

Supporting paper potential traffic management proposals

A) At Reservoir Road Northern Entry into Cropston

Current problem:

Reservoir Road approaches Cropston along a 500mtr straight leading to a blind LH bend with a 60mph speed limit. Shortly after the bend a 30mph zone comes into force 10mtrs before a LH driveway (which provides entry into the Badgers Sett pub and restaurant) and 20mtrs before dangerous cross roads.

The current positioning of the 30mph zone and sign means that traffic enters the Cropston Cross Roads at excessive and un-safe speeds and potentially can cause accidents with respect to traffic entering the Badgers Sett

Potential improvement:

Move the start of the 30mph zone to 10mtrs before the LH bend with 'SLOW' signs on the road at the approach to the cross roads.

B) At Cropston Cross Roads

Current problem:

Cars are failing to stop at the crossroad, particularly when coming from Anstey, along Cropston Road.

Cars coming out of Causeway Lane, and turning right, are in danger of being run into, on the driver's side, if traffic from the Anstey direction fails to stop.

The primary evidence collected related to safety problem B was elicited from findings of a traffic survey carried out by Clive Kitchen at the [Cropston Road, Station Road, Reservoir Road and Causeway Lane] junction on 23/04/2015 at 1530 to 1600hrs

Traffic was monitored at the stop sign in respect of vehicles travelling from the direction of Anstey:

Vehicles not stopping or barely slowing	39	(36% approximately)
Vehicles slowing but not stopping	43	(40% approximately)
Vehicles stopping because of other traffic	13	(10% approximately)
Vehicles stopping correctly	17	(14% approximately)
Total Vehicles	112	

Potential traffic management improvements recommended

- 1) Have Rumble Strips on Cropston Road, to warn drivers approaching the crossroad.
- 2) Add a “Crossroad” sign, to the existing “STOP” sign, on Cropston Road, so that approaching drivers more fully appreciate why they must stop.
- 3) Install a large mirror at the crossroads, for the benefit of drivers pulling out of Causeway Lane, and turning right. Drivers will then be able to see if cars are approaching along Cropston Road, or not.
- 4) Make Causeway Lane a “Resident Only” controlled parking area, thereby reducing the traffic flows, in and out of the lane.

C) At the Post Office on Station Road, Cropston

The problem:

When driving from the Cropston village crossroads, along Station Road in the direction of Rothley Station, drivers inevitably come across a line of parked cars, on the left hand side of the road.

The above requires drivers to move into the line of the on-coming traffic, in order to drive past this line of parked cars.

Any drivers, who are approaching in the opposite direction, may be faced with traffic coming straight towards them, on the wrong side of the road.

Hence the significant potential for accidents

Potential traffic management improvements:

- 1) Two “SLOW” signs should be erected on Station Road one outside Number 43, and the other outside Number 35.
- 2) Permit Holders Only Parking Spaces to be introduced between Numbers 36 and 56 Station Road, for Residents.
- 3) “SLOW” to be painted on the road surface, where beneficial.

D) On Cropston Road at the segment between Cropston and the Anstey Road Junction

Current problem:

The road is too narrow to allow cars to safely overtake cyclists, particularly if a car is approaching in the opposite direction.

The danger to cyclists is very real, as any error of judgement by a driver when trying to overtake a cyclist, could easily lead to a cyclist being knocked off their bike, particularly if a car fails to properly overtake, due to traffic suddenly appearing from the opposite direction.

(This road is undulating, in the shape of a sign curve, so that oncoming traffic is sometimes hidden from sight, and can appear very quickly. The road is already designated as a “NO Overtaking” .

Potential traffic management improvements

- 1) Install a Cycle Lane, to the LH (southbound) side of the present Cropston Road, between Waterfield Road, in Cropston, and the turning left on to Anstey Lane, which leads to Thurcaston.
- 2) Significantly widen the existing path, for pedestrians walking from Anstey to Cropston, along Cropston Road, sufficient to add a marked out cycle lane, with a barrier to separate Cyclists from Pedestrians.

E) At the Primary school, located in Thurcaston

Current problem:

Parent parking whilst delivering and collecting the children to and from school causes major problems for residents nearby- in particular, Wallis Close and on Leicester Road and Anstey Lane.

The time controlled 20mph Zone seldom works. Also there is no parking at the School.

