

**ENVIRONMENT AND TRANSPORT OVERVIEW AND SCRUTINY**  
**COMMITTEE – 6 June 2019**

**RESPONSE TO PETITION: REQUESTING ACTION ON ROAD SAFETY**  
**GROUNDS COVERING ROADS IN QUENIBOROUGH**

**REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT**

**Purpose of Response**

1. To report on the outcome of investigations following the presentation of a petition requesting road safety improvements in Queniborough.

**The Petition**

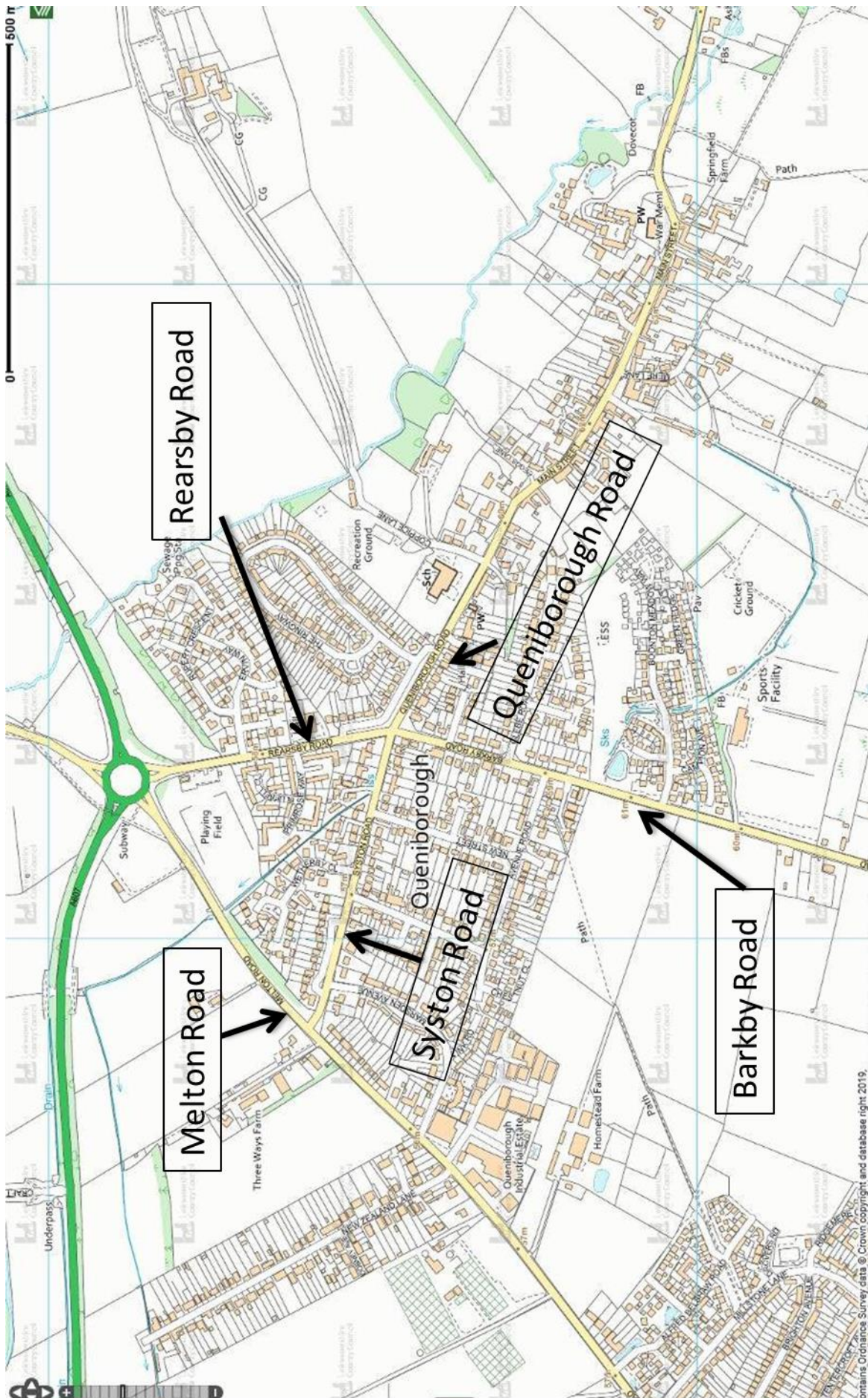
2. The petition contained 687 signatures and was presented to Scrutiny on 7 March 2019.

