

**Response to  
SUTTON CHENEY PARISH COUNCIL  
Residents Survey**

**11/12/2018**

Please Note that any defect on the road should be reported via our Customer Services Team, using the online report form or telephone: <https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/report-a-road-problem> or 0116 305 0001

When a member of the public reports a defect, we will ensure an inspector visits and classifies the problem within 14 days.

The defect is classified according to how serious it is and this dictates how quickly it is fixed:

- Category 1 defects

Require prompt attention as they represent an immediate or imminent hazard or a risk of short-term structural deterioration.

These defects will be fixed or made safe at the time of inspection, if reasonably practicable. If it's not possible to fix or make the defect safe at time of inspection, repairs of a temporary, or permanent nature will be done within 3 working days.

- Category 2 defects

Require attention, but do not represent an immediate or imminent hazard.

These defects have a target repair period of 90 calendar days from being reported by the public or will be included within a planned highways maintenance programme.

*“Encourage a reduction of street lighting, especially after certain time, e.g. 11.30. Discourage light pollution especially near roads”*

*Sutton Cheney Residents Survey 2018*

- All the lights within the Sutton Cheney Parish Council area are owned and operated by the Parish not Leicestershire County Council. Any changes to the lighting would need to be funded by the Parish and LCC will be happy to assist you through that process.
- We believe that, with the equipment that is currently being used, it is not possible to easily implement “dimming” of lights overnight – in this context, dimming means leaving the light on overnight but with reduced light levels.
- If the Parish chooses to move from the current equipment to an LED installation, then it would be able, relatively easily, to dim or switch off lights overnight.
- If the Parish do not wish to go down the route of the LED installation some of the existing photocells could be changed to make the existing lanterns “part night” lighting – typically this would mean switching off certain lights between 12 midnight to 5:30 am.
- In all cases we would recommend a safety audit be carried out so as to ascertain if the lights can be safely switched off overnight from the point of view of road users etc .

- *bus services should be more frequently as they did before MIRA took them over*
- *bus services are very intermittent and unreliable with no later bus routes.*
- *important to maintain a bus service to village.*
- *any public transport would be welcome.*

*Sutton Cheney Residents Survey 2018*

The county council continues to face significant financial challenges. One of the ways to make the best use of money available is to ensure passenger transport services best meet the essential transport needs of people in attending health appointments, making shopping trips and, in some cases, into employment.

We consulted over the summer on a new passenger transport policy and strategy (PTPS) and this was adopted by the County Council's Cabinet on 16th October 2018. The PTPS will help to ensure we meet our statutory duties, while achieving the best use of money in supporting local passenger transport services. The Cabinet report, which details the consultation outcomes and the policy is available at <http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=5184&Ver=4> – See item 210

We continue to provide accessible transport services for people who, because of age, disability or rural isolation, cannot use conventional public transport or have problems doing so. Services are provided for individuals to help them live and travel as independently as possible. To find out more about the services available in your area please contact:

Hinckley and Bosworth Community Transport

Telephone – 01455 250462

Email - [h.and.b.community.transport@unicombox.co.uk](mailto:h.and.b.community.transport@unicombox.co.uk)

The Council receives over 3500 requests for improvements to the network per year – there are 3 basic responses to any enquiry of this nature:

- 1) The request does not comply with any national legislation and therefore can not be implemented on the highway.
- 2) The request can legally be implemented on the highway but it does not meet the criteria for funding.
- 3) The request can legally be implemented on the highway and subject to funding being identified will be developed into a scheme for delivery by the Council.

In order to identify which response is appropriate technical knowledge of the relevant legislation is applied by our officers. If the request is legally viable an initial desk top assessment is undertaken using existing data and evidence as well as virtual mapping tools where appropriate. If the initial assessment suggests that the request may meet the Council's funding criteria site visits will take place and a more detailed appraisal undertaken.

The funding criteria includes the following:

- How many reportable accidents have there been at the location?
- What is the mean speed (actual average speed of vehicles using the road)?
- What type of road is it?
- How many separate reports of issues have there been in the previous years?
- Is there any impact on emergency vehicles?
- Does it support the economy?
- Is there general support from members of the community?

If **answer 1** is applied and the request can not legally be implemented we will not engage in further discussions and continued correspondence will need to follow a formal complaints process.

However in many cases the response that applies is **answer 2** “The request can legally be implemented on the highway but it does not meet the criteria for funding.” If this is the case and the parish/community can raise the funding from an alternative source, support and design services can be purchased from the Council. Unfortunately advice can not be offered without a charge being incurred.

**The service does not have to be purchased from the Council, but we would recommend professional advice should be taken with regard to implementation costs, design and required consents etc. prior to any initial outlay and works commencing.**

**Answer 3**, where the criteria is met and once the funding has been identified a scheme will be developed in consultation with local residents and implemented in line with scheduling requirements (road space and gang availability).

