

Issues/Objections and Officer Responses - Appendix C

Responses to speed limit proposal:

Supportive of proposals due to negative effect on quality of life caused by volume of traffic and states that the vast majority of drivers exceed the current speed limit on Bradgate Hill.	The recommendation of this report is to implement a 40mph speed limit as proposed.
Difficult for residents to enter/exit driveways, therefore a lower speed limit would help.	
Current noise and air pollution levels may be an infringement of residents Human Rights in relation to living close to sources of pollution, for example noise and air pollution from traffic on the A50. A reduction in speed limit will help to reduce pollution.	
Reduced speed limit would improve noise and access for residents at Markfield Road.	
A 40mph speed limit will only be effective if enforcement were introduced because the vast majority of motorists do not observe the current limit.	The site would not meet the Department for Transport's criteria for new safety cameras to be installed.
Average speed cameras should be installed.	
Fixed speed camera on Leicester Road, Glenfield in the vicinity of Oakfield Avenue.	

Enforcement is unlikely due to limited police resources.	There are two fixed safety cameras on the southbound carriageway on Bradgate Hill and Lena Drive. Leicestershire Police currently carry out mobile enforcement on the northbound carriageway. However, the frequency of such enforcement cannot be guaranteed
Suggests fixed camera on the northbound carriageway. Proposed speed limit would be detrimental to their business due to increased journey times and associated costs. Less economical fuel consumption and increased air pollution. The scheme paves the way for further speed limit reductions in connection with developments.	The site would not meet the Department for Transport's criteria for new safety cameras to be installed. To reduce the speed limit of a comparatively short length of road by 10mph is unlikely to have a significant effect on journey times. There are no currently no plans to make any further amendments to the speed limit along the A50 corridor.
A50 is a major arterial route from the M1 to Leicester is often used as a diversion route - A50 is the diversion route for the M1 and A46, therefore reducing the limit to this extent makes a mockery of the road classification.	When setting local speed limits, local authorities use guidance issued by the Department for Transport (DfT). Whilst it is acknowledged that the A50 does form part of the County Council's strategic road network, this guidance outlines that traffic authorities can change local speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit. It also identifies the DfT's vision which includes improving the quality of life in our communities and encouraging cycling and walking. The ethos of the scheme is to provide motorists with a consistent speed limit on the A50 corridor. A more consistent approach could help with compliance by virtue of a clearer speed limit throughout the route. In addition to this, the quality of life should be improved for local residents.
Reduction in speed limit will deter drivers using the strategic road network, therefore encouraging drivers to pass through villages such as Ratby, therefore accelerating the deterioration of the highway infrastructure along non-strategic routes.	
Main artery from between the north to the city and M1, therefore this is a crucial route for businesses.	

Inappropriate speed limit for the environment.	
Proposals are not conducive to Setting Local Speed Limits; unrealistically low limits will not be complied with.	
Reduced limit will create frustration among drivers and those that currently exceed the speed limit will continue to do so. There is no justification for the road to be 40mph, therefore this will antagonise motorists.	
Reduced speed limit is inappropriate and will impede traffic, particularly in light of the Amazon depot and Magna Park Extensions.	
Keeping below 40 mph over the downhill section between the landfill roundabout and Lena drive, and again between Groby and the A46 roundabout will require braking most of the way.	
Extended 40mph in the vicinity of Markfield Road would not be adhered to as this is a good quality, rural and downhill dual carriageway.	
Fails to see how the scheme could be financially viable in the current financial climate	In the current times of austerity, the County Councils traffic and safety budget is heavily focused on high risk sites. However, there are instances where a site may be below the national average accident rate with significant levels of community concern. In this instance, whilst the site is below the national average accident rate, there have been a number of personal injury accidents over the last five years including three fatalities.