The petition made the request as follows:-

*'We the undersigned, ask the County Council to work with the residents of Queniborough to develop a plan for the village so that children and residents can travel around the village safely and so reduce the need for vehicle journeys. Speeding traffic, heavy lorries, the lack of pedestrian crossings are all issues in the emerging Neighbourhood Plan and we ask the County Council to join us in addressing these issues and improving the quality of life in our village'*

**Background**

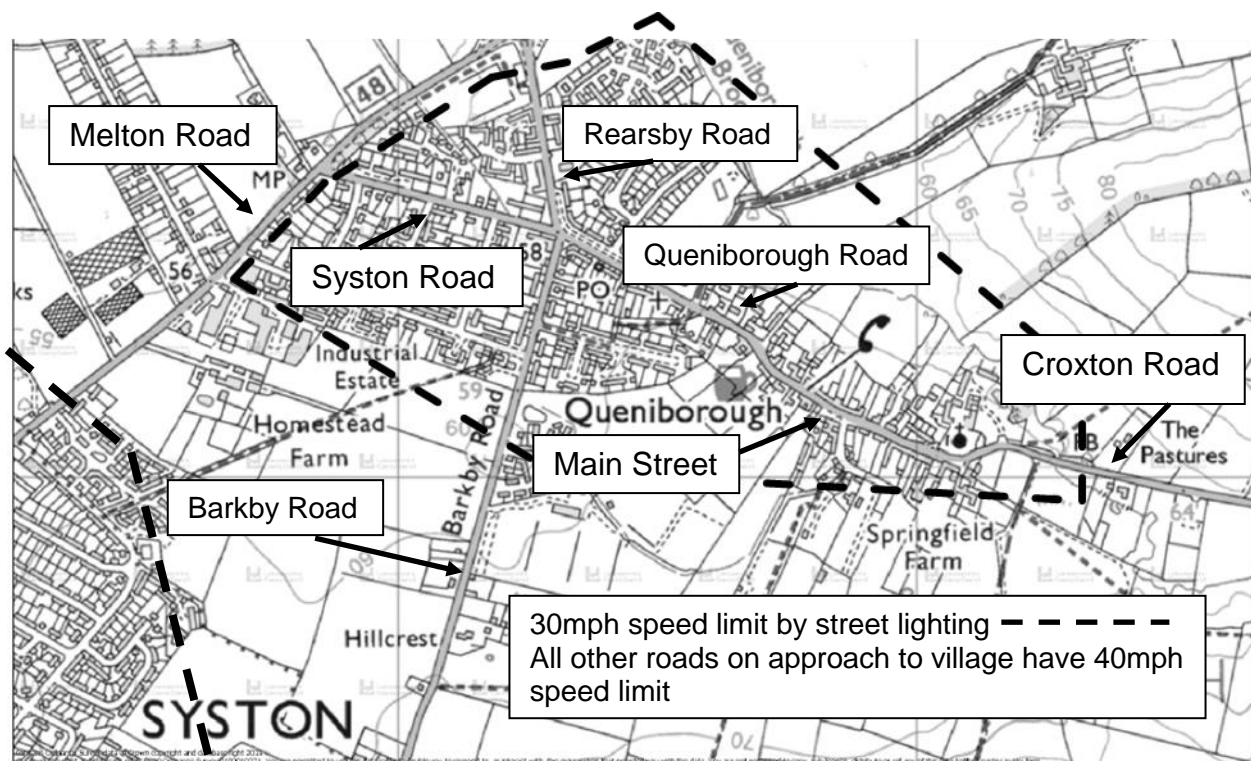
3. Neighbourhood Plans should be focused on the mitigation required within the Planning Arena for developments, growth in housing. Measures must also directly mitigate the impact of the development e.g. they should ensure that the development does not make the existing highway conditions any worse if considered to have a severe residual impact. They cannot unfortunately be used to address existing problems.
4. Queniborough is situated to the north of Syston and is where the road environment becomes 'more residential' in character when travelling into Leicester. There are two main roads into Queniborough and the village centre is situated at the crossroads of these roads. The roads in question are Syston Road/ Queniborough Road and Barkby Road/ Rearsby Road. Just to the north of Queniborough is the A607; see figure 1 below.
5. The village is street lit subject to part night lighting and the roads running through it form part of the classified road network which are well maintained. The width of the road is restricted in places by parking which occurs along most of the main routes through the village and there are a couple of sharp bends that, along with the parking, help to suppress vehicle speeds, most notably on Main Street, to the south-east of Queniborough Road.



