

Highways Response for Parish Meeting April 15th 2019

Further to the response sent by Tutbury Parish Council following the response sent by Andrew Cartlidge earlier.

Funding for the proposals in Tutbury are time limited in terms of agreeing a solution and it is likely that should an solution not be agreed in the next couple of weeks then I am likely to lose funding, especially for that of the proposals in Burton Street. I respond to the further comments received by the Parish following a recent Parish Council meeting as follows:-



PROPOSAL 1 - To remove waiting restrictions in Bridge Street

Outcome from Parish : Leave the existing restrictions in place

I feel that our proposal here provided additional parking whilst improving the safety when buses seek to pull out. **My view here is that SCC should continue with this proposal on safety grounds.**

PROPOSAL 2 - To remove the restrictions in Burton Street

Outcome: Previously agreed to amend the restrictions

Accepted by SCC.

PROPOSAL 3 - To remove waiting restrictions at the bottom end of Monk Street near the Leopard but to implement restrictions outside the Doctor Surgery

Outcome: Parish Proposal Reject this proposal

My view here is that SCC should continue with the proposal to remove the waiting restrictions at the bottom end of Monk Street but not take forward the remainder of the proposal.

PROPOSAL 4 - To implement waiting restrictions on the junction of Wakefield Avenue to allow easier access for the buses

Outcome: Parish Proposal No restrictions to be implemented

Accepted by SCC.

PROPOSAL 5 and 6 To install speed humps on Burton Street

Outcome:

- a. The speed on Burton Street to be monitored and Cllr P White agreed
- b. Speed limit reduced to 20mph
- c. Speed Indicator Devices installed
- d. Existing 20 is plenty signs increased in size
- e. Speed at the lower end of Burton Street not being controlled
- f. Review the safety on Burton Street

SCC response – 20mph speed limits need to be self-enforcing, this can be achieved by use of the speed cushions as proposed. This also reduces the speed on the approach to the mini island. Speed indication device signs are advisory only and speed cannot be controlled or enforced. As mentioned earlier SCC have secured funding that will control speed at School times and this therefore improves safety. However, the funding is time constrained and will be lost if the Parish do not agree to my proposal to improve safety.

I strongly recommend that the Parish accepts my proposals for Burton Street.

Other concerns issued to the County Council by Tutbury Parish Council for comment:

RTC on mini-roundabout

A parishioner described the car accident that occurred outside the Post Office, the parishioner claimed that the incident was recorded on her CCTV. A car was thought to be speeding down Burton Street and failed to stop at the mini-roundabout, A car was crossing the mini-roundabout from High Street to Ludgate Street and was hit, resulting in a collision into the Post Office. The car coming down Burton street carried onto into Duke Street. The post office wall and window are damaged. The parishioner asked the Parish Council to support the traffic calming measures proposed in Burton Street.

Public suggestions not necessarily representative of the council

Mini-roundabout issues:

A resident commented, he worked for Leics highways stating that the mini-roundabout was not well signposted. The driver coming down Burton Street was not local and not familiar with the road layout. The parishioner suggested the roundabout needs relining as the give way lines are worn away in places and the roundabout is not raised.

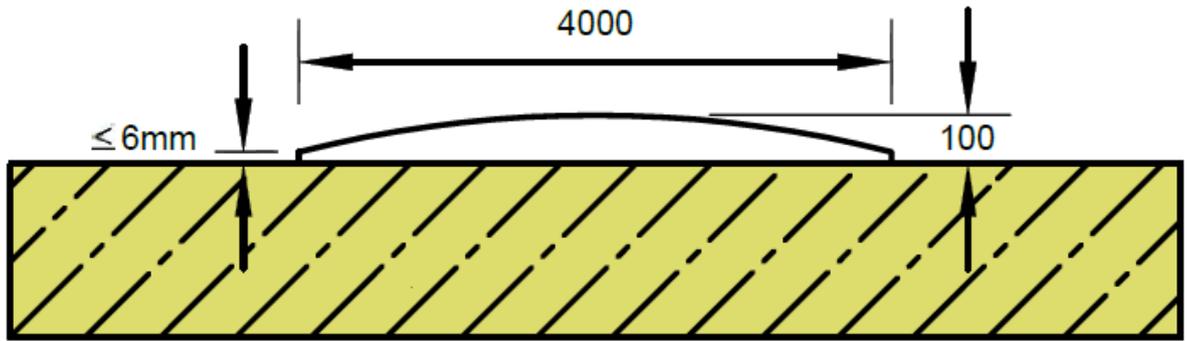
1. To reline the existing roundabout.

Duke Street, High Street, Burton Street & Ludgate Street legs could all have their road markings refreshed, this can be delivered at the same time as the current proposals for the installation of speed humps on Burton Street for minimal additional cost.

