

**Rutland County Council
Highways & Transport Working Group
Virtual meeting via Teams
2nd June 2020, 3 – 5pm**

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 & Transport Manager
- Graham Compton (GC), Leicestershire Police
- Lesley Panton (LC) – Leicestershire Police
- Rob Salt (RS), RCC – Business Support Administrator
- Penny Sharp (PSharp), RCC – Interim Strategic Director for Places
- Paul Slater (PSlater), RCC – Highways Engineer
- James Von Der Voelsungen (JV), RCC - Parking Services Manager

1. Introductions and apologies			
Matthew Walters			
2. Highway schemes for consideration			
<p>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.</p> <p>Actions to be undertaken by Highways Team.</p>			
Scheme	Decision	Actions	Notes
ITCP-2019-07: Stretton	6.1 RCC highways engineers to review the signs with a view to decluttering.	Progress measures outlined in 6.1 and 6.3 onwards (of feasibility study).	LP and GC stated that the police would not accept extending the 30mph zone as it would not comply with DfT regulations.
	6.2 – Recommendation not supported, however, countdown markings will be considered.	Delegated decision form to be completed.	
	Recommendation 6.3 onwards supported with the exception of gates at the northern end of	Consider viability of 3,2,1 markers.	
			<p>CC</p> <p>CC</p> <p>CC</p>

	<p>Stocken Hall Road – which are supported subject to suitable visibility.</p> <p>Install mobile SID 3 – 6 months after measures installed.</p>			CC
ITCP-2019-09: Lyddington Road, Caldecott	Recommendation supported.	Review once buffer has had time to bed in.	<p>Speed survey in January 2020, demonstrated average speed of vehicles was compliant, however the 85th percentile was not compliant.</p> <p>Buffer has not long been installed. Suggested time is needed for measure to bed in</p>	CC
ITCP-2019-15: A6121 to Plover Road, Essendine	<p>Recommendation in 6.1 of feasibility study supported.</p> <p>6.2 of feasibility study to be reconsidered after measures in 6.1 have bedded in.</p>	<p>Progress measures outlined in 6.1 of feasibility study.</p> <p>Delegated decision form to be completed.</p>	<p>Noted that parish council would prefer a signal controlled crossing over a central reservation.</p> <p>GC highlighted that the road is on the abnormal load route and associated movements should be taken into account when considering any future crossing provision.</p> <p>Group flagged the potential noise associated with the rumble strips.</p>	CC CC
ITCP-2019-27: Pit Lane, Ketton	Recommendation supported.	No action.	-	
ITCP-2019-32: Ryhall, village entrances	Recommendation supported.	Progress as per recommendation.	PS noted that works need to be considered in light of resurfacing plans.	PSlater

		Delegated decision form to be completed.		PSlater
ITCP-2019-33: Belmesthorpe	Recommendation supported.	No action.	-	
ITCP-2019-45: A606, Empingham	Recommendation in 6.1 of feasibility study supported. Group proposed further feasibility work to consider points raised by parish council.	Progress measures outlined in 6.1 of feasibility study.	Parish council representation noted.	CC
		Delegated decision form to be completed.	GC noted he would like to revisit site with LP.	CC
		Further feasibility work to address parish council comments.		CC
ITCP-2019-46 Edith Weston	Approve recommendation subject to parish council feedback.	Contact Edith Weston Parish Council for their feedback.	CC advised parish feedback was awaited.	CC
		Discuss feedback with JVV.	GC confirmed police support for 40mph buffer. GC will request feedback from local officers on parking in the area and will feed this back.	CC and JVV
		If supported by parish council, progress measures outlined in study.		CC
		If supported by parish council, complete delegated decision form.	JVV noted that he had discussed parking on Normanton Road with Robyn Green and agreed that installing double yellow lines could increase speed. Clearing the road of unrestricted parking would also cause the one advisory blue badge bay to be out on a limb. JVV stated that Parking Policy did not support use of a resident parking scheme; a scheme	CC

			would confer restrictions on residents and with lines and signs might increase undesired urbanisation.	
ITCP-2020-02: Ashwell	Recommendation supported.	Progress as per recommendation. Delegated decision form to be completed.	-	CC CC

3. Items and schemes deferred until a later date

In light of Covid 19, the following schemes/ items have been deferred and will be covered at the next meeting:

- ITCP-2019-23 Main Street, Lyddington
- ITCP-2019-30: Teigh Road, Teigh
- ITCP 2020 03: Wakerley Road, Barrowden
- All other parking schemes raised prior to lockdown, including Ketton.
- Programme update
- Police update
- Anti idling campaign

4. AOB

- **Consultation:** HC advised group of the consultation process as follows:
 - highway officers consult relevant parishes when undertaking feasibility study.
 - Prior to the HTWG meeting, HC arranges for the studies to be uploaded to the website and an email sent from governance to all parishes and ward members – advising how representations can be made.

- **Resident concerns regarding the issue of speeding motorbikes:** CllrLS requested some communication with residents - detailing the measures the police are taking and to reassure the public. CllrLS to email the Chief Executive, copying in GC so that he can forward to local officers.

GC updated the group that the police have been patrolling the main roads (including A47 and A606) with a focus on motorbikes, and have also alerted the local teams of this problem. GC confirmed police speed enforcement operations will be increasing over the coming weeks.

CC and PS updated the group on works to provide 3 additional locations for the safety camera van on the A47, along with the required speed camera warning signs – to be placed at 1km intervals along the Rutland stretch of the A47.

CllrLS
and GC

<ul style="list-style-type: none"> • Cyclist safety on the A6003 near Gunthorpe: Gunthorpe Parish Meeting flagged concern with CllrLS regarding safety of this road – particularly for cyclists. <p>HC advised this needs to come through as a HTWG concern via the web form.</p> <p>Parish clerk has already been in touch with Highways, who have advised on the above web form.</p> <ul style="list-style-type: none"> • Planning applications: CllrOH and CllrLS questioned whether a planning request that has significant public interest should come through to the HTWG for consideration. <p>After discussion, the group were satisfied that all relevant parties are consulted under the current planning consultation process.</p> <ul style="list-style-type: none"> • Community Speed Watch update: GC updated the group of the Police’s intention to reinstate the community speed watch programme once restrictions are lifted. GC to provide updates when available. • Casualty reduction strategy: GC advised that the Police are updating their Casualty Reduction Strategy. Once finalised, GC will forward to HC for circulation with HTWG group members. • Road safety guide: HC updated the group that the road safety guide had been approved and is currently with the designers. HC to circulate once produced. 	<p>GC</p> <p>GC and HC</p> <p>HC</p>
Date of next meeting	
<ul style="list-style-type: none"> • The Group agreed to cancel the June 23rd meeting and that the next meeting would be on 15th September 2020. <p>Provisional dates of future meetings:</p> <ul style="list-style-type: none"> • Tuesday 15th December 2020 – 2 to 4pm • Tuesday 23rd March 2021 - 2 to 4pm 	

Meeting closed at: 16:35



*Integrated Transport Feasibility Study
Report*

ITCP-2019-07 Stretton

REVISION SCHEDULE					
Rev	Date	Details	Prepared by	Reviewed by	Approved by
A	20/7/2018		RG	CC	
B	17/02/2020		RG		
C	24/02/2020		RG	CC	CC

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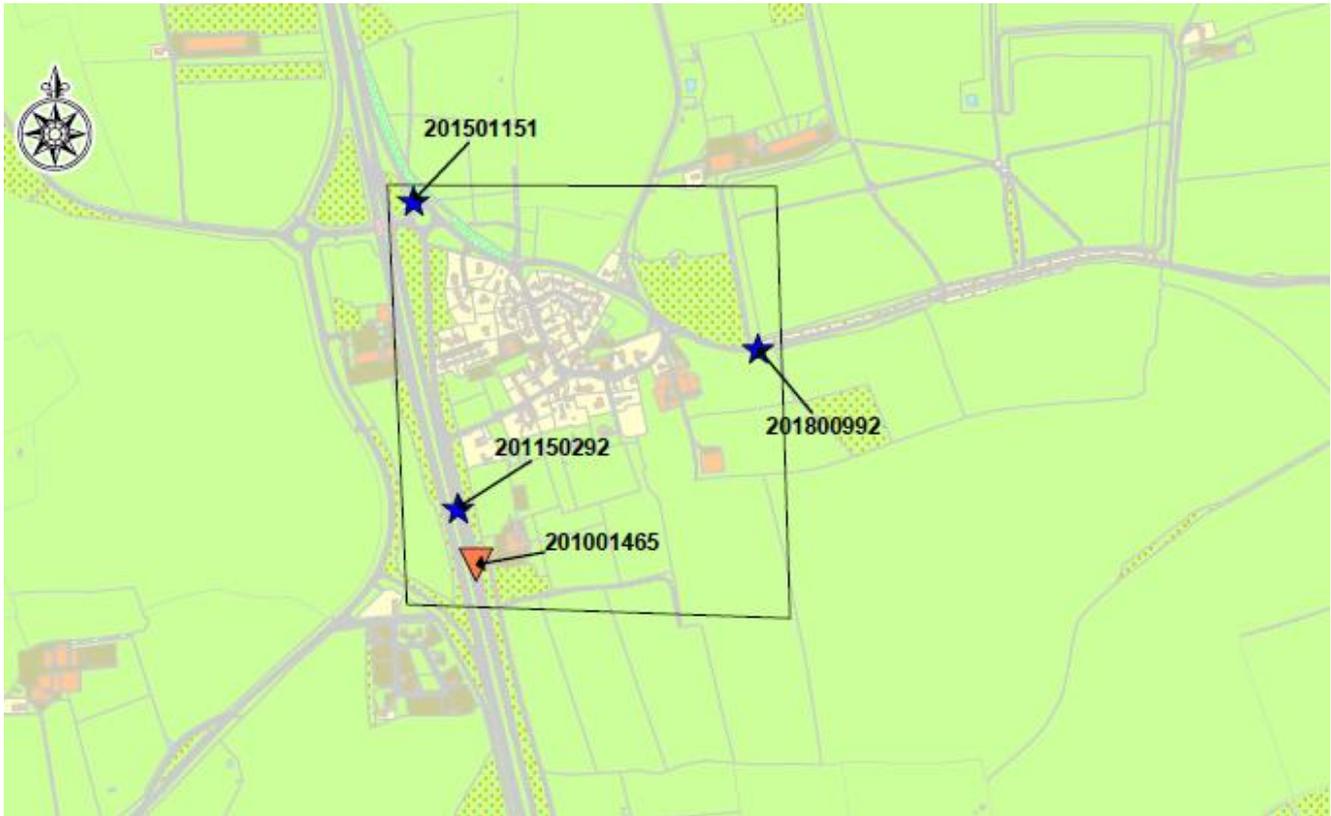
Appendix A - Scheme Drawings

- At the east end of the village, from the point where Manor Road re-joins the Clipsham Road, there is a narrow, paved footpath linking the village to George Henry Wood. This footpath was installed by RCC following concerns raised by residents about feeling unsafe walking on the road. It is now regularly used by dog walkers
- Clipsham Road is the main road which bypasses Stretton village. There are only 2 properties which front onto this road. The other properties in the village are accessed from Walnut Close or Manor Road, and are set well back from the highway boundary. Clipsham Road is used to access the village, Stocken Hall Road and Stretton Lakes. It also serves as the main road for accessing the A1 from the east and is regularly used by Clipsham Quarry Lorries transporting material.
- Stocken Hall Road serves HMP Stocken together with resident on Hesketh Court, Fleetwood Court, Wilson Court and Stowe Court.

2.3 The Parish Council expressed concerns specifically to traffic speed relating to Clipsham Road, Stocken Hall Road and Manor Road. See section 5 for the detailed assessment of these 3 sites.

3 Accident Data and Analysis

3.1 In the last 10 years there have been 4 recorded accidents around the village of Stretton.



- Accident 201001465 – V1 travelling west on private drive failed to give way turned right travelling north, in front of V2 (Bus) travelling south on A1 service Road. V2 collides with offside of V1.
- Accident 201150292 – unknown V9 was travelling in lane 1 and changed lane right and slowed down to avoid roadwork cones in lane 1. V2 to V8 travelling lane 2 all slow and collide with unknown sequence.
- Accident 201501151 – V1 traveled on slip road collided with kerb loses control and leaves carriageway off side and collides with a road sign
- Accident 201800992 – V1 travelling west crossed center line and collided with V2 (Tractor) travelling east.
- Accident 201001465, 201150292, 201501151 all occurred on part of the A1 network. The slip roads are managed and maintained by Highways England. Accident 201800992 occurred on part of RCC adopted highway, however this accident occurred due to drive error rather than the road layout/speeding.

4 Speed Survey

- 4.1 The speed survey equipment records vehicle speeds for 24 hours in both direction for the date stated in the tables.
- 4.2 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.
- 4.3 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 an average speed for that specific day. The 85th percentile speed removes the fastest 7.5% of vehicles and slowest 7.5% of vehicles from the data sets and then formulates an average.
- 4.4 A speed survey was carried out on Clipsham Road just outside of the 30mph limit between 24/3/2016 and 1/4/2016. The approaching traffic was those vehicles entering the village from Clipsham.

Average Speed (33mph)			
	Bidirectional	Approaching	Receding
24/03/2016	36	34	37
25/03/2016	34	35	34
26/03/2016	33	34	31
27/03/2016	34	34	33
28/03/2016	25	34	23
29/03/2016	32	35	30
30/03/2016	35	35	35
31/03/2016	35	35	34
01/04/2016	35	35	34

85th percentile (41mph)			
	Bidirectional	Approaching	Receding
24/03/2016	44	41	47
25/03/2016	42	42	44
26/03/2016	40	40	40
27/03/2016	41	41	41
28/03/2016	36	40	29
29/03/2016	41	40	42
30/03/2016	42	41	43
31/03/2016	42	42	42
01/04/2016	42	42	42

- 4.5 A speed survey was carried out on Clipsham Road just west of Manor Road, within the 30mph limit. The survey was carried out between 9/7/2019 and 18/7/2019. The approaching traffic is those vehicles travelling from the A1 roundabout towards Clipsham

Average Speed (36mph)			
	Bidirectional	Approaching	Receding
09/07/2019	35	33	36
10/07/2019	36	35	37

11/07/2019	35	35	36
12/07/2019	35	35	36
13/07/2019	35	33	37
14/07/2019	35	33	36
15/07/2019	36	35	36
16/07/2019	36	35	37
17/07/2019	36	35	37
18/07/2019	37	37	37

Bidirectional (42mph)			
	Bidirectional	Approaching	Receding
09/07/2019	42	42	42
10/07/2019	42	42	42
11/07/2019	42	42	42
12/07/2019	42	42	42
13/07/2019	42	42	42
14/07/2019	42	42	43
15/07/2019	42	42	42
16/07/2019	42	43	42
17/07/2019	42	42	42
18/07/2019	42	42	43

4.6 The survey demonstrates that vehicles at this location do not comply with the 30mph speed limit and travel in excess of the tolerance allowed by the Association of Chief Police Officers (ACPO) guidance.

4.7 A speed survey was carried out on Stocken Hall Road between 9/7/2019 and 18/7/2019.

	Average Speed (30mph)	85th Percentile (37mph)
09/07/2019	31	37
10/07/2019	31	38
11/07/2019	29	35
12/07/2019	29	35
13/07/2019	32	38
14/07/2019	31	38
15/07/2019	32	39
16/07/2019	31	38
17/07/2019	32	39
18/07/2019	26	32

4.8 The average speed of vehicle on this section of road comply with the speed limit, however the 85th percentile of vehicles is in excess of the speed limit and above the ACPO guidance.

4.9 A speed survey was carried out on Manor Road, 120m east of the junction with Clipsham Road, between 9/7/2019 and 10/7/2019. The approaching traffic is those travelling into the village travelling

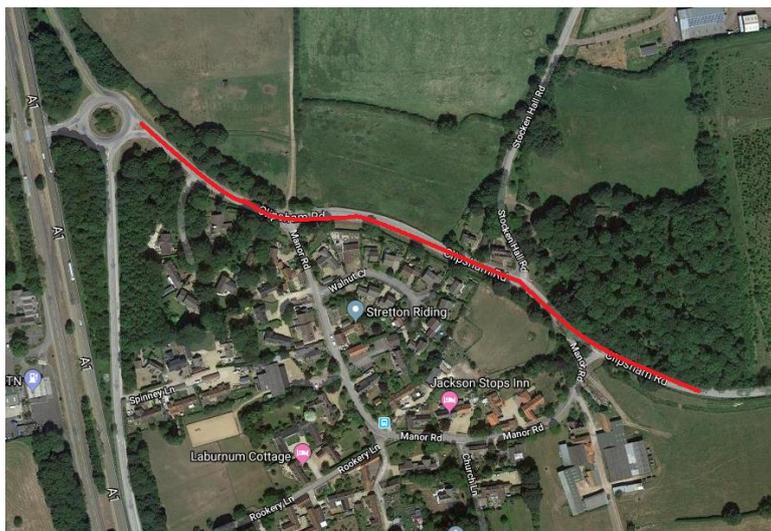
west to east.

Average Speed (15mph)			
	Bidirectional	Approaching	Receding
09/07/2019	15	14	15
10/07/2019	15	14	17

Bidirectional (24mph)			
	Bidirectional	Approaching	Receding
09/07/2019	22	21	24
10/07/2019	25	23	26

5 Assessment of Sites

Clipsham Road



- 5.1 Clipsham Road through Stretton, speed limit was reduce to 30mph in 2002.
- 5.2 The speed survey has highlighted that vehicles are not complying with the speed limit and the vehicle speed exceeds the acceptable tolerance as specified in the ACPO Speed Enforcement Policy Guidelines 2011-2015¹.
- 5.3 The speed limit of 30mph on this section of road, no longer complies with the new guidance published by the Department for Transport (DfT Circular 01/2013)². The DfT Circular states that 30mph limits should be used on built up areas where there is development on both sides of the road. The dwellings adjacent to Clipsham Road are set well back from the edge of the highway, with wide verges and high hedges between the carriageway and the dwellings. There are only 2 properties with e direct access onto Clipsham Road, the other properties use internal roads through the village.
- 5.4 The road layout and street scene within the village does not alter from open country side and therefore drivers may think they are still within a rural setting. It could be argued that this road is more suitable for a 40mph limit. The DfT Circular states that “roads suitable for 40mph are generally higher-quality suburban roads or those on outskirts of urban areas where there is little development”.
- 5.5 The DfT Circular states that if the speed limit is set too low for no clear reason where the risk of collision is low, then it may be appropriate to increase the speed limit. Additionally all speed limits should be self-enforcing. The speed survey at this location has highlighted that there is a high level of non-complaint drivers. This could be because the limit is set too low for the surroundings and therefore does not encourage drivers to slow down. However at present it is not proposed to increase the speed limit to 40mph.

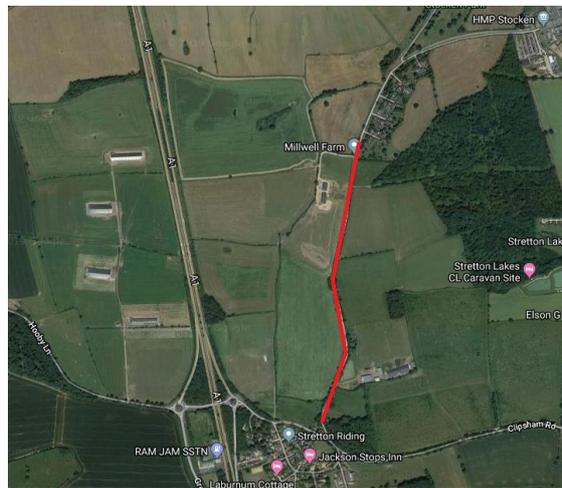
¹ ACPO Speed Enforcement Policy Guidelines 2011-2015: Joining Forces for Safer Roads.