Location plan - figure 1

## Speed limits

6. The Council follows national speed limit guidance issued by the Department for Transport (DfT) with regard to following the setting of local speed limits. The speed limit in place should largely be self-enforcing and is based on the extent of roadside development, the amount of residential properties and of pedestrian activity. All speed limit proposals also have to be consulted on with Leicestershire Police, who are responsible for the enforcement of speed limits.
7. The speed limits through the village itself are 30mph. On the approaches on both Barkby Road from the south and Croxton Road from the south-east, beyond Queniborough Road and Main Street there is a 40mph buffer speed limit before reaching the 30mph speed limit. On Melton Road where it bypasses the centre of Queniborough there is a 40mph speed limit. Please see figure 2 below.



*Speed limits - figure 2*

## Traffic calming

8. The roads that run through Queniborough are traffic calmed with speed cushions on System Road and Rearsby Road.
9. There are speed tables on Barkby Road close to the centre of village. There is a vehicle activated sign (VAS) warning of the traffic calming. The VAS displays a humps warning triangle together with 'SLOW DOWN' text.
10. On Main Street, south-east of Queniborough Road, there is a raised speed table outside the school and the carriageway width has been reduced to assist pedestrians crossing the road.

## Crossing facilities

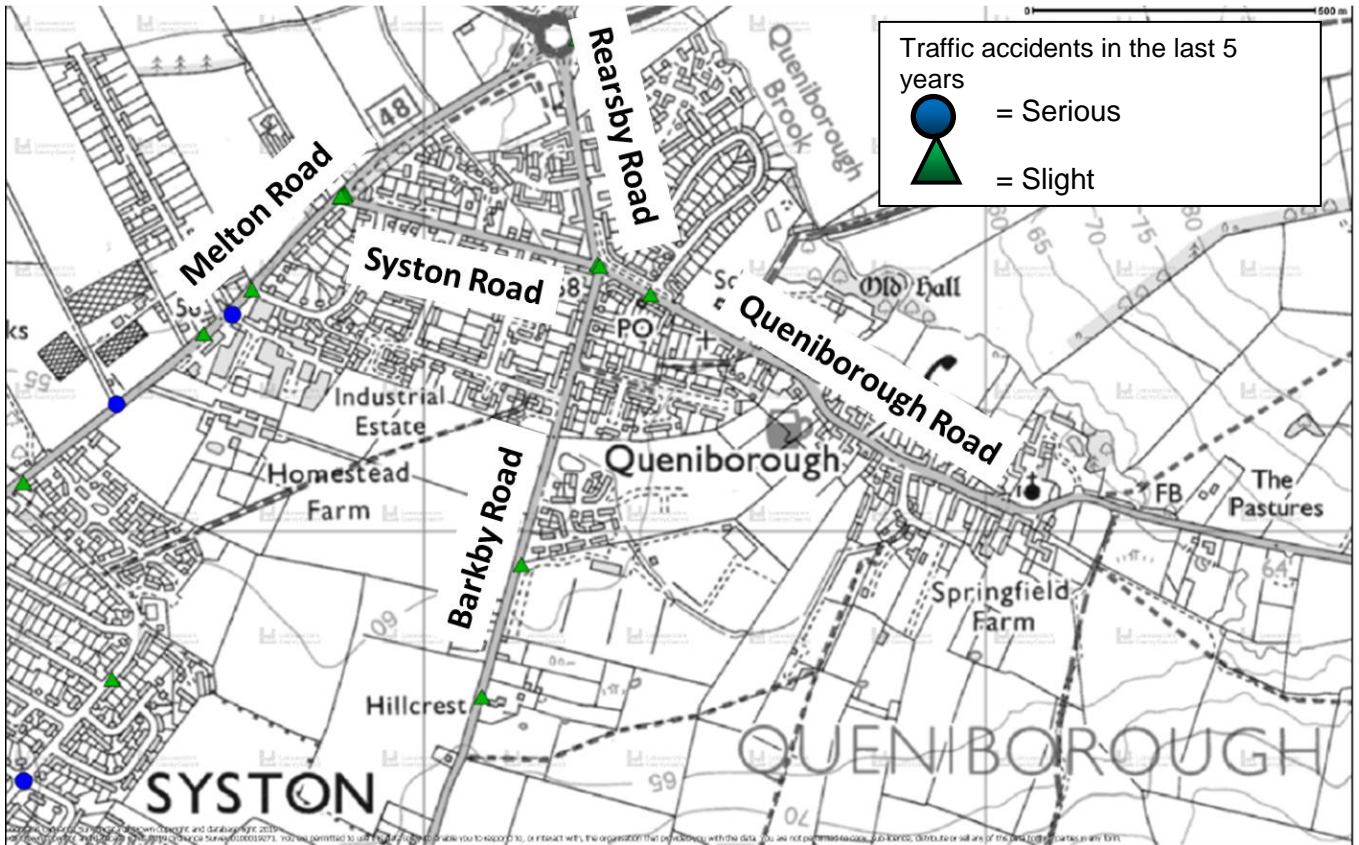
11. There is a zebra crossing on Rearsby Road approximately 60m from the cross roads in the centre of Queniborough and on Main Street outside the school there is a speed table and pinch point that is intended to facilitate pedestrians crossing outside the school.