and speed reduction would not create sufficient first year rate of return.	The consultation was therefore carried out due to the significant level of community concern and to address the history where possible. When setting local speed limits, local authorities use guidance issued by the Department for Transport (DfT). Whilst it is acknowledged that the A50 does form part of the County Council's strategic road network, this guidance outlines that traffic authorities can change local speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit. It also identifies the DfT's vision which includes improving the quality of life in our communities and encouraging cycling and walking. In addition to this, the ethos of the scheme was to provide motorists with a consistent speed limit on the A50 corridor. A more consistent approach could help with compliance by virtue of a clearer speed limit throughout the route.
Closure of gaps would deem speed limit reduction even more inappropriate.	The gaps are to be closed on the grounds of road safety. The speed limit proposal assists with concerns raised by the local community and seeks to improve the quality of life for those living in close proximity to the road.
No evidence to suggest speed is an overriding factor in recent accidents, proposal is a knee-jerk reaction.	The cause of the fatal accident that occurred on 29th January 2016 is yet to be determined. There has been a high level of community concern regarding Bradgate Hill section of the A50, therefore it was deemed appropriate to conduct a consultation in order to assess the views of the wider community including commuters.
Route has recently been improved with A453 works and traffic signals therefore the scheme is in contrast to these works.	The Leicester North West Transport Scheme that is currently underway, seeks to improve the link from Leicester City to the North West of the County. This is intended to largely be achieved by improving junctions along this route and installing traffic signals at major roundabouts along this route. To reduce the speed limit of a comparatively short length of road by 10mph is unlikely to have a significant effect on journey times.
Difficult to join the A50 from Markfield Road slip due to speed of traffic.	It is appreciated that those accessing the A50 at this point are required to wait for a break in the traffic in order to enter the main dual carriageway. This is not unusual or considered to be unsafe, however the report recommendation is to implement a 40mph speed limit as proposed which may assist residents at this location.
If Markfield Road access is such an issue it should be	There has been one personal injury accident at this location related to vehicles entering the main dual carriageway.

addressed by increasing visibility.	Whilst accepting that any accident is one too many, this rate of accidents, whilst not desirable, is not considered high for such a location, suggesting that significant works to improve visibility would not be justified or required at this time.
Suggests variable speed limit according to peak times.	The Department for Transport only permits the use of variable speed limits on motorways and for 20mph speed limits, therefore it would not be possible to impose a variable speed limit on the A50.
Concerned about pollution stating it will get worse with new housing developments in Coalville.	The issue of air quality is a district council function which would be taken into consideration as part of the planning process.
Option A should prevent vehicles driving on the footway in the vicinity of Markfield Road slip.	The extent of the speed limit proposed in Option A is to be implemented. Driving on the footway is an offence enforced by the police by means of a fixed penalty notice.
Would result in further excessive braking prior to the speed camera. Suggests limits are not consistent with City Councils A50 speeds.	The ethos of the scheme was to provide motorists with a consistent speed limit on the A50 corridor. A more consistent approach could help with compliance by virtue of a clearer speed limit throughout the route. The lengths of A50 that are within Leicester City Council's jurisdiction are all subject to either 40mph or 30mph speed limits, therefore the proposal will improve consistency between the two authorities.
Suggests speed limit as a 'cheap fix', drainage and street lighting need attention.	Officers are not aware of any related street lighting or drainage issues.
Suggests roundabout at Scania which would incorporate an access road to the rear of the Markfield Road properties to enable residents to park at the rear of their properties. Suggests this could be as part of development of the fields.	To install a roundabout at this location in order to access a low level of businesses or properties would not be justified as significant carriageway widening would be required which would make such a scheme very expensive. The Council are not currently aware of any development proposed at this location.
Install speed limit count down markers in order to highlight existing speed limit rather than reduce it further.	Speed limit countdown signs are not prescribed by the Department for Transport; therefore they cannot be installed at this location.

Proposed 40mph near Markfield Road slip is unsafe due to change from national speed limit to 40mph. Suggests increasing the current 50mph on the Markfield Road approach to the A46 to national speed limit.	Prior to the consultation, concerns were raised by the local community regarding accessing the A50 via Markfield Road. In order to assist this manoeuvre, it was proposed to introduce a reduced speed limit on the approach to this junction. A reduction from a national speed limit to 40mph is not uncommon. With regards to increasing the existing 50mph speed limit on the approach to the A46 roundabout; this was amended in 2013 in order to reduced approach speeds to the roundabout. This also creates a safer environment for those accessing the A50 via Groby Road, Anstey. To increase the speed limit at this location would be considered detrimental in terms of road safety.
Speed limit from A46 roundabout northbound should be 50mph up to Markfield Road slip.	This length of road is a rural dual carriageway with very few adjoining roads and no residential properties; therefore it is appropriate for a national speed limit. Any reduced speed limit at this location would not be respected by drivers as it would be unrealistically low for the environment.
Objects to speed limit as the extents of the 40mph do not include Groby Road, Anstey slip. Suggests traffic signals at this junction.	It would be inappropriate to install traffic signals at the Groby Road, Anstey and A50 junction due to the low level of traffic that emerges from Groby Road. Whilst it is appreciated that this level is likely to increase with the ongoing development on Groby Road, this would still be comparatively low considering the 26,000 vehicle movements that occur on this length of the A50 daily.
Suggests pedestrian crossing on A50 near Gallimore Close for bus users and to assist with stopping traffic in order for residents to access A50.	There are three crossing facilities on Leicester Road, Glenfield; two pelican crossings and an underpass. To install further crossing facilities would be unnecessary.