² DfT Circular 01/2013 Setting Local Speed Limits



- 5.6 Traffic calming measures are installed at sites to help reduce vehicle speeds. Due to the existing road layout and limited forward visibility around the bends and the fact the road is frequently use by lorries accessing Clipsham Quarry, it is not proposed to install any vertical or horizontal traffic calming measures within the carriageway.
- 5.7 Clipsham Road would benefit from an improved gateway feature, making drivers alerted to the fact they are entering a village. This would involve improving the signage, the installation of white lines/High Friction Surfacing and gateways. It is proposed that the two approaches to Stretton along Clipsham Road will have slightly different gateway designs due to the scope within the adopted highway to install signs etc.
- 5.8 It is also proposed to install an additional repeated roundel between the 30mph limit on Clipsham Road and the Stocken Hall Road. This will remind vehicles entering the village from Clipsham they are now within a 30mhp limit and also vehicles turning east when exiting Stocken Hall Road.

Stocken Hall Road



- 5.9 Stocken Hall Road between Clipsham Road and Stowe Court is subject to national speed limit. From Stowe Court to HMP Stocken the speed limit reduces to 30mph.



- 5.10 Stocken Hall Road is only used to access residential dwellings or HMP Stocken.
- 5.11 HMP Stocken currently has 843 inmates, however in 2011 the capacity rose to 1056 inmates. There are 300 staff (full time equivalent). Work is undertaken on a varied 16 week shift basis. The shifts are:
- 07:30 until 13:30
 - 08:00 until 17:30
 - 08:00 until 21:00
 - 13:00 until 21:00
 - 21:00 until 08:00
- 5.12 The visiting times for family to visit inmates are Wednesday and Friday between 13:45 and 15:45, and Saturday and Sunday between 9:15 and 11:45, and 13:45 and 15:45. All visitors need to be pre-booked with HM Prison Services. The maximum number of seats in the visitor area is 30 per visiting period. This equates to a maximum of 180 visitors per week.
- 5.13 The shift patterns and limited restricted visiting hours can lead to peak vehicle movements along Stocken Hall Road.
- 5.14 A speed survey was undertaken within the 30mph limit between 9/7/2019 and 18/7/2019. The speed survey demonstrated that the average speed of vehicles was 30mph, which is compliant to the speed limit. However the 85th percentile is in excess of 30mph and above the tolerance allowed by the ACPO guidance.
- 5.15 The 30mph limit has been positioned 85m south of Stowe Court, and this is the most appropriate location for a speed limit change, however as the houses are set far back from the edge of the highway there is no evidential change in the street scene between the national speed limit and 30mph limit. The dwellings along Stocken Hall Road are segregated from the carriageway by wide grass verges and clusters of trees.
- 5.16 The Stocken Hall Road entrance to the 30mph limit includes speed limit roundels and a large speed indicator device (SID)
- 5.17 Additional traffic calming features such as gates could be installed at this location, to provide a change in street scene from the open country side to a more urban setting and give the illusion of road narrowing.
- 5.18 The Parish Council requested that the speed of Stocken Hall Road be reduced from national speed limit to 40mph.

- 5.19 This proposal was passed over to the police for comment. The police attended site and provided the following comment:
The road is unsuitable for a 40mph speed limit. The stretch of carriageway under review does not meet the DfT guidelines as there is a total absence of development. Any lowering of the limit would result in enforcement issues for the Force. You may wish to look at the Stretton village entry arrangement and perhaps introduce some speed reducing measures here.
- 5.20 Following the Police comments and a walk around the sites with the Parish Council on the 21/2/2020, it is recommended to also improve the gateway on the approach to Stretton from Stocken Prison. This will include red high friction surfacing, 30mph roundel and dragon teeth.
- 5.21 The Parish Council would also like RCC to explore whether Stocken Hall Road can be reduced to 50mph instead of 40mph. This requires further discussion with the police and therefore will not be recommended within this report.

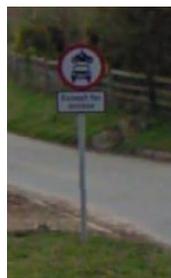
Manor Road



- 5.25 Manor Road is subject to a 30mph limit.
- 5.23 A speed survey was carried out on this road between 9/7/2019 and 10/7/2019 and was for a shorter period than the other two surveys however it still gives a good representation of traffic speeds on this section of carriageway.
- 5.24 The speed survey demonstrates that the average speed is 15mph and the 85th percentile of 24mph. This shows that nearly all drivers are complying with the speed limit. This road would be suitable for a 20mph speed limit and these are most appropriate for roads where average speeds are already below 24mph. The existing layout and use of the road must also give the clear impression that a 20mph speed or below is the most appropriate speed to drive at.
- 5.25 Manor Lane benefits from existing traffic calming measures including a road narrowing, bends with limited visibility and residents parking on the highway creating informal chicanes.



- 5.26 The speed limit on the road could be reduce to a 20mph limit, however this will not be recommended as vehicle speeds are already below 30mph and the 20mph limit will require unnecessary signage cluttering the highway.
- 5.27 The Parish Council also raised concerns about vehicles using the village as a cut through to access the A1 southbound. Both accesses onto Manor Road from Clipsham Road benefits from signs which say “no motor vehicles expect for access”. Apart from installing these signs there is nothing more RCC can do to prevent vehicles from travelling through the village to access the A1 southbound.



- 5.28 Furthermore, these signs can only be enforced by the police. In order to prosecute the police are required to witness someone entering the village and driving through without stopping

Speed Indicator Devices (SID) on Clipsham Road/Stocken Hall Road

- 5.29 During a site visit with the Parish Council on the 21/2/2020; the Parish Council requested a SID on both Clipsham Road and Stocken Hall Road to help reduce vehicle speeds
- 5.30 It was recommended by RCC to install a mobile SID on both roads to assess whether they would benefit from a permeant SID. The mobile SID is able to record vehicle speeds when the device is turned off and also when the device is turned on. Officers are able to compare the two sets of data and establish whether a SID has been effective at each location.

5.31 Timescale for mobile SID installation

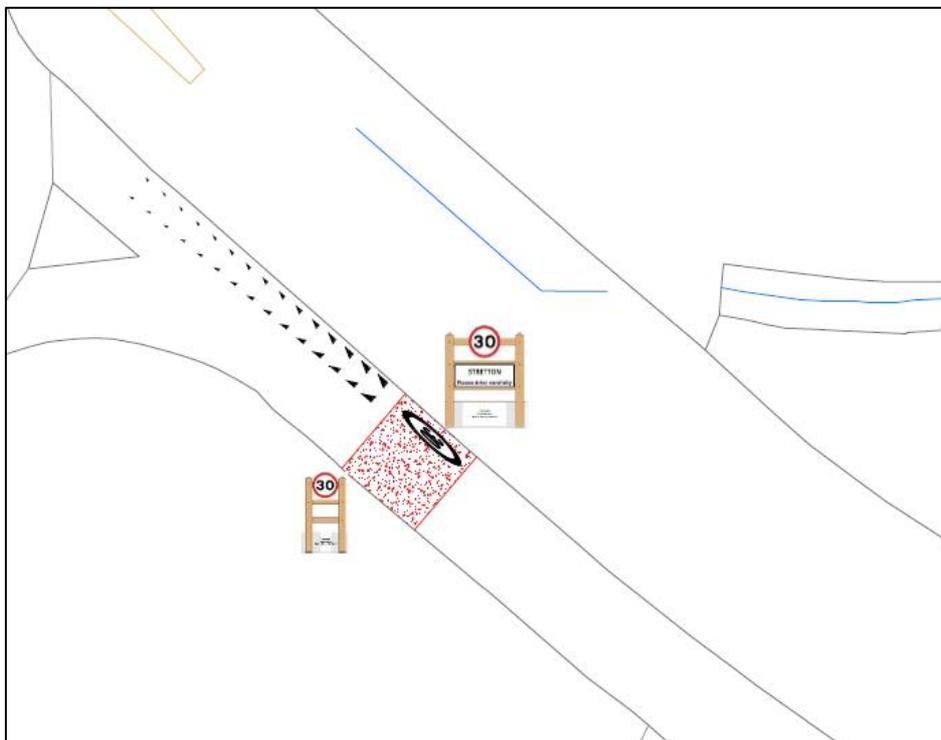
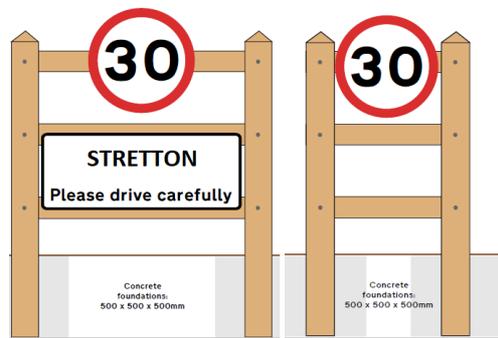
RCC have recommended to the Parish Council, that if the recommendations from Section 6 are approved, the mobile SID assessment is carried out approx. 3-6 months after construction. This will allow the traffic calming measures a bedding in period prior to the assessment being carried out.

6 Recommendation

Clipsham Road – approach from A1

- 6.1 The 30mph is situation on the junction of the Clipsham Road and the roundabout. There are numerous signs at this location, including a 7.5t weight restriction and the roundabout directional signs. The amount of signs causes the roundabout to be cluttered which could be confusing to drivers.
- 6.2 The 30mph TRO could be extended a further 30m away from the roundabout. Relocating the 30mph signs would give drivers more time to see the signs and slow down as they approach the 30mph limit. Additionally the road narrows at this location, which could be emphasised by the installation of gateway features including a combined 30mph roundel and village name plate. This will break up the rural natural of the road to look more urban.
- 6.3 It is also recommended that red high friction surfacing is installed, plus 30mph roundels and dragon teeth on the carriageway.

Costs Approximately £9k



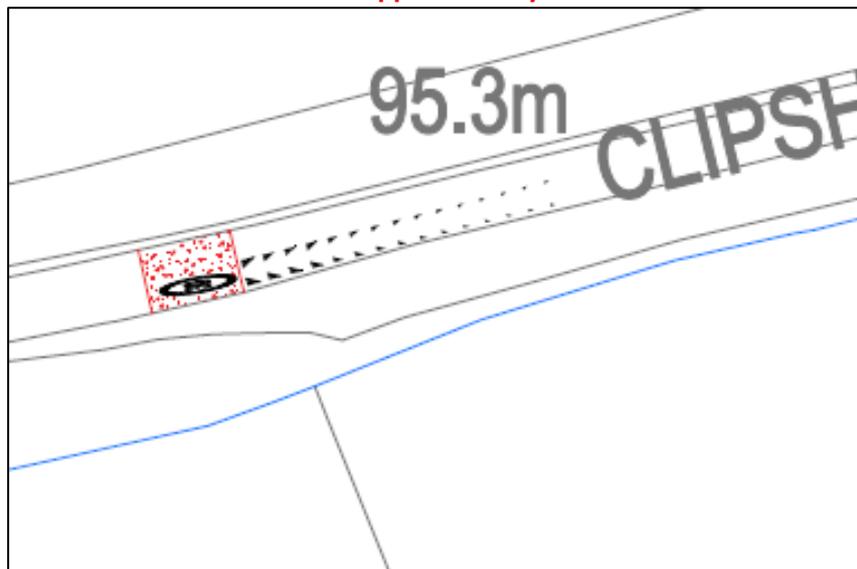
Clipsham Road – from Clipsham

6.4 This section of road does not benefit from wide verges like the approach to Stretton from the A1. It is therefore recommended that red high friction surfacing with a 30mph roundel and dragon teeth is installed. This scheme development includes for the installation of a gateway feature which fits within the highway boundary.

Stocken Hall Road – at 30mph limit closest to village

6.5 Install similar gateway as detailed in section 6.4

Combined works for Section 6.4 and 6.5 = Costs approximately £3k



Stocken Hall Road – improved gateway

6.5 At the change of the national speed limit to 30mph at the northern end of Stocken Hall Road, it is proposed to install gates adjacent to the carriageway to give the illusion of road narrowing. This will help to emphasise the urban setting of the road.

6.6 It is also proposed to install red high friction surfacing, 30mph roundel and dragon teeth at the southern end of Stocken Hall Road at the speed limit change.

Costs Approximately £9k

Total Cost of Schemes £21k



Integrated Transport Feasibility Study Report

***ITCP-2019-09 Lyddington Road,
Caldecott***

REVISION SCHEDULE					
Rev	Date	Details	Prepared by	Reviewed by	Approved by
A	24/2/2020		RG	CC	CC

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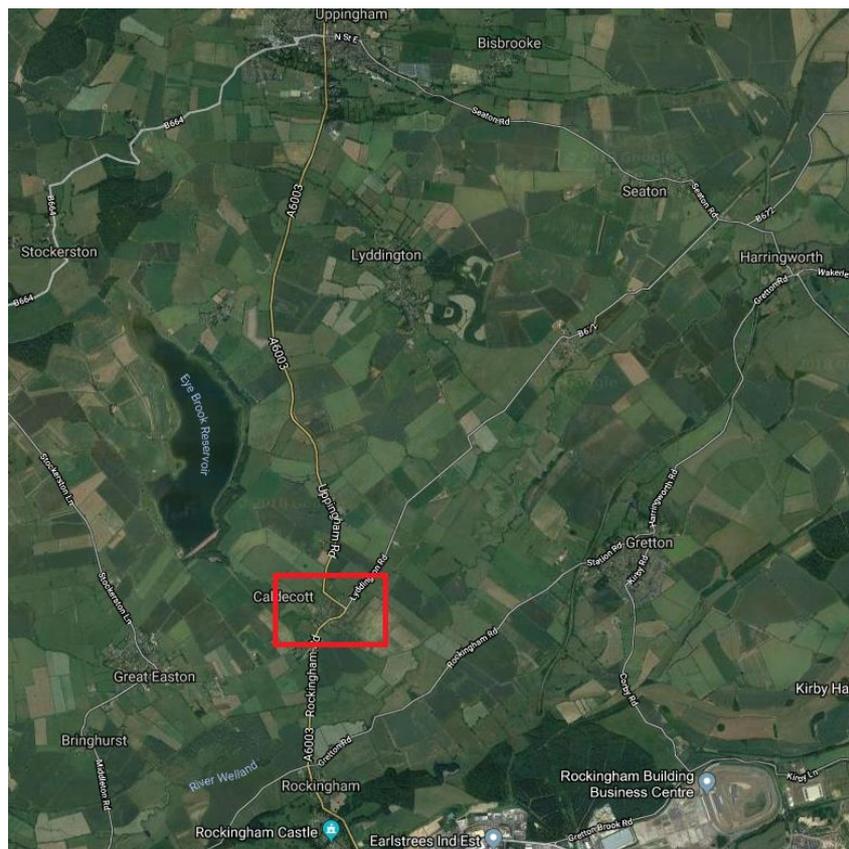
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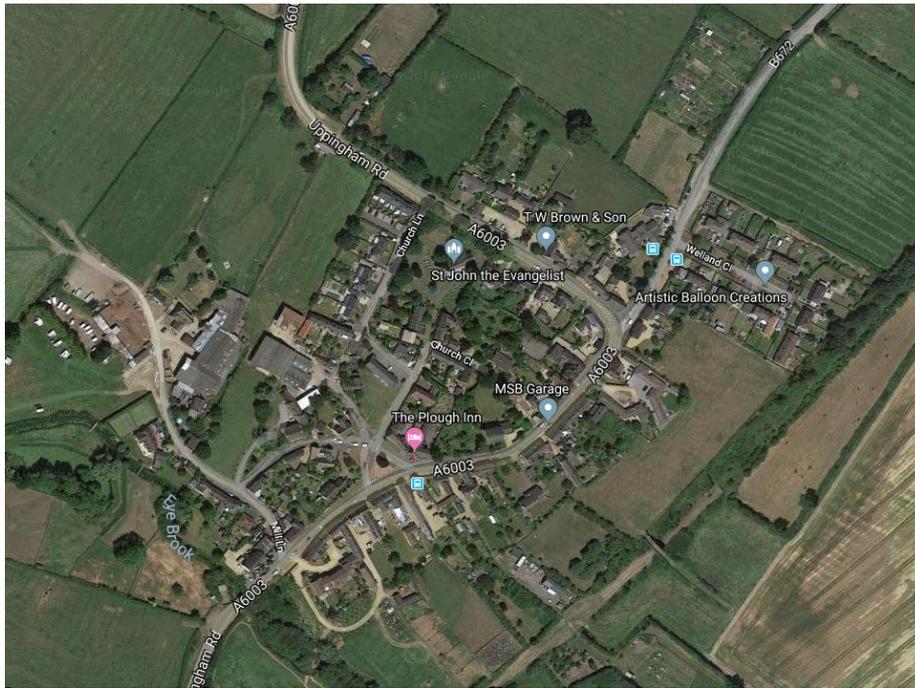
1 Introduction

- 1.1 The Parish Council have submitted an Integrated Transport Application requesting the installation of a pedestrian crossing on the A6003 in Caldecott.
- 1.2 The Parish Council have suggested there are presently no safe crossing points along the A6003, therefore a potential danger for pedestrians. Children in the village have to cross this road to access the two school buses for Bringhurst Primary School (leaves and arrives at Village Green) and for Uppingham Community College (leaves and arrives at bus stop on B672 Lyddington Road). These school children are required to cross the A6003 at peak commute times.
- 1.3 The Parish Council have also expressed their concerns about the lack of a footpath on Lyddington Road. There is a footpath on the north side of Lyddington Road, but is very narrow which means that pedestrians have to cross at the junction of Lyddington Road and the A6003 and use the splitter island as a suitable footpath. Additionally the Parish Council will be installing new play equipment on the open space on Lyddington Road, irrespective of the fact that there is no footpath leading to this road.

2 Site Description

- 2.1 General Site Description - Caldecott is a small village situated between Uppingham and Corby on the A6003.





- 2.2 The A6003 runs through the centre of the village with properties frontages on both sides of the road. Church Lane is the only road linking the A6003 through the village, however this can only be used by pedestrians.
- 2.3 The A6003 is a principal road with an average carriageway width of 6.5m. There are footpaths on both sides of the carriageway, which vary in width through the village, and the village is subject to a 30mph speed limit.
- 2.4 The images below have been taken through the village from South to North away the Eyebrook Bridge towards Uppingham.
- 2.5 The first image is taken from Church Lane looking back towards the Eyebrook. There are narrow footpaths on both sides of the carriageway way. Traffic sometimes queues at this location waiting at the traffic lights to access the bridge. There is adequate forward visibility at this location with a wide carriageway of approximately 6m.



- 2.6 The second image is taken at the village green looking north towards Uppingham. The road widens opposite the Church Lane junction with the A6003 for a short distance and then narrows back down to 6m.



2.7 The third image is just south of the B672 junction with the A6003. There is good forward visibility at this location, however the footpaths narrow slightly in places because of the property frontages.



2.8 The B672 joins onto the A6003 in the center of the village on a tight bend. The visibility for those access onto the A6003 is good in both directions, however the forward visibility on the A6003 is limited by the tight bend. This tight bend can act as traffic calming for motorists as they have to negotiate the bend, however it can be hazardous to pedestrians as they cannot see vehicles approaching



- 2.9 This next image is showing the straight section of road towards Uppingham, just passed the B672 turning. This section of carriageway is long and straight with 1.8m-2m footpaths on both side of the carriageway. The entry to the village benefits from improved gateway features which has helped to reduce vehicle speed approaching Caldecott.



