 Conclusion

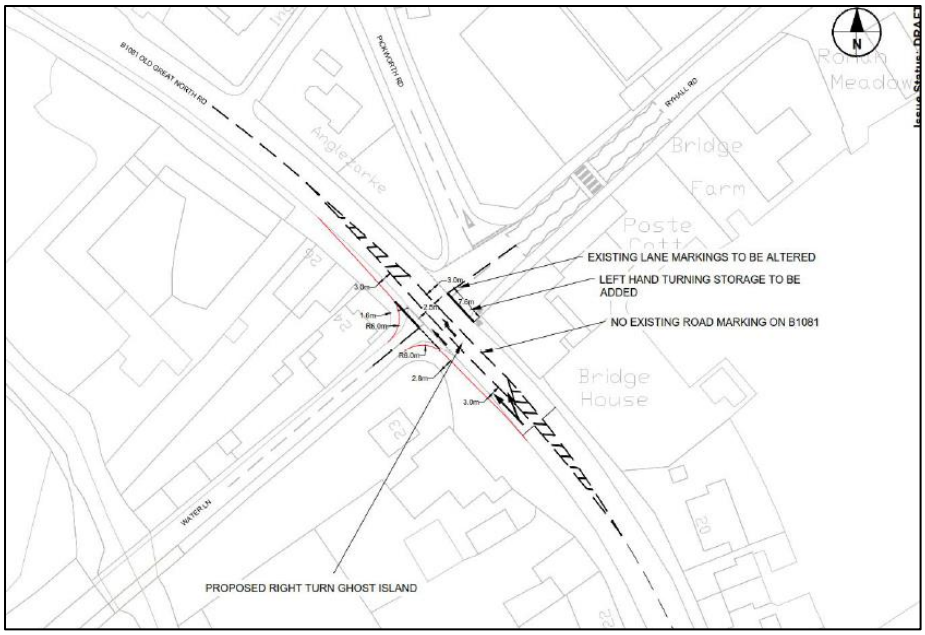
4.1 The Aecom report made the following recommendation which could be considered at the junction of Ryhall Road, Old Great North Road, Water Lane and Pickworth Road. The report was sent to the Parish Council for comment, which are shown in red. RCC have provided additional comments, which are shown in blue

4.1.1 Signalisation of the B1081 junction would not be recommended;

The Parish Council confirm that signalisation is not acceptable at this location

RCC agree with this

4.1.2 Introduction of a right turn ghost island for traffic turning into Ryhall Road and flare widening on the Ryhall Road arm;



No comments provided by the Parish Council

RCC do not feel that a right hand turn lane is appropriate at this location. It has been stated within the Aecom report that due to highway constraints the right turn ghost island is not to current DMRB TD 42/95 standards. Additionally the surrounding footpaths will need to be narrowed.

The Aecom report showed that the highest traffic movements at the junction is the right turn into Ryhall Road, therefore the right hand turn lane would help facilitate the ahead movement to move more freely.

Ryhall Road becomes congested during school opening/closing times as a result of parked vehicles outside Casterton College. The right hand turn lane would cause vehicles to queue in the centre of the carriageway waiting for traffic to start flowing on Ryhall Road. With the current situation vehicles waiting to turn right on the Old Great North Road allow vehicles to exit Water Lane and Ryhall Road in either direction.

Ryhall Road area around Casterton College are currently under assessment by the RCC Parking Team. RCC parking and highways have met with the school to discuss a range of option with how the school can assist with the parking problem around the school at opening and closing time. Additionally RCC have requested that the Parish Council submit a highway concern for Ryhall Road outside Casterton College

4.1.3 Double yellow lining could be considered at the Pickworth Road / Ryhall Road junction to prevent on street parking encroaching on the junction and impacting operation;

4.1.4 Double yellow lines could be extended along the western kerb line of Pickworth Road to the

vicinity of the school 'Keep Clear' markings;

The Parish Council advised that the double yellow lining at the Pickworth Road/Ryhall Road is agreed by both the Parish Council and the Primary School, as is the proposal to extend it along the western kerb line of Pickworth Road to the vicinity of the School "Keep Clear" markings. This fits in with the already approved scheme for Yellow Lines.

Parking restrictions and TROs are currently on hold due to the upcoming General Elections

4.1.5 The provision of a drop-off lay-by to reduce the number of vehicles parking on-street, which can block the two way flow along Pickworth Road, could also be implemented at three possible locations; Grassed Area, west of Pickworth Road, adjacent to school; Primary School Land; Ryhall Road;

The school have objected to using their school land for the provision of a drop off/layby to reduce the traffic on the road. The Parish Council have also advised that the grass section outside the primary school is the only green space in the village.

The adopted highway is very constrained at this location and therefore there is no scope within the adopted highway to install a layby or provide parking facilities.

4.1.6 Better enforcement of HGV restriction on Water Lane and potential further monitoring

The Parish Council are disappointed with the proposals for Water Lane. This Road is manifestly too narrow at the crossroads end as is vividly shown in a Consultants photograph. Despite the 7.5 ton limit oversize vehicles continue to use it as a short cut, and this is compounded by the relative narrowness of the A1 Bridge further on. The Consultants recommended better enforcement of the 7.5 ton limit but it is difficult to envisage who would do this: certainly not the Police. It is therefore recommended that this proposal be re-looked at. Our original response to Planning on this subject is attached for information.

Following previous discussions with the Parish Council. The Parish Council requested that RCC to use part of the garden to the property at the junction of Water Lane/Old Great north Road to widen the junction and to install bollards before the bridge to stop large vehicles driving down this road.

RCC would not look to install bollards before the bridge, as it will restrict 7.5T vehicles using this road to access properties/businesses on Water Lane. Additionally if a 7.5T vehicle decided to drive through the weight restriction, there are no facilities to enable the large vehicle to turn around; there is also no scope within the adopted highway to provide such facilities. This would be detrimental to highways safety as the large vehicles would be required to reverse back onto Old Great North Road, or reverse over the bridge until they can turn around.

The road is subject to a 7.5T weight restriction. This restriction is not due to weak bridges etc. Weight restrictions can only be enforced by the police, RCC have no powers.

It was proposed in the Aecom report to widen Water Lane junction with the B1081 to allow traffic to turn into the junction easier. However, by widening this junction it might encourage larger vehicles to travel along Water Lane as the junction will be easier to navigate.

The signage on the approach to Water Lane and at the junction with the B1081 could be improved to warn people of the approaching weight restriction and to make the signs stand out more.

4.1.7 Removal of chicane outside the Crown Pub on Old Great North Road.

This chicane was installed as part of a traffic calming measure before 2009. The chicane was installed to reduce vehicle speeds of vehicles exiting the village travelling towards Stamford. In 2017 a dropped kerb and tactile paving was installed on the chicane to assist pedestrians crossing the B1081. The chicane enables pedestrians to only have to cross lane.

Concerns have previously been raised regarding the parked vehicles west of the chicane. These vehicles belong to properties No.3-No.8 Main Street. In 2019 a planning application was submitted under reference 2019/0247/FUL to construct a 16 space car park for these properties at the rear of the houses. This application was approved on the 14th June 2019.

RCC feel that the removal of the parked vehicles to the rear of the properties will help alleviate some of the congestion in this area, and mitigate the concerns raised by the Parish Council. It may be a significant factor, however in the reduced speed of traffic.

RCC are inclined to leave the chicane in place as it helps to reduce the speed of vehicles exiting the village and also provided a suitable crossing facility for pedestrians accessing St Peter's Church.

Appendix A – Consultation

- The Review and AECOM report was sent to the Parish Council and Ward Members on the 19/11/2019

- The Parish Council responded on the 5th December 2019 and RCC responded on the same day. The Parish Council comments are in black with RCC response in Red.

Dear Robyn,

The Parish Council discussed the RCC review of the Integrated Transport Feasibility Study at its meeting last night, and has asked me to pass on the following observations:

Para 4.1.2: The Parish Council is disappointed with this conclusion as any easing of the right hand turn at the cross roads would be beneficial. It is also not understood why the wide pavement on the Water Lane side could not be narrowed to facilitate this. The Parish Council is in the process of discussing with Casterton College the parking problems in Ryhall Road, and we will write to RCC as soon as these are completed.

In the Aecom report it has been stated that due to land constraints the right turn ghost island is not to current DMRB TD 42/95 standards.

The footpath on the southern sided of the Old Great North Road can be narrowed to widen the carriageway, however the lane will still be below standard. Due to the number of vehicles using this area specifically during school opening/closing times RCC would not recommend to install a right hand turn lane below standard.

RCC have engaged with the College and attended a site visit to look at the parking problems. RCC proposed some solutions to the school, and measurements of how to rearrange the car park. We are yet to receive a response from the school

Para 4.1.4: The Parish Council and the Primary School look forward to this being completed after the General Election.

Just for information the DYL will not be completed following the General Election. The DYL will be subject to a TRO order and consultation process before implementation

Para 4.1.6: Water Lane. We are disappointed with this response as a solution does not appear to be possible. Regarding the bollards before the bridge, the Parish Council submits that the wide entrance to the area containing the five new houses would provide a turning area for vehicles. It is therefore requested that this decision be reconsidered particularly as the Police say they are unable to enforce the weight limit.

RCC will not be able to reconsider this option. We have tried to engage with the developer of the 5 properties however they do not have ownership of the house at the junction of Water lane and therefore are unable to assist RCC. Furthermore there are no agreements in place which make it compulsory for this land owner to offer some of the land to RCC. The bollards at the bridge will be unsafe and could cause an accident/damage to vehicles. The 7.5T weight restriction is "expect for access" and therefore large vehicles can use this road if they are accessing a property/business within the closure.

Para 4.1.7: Work has now commenced on the new car park at the rear of 3-8 Main Street and when this is completed it is hoped that the parked cars will use the new facility.

The Parish Council appreciated the work that has been done on these traffic problems.

- No Further comments have been received

Integrated Transport Feasibility Study Report

ITCP-2019-11 Oakham (West Road, Braunston Road)

Review of 17-05-05 West Road, Braunston Road Oakham

REVISION SCHEDULE					
Rev	**Date**	**Details**	**Prepared by**	**Reviewed by**	**Approved by**
A	20/9/2018	Review of scheme	RG	CC	

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2 Speed Survey 6
3 Accident Data 12
4 Additional Concern 12
5 Conclusion 13
6 Recommendation 13

1 Introduction

1.1 This review is to be read in conjunction with the Aecom's feasibility report document number RCC-ACM-16-15A-RP-CE-00002 (September 2016).

1.2 Following numerous meetings with the Ward Members for Braunston Road, Oakham and a residents group, it was agreed to deviate from the recommendations provided in the Aecom report and install the following work:

1.2.1 Chicane on Braunston Road just south of the junction with Glebe Way and improved gateway features (completed 19/12/2017)

1.2.2 Double Chicane on Braunston Road (near Catmose Primary School) (completed 19/12/2017)

1.2.3 A 20mph limit to West Road, plus red high friction surfacing with 20mph roundels (completed 19/12/2017)

1.2.4 Zebra crossing outside the Coop on West Road (completed 19/12/2017). Narrowing of the junction of Braunston Road and West Road (completed 9/3/2018)

1.2.5 The traffic calming measures aimed to reduce the speed of vehicles entering Oakham from Braunston, are intended to reduce the speed of vehicles as they pass the public right of way leading to Catmose Primary School and to reduce the speed of vehicles as they pass the Coop/parked vehicles on West Road.

2 Speed Surveys

2.1 Speed surveys were carried out before and after the traffic calming measure were installed. The data has been compared below to assess the effectiveness of the traffic calming measures installed.

2.2 Braunston Road – near Glebe Way/Harrington Way

A speed survey was carried out between 11/4/2016 and 18/4/2016 on Braunston Road, just west of Glebe Way. This survey was sited within the 30mph limit, prior to the installation of the single chicane.

Average Speed (36mph)			
	Bidirectional	Approaching	Receding
11/04/2016	36	36	36
12/04/2016	36	37	34
13/04/2016	37	37	36
14/04/2016	36	36	36
15/04/2016	36	36	36
16/04/2016	37	37	37
17/04/2016	37	37	37
18/04/2016	36	37	36

85th Percentile (47mph)			
	Bidirectional	Approaching	Receding
11/04/2016	47	47	46
12/04/2016	46	47	44
13/04/2016	47	48	47
14/04/2016	46	47	45
15/04/2016	46	47	45
16/04/2016	47	48	47
17/04/2016	48	48	47
18/04/2016	46	47	45

2.3 This survey identified that vehicle speeds are in excess of the 30mph speed limit and are in excess of the tolerances set out in the ACPO Speed Enforcement Policy Guidelines 2011-2015:Joining Forces for Safer Roads[1] of +/-2mph.