2. To consider the roundabout being raised

Currently a mini-roundabout, which means the dimensions are limited to:

- i. Islands width maximum 4000mm
- ii. Raised centre maximum 100mm
- iii. Edge upstand maximum 6mm



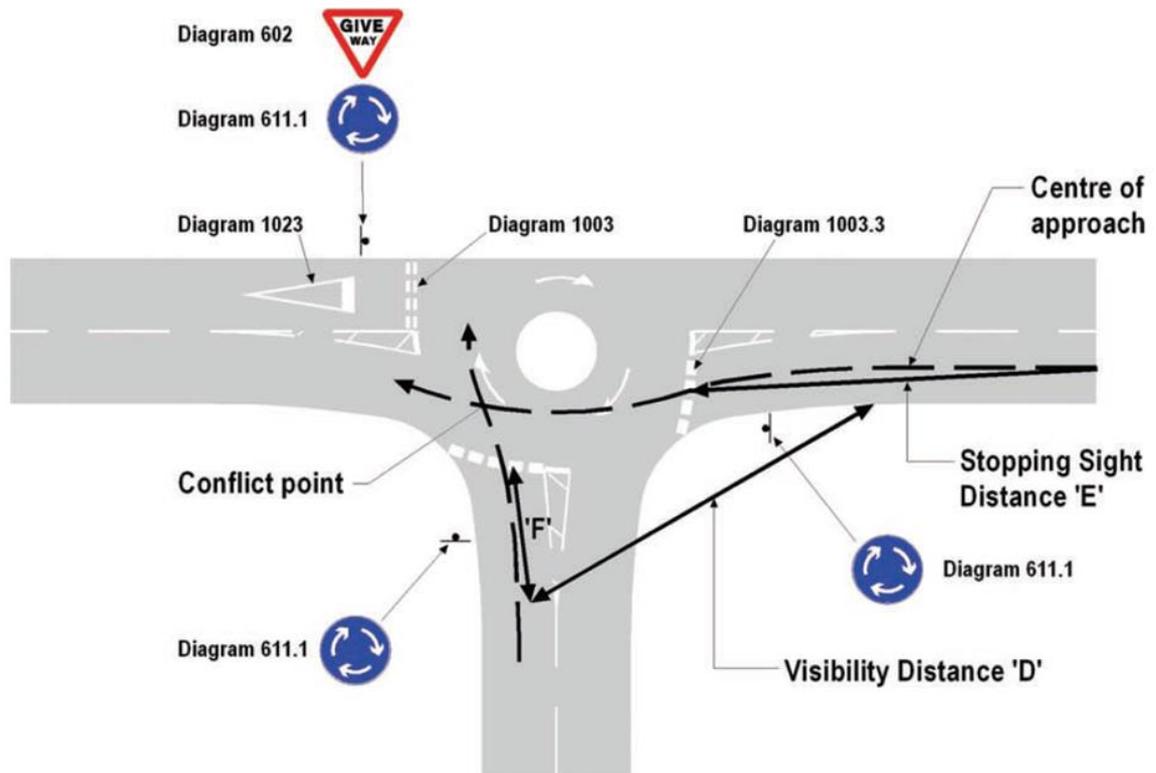
SCC could consider this proposal in conjunction with delivering the speed cushions on Burton Street. In this way this answers the Parish Council concerns that the lower end of Burton Street has not been considered. As you may recall this area was originally outside the scope of this scheme.

3. To consider STOP signs rather than give way

It was noted that drivers do not always stop at the roundabout and a suggestion to change the sign to a STOP sign might be better like in Horninglow on the junction near the Red Lion pub that was once there.

- a. Burton Street, towards Duke Street is the only arm with give way markings
- b. A mini-roundabout design does not permit the use of a solid stop line and associated stop sign
- c. Stop signs require the approval of the DfT to agree and implement. It is however unlikely that the DfT would agree to Stop signs at a mini island as speeds and visibility here is relatively good.

SCC proposal is not to progress this option.



4. To consider improving the signage approaching the island

The Issue here is what is permitted within the regulations for mini islands, it is also witnessed that parked vehicles block visibility on the approaches and add to the issues here.. The visibility lines as shown in diagram above should apply here but in order to comply will require additional double yellow lines, especially in Duke Street adjacent to the Post Office. Often vehicles exiting Duke Street are on the wrong side of the centre line due to parked cars meaning vehicles leaving the island meet vehicles on the wrong side of the road. SCC would recommend removal of Parking in Duke Street but accept this will affect the businesses here.