- 2.10 There are presently no pedestrian refuge islands or formal crossing points along the A6003 through Caldecott
- 2.11 The public service and school buses for Caldecott pick up and drop off on Lyddington Road at the formal bus stop. However, Children attending Uppingham Community College are picked up from just outside The Plough. The Rutland Service operates with a hail and ride service and therefore residents can get on at any point along the route. The bus enters Caldecott travelling south along Uppingham Road and then turns left onto Lyddington Road, travelling in a north easterly direction.
- 2.12 The splitter island on the junction of Lyddington Road and the A6003 has a dropped kerb to enable use by pedestrians. The splitter island is not very inviting for pedestrian to use at present, as there is a buildup of detritus around the dropped crossing and the surface of the island is breaking up.



Lyddington Road

- 2.13 The Parish Council originally submitted a highway concern to Rutland County Council in 2018 – reference ITCP-2018-06 Caldecott. The full report for ITCP-2018-06 Caldecott can be found in Appendix A
- 2.14 The Parish Council raised various highway concerns through Caldecott, some of which related to Lyddington Road
- 2.15 The Parish Council raised a concern about the lack of footway on Lyddington Road. The footpath originally finished just west of Welland Close. The Parish Council were due to install some new play equipment on the open space on the north side of Lyddington Road. However, this would have resulted in pedestrians having to walk in the road for 30m before accessing the play equipment
- 2.16 In 2019, the Highways and Transport Working Group (HTWG) approved the extension of the footpath along Lyddington Road, to opposite the footpath. The footpath was constructed on the 4/9/2019

Road layout prior to footpath installation



Road layout after installation of footpath



- 2.17 The Parish Council also raised concerns about the speed of traffic on Lyddington Road and the position of the 30mph signs. As detailed in the ITCP-2018-06 report, the 30mph signs are in the most suitable position. Therefore it was recommended that a 40mph buffer zone be

installed on Lyddington Road.

2.18 The 40mph buffer zone was approved by the HTWG June 2019 and installed on 4/9/2019.

3 Accident Data and Analysis

3.1 There have been 11 recorded accidents along the A6003 between 1/1/2008 and 31/1/2020



- 3.2 Accident 200806488 – V1 travelling north towards Uppingham lost control on right bend and left carriageway. Collided with hedge
- 3.3. Accident 201206368 – V1 travelling south east left bend claimed to have avoided V2 travelling on the wrong side of the carriageway with no lights. V1 lost control and left carriageway on near side.
- 3.4 Accident 201302281 – V1 travelling north east negotiated right hand bend braked skidded, left carriageway on near side and collided with hedge. No other vehicles involved
- 3.5 Accident 201400559 – V1 (Bus) travelling south west failed to negotiate right hand bend travelling west due to driver illness. V1 left carriageway on offside and collided with garden wall. No other vehicles involved.
- 3.6 Accident 201402436 – V1 travelling north on Rockingham Road failed to negotiate right hand bend travelling north east and left carriageway nearside ending up in ditch. No other vehicles involves
- 3.7 Accident 201405112 – No stats received for accident
- 3.8 201500040 – V1 and V2 (HGV) travelling north on Rockingham Road. V1 ahead slowed allowing V3 travelling south to turn right travelling south west towards Great Eastern. V2 collided with rear of V1
- 3.9 201500243 – V1 (motorcycle) travelling north overtook stationary traffic queued on offside. V1

collided with V2 travelling east on Great Easton Road turning right from between stationary traffic queue to travel south on Rockingham Road

- 3.10 201700935 – V1 (motorcycle) travelling North West negotiated right hand bend travelling north and left carriageway on the nearside ending up in ditch.
- 3.11 201700936 – V1 (motorcycle) travelling north east negotiated right bend, skidded , crossed carriageway and collided with front of V2 slowing for cyclist ahead travelling south west on Lyddington Road. V1 had recently had a near rear tyre fitted.
- 3.12 201701652 – V2 travelling towards Caldecott lost control negotiating bend, crossed carriageway and collided with V1 travelling in the opposite direction on Lyddington Road.
- 3.13 There have been no accidents on Lyddington Road since 2017

4 Speed Survey

- 4.1 A speed survey was carried out on Lyddington Road, just east of Welland Close within the 30mph limit. The survey was carried out between 24/1/2020 and 31/1/2020.
- 4.2 The speed survey was carried out 5 months after the installation of the 40mph buffer zone.
- 4.3 The speed survey equipment records vehicle speeds for 24 hours in both direction for the date stated in paragraph 4.1.
- 4.4 The data is displayed in two formats; average speed and 85th percentile speeds. The average speed of vehicles looks at all of the data and formulates an average speed for that specific day. The 85th percentile speed removes 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.

	Average Speed (31mph)	85th Percentile Speed (37mph)
24/01/2020	30	37
25/01/2020	31	37
26/01/2020	30	37
27/01/2020	31	37
28/01/2020	32	37
29/01/2020	32	37
30/01/2020	31	37
31/01/2020	31	37

- 4.5 This speed survey has demonstrated that the average speed of vehicles are complying with the stated speed limit, however the 85th percentile speeds are in excess of 30mph + the tolerance allowed though the ACPO guidance of 10%+2mph.

5 Conclusion

- 5.1 The speed survey carried out in January 2020, demonstrates that the average speed of vehicles is in compliance with the stated speed limit. However the 85th percentile speed of vehicles are not complying with the speed limit, and generally are driving in excess of 30mph plus 10%+2mph

6 Recommendation

- 6.1 As the 40mph buffer zone has only been in place for 5 months, it is recommended for to defer this scheme and reassess in approx. 7 months' time. This is because ideally new traffic calming schemes require a 12 month bedding in period.



Integrated Transport Feasibility Study Report

***ITCP-2019-15 Essendine A6121 to
Plover Road***

REVISION SCHEDULE					
Rev	Date	Details	Prepared by	Reviewed by	Approved by
A	23/1/2020		RG	CC	
B	7/2/2020		RG		
C	24/02/2020		RG	CC	CC

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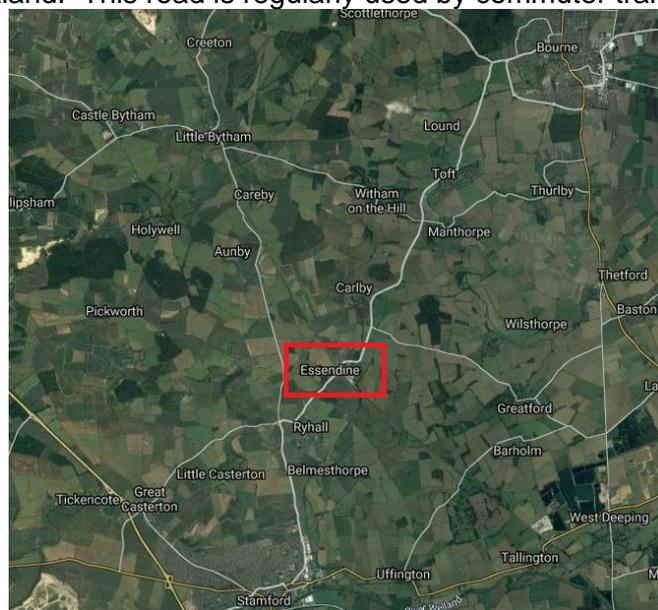
Appendix A - Scheme Drawings

1 Introduction

- 1.1 Essendine Parish Council have submitted a highway concern regarding the speed of traffic and the number of traffic accidents in Essendine, primarily along the A6121. They have also expressed concerns about the level of congestion at various junctions when exiting the village onto the A6121 specifically at Plover Road, and finally they are concerned about the safety of pedestrians through Essendine.
- 1.2 The Parish Council believe that a mini roundabout should be constructed at the A6121 junction to reduce congestion and help reduce traffic speeds. They also think that there is the need for improved gateway features at each end of the village, a pelican crossing for use of parents and residents to access the bus route and the installation of double white lines to stop overtaking.

2 Site Description

- 2.1 Essendine is a village between Stamford and Bourne, situated on the A6121, but situated in the County of Rutland. This road is regularly used by commuter traffic.





2.2 The western entrance to Essendine is signed with an enlarged village gateway name plate and a 30mph roundel, both signs have yellow backing. There is also a section of red high friction surfacing on the carriageway to make the gateway feature more prominent. The village entrance is positioned 115m west of the 1st dwelling.



2.3 The DfT Circular 01/2013 Setting Local Speed Limit states¹ that, 30mph limits are used in built up areas with development on both sides of the road. The 30mph on the western approach to Essendine starts 322m west of Glen Crescent. Between the 30mph limit and Glen Crescent, there is development only on one side of the carriageway. This development is set back from the highway boundary and is separated by a footpath, a large grass verge and hedgerows. This may give the perception that the street scene has not altered from open country side and could result in drivers not complying with the 30mph speed limit. It could be recommend, therefore that the 30mph speed limit should be moved to just west of Glen Crescent where there is housing development on both sides of the carriageway, and the initial section

¹ DfT Circular 01/2013 Setting Local Speed Limits - https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/63975/circular-01-2013.pdf

increased to 40mph.

- 2.4 The A6121 between the 30mph limit and Plover Road currently benefits from red high friction surfacing with SLOW markings on the carriageway and a speed indicator device (SID).



- 2.5 The eastern entrance to Essendine has a similar gateway design to that at the western entrance; i.e. an enlarged village name plate and 30mph roundel on yellow backing. This gateway entrance also benefits from buff coloured, rather than red, high friction surfacing. The high friction surfacing was installed following an accident at this location, where a vehicle lost control and crashed into the bridge causing substantial damage to the highway structure. The high friction surfacing was completed on the 21/9/2018.



- 2.6 After the sharp right hand bend the road is straight with a gradual incline. This section of road does benefit from SLOW markings and a SID.



- 2.7 The Parish Council have raised concerns regarding congestion at the junction of Plover Road and the A6121. Plover Road is the only access road for a residential development north of the A6121. This junction is 24m wide with good visibility in both directions.



- 2.8 There is a large industrial estate within Essendine, situated on the south side of the A6121. The industrial estate as grown, including three planning applications in the last two years:
- 2017/1194/FUL
 - 2019/0628/FUL
 - 2018/0228/DIS
 - 2017/1059/FUL
- The industrial estate is accessed by lorries, buses and cars. There are two accesses into the industrial estate; one between Manor Farm and the West Glen River and the other between Station Road and Plover Road; as illustrated below.



2.9 There are two bus stops in Essendine between Plover Road and Station Road. The bus stops include a bus stop shelter and a layby. The bus service through Rutland is a hail and ride service and therefore residents can be picked up at any location through the village.

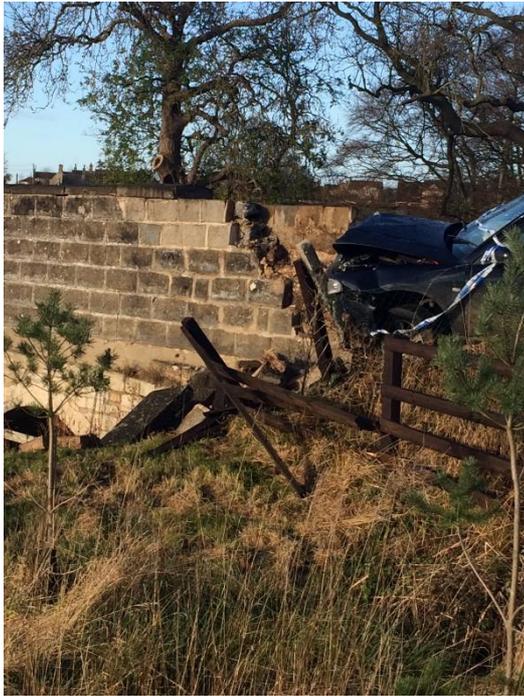


3 Accident Data and Analysis

- 3.1 The accident data was collected between 1/7/2009 and 30/6/2019. This showed that there have been 8 slight accidents and 3 serious accidents around Essendine.
- 3.2 The following accidents have been recorded by the police through STATS19 forms when a police officer has attended the accident site. The police may not attend an accident if they are advised that no one is injured and the carriageway is free from obstruction. Additionally the drivers in the accidents may feel it is not necessary to contact the police to alert them of the accident and they may arrange their own vehicle pick.



- 3.3 The accidents shown in the blue square have been addressed in the feasibility report ITCP-2019-18 Essendine to Ryhall as an accident cluster site. The remainder of the accidents are detailed below:
- 3.4 Accident 201000726 – V1 travelling south west was dazzled by sun crossed the carriageway and collides with offside and rear of V2 travelling north east on Stamford Road. V2 leaves carriageway on the near side. 1 person slightly injured
- 3.5 Accident 201302091 – V1 and V2 travelling east on A6121 Bourne Road. V1 ahead slowed to turn right travelling south on Bourne Road into industrial estate. V2 failed to stop in time and collided with rear of V1. 1 person slightly injured.
- 3.6 Accident 201402401 – V1 travelled south on Bourne Road failed to negotiate right hand bend leaves carriageway near side and collided with a tree. No other vehicles involved. 2 people slightly injured
- 3.7 Accident 201602101 – V1 travelling south lost control clipped near side kerb, left carriageway near side and collided with a telegraph pole and overturned into field. 1 person slightly injured.
- 3.8 Accident 201801062 – V1 (motorcycle) travelling south west Bourne Road rounds right hand bend travelling west and lost control and left carriageway nearside and collided with wall.
- 3.9 An accident occurred at Bridge Reference 312 Bourne Road Essendine, on the right hand bend approaching Essendine from Bourne. The bridge at this location sustained substantial damage. The images of the damage and car have been provided below:



- 3.10 This accident was not recorded in the STATS19 report, the driver had left the scene and removed the license plates from the vehicle.

- 3.11 A fatal accident happened at the Bridge (Reference 312) Bourne Road Essendine, on the 29.12.2019. This was reported through to RCC out of hour's team by the police. The accident did not occur due to the road layout or weather conditions. The accident is still being investigated further and therefore details cannot be provided.

4 Speed Survey

- 4.1 A speed survey was carried out on Stamford Road Essendine between 22/9/2016 and 6/10/2016. The approaching data is vehicles travelling towards Ryhall from Essendine and the receding data is vehicles travelling into Essendine. During this survey there was an average of 7,900 vehicles per day.

Average speed (27mph)			
	Bidirectional	Approaching	Receding
22/09/2016	28	31	26
23/09/2016	28	30	26
24/09/2016	29	31	27
25/09/2016	28	31	26
26/09/2016	27	30	25
27/09/2016	27	29	25
28/09/2016	27	29	25
29/09/2016	27	29	25
30/09/2016	27	29	25
01/10/2016	26	30	23
02/10/2016	28	30	26
03/10/2016	27	29	25
04/10/2016	27	29	25
05/10/2016	27	29	25
06/10/2016	27	29	25

85th Percentile (32mph)			
	Bidirectional	Approaching	Receding
22/09/2016	32	35	29
23/09/2016	33	35	29
24/09/2016	34	35	30
25/09/2016	34	35	30
26/09/2016	32	34	28
27/09/2016	32	34	28
28/09/2016	32	34	29
29/09/2016	32	34	28
30/09/2016	32	34	29
01/10/2016	32	35	29
02/10/2016	33	35	29
03/10/2016	32	34	28
04/10/2016	32	34	28
05/10/2016	32	34	29
06/10/2016	32	34	29

- 4.2 The speed survey has demonstrated that vehicles are generally complying with the 30mph speed limit; however vehicles entering Essendine from Ryhall are travelling faster than those exiting the village.
- 4.3 A speed survey was carried out during the same period but on Bourne Road, Essendine. The approaching traffic are the vehicles entering the village from Bourne. During this survey period

there was an average of 7,400 vehicles per day.

Average Speed (30mph)			
	Bidirectional	Approaching	Receding
22/09/2016	34	33	34
23/09/2016	29	28	31
24/09/2016	26	25	27
25/09/2016	26	25	27
26/09/2016	25	24	26
27/09/2016	25	24	27
28/09/2016	26	25	27
29/09/2016	30	29	32
30/09/2016	33	33	34
01/10/2016	34	33	35
02/10/2016	35	34	35
03/10/2016	33	33	33
04/10/2016	34	33	34
05/10/2016	34	34	34
06/10/2016	33	33	34

85th Percentile (36mph)			
	Bidirectional	Approaching	Receding
22/09/2016	39	40	39
23/09/2016	36	35	37
24/09/2016	32	30	33
25/09/2016	32	31	34
26/09/2016	30	29	31
27/09/2016	31	30	32
28/09/2016	32	30	32
29/09/2016	37	37	38
30/09/2016	39	39	39
01/10/2016	40	40	40
02/10/2016	40	41	40
03/10/2016	39	39	39
04/10/2016	39	39	39
05/10/2016	40	40	39
06/10/2016	39	39	39

- 4.4 This speed survey demonstrates that the 85th percentile speed of vehicles at this location are travelling in excess of the 30mph limit while the average speed of vehicles is in compliance with the speed limit.
- 4.5 There is a difference of 500 vehicles between the Stamford Road and Bourne Road speed surveys. This demonstrates that, on average, more vehicles are travelling south to Stamford, than north towards Bourne.
- 4.6 A further speed survey was carried out on the A6121 just south of the junction with Plover Road. This survey was carried out between 05/08/2019 and 13/08/2019. The approaching traffic are vehicles travelling north towards Bourne from Ryhall.

Average Speed (30mph)			
	Bidirectional	Approaching	Receding
05/08/2019	30	29	31
06/08/2019	30	29	32
07/08/2019	30	29	32
08/08/2019	30	29	31
09/08/2019	30	29	31
10/08/2019	31	30	32
11/08/2019	30	30	30
12/08/2019	30	29	32
13/08/2019	31	30	32

85th Percentile Speed (35mph)			
	Bidirectional	Approaching	Receding
05/08/2019	35	32	37
06/08/2019	35	33	37
07/08/2019	35	33	37
08/08/2019	35	33	36
09/08/2019	35	33	37
10/08/2019	36	34	37
11/08/2019	36	34	37
12/08/2019	35	33	37
13/08/2019	37	35	37

- 4.7 This speed survey demonstrates that vehicles travelling south towards Ryhall travel faster than those travelling north towards Bourne. The average speed demonstrates that vehicles comply with the stated speed limit. While, the 85th percentile speeds demonstrates that vehicles are driving faster than the 30mph speed limit, however the speeds are still within the tolerance of the speed limit +10% + 2mph.
- 4.8 During this speed survey period there was an average of 6,840 vehicles per day. The speed survey counts during the 2019 survey were lower than the 2016 survey, this was because the 2019 survey was carried out during the summer holidays.
- 4.9 A speed survey was carried out on Plover Road between 05/08/2019 and 13/08/2019. The approaching traffic is vehicles travelling entering the site from the A6121.

Average Speed (16mph)			
	Bidirectional	Approaching	Receding
05/08/2019	17	17	16
06/08/2019	16	16	16
07/08/2019	17	17	16
08/08/2019	17	17	16
09/08/2019	16	17	16
10/08/2019	17	17	16
11/08/2019	13	18	12
12/08/2019	16	17	16
13/08/2019	17	17	17

85th Percentile Speed (20mph)			
	Bidirectional	Approaching	Receding
05/08/2019	20	21	19
06/08/2019	20	20	19
07/08/2019	20	21	19
08/08/2019	20	20	19
09/08/2019	20	21	19
10/08/2019	20	21	19
11/08/2019	19	21	17
12/08/2019	20	20	19
13/08/2019	19	19	19

Vehicle movements entering and exiting Plover Road from the A6121.