2.4 A speed survey was also carried on the opposite side of the road just west of Harrington Way, between 10/5/2018 and 24/5/2018. The chicanes on Braunston Road were installed on the 19/12/2017, therefore this survey was carried out 5 months after the chicane was installed.

Average Speed (35mph)			
	Bidirectional	Approaching	Receding
10/05/2018	35	34	35
11/05/2018	35	35	36
12/05/2018	35	35	35
13/05/2018	36	35	36
14/05/2018	35	35	35

[1] ACPO Speed Enforcement Policy Guidelines 2011-2015:Joining Forces for Safer Roads - http://library.college.police.uk/docs/appref/ACPO-Speed-Enforcement-Guidance.pdf

15/05/2018	35	35	35
16/05/2018	35	35	35
17/05/2018	35	35	35
18/05/2018	35	35	35
19/05/2018	36	36	36
20/05/2018	36	35	36
21/05/2018	35	35	35
22/05/2018	35	36	35
23/05/2018	35	35	35
24/05/2018	35	35	35

85th Percentile (42mph)			
	Bidirectional	Approaching	Receding
10/05/2018	42	42	42
11/05/2018	42	43	42
12/05/2018	43	43	42
13/05/2018	43	43	43
14/05/2018	42	43	42
15/05/2018	43	43	42
16/05/2018	43	43	42
17/05/2018	42	43	42
18/05/2018	42	42	42
19/05/2018	43	44	43
20/05/2018	43	43	43
21/05/2018	43	43	42
22/05/2018	43	43	42
23/05/2018	42	43	42
24/05/2018	42	43	42

2.5 The average speed has decreased by 1mph and the 85th percentile has decreased by 5mph since the 2016. This suggests that the chicane and improved gateway have had an effect on vehicle speeds at this location, however the 85th percentile speed is still not complaint with the speed limit plus the 10%+2mph tolerance.

2.6 A further speed survey was carried out just east of Harrington Way on Braunston Road. between 13/11/2019. This survey has been carried out 2 years after the installation of the chicanes on Braunston Road.

	Average Speed (29mph)	85th percentile (35mph)
13/11/2019	29	35
14/11/2019	29	34
15/11/2019	30	35
16/11/2019	29	35
17/11/2019	30	36
18/11/2019	28	35

19/11/2019	29	36
20/11/2019	29	35
21/11/2019	27	33
22/11/2019	30	37

2.7 This speed survey has shown that the average speed has reduced by 6mph, and the 85th percentile speed by 7mph since the 2018 speed survey. Furthermore this survey has demonstrated that the average speed has reduced by 6mph and the 85th percentile speed by 12mph since the 2016 speed survey.

2.8 The speed surveys have demonstrated that the vehicle speeds have significantly reduced since the installation of the chicane near the 30mph limit on Braunston Road.

2.9 Braunston Road – outside Public Right Of Way leading to Catmose Primary

A speed survey was carried out on Braunston Road, between 28/9/2015 and 7/10/2015, located outside the access to Catmose Primary School prior to the double chicane being installed, ,.

Average Speed (25mph)			
	Bidirectional	Approaching	Receding
28/09/2015	25	26	24
29/09/2015	25	26	24
30/09/2015	25	26	24
01/10/2015	25	26	24
02/10/2015	25	26	24
03/10/2015	26	27	25
04/10/2015	26	27	25
05/10/2015	25	26	24
06/10/2015	24	26	22
07/10/2015	25	26	24

85th Percentile Speed (29mph)			
	Bidirectional	Approaching	Receding
28/09/2015	29	30	28
29/09/2015	29	30	28
30/09/2015	29	30	29
01/10/2015	29	30	28
02/10/2015	29	30	28
03/10/2015	30	31	29
04/10/2015	30	30	29
05/10/2015	29	30	28
06/10/2015	29	30	27
07/10/2015	29	30	27

2.10 A speed survey was carried out between 10/4/2019 and 13/4/2019at the same location following the installation of the double chicane. The double chicane was installed on the 19/12/2017. This survey was carried out 16 months after the chicanes were installed.

Average Speed (29mph)				
		Bidirectional	Approaching	Receding
Wed	10/04/2019	29	30	29

Thu	11/04/2019	29	30	29
Fri	12/04/2019	30	30	29
Sat	13/04/2019	32	32	32

85th Percentile (34mph)				
		Bidirectional	Approaching	Receding
Wed	10/04/2019	34	35	34
Thu	11/04/2019	34	35	34
Fri	12/04/2019	35	35	34
Sat	13/04/2019	37	37	37

2.11 The average speed has increased by 4mph following the construction of the double chicane, however, it is still within the 30mph speed limit, and the 85th percentile speed has increased by 5mph.

2.12 Chicanes are effective horizontal traffic calming measures, however they do not work in every location because they do not require vehicles with priority to reduce speed. Additionally vehicles with priority don't reduce speed if there is no vehicles approaching, and vehicles may race to the chicane before an oncoming vehicle approaches. At this location it would be reasonable to suggest that the increase in vehicle speed is as a result of vehicles racing through the double chicane.

2.13 Braunston Road – outside the Coop

A speed survey was carried out, opposite the Coop between 19/8/2015 and 26/8/2015. This was carried out prior to the installation of the zebra crossing, 20mph zone and build out on West Road.

Average Speed (21mph)			
Date	Approach	Receding	Bidirectional
19/08/2015	21	18	20
20/08/2015	21	19	20
21/08/2015	21	19	20
22/08/2015	21	18	19
23/08/2015	20	18	19
24/08/2015	22	19	20
25/08/2015	21	19	20
26/08/2015	22	20	21

85th Percentile Speed (26mph)			
	Bidirectional	Approaching	Receding
19/08/2015	26	26	25
20/08/2015	26	27	26
21/08/2015	26	26	25
22/08/2015	25	26	25
23/08/2015	25	25	25
24/08/2015	26	27	26
25/08/2015	26	27	25
26/08/2015	27	28	27

2.14 A speed survey was also carried out, opposite the Coop 3 months after the installation of all of the traffic calming measures between 20/6/2018 and 28/6/2018. The zebra crossing and 20mph zone was installed on the 19/12/2017. The build out on West Road was constructed

on the 9/3/2018. This survey.

Average speed (25mph)			
	Bidirectional	Approaching	Receding
20/06/2018	25	26	24
21/06/2018	25	26	24
22/06/2018	24	25	23
23/06/2018	25	26	24
24/06/2018	25	26	24
25/06/2018	25	26	24
26/06/2018	25	26	24
27/06/2018	24	26	23
28/06/2018	25	26	23

85th percentile (30mph)			
	Bidirectional	Approaching	Receding
20/06/2018	30	31	29
21/06/2018	30	31	29
22/06/2018	30	31	28
23/06/2018	30	31	28
24/06/2018	30	30	29
25/06/2018	30	31	29
26/06/2018	30	31	28
27/06/2018	30	31	28
28/06/2018	30	32	28

2.15 A further speed survey was carried out at the same location between 2/5/2019 and 10/5/2019. This survey was carried out 12 months after the installation of all of the traffic calming measures detailed in section 1.

Average speed (20mph)			
	Bidirectional	Approaching	Receding
02/05/2019	20	21	19
03/05/2019	20	21	19
04/05/2019	20	21	19
05/05/2019	20	21	19
06/05/2019	20	21	19
07/05/2019	20	22	19
08/05/2019	20	21	18
09/05/2019	20	21	19
10/05/2019	21	21	20

85th Percentile (25mph)			
	Bidirectional	Approaching	Receding
02/05/2019	25	27	24
03/05/2019	26	27	24
04/05/2019	26	27	25

05/05/2019	26	27	25
06/05/2019	25	27	24
07/05/2019	26	27	24
08/05/2019	25	27	24
09/05/2019	25	27	24
10/05/2019	27	27	25

Comparison of Braunston Road outside the Coop surveys:

Year	Average Speed	85th percentile
2015	21	26
2018	25	30
2019	20	25

2.16 The 2019 survey highlighted that vehicle speeds have reduced. The speed survey on this section of Braunston Road has highlighted that the average speed complies with the 20mph speed limit, however the 85th percentile speeds demonstrate that vehicle are travelling in excess of 20mph. Even though the 85th percentile speed is in excess of the tolerance set by the ACPO guidance, overall vehicle speeds have reduced.

2.17 The 20mph speed limit is most appropriate on roads where the average speeds are already low and guidance suggests below 24mph. The ACPO guidance states “in cases where there are high levels of non-compliance, it would tend to identity those limits which maybe are in more unclear areas and poorly displayed”. The 20mph speed limit is only sign posted with one terminal.

2.18 The speed survey on this road would suggest that vehicles are, and will comply, with the 20mph limit, however the signage could be improved to make it clearer of the speed limit to the non-complaint drivers.

3 Accident Data

3.1 There have been no recorded accidents at this location over the last 2 years.

4 Additional Concern

4.1 An additional highway concern has been raised by a ward member regarding the safety of cyclists as a result of the new chicanes. The Cllr feels that there is a significant risk to cyclists when cars try to avoid the traffic calming measures by using the slip road, and overtaking cyclists as they cycling by the chicane.

4.2 It is unlikely that a driver would choose to use the slip road between the mini roundabout, rather than Braunston Road with the traffic calming measures to exit/enter Oakham. This is because the slip road requires driver to cross two additional roads (Churchill Road and Glebe Way) before waiting for a gap in the traffic and then reenter Braunston Road. The slip road would increase the length of their journey marginally and they would need negate 3 additional junctions.

4.3 Additionally the chicanes have been off set from the edge of the kerb to allow sufficient space for a cyclist to cycle through rather than going around the chicane in the path of a vehicle.

5 Conclusion

5.1 From the data gathered it is evident that all of the traffic calming measures installed have had the desired result by reducing vehicle speeds to now close to the speed limit.

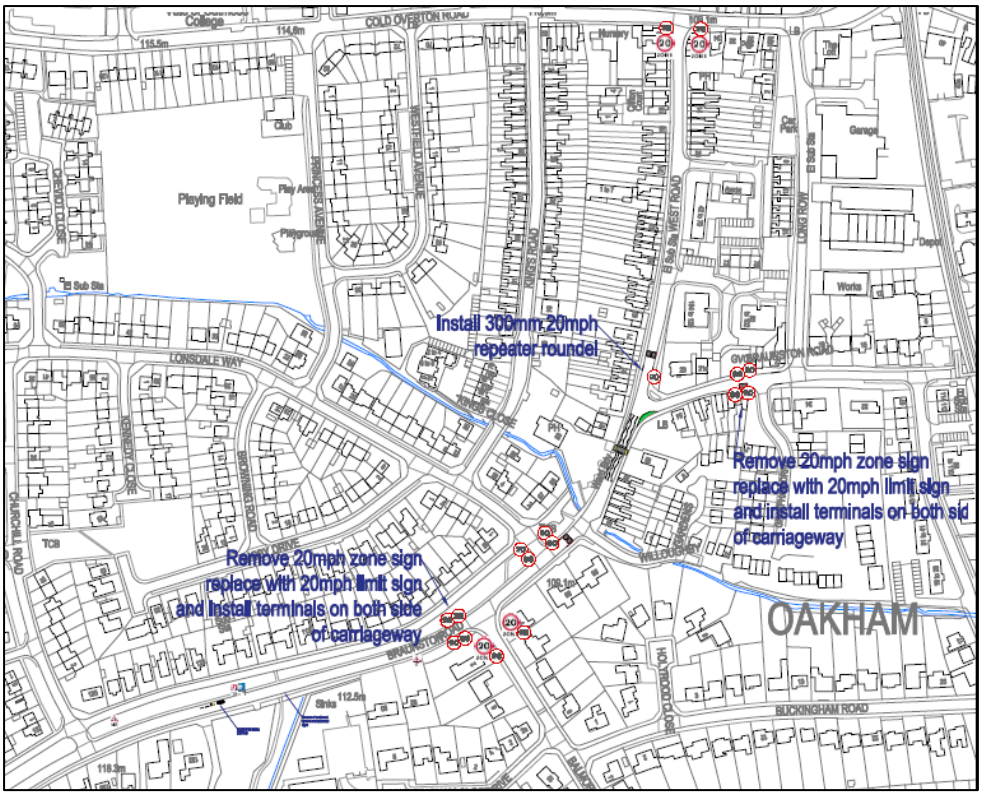
5.3 It was noted during the site visits that the signage for the 20mph limit are not complaint with the Traffic Signs Regulations and General Direction (TSRGD) and not complaint with the associated Traffic Regulation Order (TRO). It is therefore proposed to alter the signage, as specified in section 6.1.

