

BOTTESFORD PARISH COUNCIL ROAD SAFETY COMMITTEE MEETING

Minutes

Date: 4 Nov 2020 **Time:** 19:00

The meeting was held on Zoom due to the ongoing Covid 19 situation.

Attendance: 5 members attended.

Bernard Carey (BC) *Chair*
Jane Bennett (JB)

Brian McInerney (BM)
Matt Reid (MR)

Rupert Capleton (RC)

Items

1) Apologies: Colin Love (CL)

2) Approval of previous Minutes: Agreed as a true record.

3) Any declarations of interest in items on the agenda:

No declarations of interest.

4) Public session : No members of the community in attendance.

5) Village(s) area.

BC reported back that:

- He has asked that it be PC Agenda item to approve that the Committee assume responsibility for downloading data from the Speed Sign, since the committee need ready access to the data.
- He is trying to establish who is responsible for the Devices in Normanton. The Leicester, Leicestershire & Rutland Road Safety Partnership (LLRRSP) appear to be responsible for all Cameras and some other functions, but he is awaiting replies from them.
- After enquiring with 8 companies, he has found a Midlands supplier of a Vehicle Activated Sign, that could be moved around the villages, at a basic cost of £1,820 (+vat) + shipping.

BM will present the case for purchase of a VAS to the next PC meeting

With the aim of the meeting being to provide the PC with some initial safety objectives as soon as practicable there was considerable and forthright discussion about priorities. However, the C'ttee remained divided on the matter of again requesting a Zebra Crossing for the High St.

Before a crossing can be considered, LCC Highways must calculate the PV² Score, which is the result of the DfT standard assessment tool for Crossing requirements. There have been several requests for a crossing made to LCC in recent years and the resultant surveys have consistently revealed a PV² Score of approximately 25% of that required for consideration. The most recent response provided by LCC revealed the latest score of just 0.104, when the minimum for considering a crossing is 0.4.

MR has undertaken to research and prepare a justified case for a crossing.

Between meetings, several documents have been circulated to illustrate the many legitimate options available to the PC for improving safety in the villages, particularly in respect of driver perceptions on using the old A52 through Bottesford, which could also address the issues of the High St. There is considerable material available in DfT publications, which includes measures such as:

- Village Gateways
- Optically narrowing the carriageway

- Pathway Build outs
- Removing old Route Signs
- Removal of Centre White Line (removes a visual reference that oncoming vehicles are on their own side of the road, thus drivers slow down)
- Priority Chicanes
- Pinch points to slow traffic.
- Buff road surface in high pedestrian traffic areas (e.g. High St)
- Lowering Street Lights (A Road Lights are considerably higher than other lights)

Such measures, when used together as a package are proven to reduce the 85th percentile speed by up to 10%. Some of these measures would also be relevant to Normanton and Muston, and could address residents concerns over traffic speeds.

BM presented a map of the existing speed limits approaching Bottesford, which have not changed since before the A52 was rerouted. The overall consensus was that, in consideration of recent and imminent changes to the Bottesford footprint, including developments on Grantham Road and Normanton Lane, there should be a pushing out of the 30mph limit, including replacement of the 40 mph along Grantham Road.

There was a difference of opinions as to if this should include the 30mph on Belvoir Rd commencing at the natural pinch point of the Winterbeck Bridge. However, doing so would be consistent with DfT options highlighted above for rural communities.

BM will present proposals on key points to the PC meeting on 9 Nov.

Traffic on Barkestone Lane at the schools was discussed. It is compounded by many factors, not least that there are so many busses now for the High School and the number of parents who use a car.

The changes to High School end times this year has compounded the issue, with Primary School parents parking earlier to get a space before the High School empties at 3.00pm. Previously, the High School finished at around 3:35, after the primary School. Barkestone Lane and Walnut Road are now chaotic between about 2:45 and 3:20, with the High School busses still leaving as the Primary School empties out..

it is understood that MBC may be considering options for a school drop off & collection point on Belvoir Rd/Keel Drive.

BM to enquire with the relevant MBC Councillors about any MBC proposals.

6) A52 Junctions

Some information regarding Junction Splays has been received from HE. and is being reviewed.

It is noted that the LLRRSP do not appear to monitor speeding on the A52, despite it being the only non-dual Trunk Route in the county and thus more prone to accidents.

BC to continue enquiries with LLRRSP

9) Confirm Next Meeting date/time

Next meeting scheduled for 19:00 on 2nd Dec 2020, on Zoom.

Bernard Carey
Committee Chair