Responses to proposal to close gaps:

There is a covenant in the deeds for the gap to Home Farm to remain open.	Officers can find no record of this. Supporting information has been requested, however no information has been supplied.
Closure of gaps would negate the need for a reduced speed limit.	The gaps are to be closed on the grounds of road safety. The speed limit proposal assists with concerns raised by the local community and seeks to improve the quality of life for those living in close proximity to the road.
Supports closure of all gaps as these cause confusion, as they are not clearly visible.	Upon the conclusion of the public consultation it is recommended to proceed with the closure of the gaps, including at Groby Parks Farm and the Scania depot.
Scania gap should be closed due to HGV's blocking City bound carriageway when waiting to turn.	
Supports closure of gaps on the grounds of safety, but objects to gaps being left open for Scania and Groby Parks Farm.	
Unfair to leave Scania gap open which is a greater risk due to the size of the vehicles crossing.	
Requests 1/2 gaps to be kept open north of Lena Drive due to response times as appliances would be approaching from either Birstall or Western Fire Stations.	The gaps are to be closed on the grounds of road safety, however officers do appreciate concerns regarding response times. Therefore it is proposed to install flexi bollards that could be overridden by fire appliances.
Objects to closure of gaps as states that these had no involvement in two fatal	The cause of the most recent fatal accident (29 th January 2016) is yet to be determined. There was a fatal accident in 2012 involving a vehicle using one of the gaps. In addition to this, there have been two further personal injury accidents that have occurred involving use of these gaps within the last five years.

accidents. States that current banned turn signage is confusing and should be more understandable for motorists.	Furthermore, a safety audit has been carried out and the recommendation contained within that report is for the gaps to be closed. The existing signage complies with Department for Transport's guidance. However, with the closure of the gaps, the existing prohibition of U-turns for heavy goods vehicles' signage would no longer be required and therefore would remove any confusion such signs may cause.
Additional journey time if gaps are closed.	The closure of the gaps would result in the maximum additional journey of 5.1 miles and 6.36 minutes. The closure of the gap at Markfield Road Service Road would result an additional journey of 1.8 miles and 2.22 minutes. This does not include the average waiting time of 22 seconds for those currently using the gap to access the Service Road, therefore on average the additional time would actually be 2 minutes. Camera surveillance has been carried out and has shown the gap to be used for this purpose 11 times in a twelve hour period. The County Council will always prioritise road safety over minor additional journey times.
Requests gaps are left open in the vicinity of the service road as closing them would be inconvenient. Also warning signs or road widening to allow for a designated turn into service road.	The closure of the gap at Markfield Road Service Road would result an additional journey of 1.8 miles and 2.22 minutes. This does not include the average waiting time of 22 seconds for those currently using the gap to access the Service Road, therefore on average the additional time would actually be 2 minutes. Camera surveillance has been carried out and has shown the gap to be used for this purpose 11 times in a twelve hour period. The County Council will always prioritise road safety over minor additional journey times. Included in the scheme is the de-cluttering of unnecessary road signs. This is a Department for Transport initiative and the County Council is actively working towards reducing the level of non-essential road signs throughout the County. Carriageway widening to allow for a designated lane for those accessing the service road would be extremely costly. The County Council could not justify such expenditure which would have very little benefit for the whole community.
States further north of the service road there is a gap with a designated lane for	