6 Recommendation

6.1 Make the 20mph limit signage on Braunston Road between the junction with Balmoral Road and Cold Overton Road complaint with TSRGD and the TRO.
Costs Approximately £3,000

Following DfT guidance RCC considered 1 terminal sign for the 20mph limit appropriate at this location, at the time of installation. The speed survey has highlighted that whilst vehicle speeds have decreased, the 85th percentile speed is still above the speed limit.

After reviewing the most recent speed survey data, it is proposed to improve the 20mph speed limits signs by installing two terminal signs at each location instead of one. Additionally it is proposed to install a 300mm repeater roundel on West Road opposite the parked cars.



Appendix A – Consultation

- The Scheme was sent to the Ward Members on the 13/12/2019. The ward members for both Oakham north west and Oakham south west were included in the consultation

- A member Oakham South Ward advised that the recommendation provided a sound balance between “do nothing” and “spend excessively”.

- A member Oakham North responded with the following comments:

Thank you, a small reduction is good.

The whole situation has been driven by one resident being very persistent is the impression I am under. Is it the same resident now raising the concern about cycles?

I have another resident raising concerns about the volume of parked on pavement cars and bumper to bumper at road junctions which is in breach of the highway code as they are within a couple of feet causing cars to nose out into the oncoming traffic. This is all on Cold Overton Road.

I believe rather than a peace meal approach to Oakham speeding and on street parking, RCC should consider a much larger revision before making any changes as all these actions have a reaction or knock on effect.

- RCC responded with the following comments:

RCC carry out reviews following highway concerns submitted by Parish Council/Ward Member or if the site is identified as an accident cluster site.

Cold Overton Road, in particular is not an accident cluster site and therefore would not be assessed by RCC unless a request has been submitted by the Parish or Ward member. If as a ward member you wanted us to undertake a review of the whole of Oakham, please submit a request through the relevant request forms.

Please be advised that a review of the whole of Oakham would take a lot of time and resources and pull officers away from other sites which may have a safety issue. If a form was submitted I would request that you identify areas that you are concerned about and give reasons for concerns.

- Oakham North then requested a copy of the HTWG Form which was provided by RCC.

Integrated Transport Feasibility Study Report

ITCP-2019-22 Park Lane

/Barleythorpe Road Junction

REVISION SCHEDULE					
Rev	**Date**	**Details**	**Prepared by**	**Reviewed by**	**Approved by**
A	15/10/2019		RG	CC	CC

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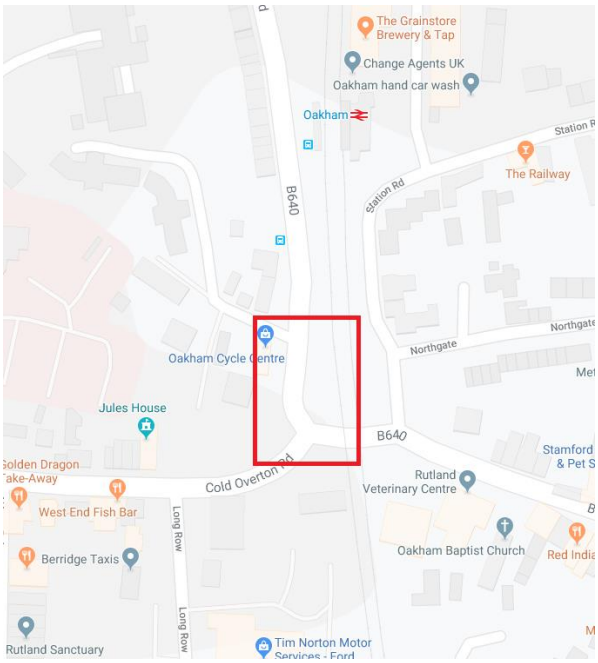
2 Site Description 4
3 Accident Data & Analysis 5
4 Recommendation 7

1 Introduction

This site has been brought forward to feasibility as an accident cluster site. Accident cluster sites are described as sites with clusters of 3 or more accidents within a road length of 50m over the previous 3 years.

2 Site Description

The junction of Park Lane and Barleythorpe Road is situated within 100m of the main railway crossing through Oakham. This road is classified as the B640.



This road is within a 30mph limit, and the road has street lighting with additional lighting around its junctions.

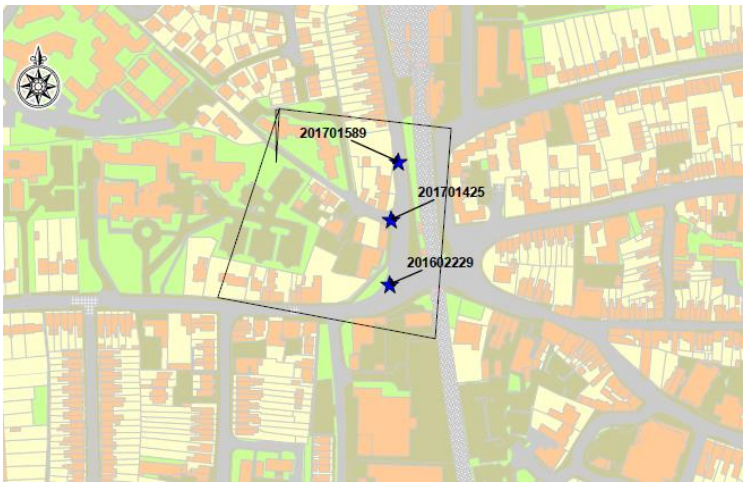
The old illuminated bollards have been replaced with reflective bollards.

When the level crossing barriers are down, vehicles will begin to queue past Park Lane. Vehicles travelling south along the B680 are still able to turn right into Cold Overton Road using the right turn lane. On some occasions drivers have elected to overtake the queue of stationary vehicles and turn right, however this is where the road is too narrow for 3 lanes of traffic.

Cold Overton Road has a right and left hand turn lane at its junction with Barleythorpe Road and when the level crossing barrier is down vehicles are still able to travel north along the B680 without restrictions.

3 Accident Data and Analysis

The accident stats have been collected from 1/7/2016 and 30/6/2019. There have been 3 slight accidents recording during this 3 year period.

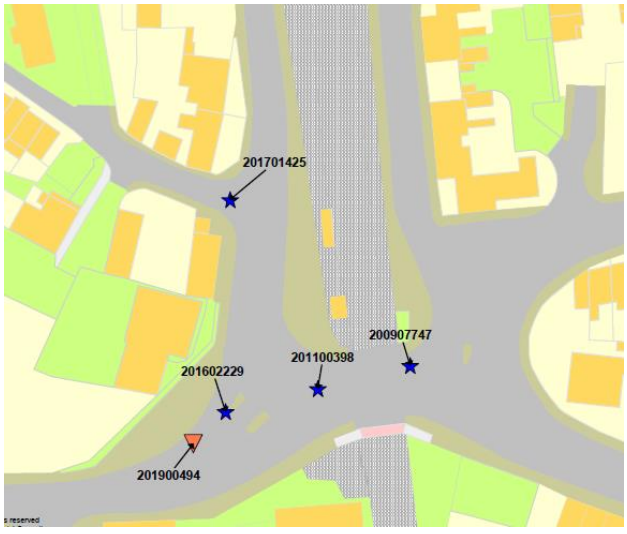


Accident 201602229 – V2 travelling north east on Cold Overton Road collides with rear V1 waiting at junction

Accident 201701425 – V1 travelling north on Barleythorpe Road intending to turn left travelling north west on Park Lane. V1 brakes skids loses control and collides with pedestrian travelling north crossing Park Road from V1 near side. V1 leaves carriageway near side and collides with sign. The road surface was dry and the conditions were fine without high winds

Accident 201701589 – V1 and V2 travelling north on Barleythorpe Road. V3 travelling south overtakes traffic queue from railway crossing in front of V1 and V2. V1 ahead brakes suddenly to avoid collision with V3 and V2 collides with rear of V1.

The accident stats have also been collected from 01/10/2009 and 30/09/2019. During this period there was a total of 6 accidents (including the 3 listed above)



Accident 200907747 – V1 travelling east on Melton Road overtakes V2 (cycle) travelling east ahead and immediately turns left travelling north on Station Road in front of V2. V1 collides with front of V2

Accident 201100398 – V2 travelling west lane 1 Barleythorpe Road, in left filter lane changes lane right and collides with V1 (cycle) travelling ahead lane 2 negotiating right bend travelling north.

Accident 201602229 – V2 travelling north east on Cold Overton Road collides with V1 waiting at junction

Accident 201900494 – V2 (cyclist) enters Cold Overton Road from Long Row in between two vehicles and travels north east towards junction with Melton Road. V1 travelling north east Cold Overton Road follows V2 closely, causing front V1 to collide with rear of V2.

4 Recommendation

The accident data for the last 3 years has identified that there was 1 accident in 2016 and 2 accidents in 2017. However since 2017, there have been no recorded accidents at this location. Additionally the accidents which occurred were unrelated to the road condition/layout. It is therefore proposed to take no action at this site.

Integrated Transport Feasibility Study Report

ITCP-2019-28 Lands End Way/Farrer's Reach Junction

REVISION SCHEDULE					
Rev	**Date**	**Details**	**Prepared by**	**Reviewed by**	**Approved by**
A	20/9/2018		RG		

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5 Conclusion 10

1 Introduction

1.1 A highway concern has been raised by a Rutland County Council Councilor, relating to the speed of traffic along Lands' End Way and the safety of traffic at the Farriers Reach junction.

2 Site Description

2.1 Lands End Way is north of Oakham leading from Barleythorpe Road to Burley Park Way. There road predominantly serves a large number of industrial units and offices. There are 3 roads leading off Lands End Way, which are used to serve residential properties (Farriers Reach, Maresfield Road and Hackamore Way). There are no residential properties directly fronting Lands End Way.

2.2 The volume of traffic using Lands' End Way has steadily increased as a result of the large development called Oakham Heights, which includes residential and industrial properties. Two supermarkets have recently opened which serve off Lands' End Way (Aldi in November 2016 and Lidl in February 2018.

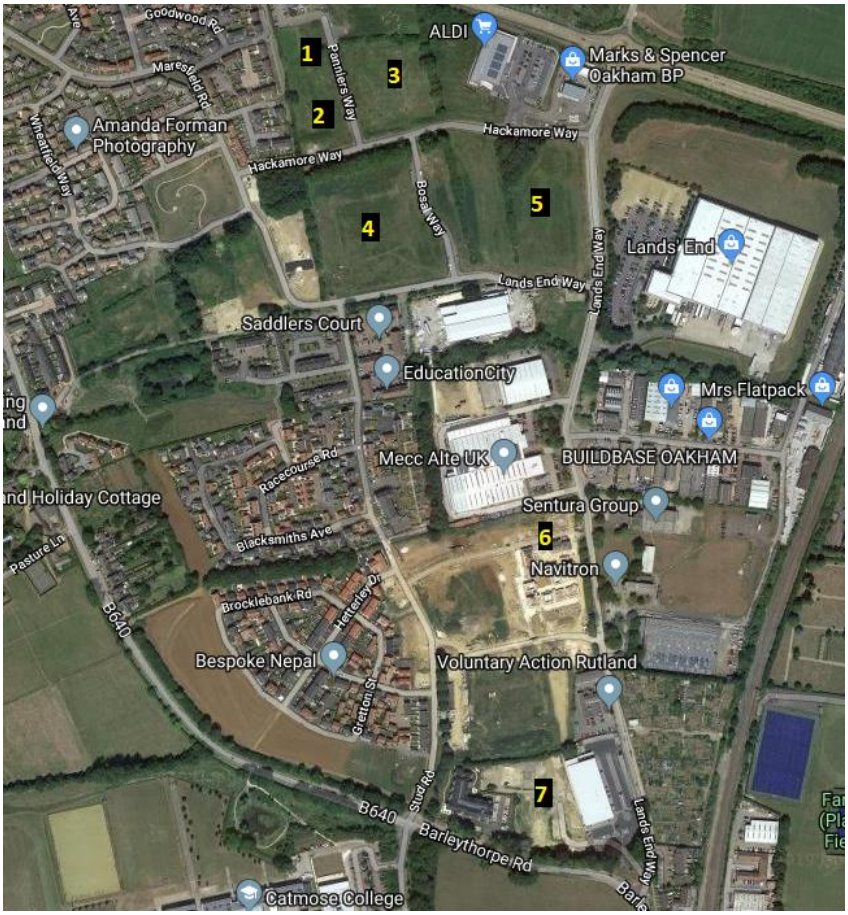
2.3 Lands End Way is approximately 6.2m wide with a 1.8m footway running along the eastern side of the carriageway. This footway is street lit and is regularly used pedestrians. There are no additional provisions for cyclists along this section of road.