Potential Improvements:

1. If possible for the School to alter its parking policy. For example the school might allow the creation of a dropping off area within the School grounds. If this does not prove practical/possible alternative parking areas nearby should be designated and ultimately for police officers to enforce good parking practice by imposing fines. (At the time of report writing the Transport Sub-Group continue to investigate possible parking solutions around the school, bearing in mind its importance and the complex issues involved).
2. The parents should agree initially to pilot a voluntary one way scheme using Anstey Lane and Rectory Lane (this has worked in the past). Ultimately the Transport Sub-Group believe that a permanently operating one way scheme, such as that itemised in section A4.3, would alleviate many of the current school parking, child safety and congestion problems.

F) At Thurcaston Crossroads

Problem

- * Restricted vision to the right when emerging from Mill Road
- * Restricted vision to the right when emerging from Anstey Lane
- * Central refuge bollards are too close to the crossroads
- * No enforced parking restrictions
- * Bus route issues (as need to fit a ‘quart into a pint pot’, as some road sections where parking is permitted are simply too narrow to allow a bus to pass)
- * HGVs and buses turning from Leicester Road into Anstey Lane and from Anstey Lane into

Leicester Road are sometimes forced to mount the pavement to avoid hitting the central refuge bollards. This is aggravated by vehicles parking too close to the crossroads.

Potential Improvement

- * Relocate central refuge bollards to provide adequate turning space for large vehicles
- * Enforce legal parking restrictions
- * Re route buses to use Rectory Lane instead of Anstey Lane past the school. This also enhances the bus service for residents to the south of the village

G) At Double Bend where there is a Changing Camber on Mill Road

The problem

Recent speed watch studies show that on Mill Road traffic on average exceeds the designated 30 mph speed limit by around 150%. These speeds are frequently maintained around the double bend in the road some 100mtrs from Thurcaston Cross Roads. This problem is amplified because there is a significant change in camber around this double bend which make visibility and stability troublesome, and this occurs within 40mtrs of Lanesborough Drive and its associated housing complex. Regular safety incidences have occurred as a consequence; and there is potential for a very major accident. The danger and risk of accident is greatly increased by the fact that cars frequently and regularly park throughout this double bend stretch, either completely on the road or partially on the pavement.

Current traffic management:

30 mph speed limit only

Potential traffic management improvements

1. Impose a continuous 20mph speed limit, rather than a time based one which does not work
2. Deploy highly visible slow and bend signs

H) Either side of the Blind Bridge on Mill Road

The problem:

The bridge over the Rothley brook occurs at a point on Mill Road where the current 40 mph speed limit for Thurcaston Lane changes to a 30mph speed limit on Mill Road. The bridge causes a raised section of the road, and this elevation change coupled with the vegetation around the bridge results in very poor road visibility on either side of the bridge. Yet on average traffic on the 30mph section of Mill Road exceeds that limit by more than 150%; including traffic as it approaches the Lanesborough Road housing complex and the blind bend described under G. As a consequence drivers approaching from Rothley have little warning about the likelihood of speeding oncoming traffic, and/or traffic joining from Lanesborough Road and/or possible road flooding (as typically flooding occurs at least once a year on the section of Mill Road next to the bridge).

Critically also Thurcaston Lane and Mill Road are both narrow rural roads such that speeding oncoming traffic can be extremely disturbing to drivers, pedestrians and cyclists alike. The above circumstances give rise to significant potential for accidents near to the bridge throughout the year. This clearly requires traffic speed reduction and calming measures, particularly following ongoing increases in traffic volumes from outside the Parish. It is very questionable whether a 40mph speed limit is safe on much of this TandC road segment; as the stopping distances involved do not conform to the Highway Code recommendations even for the minority of traffic not exceeding designated speed limits.

Current traffic management:

30mph and 40mph speed limits only

Potential traffic management improvements

1. Impose 30mph speed limit halfway along Thurcaston Lane up to the bridge, then impose a continuous 20mph speed limit up to Thurcaston cross roads
2. Introduce a new sleeping policeman on the Thurcaston Lane side of the bridge entry
3. Include warning/slow signs
4. This route should be a definite no go for HGVs unless their speeds are restricted beyond that of other vehicles
5. A white line is required along the middle of Thurcaston Lane and Mill Road throughout their length; this is essential to seek to avoid future head on, high speed collisions along this particularly narrow road section
6. Installation of road centre 'cats eyes' as there is no street lighting along most of this stretch

I + J + K) Along the length of Leicester Road

Current Problems:

Excessive speeding, current controls are ineffective. Congestion during morning and evening rush hours due to the extremely high levels of commuter traffic. No safe areas for pedestrians to cross. Additional housing development in nearby SUEs introducing even more traffic through the village.