*“30 MPH markings on the approach to the village from Stoke Golding, not SLOW as it’s a relative term, and does not inform people that they are already in 30mph zone. Or alternatively, actual 30 MPH reminder signs, as used in other speed restricted areas.”*

*“Regular road markings in road stating 30mph”*

*“Road safety Measures/ traffic Calming - permanent Road markings throughout Village / Main Street. Permanent Speed aware sign at either end of Village; Better Gateway at all Roads into Village.”*

*“Gateway and speed limit sign is need on Hinckley Road as you enter from Stoke Golding. There is presently no indication that the speed limit is still 30mph!”*

*Sutton Cheney Residents Survey 2018*

When considering speed limits and related signage, the County Council refer to the guidance set out by the Department for Transport (DfT) in the Traffic Signs Regulations and General Directions 2016 (TSRGD2016). The direction stipulates roads of a 30mph speed limit, with street lighting present, do not require any repeater signs. Therefore we cannot use these signs within the village itself. Including painted 30 mph signs.

A gateway feature could be used, which consists of road markings and signage with the village name, the speed limit or other messages such as please drive carefully. They are generally introduced at the start of the 30mph speed limit changes. The Road markings ‘sharks teeth’ are implemented along with a 30mph roundel that signifies to motorist there is a change to the environment. Please note this kind of scheme would not be funded by the Council.

*“A deterrent to STOP nationwide freight using the lane as a short cut to A444 and visa versa. More prominent Signage and road markings as the cheaper option. Chicanes would be ideal. No speed cushions as noise is already a problem. I would more than happy to pay more tax but it would need to STOP freight permanently or what's the point paying more.”*

*“Weight restriction signs and speed signs near junctions on Fenn Lane and are needed”*

*Sutton Cheney Residents Survey 2018*

A 7.5 tonne weight restriction is in place through Sutton Cheney; weight restrictions are operated on a zonal basis and as such signs are erected at each entry point to that zone. However, vehicles over 7.5 tonnes are permitted to enter that zone, if for the purpose of access or loading/unloading.

if you believe that the restrictions are being contravened, this should be reported to the Police on their non-emergency number 101 who are the only authority able to take action in this instance. It would therefore be useful to provide them with as much detail as possible, such as vehicle registrations, company names and dates/times of the offences, they then may be able to speak to the drivers/companies in question commensurate with their other duties.

Please note however that once an HGV has legitimately accessed an area within a weight restriction they can legitimately exit through any route.

*“Safety improvements from no 8 Shenton Lane to the junction of Main Street/Sutton Lane - road is in a poor condition, has no road markings and bend near the Church is very narrow in width with no visibility. I urge the Council to improve the quality of the road and apply all appropriate road markings to this section of the road.”*

*Sutton Cheney Residents Survey 2018*

Where there are specific issues with identifiable roads they should be referred to our customer services centre. The most effective way to do this is via our “Report It form”; for certain types of reported maintenance issues, such as potholes, you will receive automated updates on your request - providing you have submitted a valid email address:

<https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/report-a-road-problem>

The issues regarding Shenton Lane have been reported to our maintenance team who will respond to the Parish Council directly.

*“Road from canal wharf to Sutton Cheney village is heavily used by residents and visitors. The speed limit is 60mph, no pavements or street lights, poor visibility is poor. The speed limit should be reduced to 30mph for safety as far as the canal and parish council should work with the county council to achieve this.”*

*“Speeding on Hinckley Road, Dadlington is a big problem and has got worse in the past few years. The long straight with no indication of the limit means that people passing through at peak times tend to speed. I have even seen cars overtaking!”*

*“Speed should be reinforced at bends in Sutton Cheney, village hall, church”*

*Sutton Cheney Residents Survey 2018*

Earlier in the year the Council carried out extensive investigations into rural locations where there were concerns that speeds were potentially too high. As a result of this numerous rural locations were identified where a change to the speed limit would be beneficial. Only one area was identified in the Parish of Sutton Cheney as benefiting from a change. The proposal is to lower the speed limit to 50mph from Sutton Cheney towards Dadlington, all the way down Wharf Lane, Fenn Lanes, and finish to shortly outside of Fenny Drayton.

The consultation on this proposal finished on the 23<sup>rd</sup> November and we are currently reviewing any objections received.