2.4 From Pillings Road in a northerly direction to Burley Park Way the highway boundary widens and is able to accommodate a footpath on both sides of the carriageway. The footpath on the western side of Lands End way has been constructed wide enough for cyclists as well as pedestrians. The

carriageway also begins to widen on the approach to Burley Park Way and includes a right hand turn lane into Hackamore Way.

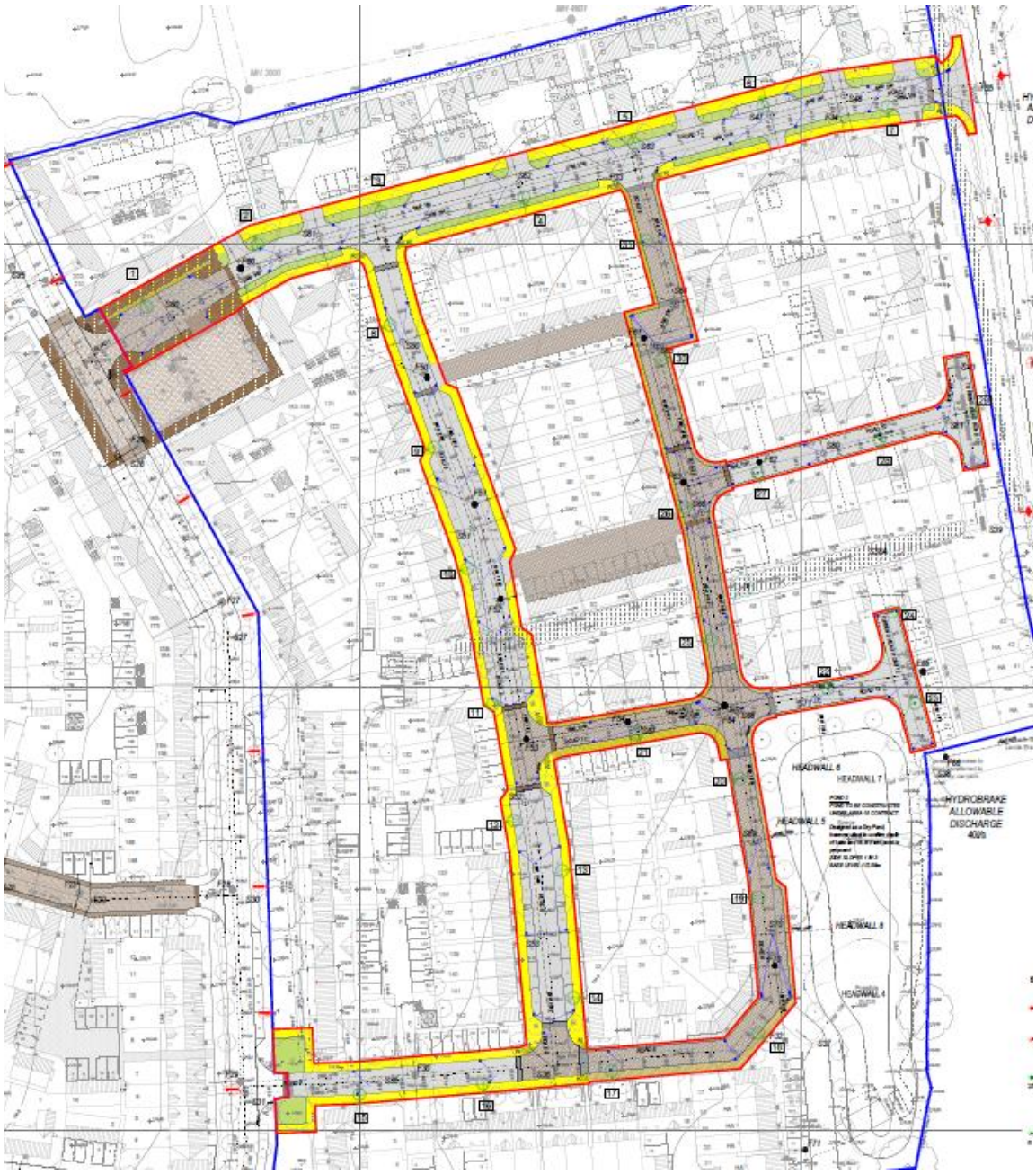
2.5 As part of the Lidl development, a zebra crossing was installed on Lands End Way between the two accesses. This crossing has been appropriately signed/street lit and provides pedestrians with an alternative exit from the shopping site. There are no other formal/informal crossing points along Lands End Way.

2.6 There are pockets of land around Lands End Way which are still to be developed. The areas of land are shown below:



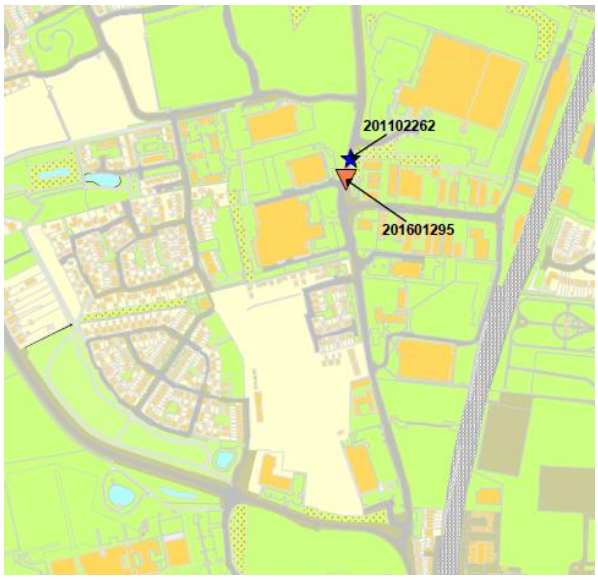
1) Planning Permission approved for the construction of a hotel (2017/0627/MAJ)
2) Land allocated as employment land (OUT/2009/1306)
3) Land allocated as employment land (OUT/2009/1306)
4) Land allocated as employment land (OUT/2009/1306)
5) Land allocated as employment land (OUT/2009/1306)
6) Land currently under development for residential properties (OUT/2009/1306 and 2015/0785/RES)
7) Lands allocated as employment land, with planning permission for a 78 bed care home with 13 linked aftercare apartments including communal facilities, landscaping and car parking (2018/0728/FUL)

2.7 The vehicle access out of Farriers Reach onto Lands End Way has not yet been completed as the site is still under development. When the site has been completed the footpath will be extended out of the site and a dropped kerb provided on the opposite side of the carriageway. The site can also be accessed via Stud Road by vehicles and pedestrians. Both routes are a similar distance for pedestrians when trying to reach the town center.


HEADWALL 6
HEADWALL 7
HEADWALL 5
HEADWALL 8
HEADWALL 4
HYDROBRAKE
ALLOWABLE
DISCHARGE
40l/s

3 Accident Data

3.1 There have been 2 recorded accidents on Lands End Way between 1/10/2009 and 30/9/2019.



3.2 Accident 201102262 – V1 travelling south on Lands End Way lost control and left the carriageway on the near side, and collided with a lamp post. Driver impaired by alcohol

3.3 Accident 201601295 – V1 (motorcycle) travelling south on Lands End Way lost control and collided with kerb, and leaves the carriageway on the nearside into a ditch. No other vehicles were involved.

3.4 There was an accident on Lands End Way on the 27th September which has not yet been recorded on the data above. The record may have not shown up on the AccsMaps report as the police may have not yet uploaded the STATS19 report. This accident involved a large tree trunk breaking in half after a heavy rainfall and strong winds. 2 vehicles were damaged during the accident on Lands End Way.

4 Speed Survey

4.1 A speed survey was carried out on Lands End Way (near the allotments) between 23/9/2019 and 27/9/2019.

Average Speed (30mph)			
	Bidirectional	Approaching	Receding
23/09/2019	29	30	28
24/09/2019	29	31	28
25/09/2019	29	31	28
26/09/2019	29	30	28
27/09/2019	31	32	29

85th Percentile Speed (37mph)			
	Bidirectional	Approaching	Receding
23/09/2019	37	38	35
24/09/2019	37	39	35
25/09/2019	37	39	35
26/09/2019	37	39	35
27/09/2019	39	40	36

4.2 This speed survey demonstrates that the average speed of vehicles complies with the speed limit, however the 85th percentile speed of vehicles is in excess of the speed limit the tolerance allowed by the ACPO guidance. During the surveyed period the volume of traffic was an average of 6622 vehicles per day.

4.3 RCC have no previous traffic volume data for Lands End Way to use as a comparison. We do not know whether the number of trips has increased or decreased over time. However some of the large developments around Lands End Way did completed their own detailed transport assessment (including data collection) as part of their planning applications.

4.4 Aldi (planning application 2016/0808/MAJ) took a similar approach to the Sainsbury's food store TA at Tresham College, Oakham (2012/0665). The Sainsbury survey was undertaken on Friday 19th March 2010 between 16:00 and 19:00 and Saturday 20th March 2010 between the hours of 10:00 and 15:00. The TA identified the peak period of 16:30 to 17:30 on the Friday and 11:30 to 12:30 on Saturday. The Aldi report looked at the same study period.

4.5 During a peak weekday hour in 2010 the survey highlighted that there was an average of 339 vehicles travelling on Lands End Way, whereas the 2015 survey showed that during the peak weekday peak hour there was an average of 751 vehicles travelling on Lands End Way.

4.6 The assessment include a comparison between the 2015 traffic flows and the 2020 with committed development. There was an increase of 153 vehicles per hour, which would increase peak vehicle movements per hour to 904 vehicles.

4.7 The RCC survey was carried out between 23/9/2019 and 27/9/2019. Using the same timeframe as the survey carried out in the Aldi Transport Assessment (16:30 to 17:30); on Thursday 26/9/2019 there were 705 vehicles travelling along Lands End Way. This count is similar to the 2015 survey, and is below the predicted vehicle movements for 2015 plus the 2020 committed development flows. This could be because vehicles are using utilizing the bypass to navigate around the town rather than travelling towards Oakham town center.

4.8 Whilst the levels of traffic have increased on Lands End Way, the road is still operating within its capacity at its junction with Barleythorpe Road and Burley Park Way.

5 Recommendation

5.1 The speed survey has demonstrated that the average vehicle speeds comply with the 30mph speed limit. The 85th percentile speed has demonstrated that vehicles are driving 2mph over the speed limit plus the allowable tolerance of 10% + 2mph.

5.2 It is therefore proposed to install minor traffic calming measures. This will include the installation of SLOW markings on the carriageway, positioned both side of the access to Farriers Reach and just before the zebra crossing outside Lidl.

Costs Approximately £1k

Appendix A – Parish Council/Ward Member Consultation

1 The feasibility study was sent to the Parish Council/Ward Members on the 13/12/2019

1.2 16/12/2019 - A comment from the Parish Council regarding the speed survey results: "*at some stage I should love to have a discussion with you regarding speeding vehicles, with regard as to what time of the day do you monitor speeding traffic, I very much doubt if the monitoring takes place before 07.30 am or after 6.00 pm."*

1.2.1 The speed survey equipment records vehicle speeds for 24 hours in both direction for the date stated in the report.

1.2.2 The data is presented in 3 columns showing directional, approaching and receding data. This is the direction of travel in relation to the speed survey equipment. The bidirectional data shows all records of speeding traffic, whereas the approaching/receding data shows the records in one direction.

1.2.3 The data is then displayed in two formats; average speed and 85th percentile speeds. The average speed of vehicles looks at all of the data and formulates and average speed for that specific day. The 85th percentile speed removes the fasters 7.5% of vehicles and slowest 7.5% of vehicles from the data sets and then formulates an average.