### School safety

12. There is an advisory school 20mph zone outside the school along with flashing amber lights. These operate at school opening and closing times and at these times it is expected that motorists keep to the advisory speed limit of 20mph. The zone starts at the Main Street/ Queniborough Road service road junction and finishes at Coppice Lane. There is a mandatory school Keep Clear marking outside the school.
13. The school also benefits from being a recognised location for a School Crossing Patrol.

### Traffic accidents

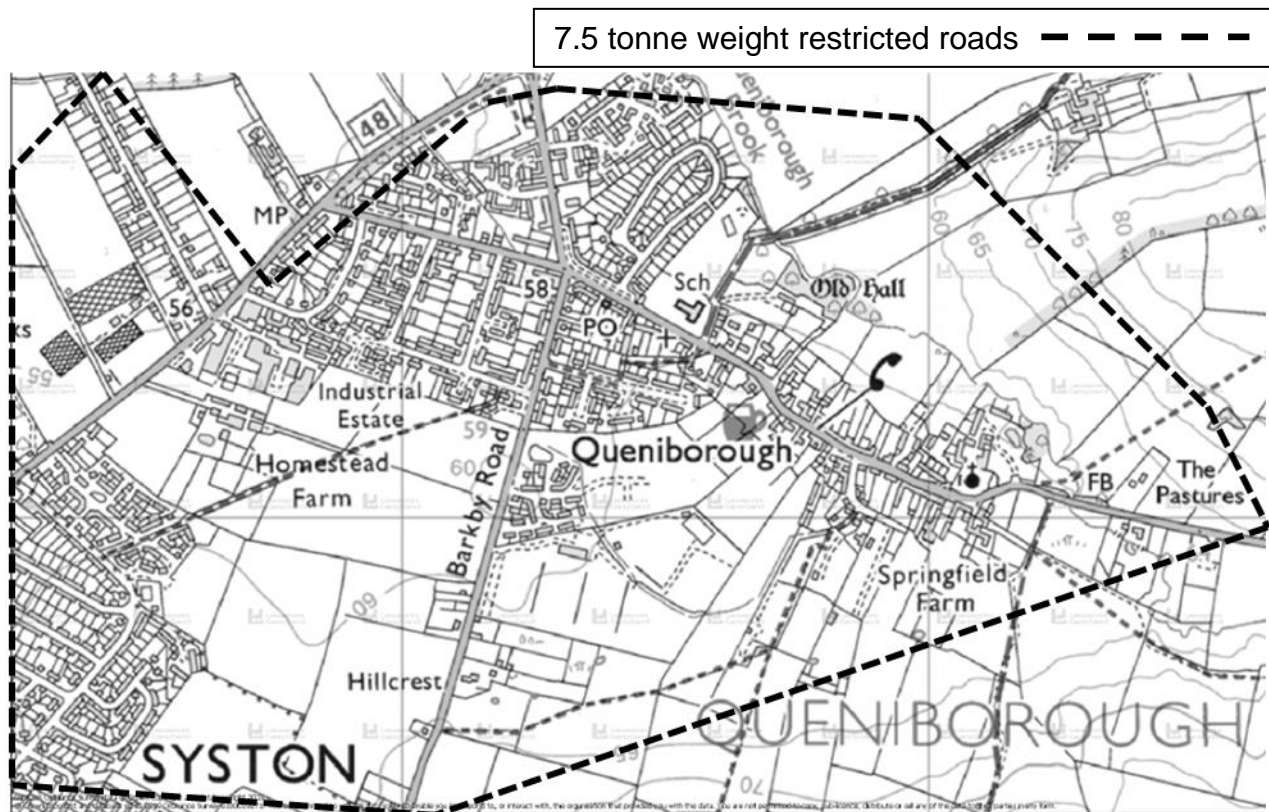
14. Figure 3 below shows all personal injury accident data recorded by the Police in the village of Queniborough in the last five years to the end of 2018.
15. There have been two slight injury collisions at the crossroads in the centre of Queniborough:-
  - Where a driver failed to give way at Barkby Road and hit a vehicle travelling east through the junction; and,
  - where a driver turning right out of Rearsby Road hit a vehicle travelling east through the junction.
16. There have been five slight injury collisions recorded at the Melton Road, Syston Road junction:-
  - Three involved rear end shunts with vehicles waiting to turn right into Syston Road; and,
  - two involved vehicles turning right out of Syston Road in collision with vehicles on Melton Road.
17. There is one other accident on Queniborough Road but no details of this incident were received by the Police.



Accident map- figure 3

Weight Restrictions

18. The whole of Queniborough is covered by a 7.5 tonnes weight restriction excluding the A607 and Melton Road which are unrestricted roads as shown in figure 4.