5. To consider an alternative to a roundabout like hatched lines

This would create a priority issue and result in traffic waiting at give way lines at the side roads, which would most likely be High Street and Ludgate Street, as you may recall this was how the junction was prior to the mini island motorists will have difficulty exiting the side roads and the likelihood is that this will lead to an increase in accidents as vehicles struggle to know who has right of way. Having a mini island gives drivers a protocol to follow in terms of giving way to traffic from the right.

6. To consider rumble lines approaching the roundabout

A resident suggested rumble strips to alert drivers that they were approaching a roundabout

Rumble strips are not a preferred method of traffic calming and need to be 100m from the nearest property due to noise, uncomfortable journeys and high maintenance costs.

7. To install a metal barrier or railings near the post office

The Postmaster has run the post office for nearly 23 years and in the last 2 and half years his post office has been hit twice. Indicating that there is a shift in driver behaviour. He was also in favour

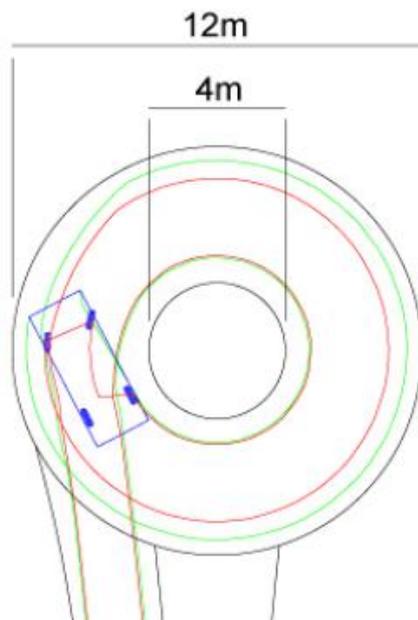
of the traffic calming measures. There are a lot of pedestrians crossing towards his shop and if the accident had been an hour later the school children waiting for bus for De Ferrers bus would have also been at risk. The postmaster requested that a thin metal barrier or metal railing should be erected on the pavement edge to protect the pedestrians if this happening again.

- a. The footway outside the post office (Ludgate Street into Duke Street) appears to be narrow and if railing was installed at the required setback from the kerb face, minimum widths may not be achievable
- b. Over running may be an issue when large vehicles exit Ludgate Street, resulting in constant damage to any railings
- c. Pedestrians are likely to be trapped between the post office wall and the barrier in the event of a vehicle hitting the barriers.
- d. Visibility will be greatly reduced.

8. Widen the pavement in front of the post office

Concern was raised that the pavement was narrow in that area and barriers might impede disabled access. The pavement would need to be widened

This depends on the current width of the carriageway where the mini-roundabout is, as the minimum ICD is 12m where the island is 4m. Reducing the island size and increasing footways will make the island difficult for some vehicles to use and may lead to increased accidents. I think the accidents here need to be put into context. According to our records there have been no Police reported accidents over the last 5 years, although this does not take into account accidents where the Police may not have been called, these however would be classed as slights.



9. Road Humps

Parishioners noted that speed humps were in the neighbouring villages of Rolleston, Stretton and Hilton and that Tutbury could benefit from them, especially where there is a steep hill causing more speeding up and down the hill.

In accordance with current guidance the majority of mini-roundabouts are installed on roads with a 30 mph speed limit. Mini-roundabouts should not be installed on high speed roads i.e. 85th percentile speed of 35 mph or more. Where speed limits are above 35mph, traffic calming features should be

installed on roads approaching the mini-roundabout. As such the proposals to install speed cushions on Burton Street will calm traffic speeds on the approach to the mini island and lining measures should improve the visibility. If the island was further domed as above in conjunction with the Burton Street works then this would increase its visibility and improve the visual appearance here.

I further reiterate my comments throughout this email that funding here is time limited and additional funding has been secured on the back of partnership working between the Parish and the County. If the agreements above are not agreed by Easter then I am likely to lose funding for this scheme and it is unlikely that I will get it back in the current financial climate. I secured this funding after many internal discussions based upon the good working relationship I could demonstrate between the Parish, Cllr White and myself and very much went out on a limb to secure this. I would not like to lose this and would like to deliver the proposals as agreed in earlier correspondence.

I really need an early agreement on this scheme to prevent funding being lost. I would also add that the longer it takes to agree this scheme then the likelihood will be I will:-

- a) Have to consult again on the traffic Regulation Orders
- b) Lose engineer time to other schemes which may severely delay any proposal.