Leicester Road is the link between Cropston and Thurcaston and a major transport route for the neighbouring villages giving direct access to Northern Leicester. Its total length within the parish is 1.3miles, with 0.7miles located in the built up area of Thurcaston. It is straight and hilly which encourages speeding. Within the village it is joined at a crossroads by both Mill Road and Anstey Lane feeding in high volumes of commuter traffic.

Current traffic management approaches

30mph speed restriction, with a temporary 20mph zone at school opening and closing times. At the junction of the Mill Road, Anstey Lane cross roads are pedestrian refuges specifically to help children and parents cross to the nearby school. In addition there are 4 speed ramps and one mini roundabout

(where Rectory Lane joins Leicester Road). The location of the central reservation bollards and permanent inconsiderate parking makes very difficult the right turn from Leicester Road into Anstey Lane when travelling south; particularly for buses and other large vehicles.



Possible Traffic Management Improvements:

Introduction of more effective traffic calming measures such as chicanes (see above) which are proven to be effective in slowing traffic down and creating safer crossing areas for pedestrians.

The introduction of a time invariant speed limit of 20mph; starting at the Rectory Lane/Leicester Road roadabout and then along the length of Leicester Road through Thurcaston up to the junction with Station Road.

Re-routing the bus service via Rectory Lane. This has two benefits - it relieves the turning into Anstey Lane and at the same time opens the bus service to residents of the south end of Leicester Road by reducing the walk to a bus stop from 1.2km to 05km.

We also strongly recommend the taking of steps towards the future adoption of a one way system incorporating Anstey Lane and Rectory Lane, for example this may well have to be:

1. Traffic flow on Anstey Lane west from Leicester Road to Rectory Lane, incorporating Traffic flow islands
2. Traffic Flow on Rectory Lane east from Anstey Lane to mini roundabout on Leicester Road incorporating Traffic flow islands

L) Anstey Lane: Western Entry

Current Problem:

As the road enters the village it veers right and immediately drops sharply past the church where groups of people gather and park for church services, weddings and funerals etc. and close to the right turn junction into Rectory Lane.

Currently:

30mph sign 30mtrs before the drop. There is no warning of the possibility of people in the road or an imminent right turn road junction.

Potential Improvements:

The provision of a warning sign of congestion and pedestrians in the road.

Sleeping policeman before the church.

M) Cropston - Bradgate Road between Station Road and Swithland Road

The problem:

This road section forms part of a route between the Thurcaston and Cropston villages and Loughborough and Leicester. There is heavy traffic during rush hours, see Figure A4. At weekends there is significant traffic to and from Bradgate Park.

Traffic heading out of Cropston on Bradgate Road travels downhill at high speed but within sight of the national speed limit signs. This is a particular problem with motorbikes and fast drivers. The bend just outside the village boundary is sharper than normally expected and has a neutral to negative camber.

On average every year two cars approaching Cropston take the bend too fast and crash into the ditch between the bend and the Cropston village sign - crossing the verge used daily by dog-walkers. Note photographic evidence showing example accidents is provided in the Safety Audit which accompanies this policy document.

There is limited pavement on one side of the road from Station Road to No.8, and thereafter only grass verge leaving the village. Pedestrians are typically ramblers and dog walkers and are exposed to danger from both speeding traffic and partially restricted visibility.

Current Traffic Management

Approaching the bend from each direction there is a triangular 'bend' warning sign and "Slow" written in the road. When travelling out of Cropston, the warning sign is on the RH side of the road and not easily visible. The "Slow" sign in the road is in line with the national speed limit signs thereby giving conflicting instructions. There are 2 small chevron signs on the bend, but they have a low visibility profile and are often at least partially obscured by uncut roadside vegetation and graffiti.

Suggested Potential improvements

1. Extend the 30mph area to include the bend. If this is not possible, introduce a 40mph buffer.
2. Paint sharks teeth in the road, so as to visibly reduce the width of the carriageway. The position of these should be approaching the bend from both directions.

[NB: Not in favour of rumble strips - too noisy for residents.]

3. Put larger high visibility chevron signs on the bend.