vehicles to wait before turning, suggest this for the service road turn. Suggests creating a filter lane for access into service road.	Carriageway widening to allow for a designated lane for those accessing the service road would be extremely costly. The County Council could not justify such expenditure which would have very little benefit for the whole community.
Suggests prohibiting right-turns into Lena Drive as queues block outside lane.	There is no evidence to suggest that there is an existing safety concern at this location. The existing right turn into Lena Drive assists with relieving capacity at the landfill roundabout. In addition to this a safety issue could be created as the gap for traffic turning right out of Lena Drive would remain, which may result in vehicles turn right into Lena Drive, without the benefit of being under signalised control. Furthermore, it is unlikely that there would be support from local residents, and without there being a proven safety issue, such alterations could not be justified.
The most danger occurs at the westbound right turn into Lena Drive at traffic signals therefore this should be banned.	
Suggests traffic signals at Markfield Road service road to assist residents.	It would be inappropriate to install traffic signals at the service road due to the extremely low level of traffic that accesses the service road. Furthermore the cost of installing such measures is extremely high and to signalise this junction would cause unnecessary delays to all other traffic using the road.
No mention of gap at the horse field on Markfield Road.	This is out of scope for the scheme.
Money towards closing the gaps would be better used to install average speed cameras.	The site would not meet the Department for Transport criteria for new safety cameras to be installed.
Gaps should be closed and Armco barrier to be installed	Officers are recommending that the gaps are to be closed, however there are no current proposals install Armco barriers at this location. The proposed 40mph speed limit will also be implemented which should further reduce the need for such barriers.

General comments/suggestions:

Suggests cutting back vegetation on Bradgate Hill to assist residents exiting their driveways.	Since the consultation, officers in Highway Control have investigated this matter and arranged for works to be carried out to improve visibility that is impeded due to overgrown vegetation.
Suggests static cameras in both directions on Bradgate Hill, and red light cameras in both directions.	The site would not meet the Department for Transport criteria for new safety cameras to be installed.
Red light camera at the hospital island as it is notorious for motorists jumping red lights.	This length of the A50 is under Leicester City Council's jurisdiction.
Traffic signals would help at Field Head roundabout.	There is no evidence to suggest that improvements are required to the network or that there are existing problems with congestion that could be solved with the installation of traffic signals. Furthermore, there is a lower than expected accident rate at this location, which would also suggest that improvements are not required.
Suggests traffic signals at the Groby Road, Anstey slip and allowing right turn onto A50 to avoid the A50/A46 roundabout.	It would be inappropriate to install traffic signals on the A50 at its junction with Groby Road, Anstey due to the low level of traffic that enters that A50 at this location. Due to the infrequency of vehicles joining the A50 via Groby Road, traffic signals would only be required on a demand call basis. In practise this means that traffic on the A50 would not be required to stop frequently or at regular occurrences, therefore this could pose a safety risk and increase the risk of shunt type accidents. Furthermore the cost of installing such measures is extremely high and to signalise this junction would cause unnecessary delays to traffic using the A50 which would be detrimental to the efficiency of the strategic road network.
Suggests improvements required at Groby Lane slip.	This junction has recently been altered as part of a major scheme to signalise the A46/A50 roundabout. There have been no recorded personal injury accidents at this location within the last five years and based on the recent works at this location, further alterations could not be considered at this time.
Suggests a gap in the	This proposal is seeking to close the existing gaps in the

central reservation in the vicinity of the hospital to assist ambulances and residents.	central reservation along Markfield Road and Bradgate Hill on the grounds of road safety. Whilst there may be lengths of Leicester Road, Glenfield that have significantly wider central reservations and therefore that may be able to accommodate vehicles that are waiting to turn; to create such gaps would be extremely costly and could not be justified at this time. In addition to this, the ongoing works to improve the Glenfield Hospital and County Hall roundabouts have sought to improve efficiency along this length of road, therefore assisted local traffic seeking to access premises.
Suggests the creation of a gap on Leicester Road, Glenfield, to make access easier for residents	
A50 is of low standard of highway construction and a design of a long expired road quality of the A50 northwest of Groby.	Due to the age of the road it is narrower than modern standards. In recent years the northbound carriageway has been patched and the southbound carriageway has been surface dressed. Officers are not aware of any significant outstanding maintenance issues.
A community speed watch scheme could be as an interim measure.	Community Speed Watch is a scheme to help people reduce speeding traffic through their community. The scheme enables volunteers to work within their community to raise awareness of the dangers of speeding and to help control the problem locally and is a partnership initiative supported by the Leicester, Leicestershire and Rutland Road Safety Partnership. For further information on this initiative can be found at http://bealocalhero.com
Suggests that a link is established from the A46 onto the M1 northbound.	Highways England has no such proposal at this time.

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