2 The Parish Council made two comments following an error in the report – these have been amended accordingly.

3 17/12/2019 - The Parish Council also made the following comments:
Thank you for the report. In this report you say that there is both vehicular and pedestrian access onto Stud Road, which of course to some extent would mitigate the situation. However it is likely to be up to two years until the link with Stud Rod is opened. I have asked Larkfleet if something can be done to provide temporary safe pedestrian access from Farriers Reach to Stud Road but as yet there is no sign of this coming to fruition,

You say that there is still work to be done to improve the junction onto Lands End Way for pedestrians. I would strongly suggest that you contact Larkfleet to get this work done ASAP to help reduce the concerns of residents, otherwise they may feel it can wait until near completion of the phase which is unacceptable given the number of people already living there.

3.1 RCC responded on the same day with the following comments:
I have spoken with Larkfleet who have advised that they are unable to open up a link (pedestrians or vehicular) to Stud Road at present. This is a construction site and it would not be safe for any unauthorised pedestrians not wearing hi visibility clothing to enter the site. However they are trying to get the south side of their site completed as soon as possible to open up a link.

I have spoken with Larkfleet who are happy to install a dropped kerb on Lands End Way and I will be looking at this with them on my site visit later this week.

3.2 The Parish Council responded with the following comments:
Surely they mean the north end of the site which is the Leighfield Park end.
This would provide a way through once the row of houses of houses is finished.
The south end of the site near Mc Carthy and stone is the least developed area.

3.3 RCC responded with the following comments:

Both ends of the development are not yet complete and there is no way for a pedestrian to safely walk through the site at present.

Area 1 shown on the plan below is the main storage area for all the site materials and is also one of routes for lorries to turn around.

Area 2 shown on the plan below road is still under construction. Larkfleet are working to get these properties and road complete as soon as possible to open up and link via this route.

As previously mentioned at present it is not safe to open the site to the public for pedestrian access. Additionally due to the amount of construction traffic and movement of large machinery inside the site it would not be safe to section an area off to allow pedestrians to walk through

4 No further comments have been received

Integrated Transport Feasibility Study Report

ITCP-2019-29 Main Road

Barleythorpe – Crossing Review

REVISION SCHEDULE					
Rev	**Date**	**Details**	**Prepared by**	**Reviewed by**	**Approved by**
A	11/9/2018		RG	NT	
B	29/11/2018		RG	NT	
C	13/12/2019		RG	CC	

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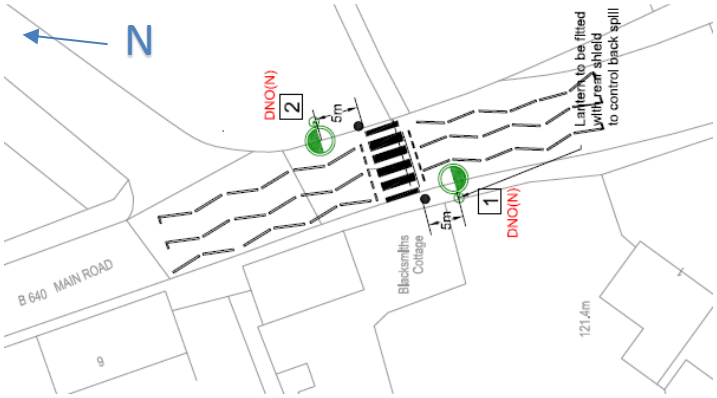
3 Speed Survey Data 5
4 Pedestrian Assessment 7
5 Conclusion 9

1 Introduction

1.1 This review is to be read in conjunction with the feasibility study ITCP 17-05-06 Barleythorpe pedestrian crossing

1.2 A zebra crossing was proposed on Main Road Barleythorpe and was approved by Cabinet on the 18th April 2017 (Report No. 55/2017). The final design of the scheme was then approved by the Parish Council and Ward Members in 2017. Following this approval, RCC went out to public consultation and letter dropped the residents in Barleythorpe to advise of the proposed scheme. The vast majority of the residents supported the installation of the crossing.

1.3 Following the installation, a further inspection was undertaking following complaints regarding the visibility for pedestrians when using the crossing at night. A street light survey was undertaken to determine actual lighting levels at the crossing point. The survey identified that the lighting levels were lower than initially expected, therefore RCC installed an additional 2 street lights, one either side of the zebra crossing. The new lights are LED, as per RCC street lighting policy. As illustrated below:



1.4 A further concern has been raised by a councillor that some vehicles are not stopping for pedestrians waiting to cross the road. This study has identified that the crossing is suitable, vehicles are stopping and no other measures are needed to be installed to warn drivers of the pedestrian crossing.

2 Accident Data

2.1 There have been no recorded accidents at this location following the installation of the zebra crossing

3 Speed Survey

3.1 A speed survey was carried out in the centre of the village before the zebra crossing and other traffic calming measures were installed.

Average Speed (36mph)			
	Bidirectional	Approaching	Receding
14/05/2013	36	37	35
15/05/2013	36	37	35
16/05/2013	36	37	34
17/05/2013	35	37	34
18/05/2013	36	37	35
19/05/2013	36	37	35
20/05/2013	36	37	34
21/05/2013	34	36	32

85th percentile (42mph)			
	Bidirectional	Approaching	Receding
14/05/2013	43	44	41
15/05/2013	42	43	41
16/05/2013	43	43	41
17/05/2013	42	44	40
18/05/2013	43	44	42
19/05/2013	43	45	42
20/05/2013	42	44	40
21/05/2013	41	42	38

3.2 A further speed survey was carried out after the installation of the zebra crossing and before the traffic calming measures were installed at either end of the village.

Average Speed (29mph)			
	Bidirectional	Approaching	Receding
06/06/2018	29	30	28
07/06/2018	29	29	28
08/06/2018	29	29	29
09/06/2018	30	30	29
10/06/2018	30	30	29
11/06/2018	28	29	28
12/06/2018	28	29	28
13/06/2018	29	30	28
14/06/2018	29	29	28

85th percentile (35mph)			
	Bidirectional	Approaching	Receding
06/06/2018	35	35	35
07/06/2018	35	34	35

08/06/2018	35	35	35
09/06/2018	35	35	37
10/06/2018	35	35	36
11/06/2018	34	34	35
12/06/2018	34	34	35
13/06/2018	35	34	35
14/06/2018	35	34	36

3.3 This speed survey demonstrated that since the installation of the zebra crossing the speeds through Barleythorpe have significant reduced and are now compliant with the set speed limit.

3.4 A further speed survey was carried out to assess if the installation of traffic calming either end of the village had any effect on the speed of vehicles travelling through the centre of the village.

Average Speed (30mph)			
	Bidirectional	Approaching	Receding
20/06/2019	30	31	30
21/06/2019	30	31	29
22/06/2019	31	32	30
23/06/2019	31	32	30
24/06/2019	30	31	29
25/06/2019	30	31	30
26/06/2019	30	31	29
27/06/2019	31	31	30

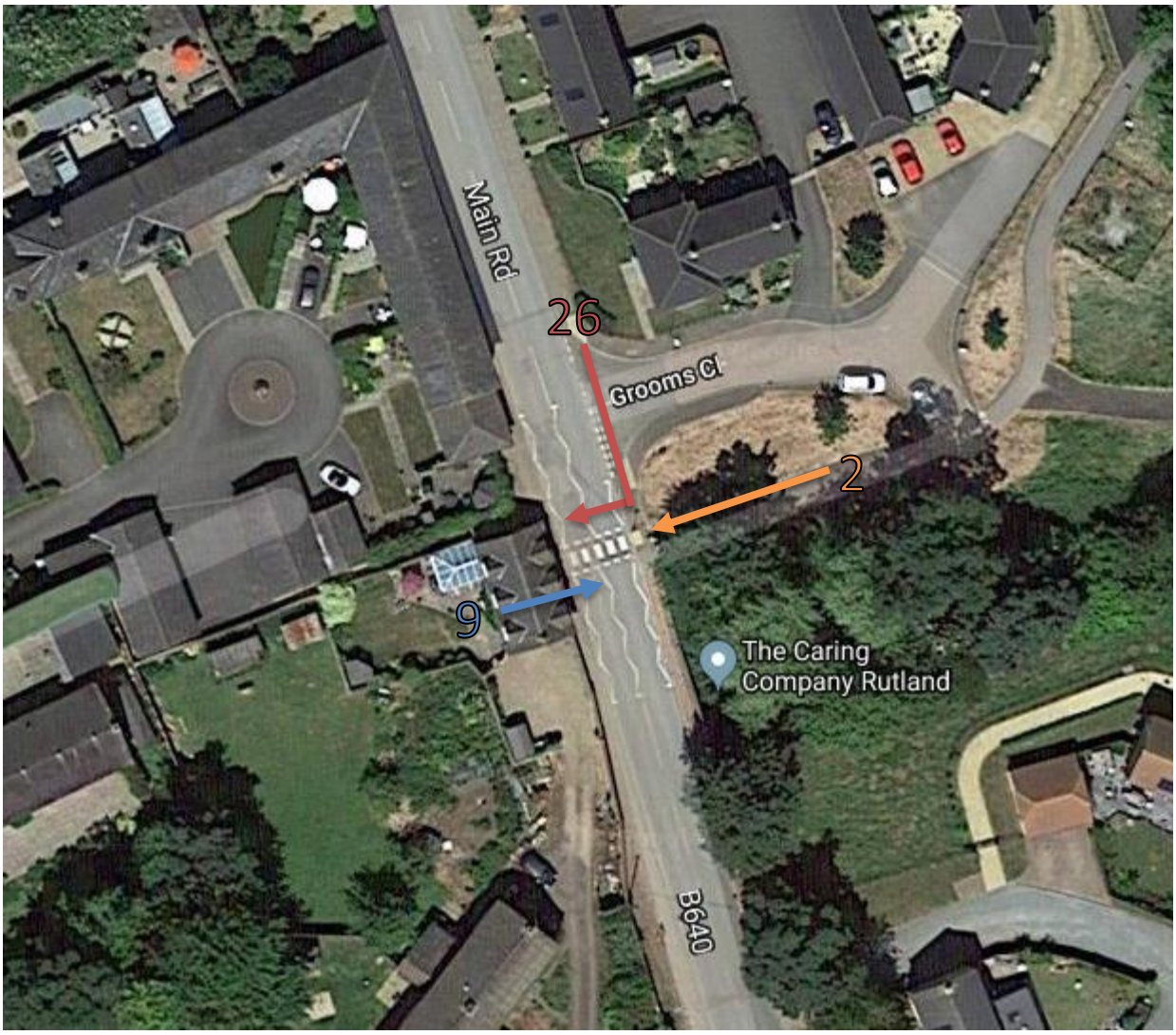
85th percentile (35mph)			
	Bidirectional	Approaching	Receding
20/06/2019	35	36	34
21/06/2019	35	36	35
22/06/2019	36	37	35
23/06/2019	37	37	36
24/06/2019	35	36	35
25/06/2019	35	36	35
26/06/2019	35	36	35
27/06/2019	36	36	36

3.5 This speed survey demonstrates that vehicles speeds with the speed limit through the centre of the village. Zebra crossings should not be installed on roads where vehicle speed 85th percentile is above 35mph. Therefore the zebra crossing is a suitable form of crossing at this location with the present vehicle speeds.

4 Pedestrian *Assessment*

4.1 A pedestrian assessment was carried out at the zebra crossing one week after the October half term, on the 12th November 2019. Catmose College starts at 8:40am and finished at 15:40pm. The site has therefore been assessed from 7:45am until 9:00am, and 15:15pm until 16:30pm.

