

Newbold Verdon Neighbourhood Plan

Transport

Reference T4

Community Speed-watch Report And Traffic Management Issues

This document is a summary of the Community Speed Watch Scheme organised by the Neighbourhood Plan Advisory Steering Committee.

This data along with other data provided by Leicestershire County Council, as well as the comments made by parishioners, informed the Traffic section of the Neighbourhood Plan. It also includes an illustrative report describing the main areas within the parish where traffic management and parishioner safety is an issue.

Newbold Verdon Community Speed-watch 2017

- Held: From Saturday 23rd September to Friday 6th October 2017
- By: 21 local, trained, volunteers carrying out 28 community speed-watch sessions at 4 predetermined and Risk Assessed sites; 3 - 4 volunteers per session.
A total of 36 hours of speed watch carried out.
- Using: The statutory guide of allowance for drivers, of, The Designated Speed limit +10% + 2 mph before reporting to the authorities!
- Statistics: A TOTAL OF **286 VEHICLES** WERE REPORTED FOR SPEEDING over the 14 days .
- The fastest reportable speed in the 40mph zone was 65mph
- The slowest reportable speed in 40mph zone was 47mph
- The average reportable speed in the 40 mph zone was 49.6 mph
- The fastest reportable speed in 30 mph zone was 37 mph
- The slowest reportable speed in 30 mph zone was 36 mph
- The average reportable speed in the 30 mph zone was 36.5 mph
- Observations: Speeding vehicles were shown to be at their highest volume on [Desford Road B582](#) and [Bagworth Road B585](#); both sites showing similar results of approx 1 speeding vehicle for every 6 minutes of Speed-watch at those sites.
- [Barlestone Road](#) had results of approx 1 speeding vehicle for every 10 minutes of Speed-watch at that site.
- [Dragon Lane](#) statistics show little evidence of significant speeding in the area of the site used for Speed-watch.
- Speeding on Desford Road appeared more prevalent in vehicles travelling towards Desford .
- Speeding on Barlestone Road appeared more prevalent in vehicles travelling towards Barlestone.
- Speeding on Bagworth Road appeared slightly more prevalent in vehicles travelling from Newbold Verdon to Newbold Heath

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Transport Issues: Illustrative Report 2018

To be read with reference to pages 64 – 71 of the Neighbourhood Plan

Traffic Movement Impact

1.



At the Heath accessing the B585 Bagworth Road from the Merrylees Road is difficult at busy times, not just because of the volume of traffic but also due to restricted sight-lines caused by residential parking.

2.



Newbold Heath is approximately a mile from the village centre and involves pedestrians having to cross the busy B582 to visit the village. There is currently no provision on the B585 for traffic to be slowed or stopped to allow for safe crossing.

3.



Road junctions along the B582 require careful negotiation, especially at peak times when extended traffic queues trying to get on to the road are experienced.

4.



The interface between vehicle and non-vehicle users along the sections with no footpaths can and does pose significant risk to all road users.

5.



The road edges of Kirkby Lane are being degraded by large HGV vehicles using the road.

6.



Outside the school, cars often park too near to the crossing point obscured on-coming traffics' view (but not on this day!)

7,8,9: Three dangerous crossing points for children and their carers



Main St/ Baptist Chapel



Southern end of Dragon Lane



B582 crossing point from the Heath

Pavements, Footpaths and Cycle Paths

1.



Overall, the parish footpath system serves the community well. Within the village, roads are linked by passageways for pedestrians and cyclists, reducing journey times and keeping the need to cross busier roads to a minimum.

2.



Some paths are narrowing due to the encroachment of the verges. County Council maintenance programmes need to be sufficiently frequent as to avoid this narrowing.

3.



There is no provision for cyclist within much of the village or around the parish, thus bringing them into close contact with cars, vans and lorries.

4.



An opportunity exists for current and future paths to be developed as shared spaces for pedestrians and cyclists, especially within any new housing developments. This could be of particular benefit to the footpath to Desford (see picture) and Barlestone.

Congestion and Parking

1.



A rise in the number of residents parking their cars across pavements has made it difficult for those with push chairs or on mobility scooters to move safely along the paths.

2.



A recent trend has seen more and more residents parking their vehicles on green spaces, damaging the ground and creating an unsightly view for other residents.

3.



Along Main Street from Mill Lane to Sparkenhoe, and at the top end of Arnold's Crescent, parking problems occur daily. Sometimes inconsiderate parking leads to residents unable to leave or enter their drives, at other times it has been the cause of accidents.

4.



The area close to the Co-operative store on Main Street and adjacent to the Sports and Social Club is a particularly dangerous one. The store manager reported three incidents in less than a month where there were minor car collisions – this was not an uncommon.

5.



There are also road junctions with Main Street for Arnolds Crescent, Sparkenhoe and Hornbeam Road that impact upon the parking situation and safe visibility, for both drivers and pedestrians, of this main commercial area for the village.

6.



There is scope for an off-road car park on County Council owned land opposite the [RK1] library and adjacent to the Indian takeaway. This could be sympathetically integrated into the green space that exist in this position currently without removal of the trees and would have the potential for up to ten vehicles within a short walking distance of the main shops. This would also allow a parking restriction to be put in place opposite the Co-op, which would in turn reduce the hazards for pedestrians, buses and private cars passing along Main Street.

7.



A further opportunity for increased parking exists at the Parade shops lay-by, which could encroach on to the existing pavement area allowing vehicles to be parked at an angle to the road in marked bays, with a potential three-fold increase in the number of cars able to park.

8.



At the western end of Main Street, St James' church has had for many years difficulty in parking vehicles, safely, and without causing major inconvenience to residents, particularly during weddings and funerals.

9



Near the church there are areas that could be developed for parking: the cobbled area in front of the houses leading to the church, and on a parcel land south of the church wall. This would aid the removal of the parking / access issues with Hall Farm and the residents on this part of Main Street.

10.



The Swan public house, having no designated car park, can cause issues with parking for residents, especially during special events.