	2 way traffic flows	Entering Plover Road from A6121	Exiting Plover Road from the A6121
05/08/2019	432	233	199
06/08/2019	700	372	328
07/08/2019	607	299	308
08/08/2019	578	294	284
09/08/2019	670	357	313
10/08/2019	466	238	228
11/08/2019	602	170	432
12/08/2019	597	300	297
13/08/2019	168	55	113

5 Parish Council Requests and Assessment

5.1 Mini Roundabout

The Parish Council have requested a mini roundabout be constructed at the junction of Plover Road and the A6121, as they believe it will reduce congestion and act as a traffic calming measure.

5.1.1 The junction at Plover Road is 24m wide, with wide verges and footpaths on both sides of the carriageway. The A6121 at the junction with Plover Road is 7m wide.



5.1.2 To the south east of Plover Road there is a small private driveway (named The Council Houses) which leads to the parking area for 6 dwellings



5.1.3 A speed survey carried out on the A6121 between 05/08/2019 and 13/08/2019 shows the average speed was 30mph and the 85th percentile was 35mph. There was an average of 6840, vehicles, two way per day.

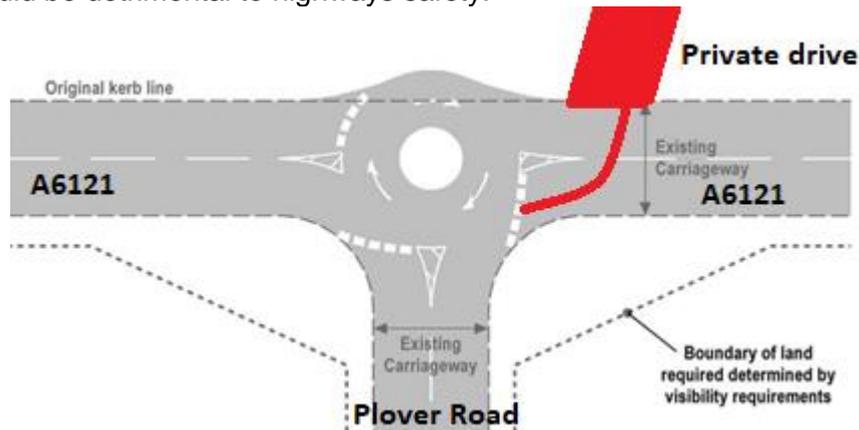
5.1.4 A speed survey was carried out on Plover Road between 05/08/2019 and 13/08/2019, this survey showed that an average of 257 vehicles entered Plover Road from the A6121 and an average of 278 vehicles exited Plover Road onto the A6121 per day. This survey was carried out during the summer holidays and therefore the traffic flow through school term time may increase marginally.

5.1.5 The DfT Mini roundabouts, good practice guidance² states that mini roundabouts should not

² DfT – Mini Roundabouts – good practice guidance

be used on roads where the 85th percentile speed exceeds 35mph. Additionally mini roundabouts are only suitable at junctions if the side road has a traffic flows more than 500 vehicles per day. A lower flow limit is prescribed because difficulties can result from being installed at lightly trafficked side roads, where emerging vehicles or turning movements are unexpected. If side road flows are too low then the main road will effectively operate under free flow conditions.

- 5.1.6 Following a site assessment and assessment of the speed survey/traffic flow data here, this site would not be suitable for a mini roundabout for the following reasons:
- Conflict with The Council Houses private drive which is just south west of Plover Road. Vehicles exiting The Council Houses travelling north towards Bourne will block the southbound carriageway while waiting for the roundabout to be clear, as illustrated below. This would be detrimental to highways safety.



- Additionally mini-roundabouts are inappropriate for roads frequently used by long vehicles and for some public service vehicles. The dimensions of these vehicles can often lead to relatively difficult movements within the space usually available. The A6121 is part of the strategic and abnormal loads network and therefore is frequently used by large lorries, abnormal loads and bus services which may be unable to navigate a mini roundabout

5.2 Gateway into Essendine from Bourne

- 5.2.1 Following an increase in accidents and significant damage to a bridge, RCC installed high friction surfacing around the right hand bend into Essendine from Bourne. This work has helped highlight the bend in the road, as the new surfacing is a different colour from the existing carriageway.



- 5.2.2 On the approach to the bend there is a village name plate with yellow backing, and includes the 30mph roundel. On the opposite side of the road there is a 30mph roundel on yellow backing. The right hand bend is highlighted by single chevrons on yellow backing. The signage size in this area cannot be increased due to the constraints of the highway boundary and utility equipment housed between the bridge and the carriageway.



- 5.2.3 The approach to this section of road is long, straight and downhill. This can encourage vehicle speeds to increase. The 30mph limit starts just before the bend at the high friction surfacing. The vehicles that have been involved in accidents at this location may have been driving in excess of 30mph and been unable to negotiate the sharp bend.
- 5.2.4 Rumble strips could be installed before the 30mph to alert a driver of the approaching hazard. Rumble strips may give off noise pollution and therefore are not recommended near residential properties. On this approach to Essendine, the speed limit changes in open country side away from properties and therefore rumble strips could be an option at this location.

5.3 Gateway into Essendine from Ryhall

- 5.3.1 The speed survey carried out in August 2019, on the A6121 adjacent to Plover Road, has identified that vehicles are complying with the set speed limit and the tolerance allowed within the ACPO guidance.
- 5.3.2 The road leading to Essendine from Ryhall has recently been improved through *ITCP-2019-18 Essendine to Ryhall*. This site was identified as an accident cluster site. Accident cluster sites are sites where there has been 3 or more accidents within 50m, in a 3 year period.
- 5.3.3 The highway improvements included blue rumble strips, improved signage and red high friction surfacing around the bend. These measures should alert the drivers to the approaching bend and help provide more traction for vehicles around the bend. These measures also may help to slow vehicles down as they approach the Essendine gateway.
- 5.3.4 These works were completed in December 2019 and therefore it is proposed to do nothing on the northern approach to Essendine until these works have been situ for at least 1 year.

5.4 Pedestrian Crossing Assessment

The Parish Council have requested that a pelican crossing is installed on the A6121, its purpose is to be used by parents and residents to access the bus stops either side of the A6121.

- 5.4.1 All crossing facilitates should aim to have the following characteristics;
- Safety and comfort
 - Location

- Convenience
- Capacity
- Opportunity

5.4.2 Three different types of crossings have been considered along the A6121; these include pedestrian refuge island, zebra crossing and a toucan crossing.

5.4.3 Pedestrian Refuge Island

A pedestrian refuge island is a raised section of pavement between two lanes of traffic moving in opposite direction. They usually have yellow bollards at either end with a blue arrow to remind motorists to keep left. The kerbs on both sides of the road are dropped to help pedestrians. Pedestrians are able to safely stop in the center of the road to wait for a space in the traffic. This enables the pedestrians to split the road crossing into two stages one for each direction of traffic.

5.4.4 This type of crossing allows pedestrian to cross more easily than if there was no crossing and may help them cross quicker as a gap in traffic is only required in one direction at a time. However there is no pedestrian priority and pedestrians may have to wait much longer for a gap in vehicles to cross safely compared to other forms of crossings.

5.4.5 The pedestrian refuge island must be a minimum of 1.5m wide (ideally 2m wide) and have a minimum carriageway width of 4m (ideally 4.5m) either side of the island. If a pedestrian island is installed on a bend the carriageway width must be wider. The footpath should also have a maximum gradient of 1 in 20 leading to the tactile crossing.

5.4.6 The existing carriageway must be a minimum of 9.5m wide, however ideally be 11m wide for a pedestrian refuge island to be installed. The A6121 is 7m to 7.4m wide and therefore is currently not wide enough to install a pedestrian refuge island.

5.4.7 For a pedestrian refuge island to be installed the carriageway will need to be widened to allow for sufficient room. The works will need to include full depth carriageway and footpath construction, drainage works and relocation of 2 street lights.

5.4.8 ***Zebra Crossing/Toucan Crossing***

The DfT Local Transport Note 2/95 (LTN 2/95), states that crossings should be located away from conflict points at uncontrolled junctions; to provide drivers an adequate opportunity to see pedestrians using the crossing and to brake safely. The 'safe' distance will depend on the geometry of the junction and type of side road. However, a minimum distance of 20 metres is recommended for a signalled-controlled crossing and an absolute minimum of 5 meters for a Zebra crossing.

5.4.9 Crossings will only be used by pedestrians if they are on the pedestrian desire lines. The most suitable location for a crossing would be between Manor Farm Lane and Station Road.

5.4.10 The A6121 through Essendine has good visibility along the majority of the road due to the wide highway boundary and a relatively straight road. However there are a number of conflicting junctions throughout the village which would conflict with a signalised crossing. Between Plover Road and Station Road, there are a number of accesses to residential properties and industrial estate. The industrial estate is frequently accessed by large vehicles and therefore the minimum distance from the access to the crossing should not be at a minimum distance of 25m.

5.4.11 Due to the number of accesses within close proximity and the turning circle of HGVs, a toucan cross would not be suitable through Essendine.

5.4.12 A zebra crossing provision requires less distance between the crossing and junction with a

side road/access. This can be reduced to an absolute minimum of 5m, provided drivers have clear visibility of a pedestrian waiting to use the crossing.

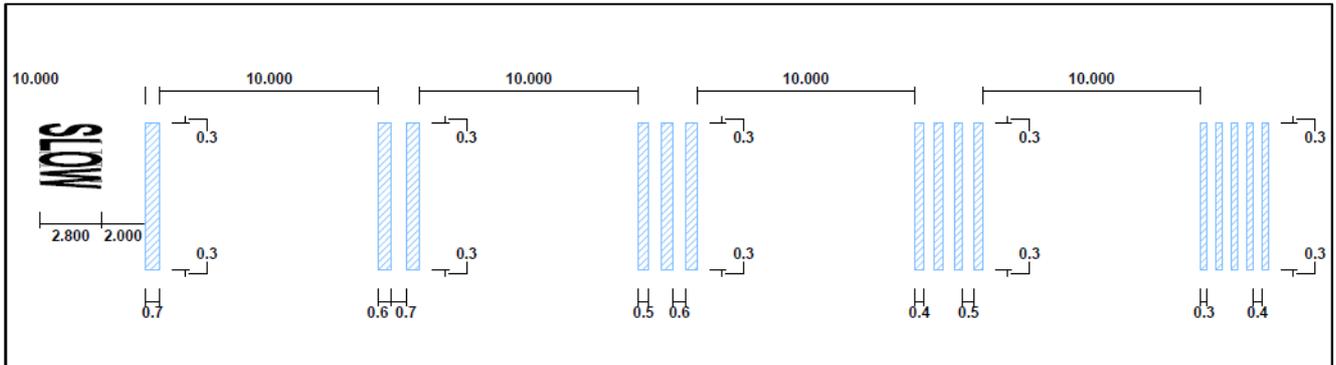
- 5.4.13 Whilst zebra crossings aid pedestrians in crossing the road, they can also lead to a false sense of security. The pedestrian may assume that a vehicle will stop at the crossing and step onto the crossing without the approaching vehicle actually stopping. Additionally if a crossing is not frequently used, vehicles may not stop as they do not expect to see a pedestrian using it.
- 5.4.14 The provision of a zebra crossing in Essendine may only be used at school pick up/drop off time and then infrequently used for the rest of the day, this is because of the number of houses/pedestrian movements in the village and the limited hourly bus service. This is likely to become detrimental to highway safety.
- 5.4.15 It is therefore is not suitable to install a zebra crossing in Essendine.

6 Recommendation

6.1 Blue Rumble Strips

It is proposed to install blue rumble strips on the approach to Essendine from Bourne on A6121, just before the 30mph limit. This will alert drivers to the sharp right hand bend.

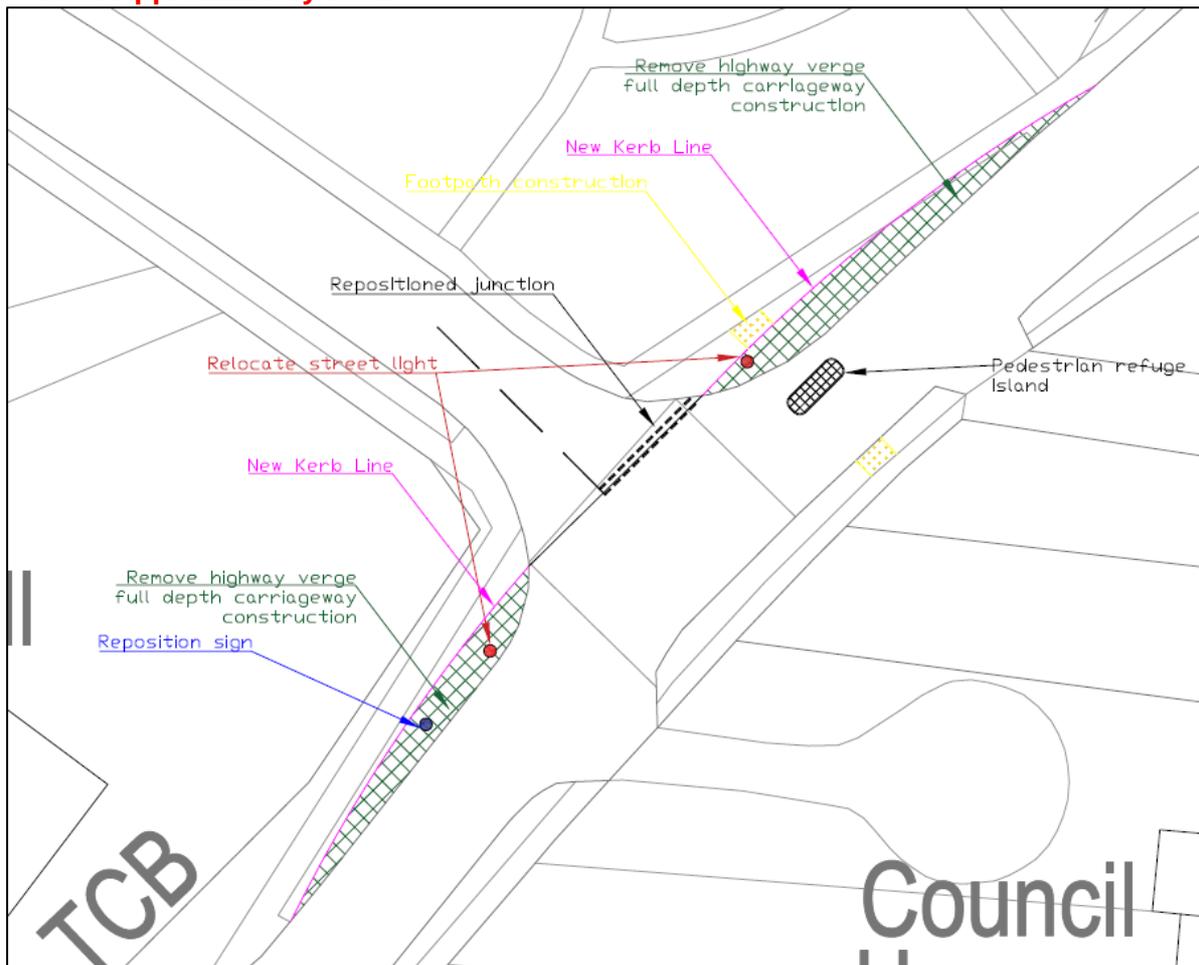
Costs approximately £3k



6.2 Pedestrian refuge island

It is proposed to install 1x pedestrian refuge in the center of the village and associated highway works.

Cost Approximately £35k





Integrated Transport Feasibility Study Report

ITCP2019/27 Pit Lane, Ketton

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1 Introduction

Councilor Gordon Brown has submitted a Highways and Transport request form for improvements to be made at the junction of High Street and Pit Lane, Ketton. Cllr Brown's concern is that the junction is currently unsuitable for the use by large heavy goods vehicles especially with the new developments of industrial units and offices.

2 Site Description

The junction is sited on the north eastern side of Ketton village.

Pit Lane is a privately maintained road currently serving a small number of domestic dwellings, sports and a community centre, scouts and guides hut and a number of business establishments. Further commercial development of Pit Lane is proposed through the Rutland Local Plan.

Planning approval for domestic housing has been given to the right of Pit Lane near its junction with High Street. Access to this development will be via High Street.

There is a 20mph speed restriction in place on Pit Lane and a 30mph speed restriction in place on High Street.



Imagery 2019 Google Map Data 2019



Image 1 view of the junction from the north eastern approach on High Street



Image 2 view of the junction from the south western approach on High Street



Image 3 view of the junction from the northern approach on Pit Lane

3 Accident Data and Analysis

There are no records of the police attending any accidents at this location, therefore no STATS19 reports have been identified.

The police may not attend an accident if they are advised that there is no personal injury and the carriageway is free of obstruction. Additionally drivers involved in accidents may feel that it is not necessary to contact the police and alert them of an accident and may arrange their own vehicle recovery.

RCC consulted with Ketton Parish Council to enquire if it had any knowledge or records of any non-reportable accidents at this location. The PC are not aware of any.

4 Speed Survey

A speed survey was carried out on High Street near the junction with Pit Lane in February 2017. The overall average speed was 35mph with vehicles exiting the village travelling slightly faster than those entering. See table below.

Average Speed			
	Bidirectional	Approaching	Receding
03/02/2017	35	32	37
04/02/2017	35	33	38
05/02/2017	36	33	38
06/02/2017	34	32	36
07/02/2017	35	32	37
08/02/2017	35	33	37
09/02/2017	35	32	37
10/02/2017	35	33	37

A speed survey was carried out on Pit Lane in September 2019. The overall average speed was 18mph with vehicles speeds comparable in either direction. See table below.

Average speed			
	Bidirectional	Approaching	Receding
02/09/2019	19	19	18
03/09/2019	18	18	19
04/09/2019	18	18	18
05/09/2019	18	18	18
06/09/2019	17	17	17
07/09/2019	18	17	18
08/09/2019	17	17	18
09/09/2019	17	16	17

5 Conclusion

. As a result of the alignment of the junction heavy goods vehicles straddle the centre white line thus placing themselves into potential conflict with oncoming vehicles as can be seen in the photograph below. However, all drivers need drive to the conditions when exiting the junction and as there is no history of accidents for this location the junction geometry is adequate Vehicles approaching the junction along High Street from either direction are doing so at speeds slow enough for drivers to react and avoid any conflict.



Image 4 LGV exiting Pit Lane turning East onto High Street

6 Recommendation

As there is no evidence of any accidents either from the police or the Parish Council and vehicle speeds approaching this junction from all directions are low enough to enable motorists to avoid conflict, it is the officer recommendation, therefore that no action is necessary.