4.2 Number of pedestrian between 7:45am and 9:00am:



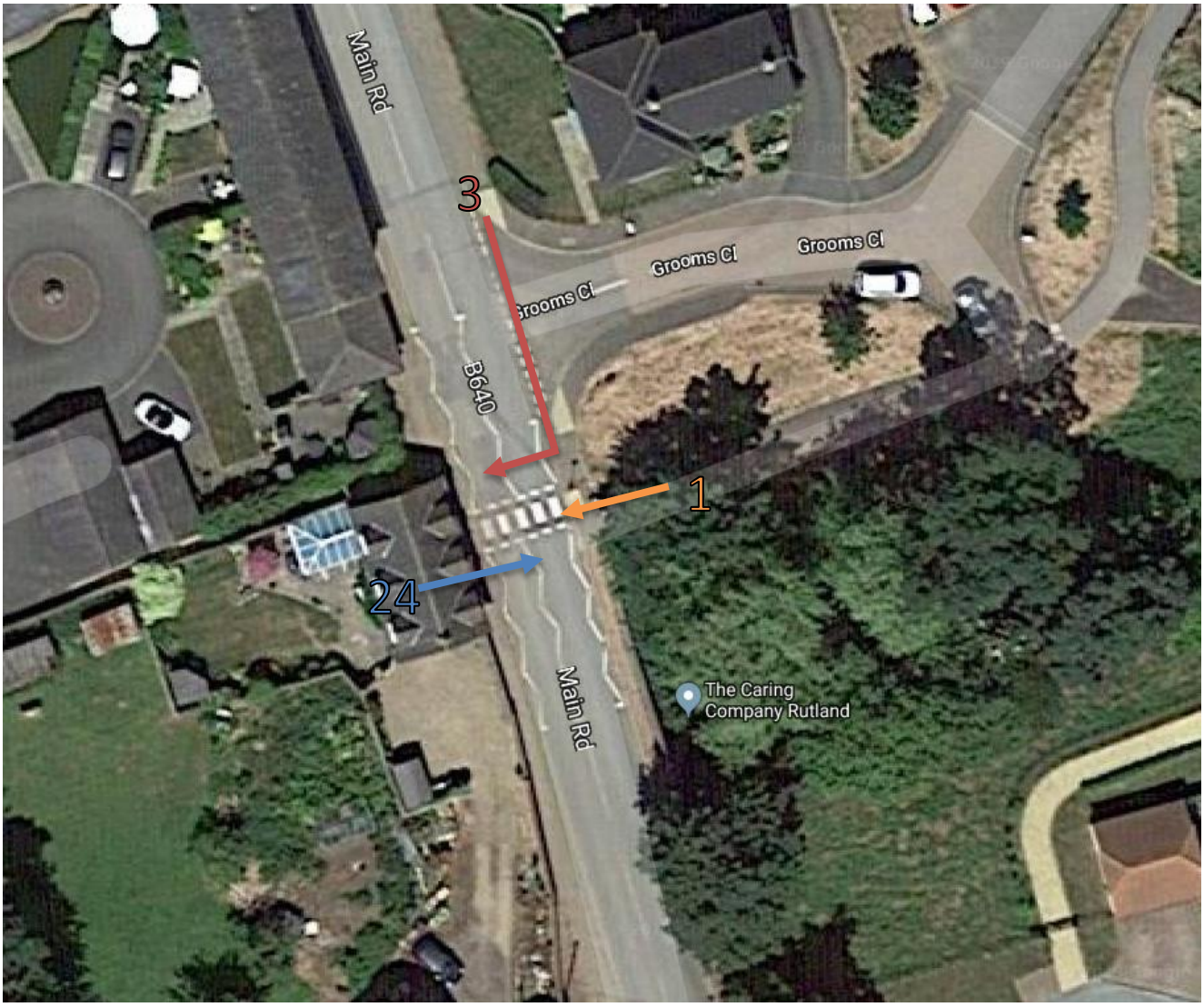
4.3 The peak pedestrian movement was between 8:15am and 8:30am with a total of 21 pedestrians. 15 of these were travelling south and crossed the B640 using the zebra crossing to continue south. The other 6 pedestrians were travelling east towards the Barleythorpe development.

4.4 During the 1 hour and 15 minute survey period all vehicles stopped before the pedestrian had stepped onto the zebra crossing

4.5 It should be noted that traffic does not have to stop until someone has moved onto the crossing.

4.6 During the survey all of the vehicles, apart from one, stopped before the pedestrian reached the crossed point and started to cross.

4.7 Number of pedestrians between 3:15pm and 16:30pm



4.8 The peak pedestrian movement was between 3:45pm and 4pm, with a total of 25 pedestrians. All 25 pedestrians were in school uniform and were travelling north and crossed the B640 using the zebra crossing.

4.9 Similar to the movement survey, all vehicles apart from one, stopped before the pedestrians reached the zebra crossing. The majority of drivers are therefore looking ahead and preparing for a pedestrian to cross.

5 Conclusion

5.1 The speed survey in Barleythorpe demonstrated that the speeds in the center of the village are compliant with the 30mph speed limit. As vehicles comply with the speed limit through the village, the zebra crossing is still a suitable form of crossing for pedestrians.

5.2 During the morning and evening pedestrian survey on the 12th November 2019, all of the vehicles apart from two stopped before the pedestrians reached the crossing point. On the two occasions where a vehicle did not stop, the pedestrian and the vehicle arrived at the same time. Vehicles should ensure they can safely stop before allowing a pedestrian to cross. On both of these occasions the vehicles would have had to undertake an emergency stop, which could have resulted in a risk of causing an accident. .

5.3 Drivers have a clear forward visibility of the zebra crossing, and it is appropriately lit with 2 additional street lights.

5.4 This crossing is operating safely and therefore it is proposed not to carry out any further works.

5.5 Zebra crossings require both the drivers and pedestrians to use the crossing point correctly. Information on how to safely use a zebra crossing can be found at: https://www.highwaycodeuk.co.uk/rules-for-pedestrians-crossings.html

Appendix A – Parish Council/Ward Member Consultation

1 The review was sent to the Parish Council and Ward Member on the 13/12/2019

2 13/12/2019 - The Parish Council made the following comments *"I have to concur with the councillor who said that some vehicles do not stop when there are pedestrians waiting to cross. I have witnessed this on numerous occasions, and I believe that an accident is only a matter of time. You need to be aware that it is virtually impossible to see the right hand Belisha Beacon when travelling in a northerly direction from Oakham, I did prune some branches last year, however there needs to be some much more serious pruning to the East of the main road. I also believe that the white stripes need repainting more frequently. I am sorry to say that what ever you say there are still far too many vehicles speeding through our village.*

2.1 In relation to the trees RCC have emailed the land owner to ask them to prune back their trees to ensure that these are not obstructing the street lights or belisha becaons for drivers.

2.2 In relation to vehicles not stopping at the crossing – if any residents or Parish Council/Ward Members sees someone driving dangerous, they should report the vehicle reg. time/date and what has happened to the police. As this is a policing matter

2.3 There is an onus on the driver to drive with due care and attention, additionally there is an onus on the pedestrian to watch what is happening to the traffic around them. As explained in the report, the Highway Code Section 1 to 35 explains how a crossing should be used.

3 No further comments have been received.

Integrated Transport Feasibility Study Report

ITCP-2019-30

Teigh Road, Teigh

REVISION SCHEDULE					
Rev	**Date**	**Details**	**Prepared by**	**Reviewed by**	**Approved by**
A	24/12/2019		RG	CC	

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Appendix A - Consultation
Appendix B - Scheme Drawings

1 Introduction

1.1 The Ward Member for Teigh has submitted a highway concern regarding the speed of traffic along Teigh Road, Teigh. The Ward Member has requested that the speed limit is lowered from the National speed limit to 50mph. This is in the interest of road safety, as it is difficult to turn out of the various junctions from the village because of the speed of vehicles along this stretch of road.

1.2 The area of the village covered by this concern is highlighted below:

2 Site Description

2.1 Teigh is a small village situated between Ashwell and Edmondthorpe.

2.2 There is one main road leading through the village, with three roads leading off to the west. Apart from one farm all of the development in Teigh is on the west side of the road. The east side of the road is bound by fields and hedges.

2.3 All the properties in Teigh are set back from the edge of the carriage by a large highway verge; there are no properties directly fronting onto Teigh Road.

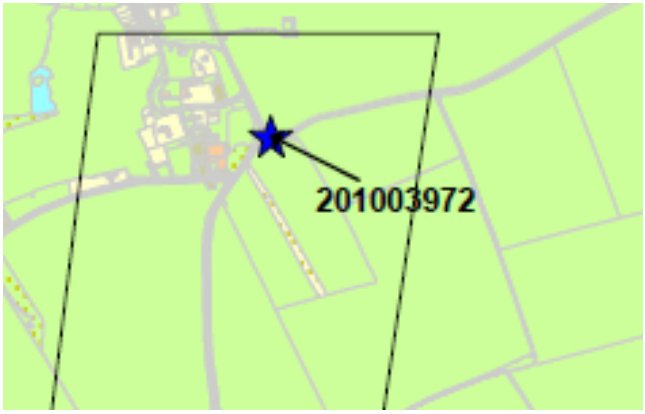
2.4 The speed limit between Ashwell and Edmondthorpe is national speed limit and it does not reduce through the village of Teigh. The three residential roads leading off Teigh Road are within the 30mph limit.

2.5 The Department for Transport (DfT) Circular 01/2013 Setting Local Speed Limits, provides local highway authorities with guidance on how to set appropriate speed limits through their region. The guidance suggests that "speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel at. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed".

2.6 The guidance recommends that 40mph limits may be used on generally higher-quality suburban roads or those on the outskirts of urban area where there is little development. 40mph limit should be on roads with good width and layout, parking and waiting restrictions in operation and buildings set back from the road. It also recommends that 50mph speed limits may be used on higher quality roads where there is little or no roadside development and such speeds can be achieved safely.

3 Accident Data and Analysis

3.1 There has only been 1 recorded accident in Teigh between 1/8/2009 and 31/7/2019.



3.2 Accident 201003972 – V1 (motorcycle) travelling west on Teigh Road, negotiated left bend approaching junction with Teigh Road to Ashwell. V1 lost control on lose gravel and left the carriageway on the offside

4 Speed Survey

4.1 A speed survey was carried out Teigh Road between 4/11/2019 and 11/11/2019. During this survey period there was a total of 6420 vehicles.

	Average Speed (40mph)	85th Percentile (48mph)
04/11/2019	45	52
05/11/2019	33	42
06/11/2019	43	50
07/11/2019	41	48
08/11/2019	35	42
09/11/2019	40	49
10/11/2019	43	51
11/11/2019	43	51

4.2 Teigh Road is subject to the national speed limit. This speed survey has highlighted that vehicles are driving within the speed limit.

5 Conclusion

5.1 All speed limits should be evidence led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel (DFT 01/2013). 40mph limits are usually installed on outskirts of developments where there is a change in the street scene from a rural environment.

5.2 Teigh Village is set back from segregated from Teigh Road by large verges and boundary walls/hedges. There are not properties fronting directly onto Teigh Road. Therefore a 50mph limit would be more suitable on this section of road that a 40mph limit.

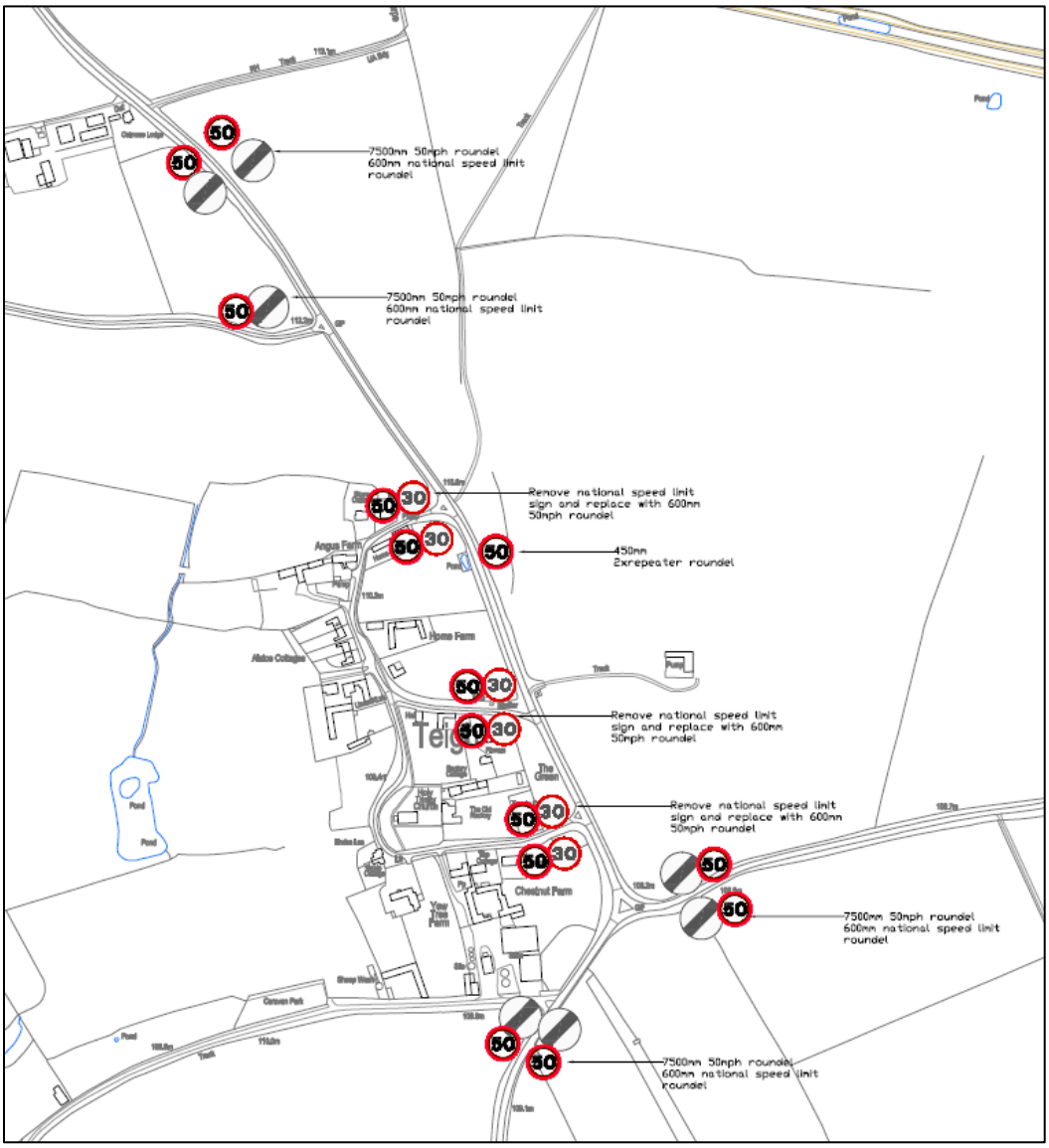
5.3 The police have been consulted and provided with the relevant speed survey data. The police have advised that they have no objections to a 50mph speed limit as shown on the plan in section 5.1

5.4 The installation of a 50mph limit may not seem necessary as vehicle speeds are already below 50mph. However the reduction in the speed limit will hopefully give reassurance to residents that vehicles who do not know the area/drive fast past Teigh may start to slow down.