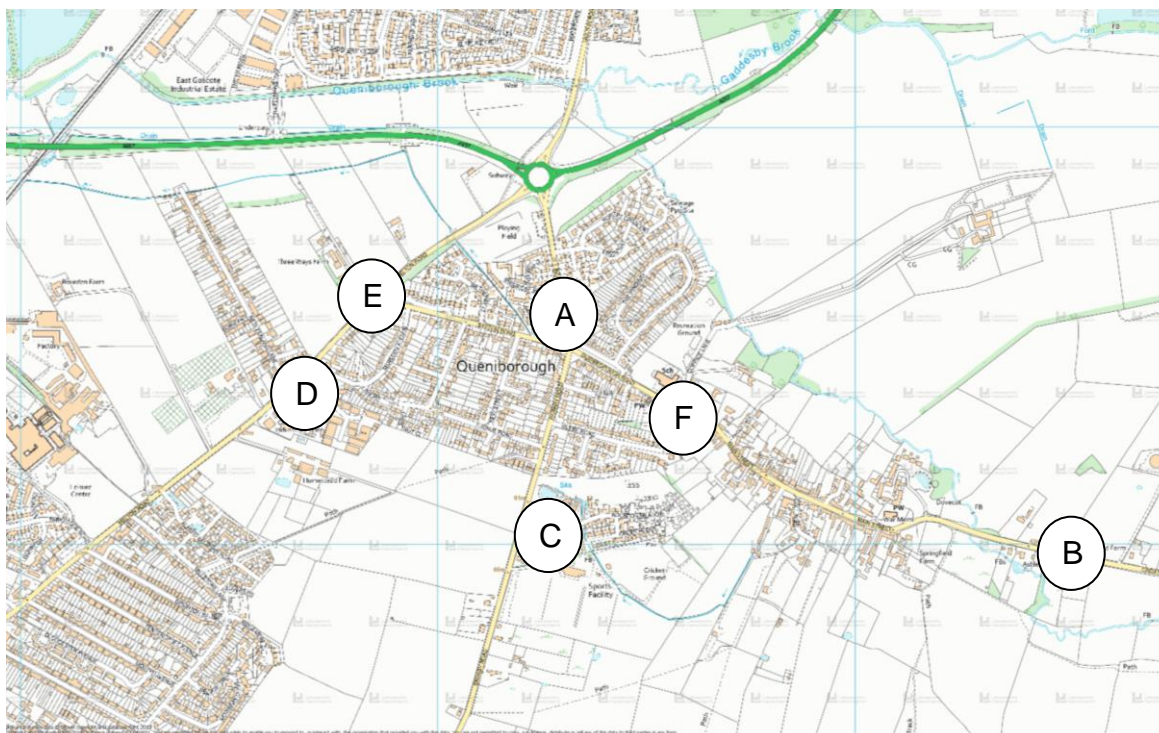


Weight restrictions- Figure 4

Assessment

Speed Readings

19. Speed readings were taken by the parish using data collected by their mobile VAS. This was mounted at six locations on various approach roads into Queniborough. The locations and their speeds are detailed in Figure 5 and Appendix A.
20. As the mobile VAS were not calibrated each time they were deployed, in order to verify the data, the County Council arranged for speed monitoring devices to be laid at the same, or similar, locations to those which the parish used as shown on Figure 5 below.



LCC Speed Survey Locations - Figure 5

21. The speeds recorded are shown in table 1 below. The speeds shown are for each individual location and are broken down into the speeds for each direction and a combination of both. The speeds given are the average speed and the 85th percentile speed; this is the speed at which 85% of the vehicles are travelling at or below.

Location	Site/ speed limit	Combined (mph)		Direction	Breakdown (mph)	
		Mean	85th		Mean	85th
A	Rearsby Road- 30mph	21.8	28	SE bound	22	28.8
				NW bound	21.6	27.3
B	Croxtan Road- 40mph close to the transition point with NSL	45	52	east bound	45.6	52.6
				west bound	44.5	51.1
C	Barkby Road- 30mph	30.6	35.6	SW bound	30.9	35.7
				NE bound	30.3	35.3
D	Melton Road near Marsden Ave-40mph	33.5	38.4	SW bound	32.7	37.3
				NE bound	34.3	39.2
E	Melton Road north of Syston Rd- 40mph	34.6	40.5	SW bound	34.7	40.7
				NE bound	34.6	40.5
F	Queniborough Rd- 30mph	24.3	29	SE bound	25.4	29.9
				NW bound	23.3	28

Table 1

22. The method deployed in how the Council have recorded the speeds is different to that of the parish and it is therefore difficult to carry out a direct comparison of the two.

23. However using the mean speeds and 85<sup>th</sup> percentile speeds is a recognised method to assess speeds from location to location. In its readings the parish quotes the extremes of the speeds recorded, as on all roads there will be a range of speeds with some drivers at the top end who regardless of what measures are put in place will still drive at an excessive speed inconsiderate of other road users. This driver behaviour is very difficult to influence.