Integrated Transport Feasibility Study Report

***ITCP-2019-31 Ryhall
Village entrances***

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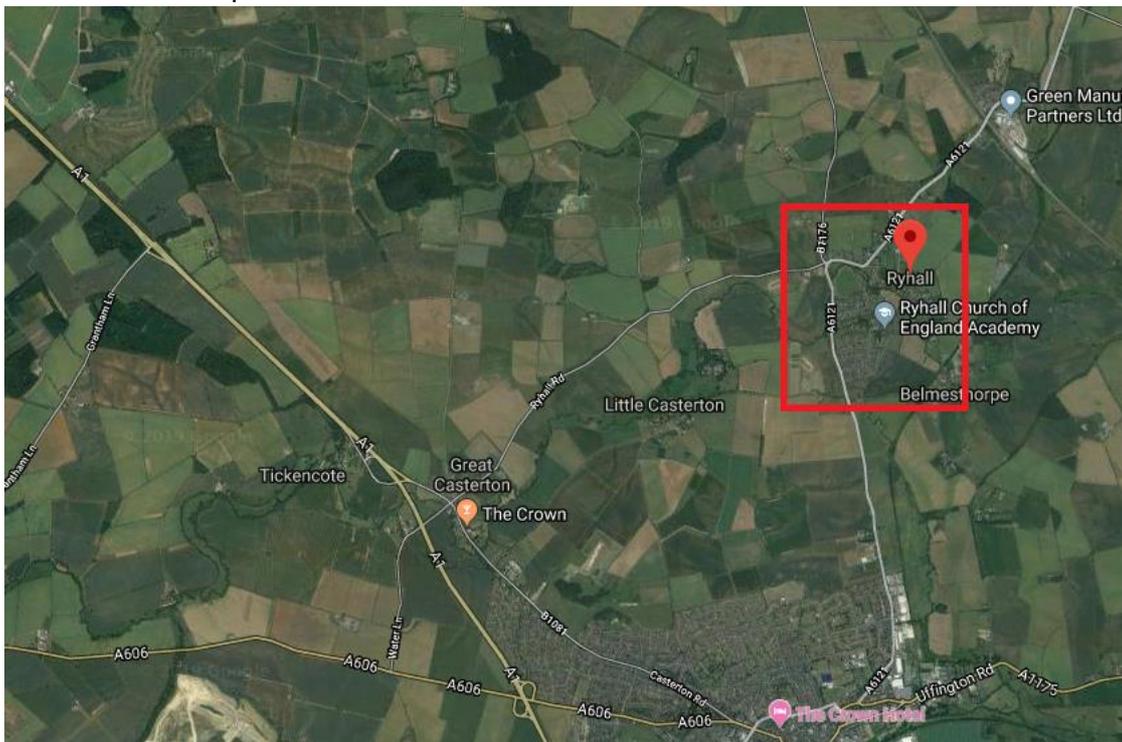
Appendix A - Scheme Drawings

1 Introduction

- 1.1 The Parish Council have requested a village gateway be provided on the main A6121 entering Ryhall from both Stamford Road and Essendine. Both proposed gateways to be located by the existing Ryhall village sign entrances into the village and thereby slowing traffic into the 30mph zone.
- 1.2 Under ITCP-2018-13 Ryhall (Various Sites), RCC recommended the installation of a pedestrian refuge island, which would help deflect and slow traffic as they entered Ryhall from Essendine. However the pedestrian island could not be constructed due to the A6121 being part of the abnormal loads network. The abnormal loads network is used by large abnormal sized vehicles, which may straddle both sides of the carriageway. Therefore any routes which are used by abnormal loads must be free from obstructions.

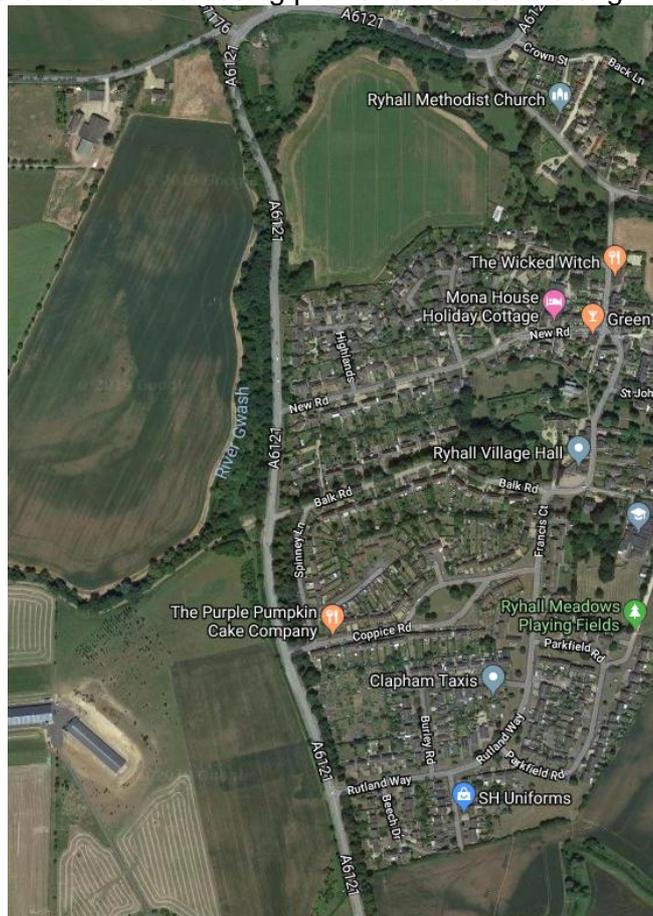
2 Site Description

- 2.1 Ryhall is located on the north east side of Rutland. It is situated on the A6121 between Bourne and Stamford. Motorists are able to use the A6121 to access Ryhall Road. Ryhall Road links the surrounding villages to the primary and secondary schools in Great Casterton, and also provide links to the A1 north and south bound.
- 2.2 The A6121 is a 30mph road. Between Main Street and St Eabbas Close there are 30mph repeater roundels as there is not a street lighting scheme. However between Main Street and Rutland Way there is a street lighting scheme along the A6121 and therefore repeater roundels aren't required.



- 2.3 The A6121 is a busy road with approximately 6,877 vehicles per day (2018 Speed Survey Data – see section 4 for full details). The majority of Ryhall residents reside on the southern side of the A6121 however there are a number of properties along the north side of the A6121.
- 2.4 Essendine Road merges into Turnpike Road just west of Main Street. This road benefits from a footpath on the southern side, which leads to village amenities. On the northern side of

Turnpike Road there is a shared hard bound area which is used by pedestrians and vehicles to park/access their drive off the main carriageway. This shared area is within the highway boundary. There are no formal crossing points for residents along this section of road.



- 2.5 The A6121 straightens out past the junction with the B1176. This section of carriageway has 4 residential road junctions onto it; New Road, Balk Road, Coppice Road, Rutland Way. Just south of Coppice Road is a formal bus stop including a shelter and a layby. To access the northbound bus stop, pedestrians are able to use a tactile crossing. There is no a formal crossing point or pedestrian refuge island at this location.
- 2.6 The gateway into Ryhall from Stamford is situated 112m south from the mini roundabout leading to Belmesthorpe, and 371m south from the junction with Rutland Way. This gateway is currently made up of 30mph terminal signs and a small village name plate.



2.7 The A6121 through Ryhall is within a 30mph limit

2.8 The gateway into Ryhall from Essendine was upgraded in 2017/2018. These works included:

- Moving the 30mph limit 110m north, to ensure the car wash entrances were within the 30mph limit
- Improve signage on yellow backs
 - The sign on southbound side of the carriageway is set back from the edge of the highway. This is because the highway verge is too narrow for the post to have been installed between the footpath and the carriageway.
- Red high friction surfacing with a 30mph roundel
- Dragon teeth



3 Accident Data

3.1 Along the A6121 through Ryhall there have been a total of 12 recorded accidents over a 10 year period (1/8/2009 to 31/7/2019)

3.2 This include 3 serious and 9 slight accidents



3.3 Accident 201000341 – V1 travelling south west towards Ryhall overtook other vehicle on left bend lost control, left carriageway near side and overturned in a field

3.4 Accident 201002621 – V1 travelling north east on Turnpike Road failed to negotiate left hand bend. V1 crossed carriageway and collided with V2 travelling west on Turnpike Road negotiating right hand bend. V1 left carriageway offside

3.5 Accident 201005032 – V1 travelling south west negotiates slight left bend, lost control braked entering the 30mph zone, left carriageway near side and collided with tree

3.6 Accident 201100691 – V1 (motorbike) and V2 travelling north on Ryhall Road. V2 ahead slowed to keep within speed limit. V1 also slowed but lost control and fell from motorbike.

3.7 Accident 201104123 – V1 (motorbike) travelling south east negotiated river bridge was dazzled by V2 headlights travelling north west. V1 lost control and collided with kerb, rider fell from motorbike

3.8 Accident 201300089 – V1 travelling west on Turnpike Road lost control slid on ice negotiating right bend, collided with nearside kerb, rebounded, left carriageway offside and collided with tree

3.9 Accident 201301840 – V1 travelling north east lost control and left the carriageway near side and collided with road sign and overturned. No other vehicle involved.

3.10 Accident 201405085 – No Stats 19 form received

3.11 Accident 201601045 – V1 travelling north on Ryhall Road collided with rear of V2 turning towards New Road

3.12 Accident 201800596 – V1 travelling south on sweeping left bend crossed carriageway and

collided V2 travelling north

- 3.13 Accident 201801364 – V1 travelling south west from Essendine lost control on right bend crossed carriageway and collided with V2 travelling in opposite direction
- 3.14 Accident 201900054 – V1 (motorbike) travelling south east on Essendine Road braked to take left bend skidded and lost control and dismounts motorbike

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 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.
- 4.3 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 an average speed for that specific day. The 85th percentile speed removes 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.
- 4.4 A speed survey was carried out on the A6121 opposite St Eabbas Close, just inside the 30mph limit, between 11/10/2017 and 18/10/2017. This speed survey was carried out before the gateway was improved and the 30mph limit was repositioned.

Average Speed (43mph)			
	Bidirectional	Approaching	Receding
11/10/2017	44	40	47
12/10/2017	43	41	46
13/10/2017	43	41	46
14/10/2017	44	41	47
15/10/2017	45	42	47
16/10/2017	43	41	46
17/10/2017	43	41	46
18/10/2017	41	39	46

85th Percentile (51mph)			
	Bidirectional	Approaching	Receding
11/10/2017	52	47	53
12/10/2017	51	47	53
13/10/2017	52	47	53
14/10/2017	52	48	54
15/10/2017	53	50	54
16/10/2017	51	48	53
17/10/2017	51	48	53
18/10/2017	49	46	53

- 4.5 A speed survey was carried out at the same location between 6/1/2020 and 11/1/2020. This speed survey was carried out after the installation of the improved gateways. The approaching data is vehicles entering the village.

Average Speed (35mph)			
	Bidirectional	Approaching	Receding
06/01/2020	35	34	35
07/01/2020	34	34	35
08/01/2020	35	34	35

09/01/2020	34	34	35
10/01/2020	35	34	35
11/01/2020	35	35	36

85th Percentile Speed (40mph)			
	Bidirectional	Approaching	Receding
06/01/2020	40	40	40
07/01/2020	40	39	41
08/01/2020	40	39	41
09/01/2020	40	39	40
10/01/2020	40	39	41
11/01/2020	41	40	42

4.6 This speed survey has demonstrated that the improved gateway has been effective at reducing vehicle speeds. The average speed of vehicles has reduced by 8mph and the 85th percentile speed has reduced by 11mph.

4.7 A speed survey was carried out on the A6121 between St Eabbas Close and Turnpike Road. The speed survey was carried out by the mobile speed indicator device (SID). The data shown below is for when the SID was turned on and off.

SID turned off		
	Average Speed (36mph)	85th Percentile speed (42mph)
12/08/2019	36	42
13/08/2019	36	41
14/08/2019	35	41
15/08/2019	36	41
16/08/2019	35	41
17/08/2019	35	42
18/08/2019	36	43
19/08/2019	35	41
20/08/2019	36	42
21/08/2019	36	42
22/08/2019	35	42

SID turned on		
	Average speed (35mph)	Bidirectional (41mph)
02/09/2019	33	39
03/09/2019	35	40
04/09/2019	33	40
05/09/2019	34	40
06/09/2019	34	40
07/09/2019	35	41
08/09/2019	35	42
09/09/2019	34	40
10/09/2019	34	41
11/09/2019	34	40
12/09/2019	35	41
13/09/2019	40	48

4.8 The SID when switched on has had no effect on reducing the speed of traffic on this section of road as the vehicle speeds are still excess of 30mph + tolerances (10%+2mph).

4.9 A speed survey was carried out on the A6121 just south of the Belmesthorpe roundabout inside the 30mph limit; between 5/2/2020 and 12/2/2020. The approaching data is vehicles travelling north to south towards Stamford

Average Speed (37mph)			
	Bidirectional	Approaching	Receding
05/02/2020	36	39	33

06/02/2020	36	39	33
07/02/2020	36	39	34
08/02/2020	37	40	35
09/02/2020	35	40	32
10/02/2020	36	39	33
11/02/2020	37	40	34
12/02/2020	39	40	36

85th Percentile			
	Bidirectional	Approaching	Receding
05/02/2020	42	45	39
06/02/2020	42	45	39
07/02/2020	42	45	40
08/02/2020	43	46	40
09/02/2020	43	45	41
10/02/2020	43	45	39
11/02/2020	43	45	40
12/02/2020	45	47	42

4.10 This speed survey has demonstrated that vehicles entering Ryhall are driving slower than those exiting the village. This could be because the vehicles travelling north are approaching a roundabout and therefore will be slowing their speeds. Whereas vehicles travelling south have just navigated two roundabouts and are now increasing their speed as they approach the national speed limit signs

5 Conclusions

Gateway – Essendine into Ryhall

- 5.1 The Department for Transport (DfT) Circular 01/2013 Setting Local Speed Limits states 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. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed.¹”
- 5.2 The DfT Circular 01/2013 also states that “30mph limit should apply in built up areas where there is development on both sides of the road”. On entering Ryhall from Essendine the street scene does not alter from that of open country side as the properties are set back from the edge of the highway by large verges and hedgerows and drivers, may not be aware that they are now entering a more built up area and they need to reduce their speed.
- 5.3 The A6121 through Ryhall previously had the national speed limit. However the speed was reduced to 50mph on the 8th January 2009, and then reduced further to 30mph between 2009 and 2013.
- 5.4 The road was previously designed for national speed limit and therefore does not encourage drivers to drive a 30mph as the geometry, design and street scene of the road are all complaint for a national speed limit road.
- 5.5 The A6121 through Ryhall forms part of the abnormal loads and strategic roads network and therefore the type of traffic calming that can be installed is limited. There can be no obstructions in the carriageway and the width of carriageway must be maintained
- 5.6 RCC have been working closely with the Parish Council to try and design a suitable traffic calming scheme through the village. In 2019 the HTWG approved some additional works between St Eabbas Close and Turnpike Road on the A6121. This includes white carriageway edge markings, to give the illusions of a narrower road, and red high friction surfacing with SLOW markings at regularly intervals.
- 5.7 This work will be completed in March 2020
- 5.8 In December 2019 RCC carried out extensive an extensive high friction surfacing and lining scheme on the A6121 opposite the Uffington Road junction. These works along with the additional works in Ryhall should help to reduce vehicle speeds further.
- 5.9 The new gateway on the A6121 near St Eabbas Close has been effective at reducing vehicle speeds the average speed and 85th percentile by 8mph and 11mph retrospectively. However has not yet reduced the vehicle speeds to be within the stated speed limit and the ACPO tolerance (10%+2mph)
- 5.10 It is therefore proposed to do nothing at this stage and monitor how the additionally lining and high friction surfacing schemes will have an impact on the speed of traffic.

Gateway – Stamford into Ryhall

- 5.11 The gateway into Ryhall from Stamford currently comprises of a small village name plate and 30mph roundels. This gateway was not upgraded when the gateway from Essendine was upgraded.
- 5.12 The 30mph limit on this road is at the most suitable location, as it is positioned just before the

¹ Dft Circular 01/2013 -

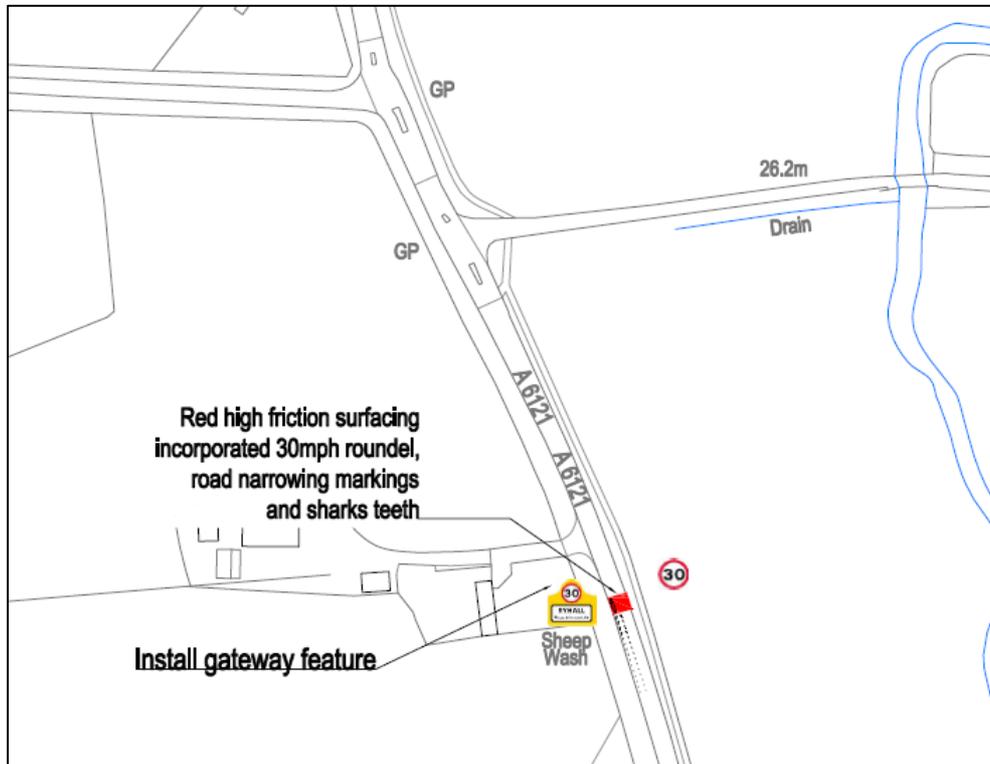
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/63975/circular-01-2013.pdf

mini roundabout. Mini roundabout can be used as a form of traffic calming as vehicles will have to slow down as they approach the roundabout.

- 5.13 The speed survey has demonstrated that vehicles entering Ryhall from Stamford are driving at a similar speed to those entering the village from Essendine.
- 5.14 As stated in Section 5.2 to Section 5.4, the A6121 through Ryhall was originally designed to national speed limit and therefore it does not encourage compliant drivers as there are no measures within the highway/near to the highway that enforce the 30mph limit. Such as footpaths adjacent to the carriageway, property frontages, driveway accesses, properties on both sides of the carriageway.
- 5.15 The gateway at the north end of the A6121 has been effective at reducing vehicle speeds into Ryhall and therefore it is proposed to install a similar gateway at the southern end of the village. This would include dragon teeth, red high friction surfacing, 30mph roundel, and new signage. These measures will help alert drivers to the fact that they are actually entering the village rather than continuing through open country side.