Kind Regards

Richard Rayson

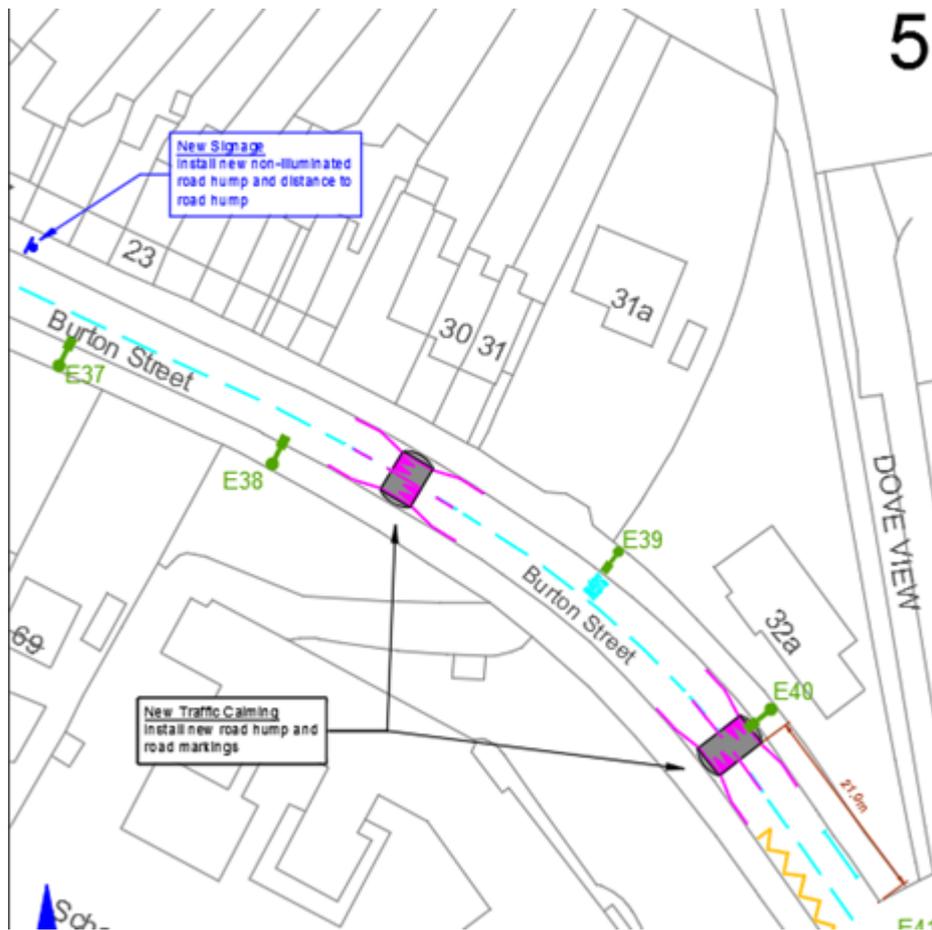


Strategic Community Infrastructure Manager

Clerks response

The images of the proposals

Propossal 5

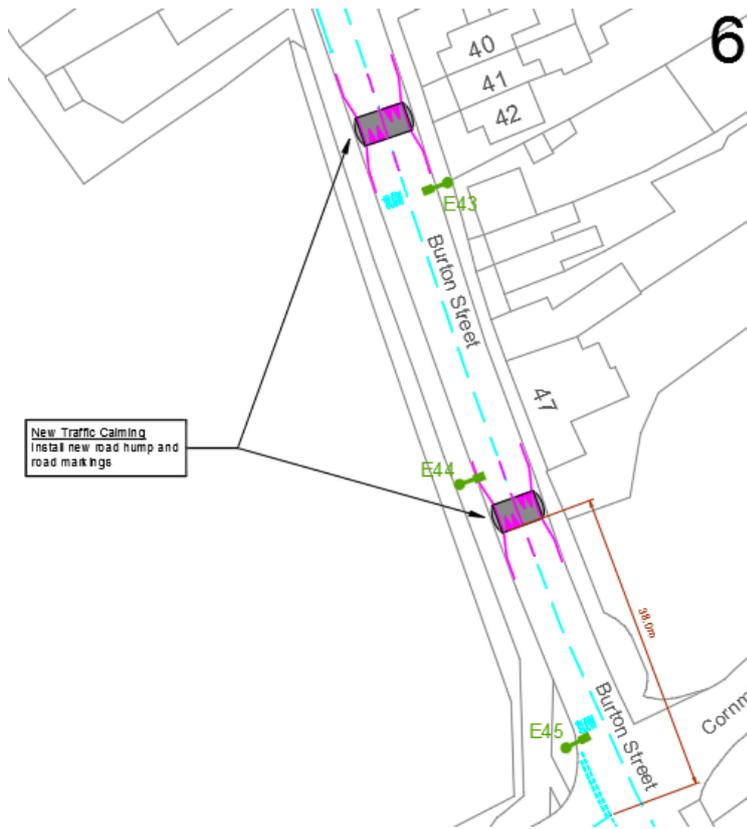


Google maps image of proposed speed cushion position



Speed cushion position twos
32a Burton Street





47 Burton Street

41 Burton Street



47 Burton Street