24. With the exception of Location B the data collected overall shows a generally good compliance with the posted speed limit on these lengths of roads and shows the speed of the vehicles are below the Association of Chief Police Officers (ACPO) threshold at which the Police would consider enforcement of the speed limit.
25. However, the speeds recorded at location B on Croxton Road which are within the 40mph buffer zone are of concern. These are higher than we would like for a 40mph limit. Whilst we do not condone the breaking of any speed limit, speed limits should be self-enforcing and easily recognised, with fields either side of the road and no built up environment it is difficult for motorists to understand and adhere to this speed limit.

### Weight restriction

26. Although Queniborough is weight restricted vehicles above 7.5 tonnes can legitimately enter the zone to load/ unload or for access. Whilst it is not condoned it is recognised that there will inevitably be some motorists that would contravene the weight restrictions.
27. Weight Restrictions are notoriously difficult to enforce as the Police need to prove that the vehicle has driven straight through the weight restriction without loading/ unloading or accessing any properties.
28. It is worth noting that weight restrictions are zonal and thus whilst vehicles may not be delivering to Queniborough they may have legitimately entered the zone from neighbouring areas.
29. The weekly classified traffic count data is shown in table 2 below. The surveys were undertaken for a full seven day period in February 2019. The traffic data shown are for each individual location for the week and are broken down into the total traffic and HGV traffic for each direction. They show the total number of vehicles for the seven day period for each category. Appendix B shows the classification of vehicles used. Weekly data was used on this occasion to illustrate traffic volumes in Queniborough for the whole survey period, rather than on a daily basis where some classifications of vehicles are very low.