6 Recommendation

- 6.1 Installation of new gateway features on the approach to Ryhall from Stamford
Costs Approximately £4k





Integrated Transport Feasibility Study Report

ITCP-2019-33 Belmesthorpe

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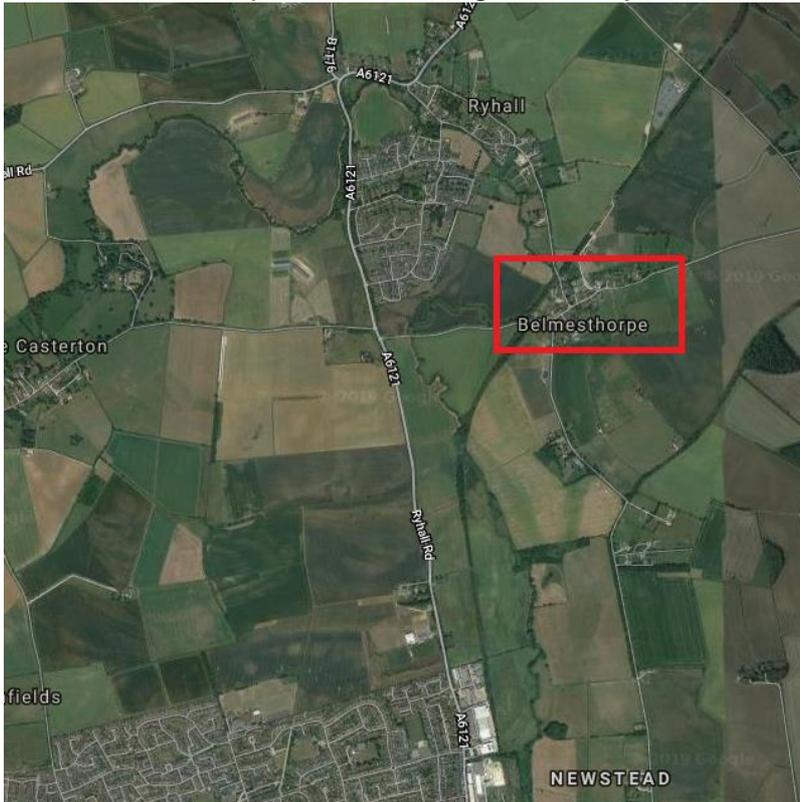
5 Conclusion 10

1 Introduction

- 1.1 The Parish Council have submitted a highway concern for Belmesthorpe along the east and west approach to the village along Main Street. The Parish Council feel that there is an increase in the volume of traffic through the village.
- 1.2 The Parish Council would like to see the installation of village gateways, as they would indicated to drivers that they are entering a village and to slow to the 30mph speed limit. The gateways should be located where the village signs currently area.

2 Site Description

- 2.1 Belmesthorpe is a small village situated just south of Ryhall and north of Stamford.



- 2.2 The west approach into the village is via Little Casterton, (as shown on the plan above, this is an unnamed road). This road leads from the A6121. This road is within the national speed and subject to a 7.5T weight restriction (except for access). Approximately 129m east of its junction with the A6121 there is a narrow bridge over the River Gwash, with a priority arrangement.
- 2.3 The village name plate along this section of road is situated 103m west from the first property, and 203m west of where development starts on both sides of the carriageway.



- 2.4 The south approach into the village is via Belmesthorpe Lane. This road leads from Ryhall village. The speed limit from Ryhall to Belmesthorpe is 30mph. This road is also within a 7.5T weight restriction except for access. On the approach to the village there is a series of sweeping bends which help to slow vehicle speeds as they approach the village center.



- 2.5 The east approach into the village is via Main Street. This road leads from Uffington Lane, and can be used to access Uffington, Greatford, Casewick and Barholm. The village name plate is situated 132m east from the last property in Belmesthorpe, while the 30mph speed limit is situated approximately 95m east from the last property in Belmesthorpe. Development on both sides of the carriageway starts 285m west of the 30mph speed limit.



- 2.6 On the approach to the village there is a sweeping left and right hand bend which help to slow vehicles down. Properties along this section of road are set back from the edge of the carriageway with large grass verges, boundary walls and hedges

- 2.7 The north approach into the village is via Newstead Lane. Newstead Lane is a relatively straight road with little development. It can be used to access the east side of Stamford, Uffington Village or the A1175. The section of Newstead Lane in Rutland was reduced to 40mph in 2018 as part of a requested submitted by the Parish Council through Speed Limit Reviews.



3 Accident Data and Analysis

- 3.1 The accident stats have been collected for Belmesthorpe from 1/8/2009 to 31/7/2019. There have been no recorded accidents within Belmesthorpe Village, but there have been recorded accidents between the A6121 and the west side of the village. All of these accidents are recorded as slight, there have been no serious or fatal accidents in this area.



- 3.2 Accident 200906588 – V1 travelling south east lost control leaving the mini roundabout towards Belmesthorpe. V1 skidded across the carriageway and collided with V2 travelling North West on Ryhall Road.
- 3.3 Accident 201007206 – V1 travelling west negotiated slight left bend slid on icy road and left carriageway near side and collided with electricity pole. No other vehicles were involved
- 3.4 Accident 201100194 – V1 travelling east lost control on icy road and left carriageway near side. No other vehicles were involved
- 3.5 Accident 201201541 - no STATS 19 details of the accident received from Lincolnshire Police
- 3.6 201302225 – V1 travelling west from Belmesthorpe brakes at narrowing of road lost control and crossed carriageway and collided offside with V2 travelling east
- 3.7 201400021 – V1 travelling south east on Ryhall Road dazzled by sun collided with V2 travelling north west on Ryhall Road turning right at mini roundabout to travel east towards Belmesthorpe
- 3.8 201402005 – V1 travelling south east on Ryhall Road failed to give way entered roundabout and collided with V2 travelling north west turning right to travel east on unnamed road towards Belmesthorpe

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 in section 4.4 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.
- 4.3 The data has been displayed in two formats; average speed and 85th percentile speeds. The average speed of vehicles looks at all of the data and formulates an average speed for that specific day. The 85th percentile speed removes the fasters 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.
- 4.4 A speed survey was carried out in the center of the village between 1/7/2016 and 8/7/2016.

Average Speed (23mph)			
	Bidirectional	Approaching	Receding
01/07/2016	23	25	21
02/07/2016	23	25	22
03/07/2016	22	23	20
04/07/2016	23	24	22
05/07/2016	23	24	22
06/07/2016	23	25	22
07/07/2016	23	24	22
08/07/2016	23	24	22

85th percentile (29mph)			
	Bidirectional	Approaching	Receding
01/07/2016	29	30	26
02/07/2016	28	30	27
03/07/2016	27	29	25
04/07/2016	29	30	26
05/07/2016	29	30	27
06/07/2016	29	30	27
07/07/2016	28	30	26
08/07/2016	29	29	27

- 4.5 This speed survey demonstrates that vehicles were complying with the speed limit through Belmesthorpe Village.
- 4.6 The data in section 4.7 is displayed in only 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.
- 4.7 A speed survey was carried out on the east side of Belmesthorpe on Main Street between 6/1/2020 and 13/1/2020

	Average Speed (25mph)	85th Percentile (30mph)
06/01/2020	26	30
07/01/2020	26	31
08/01/2020	23	27
09/01/2020	21	26
10/01/2020	27	32
11/01/2020	26	31
12/01/2020	23	29
13/01/2020	24	30

4.8 This speed survey has demonstrated that vehicles are comply with the stated speed limit.

4.9 A speed survey was carried out at the 30mph speed limit roundel on Main Street (on the western end of the village). The survey was carried out between 5/2/2020 and 12/2/2020.

	Average Speed (27mph)	85th Percentile (32mph)
05/02/2020	27	32
06/02/2020	26	32
07/02/2020	27	32
08/02/2020	27	33
09/02/2020	27	31
10/02/2020	26	31
11/02/2020	27	31
12/02/2020	28	33

4.10 This speed survey has demonstrated the vehicles are complying with the stated speed limit.

5 Conclusion

5.1 Main Street – east end of village

The speed survey at this location has demonstrated that vehicles are complying with the stated speed limit and therefore it is proposed to do nothing at this location.

5.2 Main Street – west end of village

The speed survey at this location has demonstrated that vehicles are complying with the stated speed limit and therefore it is proposed to do nothing at this location.



Integrated Transport Feasibility Study Report

ITCP-2019-45 A606 Empingham

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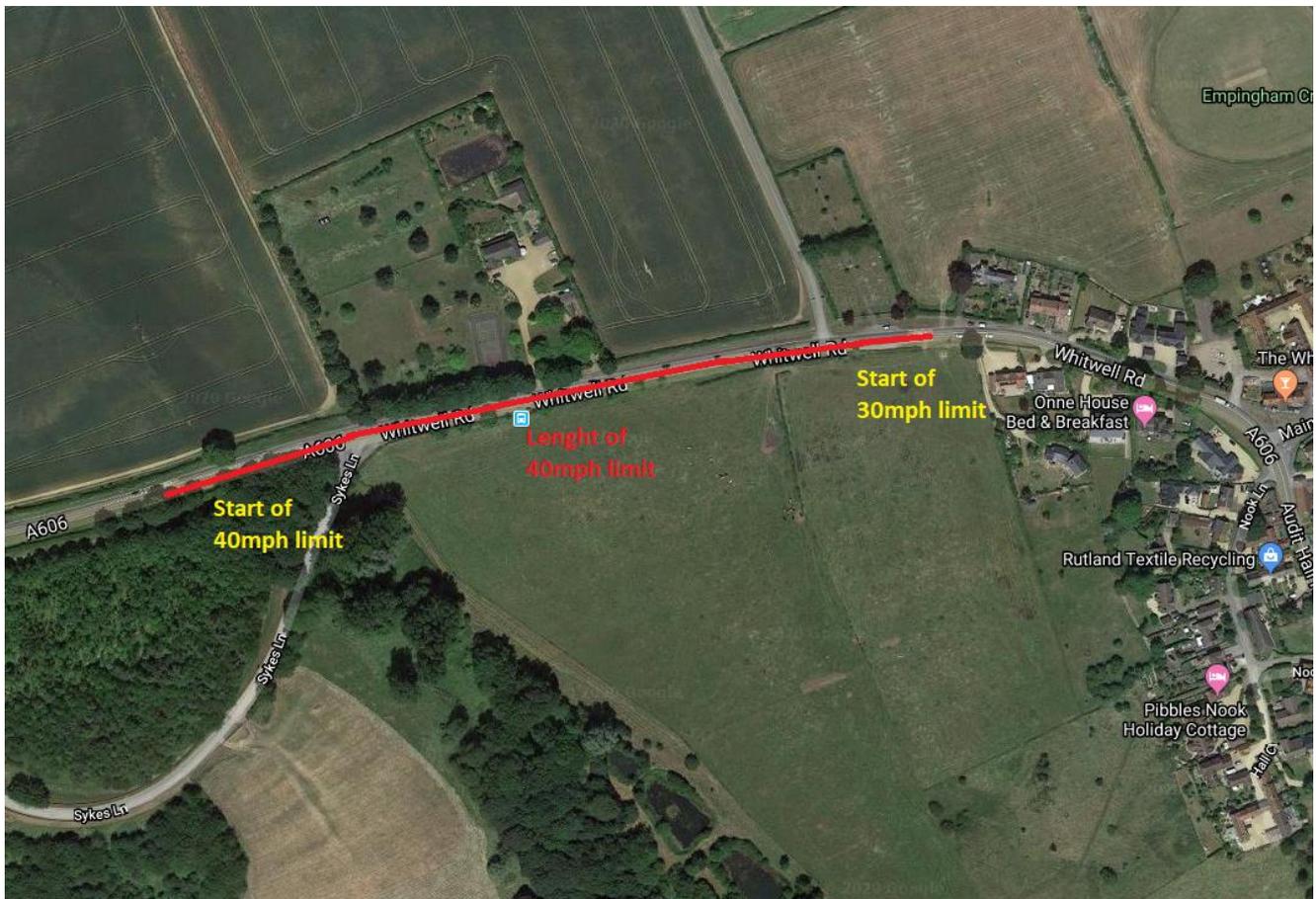
5 Conclusion 12

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Appendix A - Scheme Drawings

1 Introduction

- 1.1 Empingham Parish Council have submitted a highway concern suggesting that the 40mph buffer zone on the A606 has not been effective in slowing traffic down, on the approach to Empingham from Oakham .



2 Site Assessment

- 2.1 Empingham is situated on the A606 between Stamford and Oakham. The A606 can be used to access the A1 and A607, and is also the main route for those travelling north to Nottingham or Derby from Stamford.
- 2.2 The speed limit on both the north/west and the south-east approach to Empingham on the A606 is 40mph, this reduces to 30mph for the entire length of the village.

- 2.7 Through the village on the A606 there are various traffic calming features, such as red high friction surfacing with 30mph roundels, speed indicator devices, large 30mph terminal signs and 40mph buffer zones on both approaches to the village.
- 2.8 The images below show the site lines taken from the driver's position from each direction. The images are taken from distances of 100 metres and 50 metres.



Image taken at 100m approaching from the North West



Image taken at 50m approaching from the North West



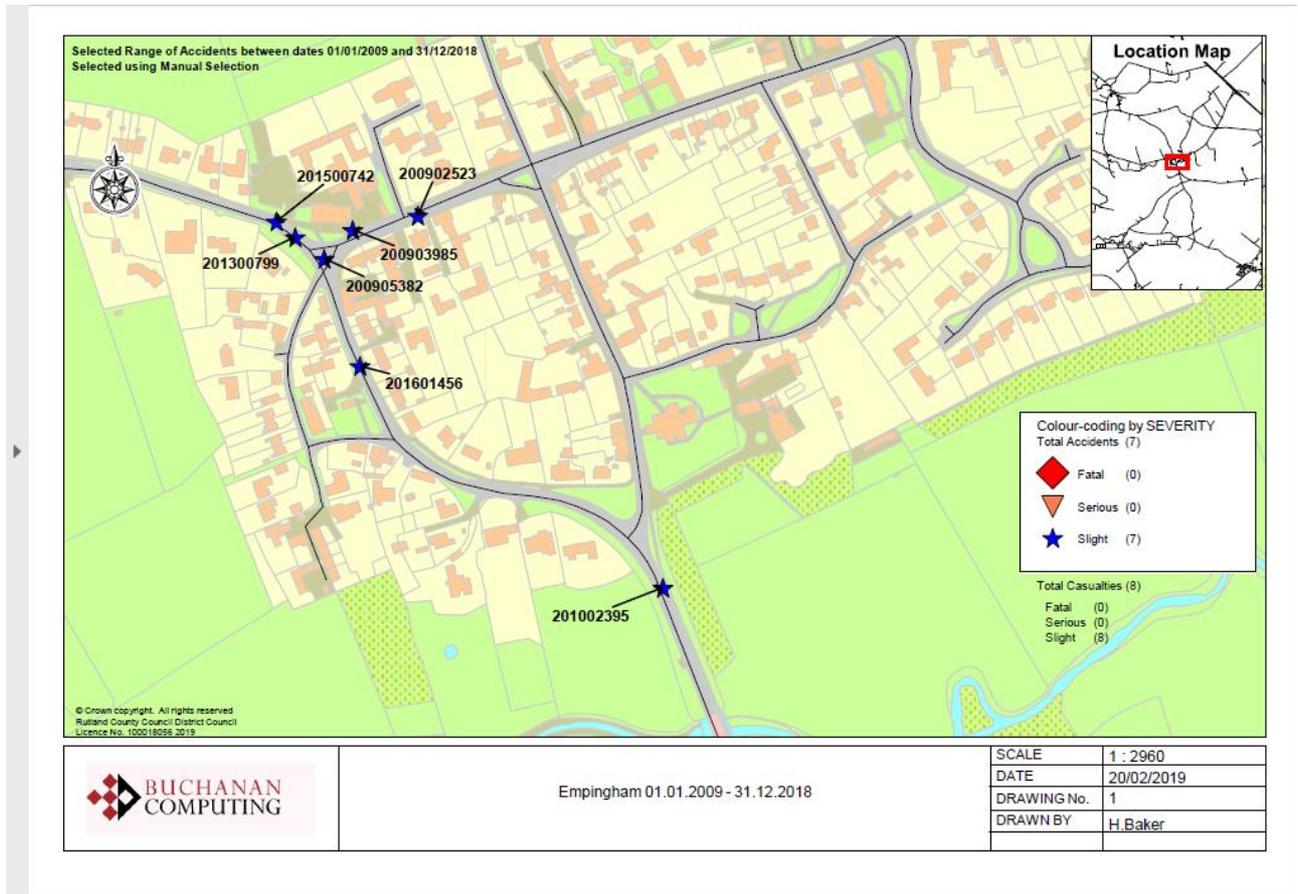
Image taken at 100m approaching from the South East



Image taken at 50m approaching from the South East

3 Accident Data and Analysis

- 3.1 The accident stats for the A606 Empingham were collected as part of ITCP- 2018-07 Empingham A606.
- 3.2 The data showed that there have been three reportable accidents on Audit Hall Road in the vicinity of Nook Lane between 1st January 2009 and 31st December 2018. None of which involved pedestrians. The most recent of these accidents happened in 2016.



- 3.3 Accident 200905382 - Vehicle 1 travelling South West on Main Street failed to give way whilst turning right travelling North West onto Audit Hall Road. Vehicle 1 collided with vehicle 2 travelling South on Audit Hall Road.
- 3.4 Accident 201300799 - Vehicles 1 and 2 travelling North West moved off having been held at the junction with Main Street for vehicle turning right. Vehicle 1 ahead stopped for vehicle 3 travelling North into car park. Vehicle 2 collided with vehicle 1.
- 3.5 Accident 201500742 - Vehicle 1 lost control negotiating left hand bend travelling North West, left carriageway and collided with street light.
- 3.6 Accident 201601456 - Vehicle 1 travelling North West lost control on right bend on diesel spill, left the carriageway and collided with wall.
- 3.7 The accident stats search was rerun for ITCP-2019-45 A606 Empingham. The data was collected between 01/01/2017 and 31/12/2019 to display.

3.8 This data showed that there have been 2 accidents in 2019 on the western side of the A606

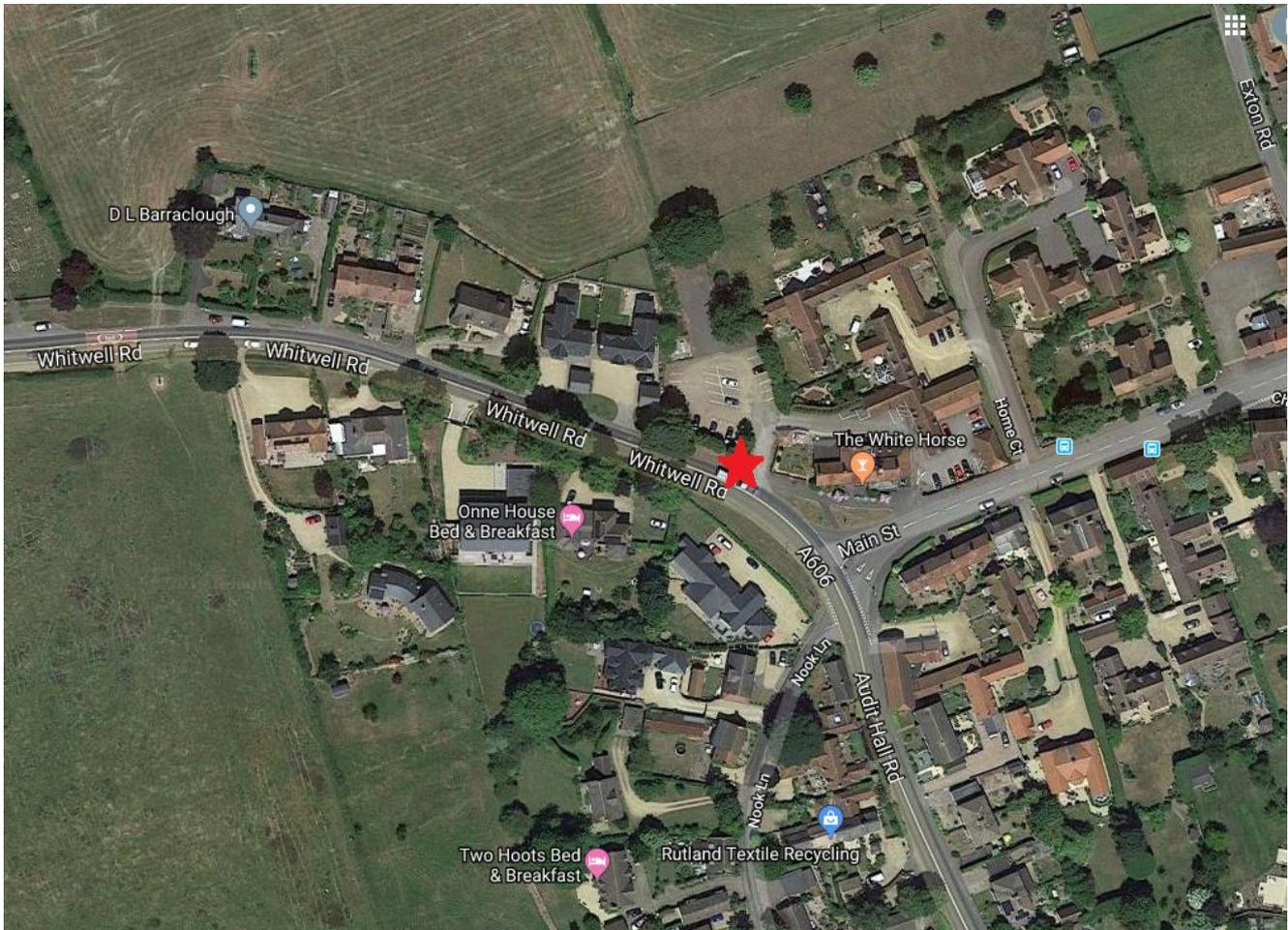


3.9 Accident 201900365 – V1 travelling south east negotiated left hand bend travelling north east fell ill at the wheel and left carriageway offside and collided with a tree. This accident was due to a medical episode and was not related to the highway

3.10 Accident 201900993 – V1 travelling west veered into path of V2 travelling east collided with offside of V2 t injured in the accident.