# Road Safety Measures – Traffic Calming

*“The road through Dadlington is a rat run and when it isn’t the farm vehicles seem to think its time to see how fast they can go. Very dangerous.”*

*“Traffic calming is urgently needed from the canal wharf to Sutton Cheney village. The narrowness of the road where the current 30mph zone begins means that no additional traffic calming is needed there - the cars are forced to slow down at that point by oncoming traffic, parked cars etc. On leaving the 30 mph zone heading towards the canal, cars accelerate very rapidly so that by the time they reach the blind bend, many are doing 60 mph, regardless of walkers, cyclists, horses.”*

*“Road cushions don't slow all traffic down as they can be straddled by trucks, vans tractors and cars whose owners don't care and avoided altogether by motor cycles. Therefore full-width sleeping policemen should be used instead, and they should be installed every 100 metres in residential areas.”*

*“Repeater roundels on road surface is preferable to gateway features.”*

*“Traffic calming will cause problems rather than solve them. Ask anyone who lives in Higham.”*

*“Bypass”*

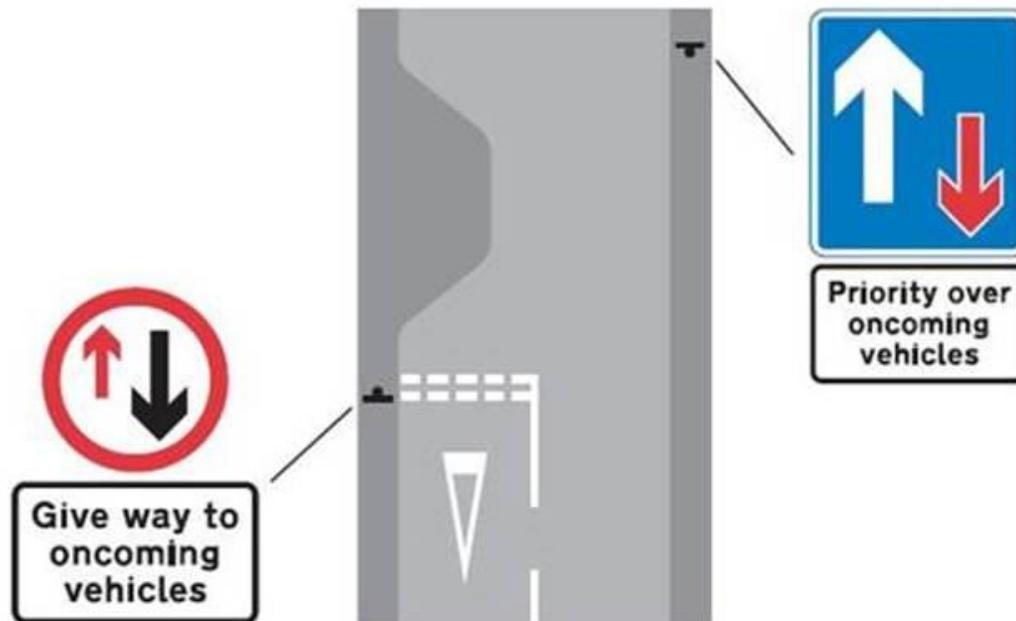
*“30mph repeater signs. We need chicane at each end of the village – cost can be a lot less than £50,000!”*

The evidence gathered does not indicate that there are any locations within the area that would meet the criteria for a Council funded traffic calming scheme. If however alternative funding can be identified there are options that could be investigated.

A range of potential traffic calming measures are detailed in the following pages along with indicative costs. It is not possible to give actual costs, as the road space, its condition, and any highway amendments required prior to installation will have an impact on the final amount. Any costs for traffic calming measures may also need to include the costs of a Traffic Regulation Order if one is required. The cost of this is circa £7,500 to cover the statutory order and the required consultation.

## Priority Give Way (Chicanes)

Any physical feature/change needs to meet with appropriate DfT criteria in order for its implementation to be approved. The DfT criteria for Priority Give Way schemes determine acceptable levels of forward visibility and highway widths to ensure the features are designed to give motorists, cyclists, agricultural vehicles the ability to adjust to the changed environment and do not therefore make manoeuvres that create significant risk to all road users create damage to the highway/verges and impede on farm traffic manoeuvres.



One other concern with this type of traffic calming is that two way flow should be consistent in both directions as if this is not the case then motorists do not have to slow down if there is little conflicting traffic movements

If the work is taking place on a narrow carriageway then the alterations required to meet the criteria maybe significant. The cost of such works is typically around £50,000 per priority give way.

## Speed Cushions

While these can be used as an effective way of reducing speeds, they are not an appropriate form of traffic calming for entry speeds as they result in late braking and a risk to motorists of loss of control. Significant noise issues for residents may occur (especially night and early morning times) whose properties have house frontages close to the highway. In order for speed tables to be effective and meet DfT guidance multiple sets need to be installed on each approach and street lighting present. Central Government is also looking for Council's to reduce and remove cushions/bumps due to pollution which makes it hard to justify installation. Typical the costs are £12-15,000 per pair.