Location	Site	Total no. of vehicles (over the 7 day period)	Rigid 2 axles	Rigid 3 axles	Rigid 4 axles	Articulate d 4 axles	Articulate d 5 axles	Articulate d 6 axles	Articulate d & trailer 5 axles	Articulate d & trailer 6 axles	Articulate d & trailer 7 axles
A	Rearsby Road	60037	1973	163	125	291	17	11	0	11	1
B	Croxton Road	30233	834	57	71	7	23	4	0	0	0
C	Barkby Road	38772	495	62	41	52	3	4	0	0	0
D	Melton Road near Marsden Ave-40mph	73743	2097	239	91	96	56	35	0	3	4
E	Melton Road north of Syston Rd- 40mph	58449	1412	188	79	92	54	33	0	1	1
F	Queniborough Road	37615	938	96	77	97	8	3	0	2	1

Table 2

30. The results of this showed that there were some HGV's going through Queniborough. The data over a period of a week for Queniborough Road showed there were 77 of the larger rigid 4-axle lorries which could potentially be quarry lorries carrying aggregate to a new development and this equates to approximately 10 a day. There were 111 articulated lorries recorded.
31. The HGV's using Barkby Road are less in number with 41 4-axle rigid lorries being recorded and 59 articulated vehicles.
32. The Police are the authority that enforce weight restrictions. They have been contacted about HGV's driving through Queniborough in the past and thus are aware that there are possible contraventions.
33. Local officers have given periodic attention commensurate with their other duties regarding the HGV complaint. Their advice is for residents to provide them with details of the vehicles so they can look into contraventions. However it is understood they are yet to receive any details.
34. We have ascertained that there are no large developments that may necessitate a large number of HGV movements through Queniborough and there are no developments of a significant size in the area.

#### Crossing Requests

35. It has long been accepted national practice to assess the justification for a pedestrian crossing using a calculation involving both pedestrian and vehicle flows. This is known as 'PV<sup>2</sup>' and effectively evaluates the potential for conflict between vehicles and pedestrians. In 1995 with the introduction of Local Transport Note (LTN) 1/95 – "Assessment of Pedestrian Crossings" ([https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/330269/tn-1-95\\_Assessment-Crossings.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/330269/tn-1-95_Assessment-Crossings.pdf)) replaced the previous Advice Note TA10/80 "Design Considerations for Pelican and Zebra Crossings. However, most Local Authorities continued to use a modified version of PV<sup>2</sup> formula including additional enhanced criteria taking into consideration the types of pedestrians, the different types of vehicles, the vulnerability of pedestrians plus community links etc. as detailed in LTN 1/95, in Leicestershire this is the Crossing Justification Value (CJV).
36. For the provision of any type of pedestrian crossing facility, we would look for the following thresholds, for a 'dropped' crossing we would be looking at a score of between 0.4-0.7, for a zebra crossing we would be looking at 0.7-0.9 and for a controlled puffin crossing we would be looking at 0.9 and above.
37. We have carried out crossing assessments at Barkby Road at its junction with Queniborough Road and on Queniborough Road outside the school.

The results were:-

	PV <sup>2</sup>	CJV
Barkby Road	0.052	0.052
Queniborough Road	0.25	0.437
Rearsby Road	0.24	0.357

38. PV<sup>2</sup> is a calculation made using pedestrian movements (P) and traffic flows (V). The result of the PV<sup>2</sup> calculation is used to decide if a crossing is appropriate, if this is below 0.4 then it would not meet the criteria for any type of crossing.