4 Speed Survey Data

- 4.1 A speed survey was carried out on Whitwell Road near the White Horse public house between 8th April 2019 and 24th April 2019. The approaching data is vehicles traveling from Oakham into the village, and the receding data is vehicles travelling from Stamford towards Oakham



Imagery @2018 Bluesky, Map data @2018 Google

- 4.2 The results of the speed survey are shown in the tables below.

Average Speed (31mph)			
	Bidirectional	Approaching	Receding
08/04/2019	31	29	33
09/04/2019	31	29	33
10/04/2019	31	29	33
11/04/2019	31	29	33
12/04/2019	31	29	33
13/04/2019	31	29	33
14/04/2019	31	29	33
15/04/2019	31	29	33
16/04/2019	31	29	33
17/04/2019	31	29	33
18/04/2019	31	29	33

19/04/2019	30	29	32
20/04/2019	30	28	32
21/04/2019	30	29	32
22/04/2019	30	28	31
23/04/2019	31	29	33
24/04/2019	31	30	33

85th Percentile (35mph)			
	Bidirectional	Approaching	Receding
08/04/2019	35	32	37
09/04/2019	36	32	37
10/04/2019	35	32	37
11/04/2019	36	32	37
12/04/2019	35	32	37
13/04/2019	36	33	37
14/04/2019	36	32	37
15/04/2019	36	33	37
16/04/2019	35	32	37
17/04/2019	35	33	37
18/04/2019	35	32	37
19/04/2019	35	32	37
20/04/2019	35	32	37
21/04/2019	35	33	37
22/04/2019	34	32	36
23/04/2019	35	32	37
24/04/2019	36	34	37

4.3 The speed survey has demonstrated that the average and 85th percentile speeds of vehicles complies with the ACPO tolerance of +2mph ¹.

4.4 A speed survey was carried out just inside the 30mph limit on the A606 between 15/1/2020 and 21/1/2020. The approaching data is vehicles travelling from Stamford towards Oakham, and the receding data is vehicles travelling from Oakham towards Stamford.



¹ ACPO Speed Limit Enforcement Guidance - <http://library.college.police.uk/docs/appref/ACPO-Speed-Enforcement-Guidance.pdf>

Average Speed (33mph)			
	Bidirectional	Approaching	Receding
15/01/2020	33	37	29
16/01/2020	33	37	29
17/01/2020	33	37	30
18/01/2020	33	37	30
19/01/2020	34	37	30
20/01/2020	33	37	29
21/01/2020	33	36	30

85th Percentile Speed (39mph)			
	Bidirectional	Approaching	Receding
15/01/2020	39	42	33
16/01/2020	39	42	33
17/01/2020	39	41	33
18/01/2020	39	41	34
19/01/2020	40	42	34
20/01/2020	39	41	33
21/01/2020	39	41	34

4.5 This speed survey has demonstrated that the average speed of vehicles are complying with the speed limit plus the ACPO tolerance, however the 85th percentile speed of vehicles is exceeding the limit and tolerance

5 Conclusion

- 5.1 The Department for Transport (DfT) Circular 01/2013 states “Speed limits should be evidenced 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.”²
- 5.2 Both surveys have demonstrated that the vehicles travelling west to east (Oakham towards Stamford) are complying with the stated speed limit. This would suggest that the 40mph buffer zone, improved gateway and SID are effective at reducing vehicle speeds as vehicles approach Empingham from Oakham
- 5.3 However both surveys have also demonstrated that vehicles travelling east to west (Stamford towards Oakham) are driving in excess of the speed limit. From the junction of Main Street in a northerly direction towards the 30mph limit, the properties are set far back from the edge of the carriageway and there are large hedges/grass verges bordering the highway. This could cause a driver to think that they are now driving in the open country side and that higher speed is more appropriate. As illustrated below:



- 5.4 Direction 11 of the Traffic Signs Regulations and General Directions 2016 (TSRGD 2016), as amended, defines the requirements for the placing of speed-limit repeater signs. This states that speed-limit repeater signs cannot be placed along a road on which there is carriageway lighting not more than 183 metres apart and which is subject to a 30 mph speed limit. This direction applies regardless of how the speed limit has been imposed.³
- 5.5 The DfT will not make exceptions to this rule. This means it should be assumed that, unless an order has been made and the road is signed to the contrary, a 30 mph speed limit applies where there are three or more lamps throwing light on the carriageway and placed not more than 183 metres apart.³
- 5.6 RCC are therefore unable to install repeater roundels on the A606 to remind drivers of the stated speed limit.

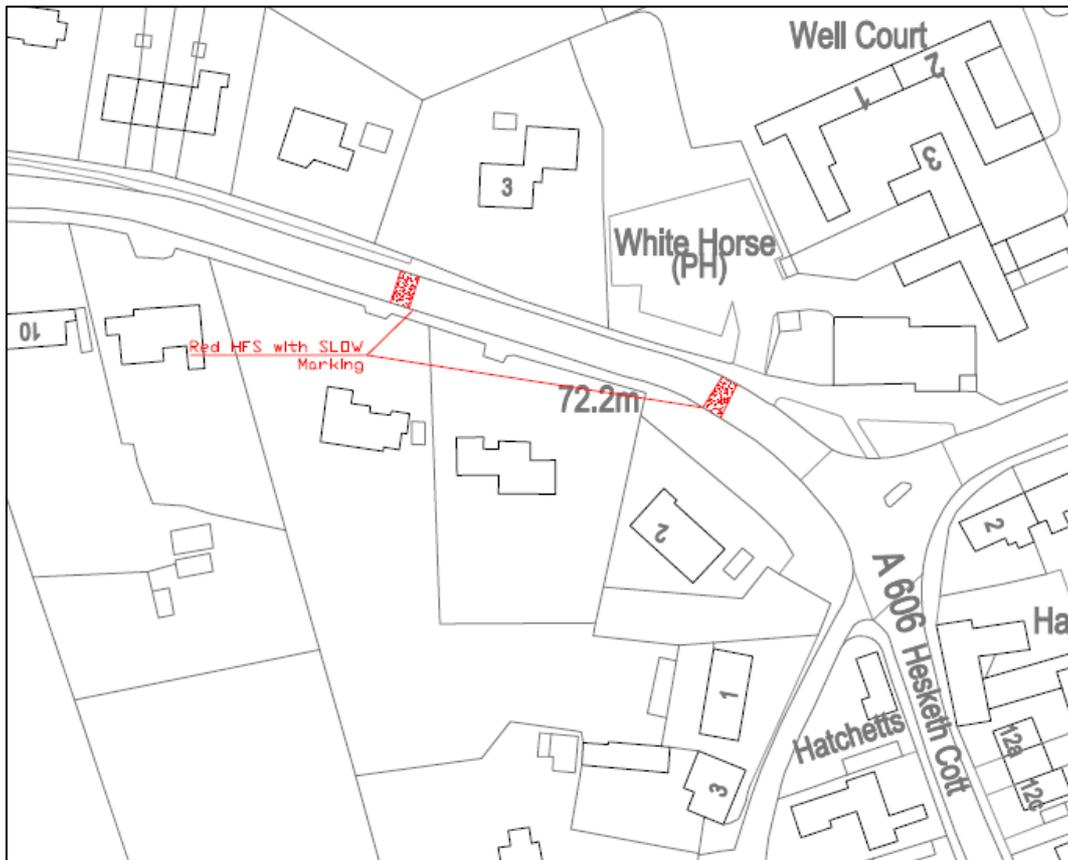
² Department for Transport Department for Transport Circular 01/2013
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/63975/circular-01-2013.pdf

³ Department for Transport Department for Transport Circular 01/2013

- 5.7 The A606 forms part of the strategic and abnormal loads network. Therefore RCC are limited with the type of traffic calming measures that they can install. The measures installed should not:
- Reduce the width of the carriageway – as the carriageway is used by abnormal loads
 - Be vertical deflections – this route would be used by emergency services and vertical deflections can reduce response times

6 Recommendation

- 6.1 Install red High Friction Surfacing with SLOW markings
Costs approximately £3.5k





Integrated Transport Feasibility Study Report

ITCP-2019-46 Edith Weston

REVISION SCHEDULE					
Rev	Date	Details	Prepared by	Reviewed by	Approved by
A	17/02/2020		RG		
B	24/02/2020		RG	CC	CC

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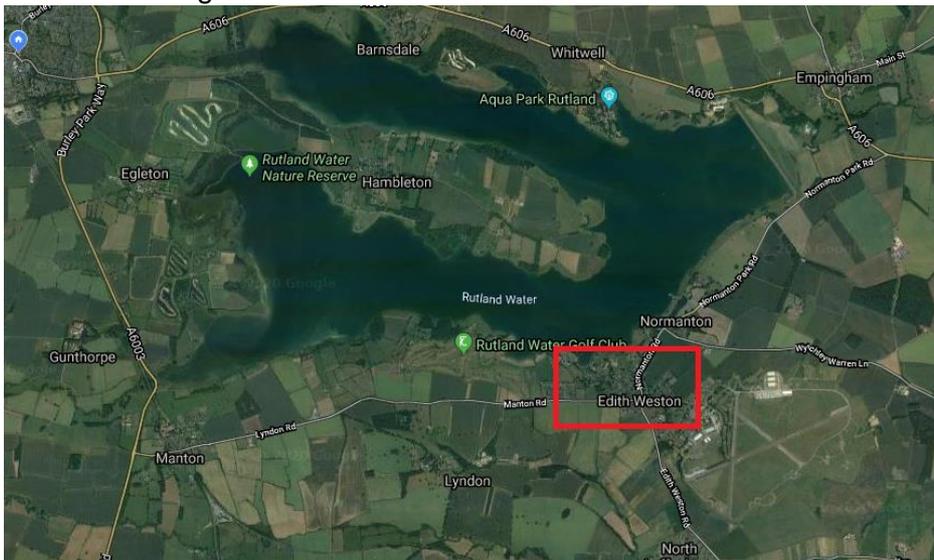
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1 Introduction

- 1.1 The Parish Council have raised the following highway concerns:
- Speed of vehicles entering Edith Weston from Normanton Road/safety of access into Rutland Water within the national speed limit
 - Normanton Road - vehicle parking is creating overtaking issues causing a danger to oncoming traffic and limited forward visibility
 - Speeding traffic entering and existing Edith Weston via Manton
 - Speeding traffic going along Gibbet Lane towards Sailing Club
 - Visitors to Rutland Water parking within the village

2 Site Description

2.1 Edith Weston is a village situated on the south east shore of Rutland Water.



- 2.2 There are three roads leading into and out of Edith Weston; Manton Road, Normanton Road and Edith Weston Road.
- 2.3 Edith Weston is subject to a 30mph speed limit through the entire village, apart from Weston Road which has a 20mph zone outside the primary school.
- 2.4 Manton Road is a long straight section of road leading from Manton in an easterly direction to Edith Weston. This road is subject to a national speed limit. The speed limit reduces to 30mph, 103m west of Windermere Road. There is however no change in street scene along this section of road from the open country side.
- 2.5 Manton Road was previously subject to a 40mph speed limit, however the speed was reduced to 30mph on 10th June 2011. This included the installation of 30mph repeater signs along Manton Road. The street scene however has not altered and no further traffic calming measures has been installed.
- 2.5 Between Windermere Road and Weston Road the properties on the north side of Manton Road are set back from the edge of the carriageway by a large open space and a well-established tree line. On the southern side of Manton Road it is open country side/farmers' fields. From Weston Road to King Edwards Way there is no development on either side of the carriageway.
- 2.6 The gateway into Edith Weston on Manton Road was upgraded in 2018 to include white gates. These white gates were funded for by the Parish Council.



- 2.7 Edith Weston Road leads in a northerly direction from North Luffenham. This road is subject to the national speed limit. The road reduces to 30mph 510m south of the junction with Manton Road and 67m south of the access leading into St George's Barracks. This section of road is open country side with no properties fronting onto the road.
- 2.8 The gateway into the village include 30mph roundels on yellow backing, dragon teeth and a 30mph roundel painted on the carriageway.



- 2.9 Normanton Park Road leads from the A606 in a south westerly direction and merges into Normanton Park Road at the junction with Wytchley Warren Lane. Normanton Road then continues in a south westerly direction and links into Manton Road/Edith Weston Road at a mini roundabout.
- 2.10 The 30mph limit starts 245m north of the junction with Church Lane and 129m north of where there is development on both sides of the carriageway.

- 2.11 The gateway into Edith Weston on Normanton Road was upgraded in 2018 (similarly to Manton Road) to include white gates, 30mph roundel with yellow backing and a village name plate on yellow backing.



- 2.12 Gibbet Lane is a small road leading off Weston Road leading down to Rutland Water Sailing Club. This road is only used by drivers accessing the sailing club or the caravan/camping site. The car park is not for the general public's use

- 2.13 Gibbet Lane is within the 20mph zone for Weston Road. Opposite the access to the Sailing Club there is a 20mph zone sign to remind drivers of the speed of the road they are entering. There is also cyclist warning signs along this road as during the summer the road is regularly used by tourists/residents using Rutland Water Cycling Route



3 Collision Data and Analysis

- 3.1 The accident stats have been collected for Edith Weston for the period between 1/1/2015 and 31/12/2019. These are the accidents which have been recorded by the police following the completion of a STATS19 form.
- 3.2 There have been 3 recorded accidents during this period.



- 3.3 Accident 201500374 – V1 (cycle) and V2 (taxi) travelling south west on Normanton Road towards mini roundabout junction with Manton Road. V1 and V2 turned right to travel west on Manton Road and V2 collided with rear of V1
- 3.4 Accident 201800531 – V1 (cycle) and V2 (cycle) travelling west as part of group of 5 cyclists collided, resulting in injury to casualty
- 3.5 Accident 201900754 – V1 pulled out from car park and collided with V2 (cycle) travelling north east on Normanton Park Road
- 3.6 Accident 201500374 and 201800531 are not attributable to the highway layout, and have occurred due to driver/cyclist error. It could be suggested that accident 201900754 was due to the highway layout, however there is good visibility in both directions when exiting the Rutland Water Car Park, and therefore it is suggested that this accident occurred due to the driver not looking properly before leaving the site.

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 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.
- 4.3 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 an average speed for that specific day. The 85th percentile speed removes 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.

4.4 Normanton Park Road

A speed survey was carried out on Normanton Park Road (between Wytchley Warren Lane and the A606) between 21/11/2017 and 29/11/2017. The approach data is vehicles travelling west towards Edith Weston.

Average Speed (45mph)			
	Bidirectional	Approaching	Receding
21/11/2017	45	48	43
22/11/2017	46	49	43
23/11/2017	47	48	45
24/11/2017	47	49	45
25/11/2017	46	48	44
26/11/2017	46	48	43
27/11/2017	46	48	43
28/11/2017	44	44	43
29/11/2017	34	38	33

85th Percentile (52mph)			
	Bidirectional	Approaching	Receding
21/11/2017	52	54	49
22/11/2017	53	55	50
23/11/2017	53	55	50
24/11/2017	53	56	51
25/11/2017	53	55	50
26/11/2017	52	55	50
27/11/2017	53	54	50
28/11/2017	52	53	50
29/11/2017	45	46	44

- 4.5 This speed survey demonstrates that vehicles are driving below the stated the speed limit, and therefore it could be appropriate to reduce the speed limit on this road, so that visitors drive slower. The vehicles travelling towards Edith Weston are driving faster than those travelling from Edith Weston towards the A606

4.6 Normanton Road

A speed survey was carried out on Normanton Road within the 30mph limit between 24/1/2020 and 31/1/2020. The approaching data is vehicles leaving Edith Weston towards the A606

Average Speed (28mph)			
	Bidirectional	Approaching	Receding
24/01/2020	29	32	25
25/01/2020	27	30	24
26/01/2020	27	30	24
27/01/2020	28	32	25
28/01/2020	28	32	26
29/01/2020	28	32	25
30/01/2020	28	32	25
31/01/2020	29	32	26

Bidirectional Speed (34mph)			
	Bidirectional	Approaching	Receding
24/01/2020	35	38	30
25/01/2020	34	36	29
26/01/2020	33	35	29
27/01/2020	35	37	30
28/01/2020	34	37	30
29/01/2020	35	37	30
30/01/2020	35	37	30
31/01/2020	35	38	30

4.7 The speed survey has demonstrated that vehicles exiting the village are travelling excess of the stated speed limit, however those entering the village are complying with the speed limit.

4.8 The vehicles entering the village are slowed down by the parked cars on the south east side of Normanton Road. The parked vehicles act as an informal chicane and force vehicles to slow down if there is an oncoming vehicle.

4.9 The speed of vehicles exiting the village may be higher than those entering as there is a downhill gradient to the road leading out of the village. Additionally there are large hedges on the north side of Normanton Road making it appear as though drivers are now approaching the open country where a higher vehicle speed is more appropriate.

4.10 Manton Road

A speed survey was carried out on Manton Road between Windermere Road and Weston Road. The survey was carried out between 05/02/2020 and 12/02/2020. The approaching data is vehicles exiting the village travelling towards Manton.

Average Speed (32mph)			
	Bidirectional	Approaching	Receding
05/02/2020	33	36	31
06/02/2020	33	35	31
07/02/2020	33	36	30

08/02/2020	33	35	30
09/02/2020	26	35	22
10/02/2020	32	36	29
11/02/2020	33	35	30
12/02/2020	34	36	32

85th Percentile (40mph)			
	Bidirectional	Approaching	Receding
05/02/2020	40	43	36
06/02/2020	40	43	36
07/02/2020	40	43	35
08/02/2020	40	43	36
09/02/2020	39	44	32
10/02/2020	40	43	35
11/02/2020	40	43	36
12/02/2020	40	45	38

- 4.11 The speed survey has demonstrated that the average speed of vehicles are compliant with the stated speed limit, whereas the 85th percentile speeds are in excess of the stated speed limit + the tolerance allowed (10%+2mph).
- 4.12 The data shows the vehicles entering the village are travelling slower than vehicles exiting the village.
- 4.13 There are a number of traffic calming measures on the approach to Edith Weston from Manton, these include white gates, enlarged village name plate on yellow backing, 30mph roundel, dragon teeth and a speed indicator device. Whereas there are no traffic calming measures when travelling out of the village, expect for 30mph 300mm repeater roundels.