6 Recommendation

6.1 Install a 50mph speed limit with the associated signage as detailed in the Traffic Signs Regulations and General Directions (TSRGD)

Costs Approximately £3k



Consultation

1. The feasibility study was sent to the ward member and parish meeting on the 24/12/2019

2. The ward member responded on 2/1/2020 asking what the next stages (including consultation) and timescales are

3. RCC responded on 3/1/2020

    a. If the ward member and Parish Council approve the proposal, the scheme will go to the Highways and Transport Working Group (HTWG) for approval in February. If approved by the HTWG, a traffic regulation order for the speed reduction will be advertised in the local newspaper and notices will be placed on site. This will allow residents/highway users to comment on the scheme for up to 3 weeks. If no objections are received, RCC will raise an order for the speed limit to be reduced and signs installed.

4. The parish meeting called RCC on 23/1/2020 at 11:50am to confirm they approve the proposed scheme

Integrated Transport Feasibility Study Report

ITCP-2019-31 Toll Bar to Little Casterton

REVISION SCHEDULE					
Rev	**Date**	**Details**	**Prepared by**	**Reviewed by**	**Approved by**
A	23/12/2019		RG		

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Appendix A - Parish Council/Ward Member Consultation
Appendix B - Scheme Drawings

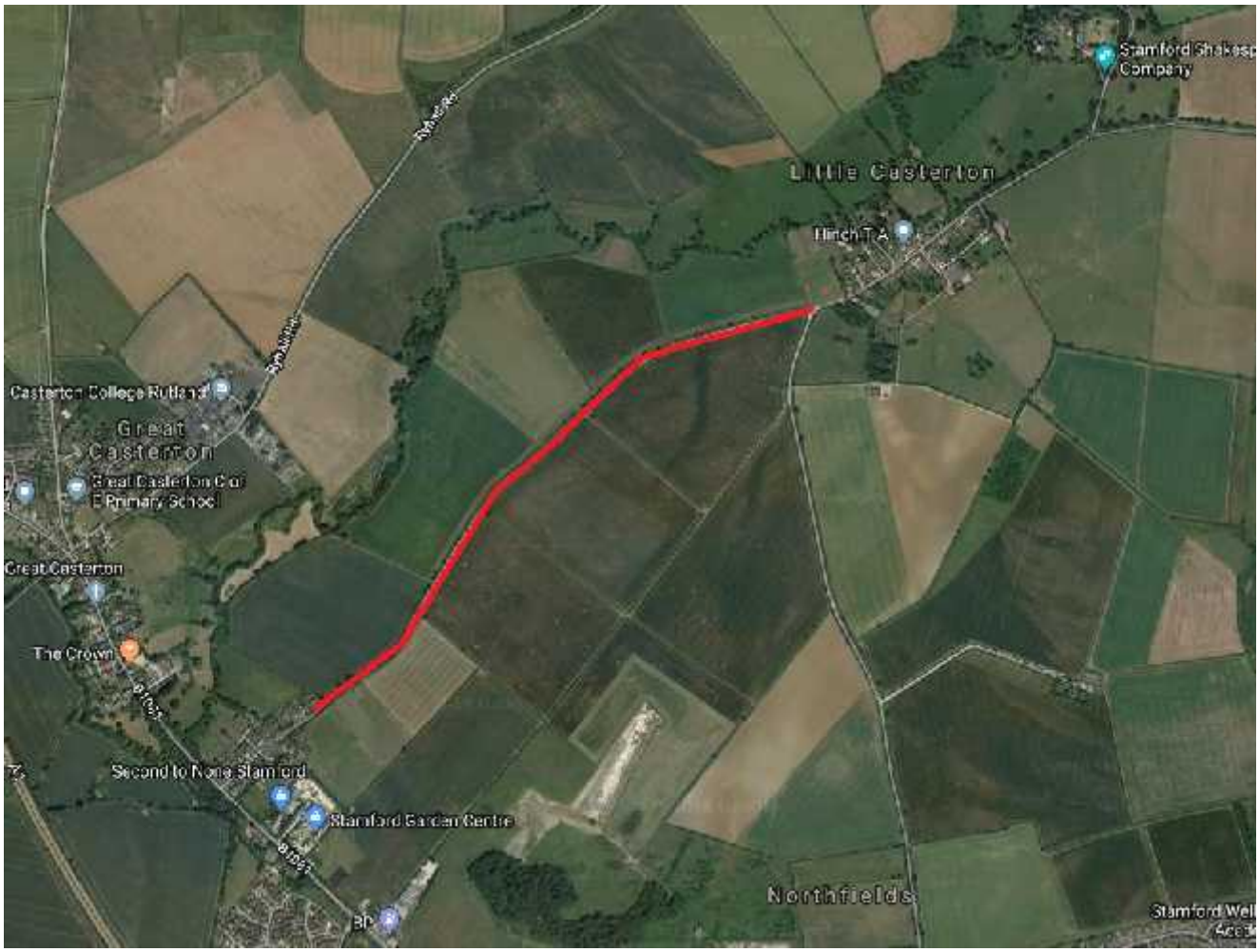
1 Introduction

1.1 The Parish Council have raised a highway concern regarding the speed of vehicles entering Toll Bar from Little Casterton, and vehicles speeding on approach to the bend travelling from Toll Bar towards Little Casterton. The Parish Council have requested a 40mph limit installed with the 30mph to be relocated eastwards from Toll Bar.

1.2 The Parish Council have also raised concerns that the 7.5T weight restriction is not being adhered to, and that large vehicles are damaging the highway verge.

2 Site Description

2.1 Toll Bar is situated just south of Great Casterton and leads to Little Casterton. This road can be used as an alternative route for drivers travelling west to east between the A6121 and B1081/A1.



2.2 The road is an average of 5.3m wide and has no centre line, however it does benefit from solid white lines along the edge of the carriageway.

2.3 The Toll Bar speed limit changes from 30mph to national speed limit 10m west of the last property. The road is then national speed limit until 50m west of the junction with Little Casterton Road.

2.4 The Department for Transport (DFT) Circular 01/2013 Setting Local Speed Limits, provides local governments with guidance on how to set appropriate speed limits through their region. The guidance suggests that “speed limits should be evidence-led and self-explaining and seek to

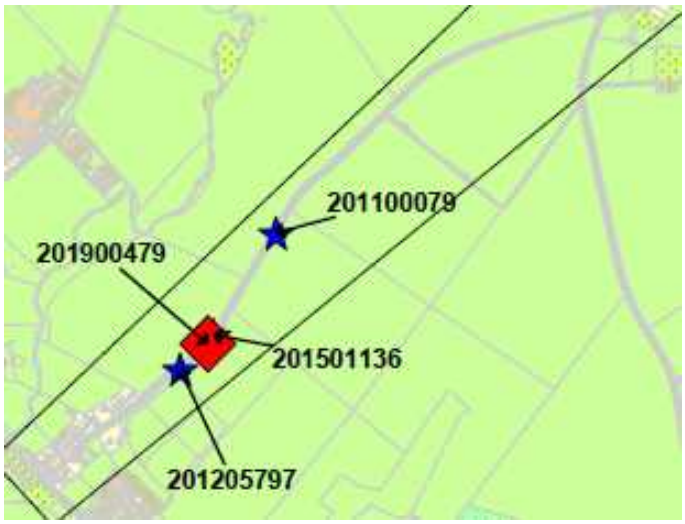
reinforce people's assessment of what is the safe speed to travel. Drivers should be encouraged to adopt a self-compliance. Speed limits should be seen by drivers, therefore as the maximum rather than a target speed".

2.5 The guidance recommends that a 40mph limit may be used for generally higher-quality suburban roads or those on the outskirts of urban area where there is little development. The 40mph limit should be on roads with good width and layout, parking and waiting restrictions in operations and buildings set back from the road. It also recommends that 50mph speed limits may be used on higher quality roads where there is little or no roadside development and such speeds can be achieved safely.

2.6 The following photos are taken from Toll Bar towards Little Casterton

3 Accident Data

3.1 Between Toll Bar and Little Casterton there have been 3 recorded accidents between 01/08/2009 and 31/7/2019. This includes 2 slight accidents and 1 fatality



3.2 Accident 201100079 – V1 travelling north east lost control on a icy road. V2 behind swerved to avoid V1 crossed carriageway and collided head on with V3 travelling south west. 1 person slightly injured

3.3 Accident 201205797 – V1 travelling south west failed to negotiate slight right bend, skidding on loose chippings on recently resurfaced road. V1 left carriageway on nearside and collided with hedge. 1 person slightly injured

3.4 Accident 201501136 – V1 travelling north east negotiated slight left bend swerved to avoid animal in the road, skidded and left s carriageway near side onto the verge and overturned. No other vehicles involved. 1 person slightly injured

3.5 Accident 201900479 – V1 (motorcycle) traveled north east towards Little Casterton negotiated left bend collided with front offside of V2 travelling in opposite direction. 1 fatality

4 Speed Survey

4.1 The speed survey equipment records vehicle speeds for 24 hours in both direction for the date stated within the report.

4.2 The data is displayed in two formats; average speed and 85th percentile speed. The average speed of vehicles looked at all of the data and formulated an average speed for the specific day. The 85th percentile speed removed the fastest 7.5% and slowest 7.5% of vehicles from the data sets and then formulates an average. This ensures that the data is not skewed by really slow/fast vehicles.

4.2 A speed survey was carried out on Toll Bar between 22/11/2019 and 25/11/2019.

	Average Speed (44mph)	85th Percentile (52mph)
22/11/2019	45	52
23/11/2019	37	47
24/11/2019	47	54
25/11/2019	46	53

4.3 The speed survey has demonstrated that vehicles are driving below the stated speed limit; which is the national speed limit.

4.4 The Department for Transport Circular 01/2013[1] states "Speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed."

4.5 This speed survey would suggest that a 40mph/50mph limit would be suitable on this section of road as speeds are already lower than the states speed limit.