## Vehicle Activated Signs (VAS)

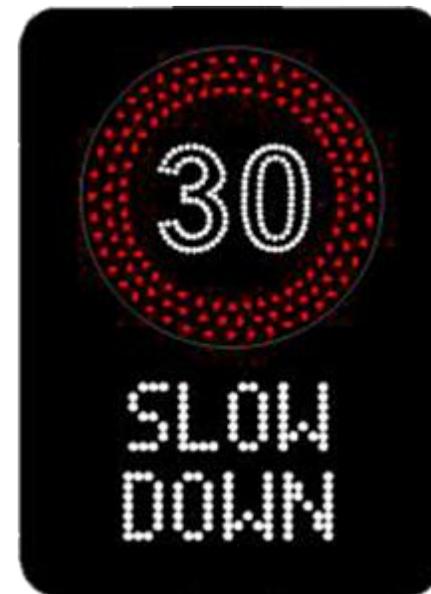
A good way of warning motorists what speeds they are travelling at before they enter the changed environment.

Whilst they are initially effective in reducing speeds, if they are kept at the same location, motorists can become used to the environment and the signs become less effective with motorists soon reverting back to speeds they feel are safe.

It is not easy to influence motorists who are familiar with their surroundings. With VAS signs becoming more prevalent throughout the County, it dilutes the effectiveness of areas such as around school gates when school activity is high. This type of sign relies on street lighting to be present for its power supply or an independent source that is in the vicinity.

The size of the signs and what, if any, message you may wish to convey can be varied. New VAS signs vary in price dependant on message, street and lighting. Permanent VAS costs are between £10,000 - £15,000.

Mobile VAS are becoming more popular as Parish Councils can move them around the Village onto existing street columns, with LCC permission, and costs significantly less than the permanent sign.



*“Dadlington has three natural features that already slow the traffic to 30mph the small island on the convent corner, the tight narrow bends by the village green, and the hump-back bridge at the other entrance to the village. So any driver that is speeding, has already been slowed to below 30 MPH. So either they are unaware of the speed limit and need informing or they don't care. An enforcement camera is the only solution other measures are just wasting money.”*

*Sutton Cheney Residents Survey 2018*

LCC are currently piloting Average Speed Cameras at 7 locations within Leicestershire. The County Council has made the decision in response to community concerns to undertake the average speed camera trial in order to improve the quality of life for local communities where speeding is of concern. The trial will be in operation for a period of one year, after such time a full evaluation will be undertaken. It is therefore not possible to outline what will happen to the cameras and whether any more will be installed until after the trial has ended and the evaluation has been completed.

At present, income raised from fines issued through safety cameras goes directly to HM Treasury. Therefore the County Council are currently working to lobby Central Government to change this arrangement whereby fines are retained locally to fund the purchase of safety cameras and once paid for the monies would again revert back to Central Government. This process remains ongoing and the outcome of this will affect future decisions about the continuation of this initiative.

For further details regarding the trial, a report explaining this initiative, including the justification for each site that have been chosen, can be found as Item 541 here:

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4859&Ver=4>

*“More regular upkeep of grass verges and hedging.”*

*“Speed signs must not be blocked by overgrown hedges or obstructions.”*

*Sutton Cheney Residents Survey 2018*

We only cut grass for safety reasons, not appearance. Clippings are left on the verge as the sheer amount means we couldn't collect them. Leaving them is also good for the environment, as nutrients get passed back into the soil.

Grass in towns and villages is cut by a 2 man gang using a ride on mower with flail and a strimmer. Each 2 man gang aims to cut the equivalent of nearly 4 football pitches a day. We do our best to keep to the grass cutting schedule, but sometimes problems like bad weather can delay a cut. When this happens we try to catch up as soon as possible.

The 2018 urban grass cutting season is now complete. Preparations are already underway for next year and cut date information will be available here in March 2019.

<https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/grass-cutting>

Most hedges are privately owned. We only own around 275 hedges across the county and routine cutting is restricted to between October and February to avoid bird nesting season. Hedges are only cut for safety reasons and not appearance, to ensure branches do not overhang the highway or footway. If vegetation is causing a problem you can tell us about it via our “report it” form.

<https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/report-a-road-problem>

*“Make more and better cycle routes and improve footpaths (Dadlington-Hinckley), there are always people walking this horrendously maintained footpath, and cyclist need to be able to access areas away from traffic, to avoid accidents.”*

*Sutton Cheney Residents Survey 2018*

It is important to stress that if you consider that a cycle route, footpath or public right of way is unsafe you should report it via our on online tool, or through telephoning the County Council. Reporting this issue in this way ensures that the correct team is informed and the problem risk assessed and dealt with accordingly.

To find out more about cycling in your local area visit <https://www.leicestershire.gov.uk/leisure-and-community/parks-and-outdoor-activities/where-to-cycle-in-leicestershire>

If you would like to become more involved in the development and use of local footpaths please visit our Local Access Forum page on <https://www.leicestershire.gov.uk/leisure-and-community/parks-and-outdoor-activities/leicestershire-local-access-forum>