39. From these results Queniborough Road opposite the school would qualify for an uncontrolled crossing and at this location there is a narrowing and a raised hump to assist with crossing. From our assessment we would not consider any further measures than this.
40. There is an existing zebra crossing on Rearsby Road. This is an established crossing that has been in situ for a number of years. Whilst using the updated traffic data it would not meet the criteria for a controlled crossing, we would not at this time look to remove it.
41. Taking into account the traffic calming on Rearsby Road and the proximity of the crossing to the crossroads, traffic speeds are low and there are no recorded reports received by the Council of drivers not stopping at the crossing to let people cross.
42. Queueing across the crossing during peak times will be down to poor driving behaviour rather than the road layout. It is an offense to stop on a zebra crossing and this is something that the Police can enforce.

### Accidents

43. There are relatively few recorded injury accidents in Queniborough itself. Most of these seem to be concentrated at the junction of Melton Road and Syston Road; however these appear to be driver error and drivers not showing attention with three rear end shunts. The level of accidents at this junction would not meet the threshold for it to be looked at as an accident cluster site; the current threshold is seven recorded injury accidents within a five year period.
44. There have been two injury accidents in the centre of Queniborough which appear to be drivers misjudging the speed of approaching traffic or not looking properly before pulling out. Traffic speeds will be low due to the traffic calming and at a busy junction like this two injury accidents is relatively low.

### Congestion

45. Concerning the queueing on Rearsby Road and Barkby Road, with an increase in traffic on the road network in general this does lead to some congestion at peak times at certain locations. Under the current budgetary constraints, however, we need to concentrate our resources on areas where there is severe congestion and where there is concern due to reportable accidents. This location would not be one of these.

### School traffic issues

46. For a controlled crossing to be installed there needs to be a significant need for people to cross the road throughout the day, the situation that the school describes is something that many schools experience at school times.
47. The raised table outside the school is not intended as a formal pedestrian crossing at which drivers are expected to give way. Although some drivers will be courteous and allow pedestrians to cross there is no requirement for them to do so.
48. If the school believes that this behaviour is leading to an expectation on behalf of pedestrians we could look at removing the speed table. However this would have its own issues and would most likely to lead to an increase in speed and objections from other parties such as the Parish.

### Summary

49. From our investigations there does not appear to be significant traffic issues that need to be addressed in the village of Queniborough.
50. Traffic speeds are generally within the range expected for a 30mph speed limit which suggests that the traffic calming is keeping speeds down.
51. The number of recorded injury accidents in the centre of Queniborough is low, which shows the crossroads in the centre of Queniborough appears to operate well despite the potential conflicts that can occur when drivers need to give way to opposing traffic.
52. For the location on Barkby Road, surveys have shown that there is not a demand for a crossing to be installed. Traffic flows are such that pedestrians will not have to wait for an extended period of time to cross the road.
53. There are many roads across the county where from time to time people would benefit with assistance to cross, however we would only consider measures where there is a significant need throughout the day.
54. Queniborough is covered by a 7.5 tonnes weight restriction and if residents are aware of any vehicles that contravene this restriction they can send details to the Police with company names, registrations and times so it can be investigated and the necessary enforcement action taken.

### **Resource Implications**

55. The estimated cost of preparing this report, including undertaking the surveys is £3,000.

### **Conclusion**

56. In the past, the village of Queniborough has been traffic calmed with speed cushions on the main routes into the centre of the village. Compared to similar villages in the county Queniborough has a relatively high provision of traffic calming. Children getting to school and the associated parking are no worse or better than for other schools and as such does not necessitate further measures.
57. Following our assessment of traffic in Queniborough, we do not consider there to be significant traffic issues and unfortunately data concludes that it does not meet our criteria for us to fund further measures.
58. Whilst the County Council would not look to facilitate any additional measures, if third party funding was available then the County Council would be happy to support exploring the provision of further initiatives the community may want to see implemented. Appendix C contains the third party funding guidance.

### **Circulation under the Local Issues Alert Procedure**

59. None.

### **Officers to Contact**

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### **Equality and Human Rights Implications**

60. There are no specific equal opportunities implications to note as part of this report.

### **Background Papers**

61. None.

### **Appendices**

Appendix A – PC Vehicle Activated Sign Report Jan19

Appendix B – Simplified Guide to Lorry Types and Weights

Appendix C – Third Party Funding Guidance – Generic