[1] DFT circular 01/2013 - https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/63975/circular-01-2013.pdf

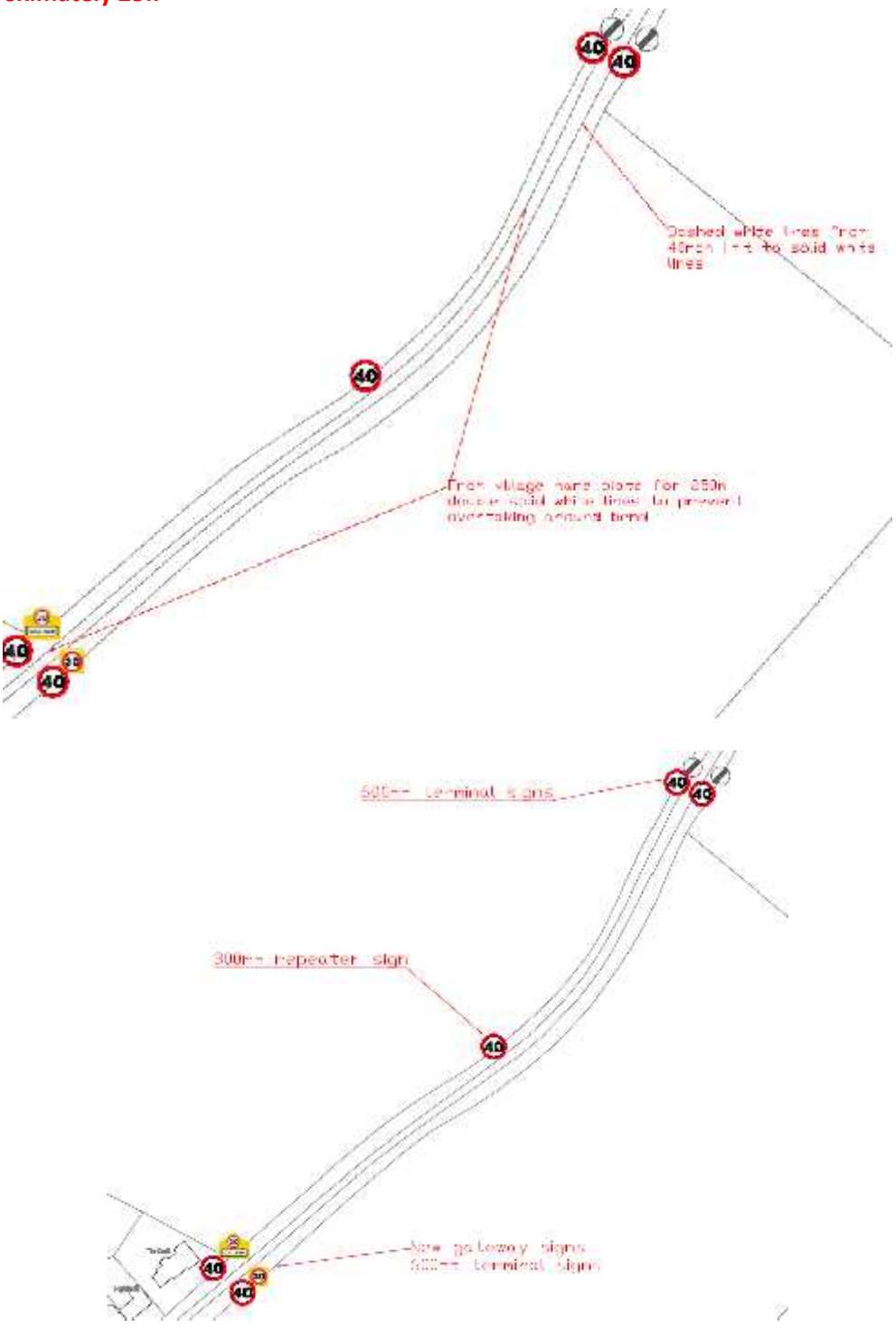
5 Conclusion

5.1 The Police have been consulted regarding reducing the speed between Toll Bar and Little Casterton to 40mph. The Police have advised that drivers may not understand why there is a 40mph limit in a rural environment and they may not comply to the new speed limit as the environment has not altered. The Police have however suggested that either a short 40mph buffer zone/30mph count down and/or an improved gateway will be more appropriate.

6 Recommendation

6.1 It is proposed to improve the gateway by installing a new village name plate on yellow backing and 30mph roundels on yellow backing, install a 305m 40mph buffer zone on the approach to Toll Bar from Little Casterton, and to provide center white lines inside the 40mph buffer zone.

Costs approximately £5k

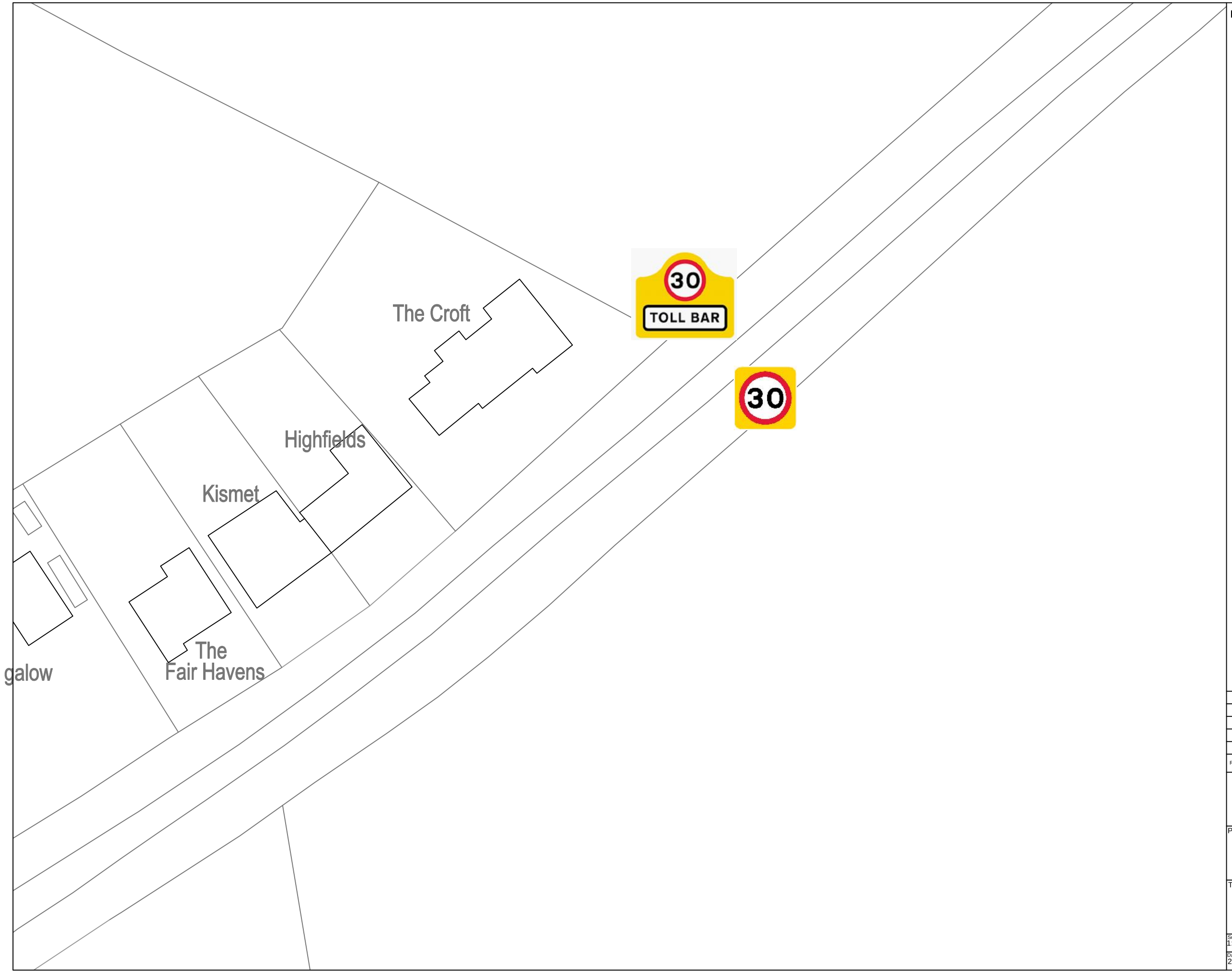


Appendix A – Parish Council Consultation

1 RCC attended a meeting with the Parish Council on the 15/1/2020 to discuss the proposed scheme

2 During the site visit RCC were able to see first-hand the Parish Council concerns and have amended the plans accordingly.

3 The 1st draft of the report was sent to the Parish Council on the 15/1/2020



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Rev:	By:	Date:	Details:

Rutland County Council
Community Services

Project:

ITCP-2019-31 Toll Bar

Title:

Improved Gateway

Scale:	Drawn by:	Drawing No:
1:500	RG	ITCP-2019-31 01
Date: 23/12/2019	Checked by:	

600mm terminal signs

300mm repeater sign

New gateway signs
600mm terminal signs

40

40

40

30

TOLL BAR

40

30

40

The Croft

Highfields

smet

Notes:

305m 40mph buffer on approach to village.

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Rev:	By:	Date:	Details:

Rutland County Council
Community Services

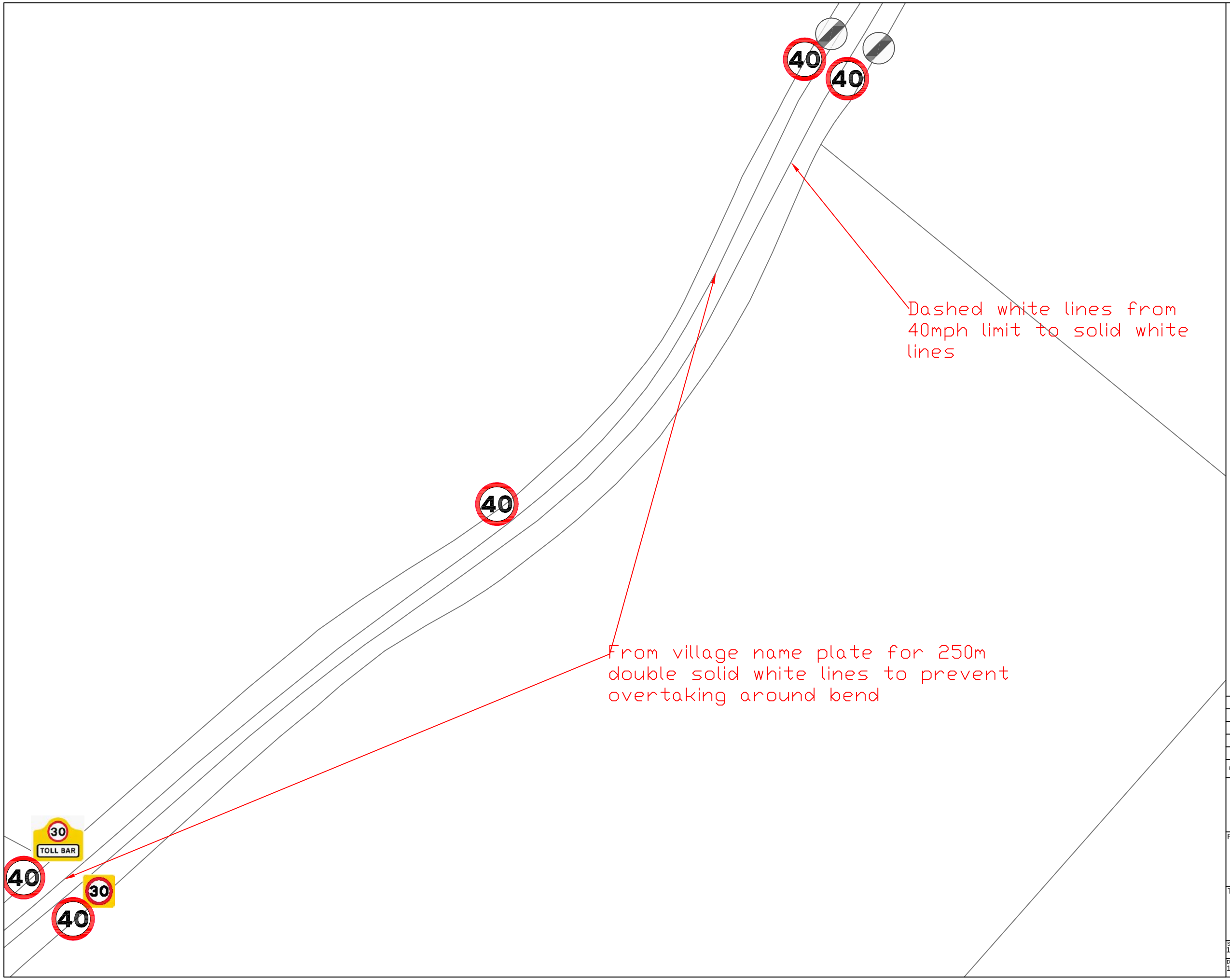
Project:

ITCP-2019-31 Toll Bar

Title:

40mph buffer zone

Scale:	Drawn by:	Drawing No:
1:1000	RG	ITCP-2019-31 02
Date: 15/01/2020	Checked by:	



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Rutland County Council
Community Services

Project:
ITCP-2019-31 Toll Bar

Title:
Lining

Scale:	Drawn by:	Drawing No:
1:1000	RG	ITCP-2019-31 03
Date: 15/01/2020	Checked by:	