5 Conclusion

5.1 Manton Road

The speed survey on Manton Road has demonstrated that vehicles entering the village are travelling at the stated speed limit, whereas vehicles exiting the village are travelling in excess of the stated speed limit.

5.2 There are a number of traffic calming measures on the approach to Edith Weston from Manton, however the only traffic calming measures when travelling west towards Manton are 30mph repeater roundels (as required by the TSRGD).

5.2 It is proposed to install red high friction surfacing with 30mph roundels alongside the 30mph repeater signs, this is to remind drivers exiting the village that they are still within a 30mph limit.

5.3 Normanton Road

There are two main entrances to Rutland Water situated on Normanton Road, which is just west of Normanton Park Road. One of the entrances leads to the main car park where visitors can access the two cafés, Giant Store, cycle shop/hire, fishing lodge and Normanton Church. The other access is used by Anglian Water and wedding parties accessing Normanton Church. This access is gated and locked and therefore vehicles have to wait on the vehicular access within the highway verge before accessing the site. If the wedding party vehicle is large, this can sometimes extend onto the highway

5.4 Following a site visit with the Parish Council on the 7/2/2020, it was discussed that a 40mph buffer zone may be the most appropriate method to make this area safer for those accessing Rutland Water and those exiting Wytchley Warren Lane

5.5 The Police carried out a site visit on 12/2/2020 and advised that they would have no objections to the proposal to introduce a 40mph buffer on Normanton, Edith Weston.

5.6 Whilst the speed survey on Normanton Road demonstrated that vehicles are complying with the stated speed limit, the vehicles exiting the village are travelling in excess of the speed limit. By installing a 40mph buffer zone, vehicles exiting the village may drive slower as they are not targeting a national speed limit sign.

5.7 Gibbet Lane

There is a 20mph zone on Weston Road which extends from the junction with Manton Road to just east of the junction with Gibbet Lane. Gibbet Lane is included within the 20mph zone. Weston Road benefits from traffic calming measures such as speed humps and a raised table including a zebra crossing. However there are no traffic calming measures on Gibbet Lane

5.8 The Department for Transport (DfT) Circular 01/2013¹ states that “20mph zones require traffic calming measures (e.g. speed humps, chicanes) or repeater speed limit signing and or roundel road markings at regular intervals, so that no point within a zone is more than 50m from such a feature. In addition, the beginning and end of a zone is indicated by a terminal sign”.

5.9 There currently are no additional signs or traffic calming measures on Gibbet Lane. As this area is very close to Rutland Water and in open country side it is proposed to installed red high friction surfacing with 20mph roundels instead of upright signs at 50m intervals. This is to help declutter the highway

5.10 Gibbet Lane is a narrow section of carriageway with no footpath and no warning signs of

¹ DfT Circular 01/2013 – Setting Local Speed Limits Page 22

pedestrians within the carriageway. This road is regularly used by cyclists and pedestrians as it forms one of the main Rutland Water cycling routes.

- 5.11 It is proposed to install a sign at the junction of Weston Road with Gibbet Lane to warn drivers of pedestrians in the carriageway. This sign is compliant to the Traffic Signs Regulations and General Directions (TRSDG):



- 5.12 There are only two businesses off Gibbet Lane, a camping site and Rutland Water Sailing Club. To encourage the compliance with the speed limit, it is proposed to write to both businesses and request that they remind their customers that they are within a 20mph zone. This could be done through signs within their site, newsletters, or in the information pack provided to customers with bookings.
- 5.13 **5 roads that lead into the village (Windermere Road x 2, Weston Road, King Edward's Way, Church Lane)**
During the site visit on the 7/2/2020, the Parish Council raised concerns about visitors parking on the roads through Edith Weston. This can cause narrow roads to become restricted and some properties driveways to be blocked. The Parish Council would like to see some form of sign to deter visitors away from parking in the village.

- 5.14 Any signs on the adopted highway must comply with the Traffic Signs Regulations and General Direction (TSRGD). The most appropriate signs would be “no vehicles expect for access” or “no access to Rutland Water”. These signs could be installed at each entrance into Edith Weston village.



- 5.15 There are a number of houses, businesses and a school that are served from the 5 routes into Edith Weston. Teachers, staff, parents and residents use these roads and park on the adopted highway. Therefore the signs may either confuse drivers as they will see a number of vehicles within the “no vehicles area” or the signs will begin to be ignored by drivers.
- 5.16 Highway signs and restriction must be appropriate and enforceable, otherwise the restriction will be ignored and it will be hard for the police to enforce.
- 5.17 The Police were asked to comments on this proposal, and provided the following feedback:
“I had a similar complaint this week from the resident in Thornton ref large numbers of visitors to the STWA reservoir. I am afraid this is one of the downsides to residing near a beauty spot where people wish to visit. It's also the same at Bradgate and Bosworth. Flooding the places with double yellow lines can also have the effect of mass displacement.
The first point is that “no access” signs are not appropriate here. These would deliver an ongoing issues to the force which would not be sustainable owing to non-compliance.
- 5.18 The Police's comments were sent to the Parish Council by RCC on the 11th February, for this matter to be discussed at the Parish Council Meeting on the 17th February.
- 5.19 The Parish Council accept that it is not an enforceable scenario and therefore do not expect the signs to be enforced by the Police. The Parish Council feel that the signs may act as a “mild deterrent which may slightly reduce the possibility of the general public using the village as a free car park, particularly during the busy summer months, our village being in very close

proximity to Rutland Water. Those who choose to park in the village do so, and there is nothing more to say, and we accept this.”

- 5.20 RCC responded to the Parish Council on the 20th February acknowledging their position, however have advice that RCC can only install signs on the highway that are compliant with the Traffic Signs Regulations and General Directions, signs that are enforceable and signs that have been approved by the police.
- 5.21 Another option that was considered, was a resident's only parking zone. This would require all residents that live within the zone to either park within their driveways or have a residents pass displayed in their car window. Additionally it would require additional signage on the entrances into the estates and signs/lines within the estates. This could make the area look more urbanised due to the amount of signs and lines required.
- 5.22 Additionally this type of scheme would prevent staff/parents parking on the highway near the school. Highways would have concerns that this type of parking scheme could displace all of the school traffic/parking onto Manton Road. Manton Road forms one of the main access roads through Edith Weston and therefore should ideally be free from obstruction.
- 5.23 The resident's only parking zone would only be appropriate if it is able to be regularly enforced by RCC. At present RCC do not have the resources in order to provide regular enforcement within Edith Weston (particularly at the weekends). When enforcement is low, you will generally see a raise in non-compliance.
- 5.24 To conclude it is therefore proposed to do nothing to the 5 routes into the north side of Edith Weston

6 Recommendation

6.1 Manton Road

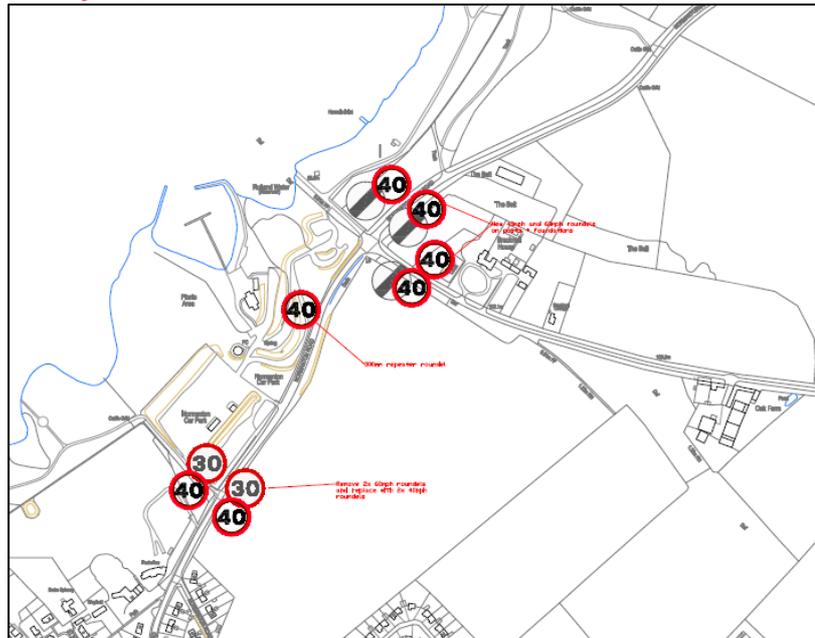
Installation of 30mph roundels on red high friction surfacing. To be positioned adjacent to the 300mm 30mph repeater signs

Costs Approximately £2,300

6.2 Normanton Road

Install 40mph buffer zone on approach to Edith Weston along Normanton Road. Signs to comply with the Traffic Sign Regulation and General Directions (300mm signs to be placed at 350m intervals, first roundel to be placed at 250m from terminal sign)

Costs Approximately £1,500



6.3 Gibbet Lane

Installation of 20mph roundels on red high friction surfacing and installation of 1 sign showing pedestrians in carriageway.

Costs Approximately £2,400



Integrated Transport Feasibility Study Report

ITCP-2020-02 Ashwell

REVISION SCHEDULE					
Rev	Date	Details	Prepared by	Reviewed by	Approved by
A	04/02/2020		RG	CC	
B	24/02/2020		RG	CC	CC

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1 Introduction

- 1.1 The Parish Council have raised a highway concern regarding the junction of Cottesmore Road and Woodside. When vehicles exit Woodside onto Cottesmore Road, their vision in both directions is impaired.
- 1.2 The Parish Council feel that the sight line to the west is limited because of the parked vehicles in the narrow layby immediately adjacent to the junction, and limited to the east by the severity of the bend on Cottesmore Road.
- 1.3 The Parish Council have met PC Appleton and Hugh Crouch (Community Safety Manager), where a plan was considered by changing the narrow layby to improve highway safety.

2 Site Description

- 2.1 Woodside is a small, private road leading north off Cottesmore Road and only serves 6 dwellings.



- 2.2 Photo taken just east of the Woodside junction with Cottesmore Road



- 2.2 The 30mph limit starts 430m east of Woodside
- 2.3 The road layout and street scene on entry to Ashwell on Cottesmore Road does not alter from open country side and as a result drivers may assume they are still within a rural setting. It

could be argued therefore, that Cottesmore Road may be more suitable for a 40mph speed limit and then to reduce to 30mph near the junction of Woodside where there is housing on both sides of the carriageway.

- 2.4 Vehicles travelling west to east may be travelling below the stated speed limit, as they are travelling out of a small village setting with narrow roads and footpaths.
- 2.5 Vehicles travelling from east to west may travel in excess of the stated speed limit, due to the perceived street scene and the positioning of the 30mph limit.
- 2.6 Visibility out of Woodside looking west towards Ashwell Village.



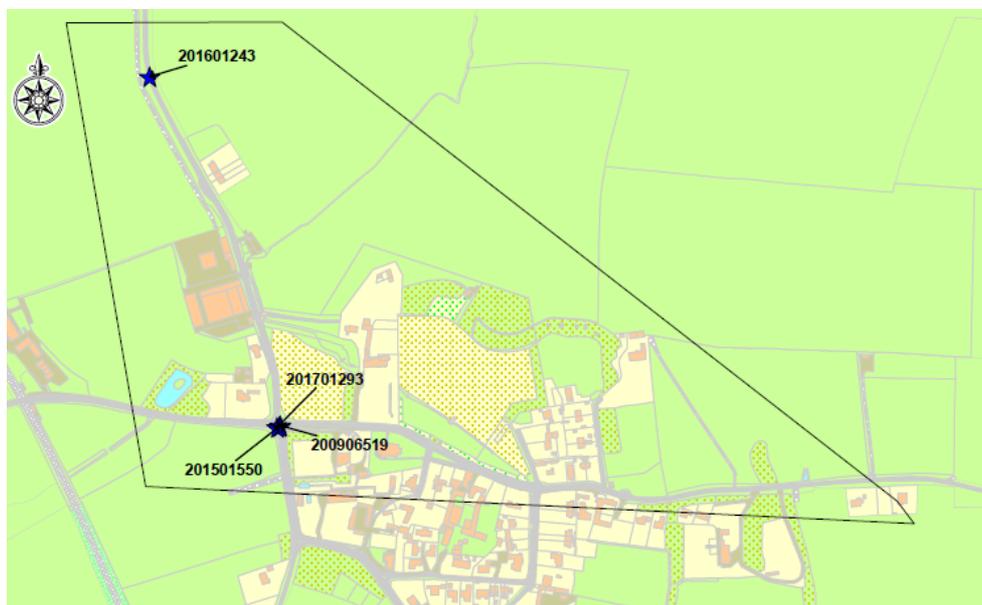
- 2.7 Vehicles have a tendency to park in the informal layby illustrated on the photograph, and hence reduce the visibility looking west for vehicles exiting Woodside.
- 2.8 The visibility looking east, towards Cottesmore is as the following photograph.



- 2.9 This visibility is very limited as a result of the boundary hedge and fence to the neighboring property. This section of land is private and not within the highway boundary.

3 Collision Data and Analysis

- 3.1 The accident statistics for this site have been collected from the police for the period between 1/7/2009 and 30/6/2019.



- 3.2 There have been 4 recorded accidents on Teigh Road/Cottesmore Road in the last 10 years.
- 3.3 Accident 200906519 – V1 travelling west on Cottesmore Road failed to give way at cross roads, entered Main Road in front of V2 travelling south on Teigh Road. V1 collided with offside of V2 and leaves carriageway ahead. 1 person slightly injured
- 3.4 Accident 201501550 - V1 travelling west on Cottesmore Road, unfamiliar with road and dazzled by sun failed to give way at cross roads travelling ahead onto Whissendine Road. V2 travelling south on Teigh Road onto Oakham Road collided with on offside of V1 which leaves carriage way near side and collided with road sign. 2 people slightly injured
- 3.5 Accident 201601243 – V1 (Motorcycle) travelling north lost control after overtaking other vehicles on approach to bend and rider was thrown from vehicle. Rider claimed the throttle got stuck. 1 person slightly injured
- 3.6 Accident 201701293 – V1 travelling west on Cottesmore Road continued to travel west at cross roads. V1 collided with V2 (cycle) travelling north on Teigh Road. 1 person slightly injured.
- 3.7 This data has demonstrated that there have been no accidents associated with the junction of Woodside and Cottesmore Road.

4 Speed Survey

- 4.1 As detailed in report ITCP-2019-13 Ashwell. A speed survey has been carried out on Cottesmore Road Ashwell.
- 4.2 The speed survey equipment records vehicle speeds for 24 hours in both direction for the date stated within the report.
- 4.3 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 an average speed for that specific day. The 85th percentile speed removes 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.
- 4.4 The speed survey equipment was placed on Cottesmore Road, Ashwell, at the location shown below:



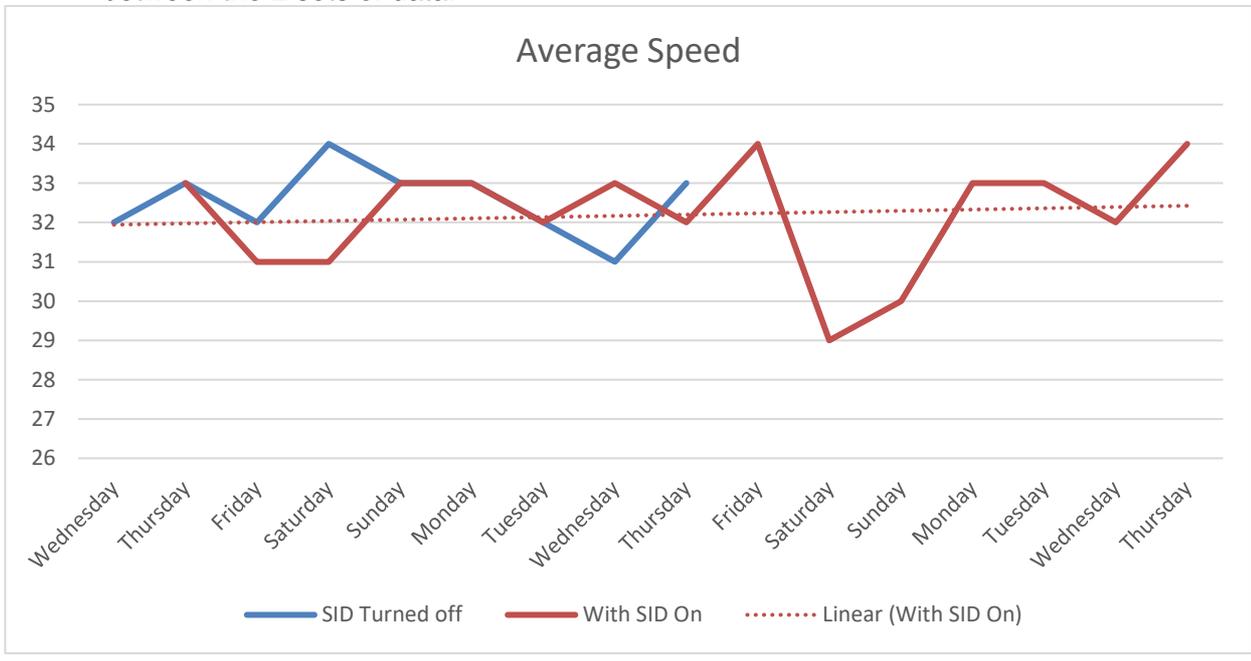
- 4.5 The speed survey equipment used was a mobile speed indicator device (SID). The device was placed on site for 1 week recording vehicle speeds without the SID element turned on. The SID was then turned on for 2 week whilst recording vehicle speeds. This enables RCC to assess whether or not the SID has an impact on the traffic speed at this location. The survey was carried out within the 30mph speed limit.
- 4.9 The first survey was carried out between 28/11/2018 to 6/12/2018 when the SID was turned off but vehicle speeds were recorded for 24 hours on each day.

SID Turned Off		
	Average Speed (33mph)	85 th Percentile (39mph)
Wednesday	32	38
Thursday	33	40
Friday	32	39
Saturday	34	40
Sunday	33	40
Monday	33	39
Tuesday	32	38
Wednesday	31	38
Thursday	33	39

- 4.10 The second survey was carried out between 6/12/2018 to 20/12/2018 when the SID was turned on and the speed flashed when vehicle speeds were above 29mph.

SID Turned On		
	Average Speed (32mph)	85 th Percentile (38mph)
Wednesday	33	39
Thursday	31	37
Friday	31	37
Saturday	33	38
Sunday	33	40
Monday	32	38
Tuesday	33	39
Wednesday	32	38
Thursday	34	40
Friday	29	35
Saturday	30	35
Sunday	33	40
Monday	33	39
Tuesday	32	38
Wednesday	34	40
Thursday		

4.11 The graph below shows the average speeds when the SID was turned on and when it was turned off. The table shows that the average speed of vehicles does not alter significantly between the 2 sets of data.



4.12 The graph below shows the 85th percentile of vehicle speeds. Similar to the average speed the 85th percentile does not alter significantly between the 2 sets of data.

5 Conclusion

- 5.1 Highways and Parking Services carried out a site visit on the 4/2/2020. During this site visit various options were discussed of how this junction could be improved
- 5.2 One option was the removal of the layby and this would involve changing the kerb layout to the existing white line and widen the footpath (area shown by orange hatching in the photo below).



- 5.3 However it was felt that the parking is well used, particularly in the evening, and therefore its removal would result in on street parking at other, less appropriate locations.
- 5.4 It was then discussed that the lining layout could be altered to bring the junction of Woodside further forward by approx. 1-2m into Cottesmore Road. This would provide greater visibility in both directions to drivers exiting Woodside. As illustrated below:



6 Recommendation

- 6.1 New lining scheme at Woodside junction with Cottesmore Road
Costs Approximately £1,000