

**LEICESTERSHIRE COUNTY COUNCIL**  
**HIGHWAYS FORUM FOR OADBY AND WIGSTON**

**7<sup>TH</sup> FEBRUARY 2017**

**CHAIR UPDATE**

**TRAFFIC ON THE PARADE**

**REPORT OF THE DIRECTOR OF ENVIRONMENT & TRANSPORT**

**Purpose of Report**

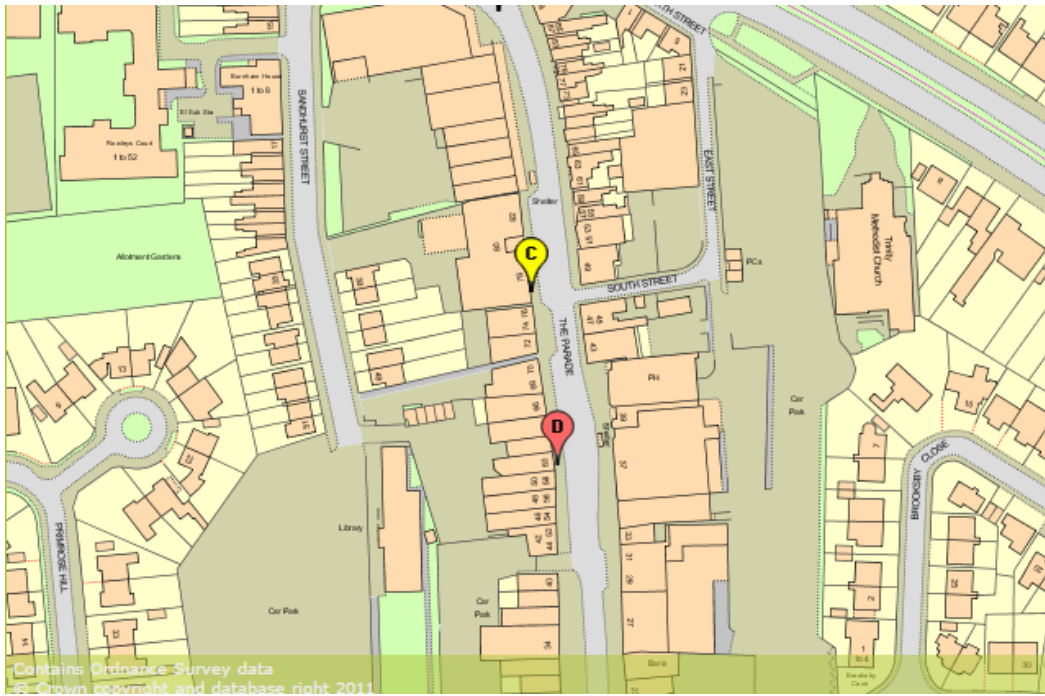
1. To report on the outcome of investigations following the request from Cllr Darr to report on the volume of traffic on the Parade.

**Background**

2. At a previous Highway Forum, Cllr Darr requested officers to investigate the volume of traffic on The Parade particularly in relation to the parking bays and enforcement of the parking bays and taxis
3. As the request was received at the Highway Forum on July 2016, officers were unable to carry out surveys and complete the report before the October Highways Forum, with an interim Chair update being provided at that time only.
4. Consequently, traffic surveys have been carried out on The Parade week commencing 24<sup>th</sup> October 2016 in order for officers to investigate the issues raised by Cllr Darr.
5. The surveys consisted of 7 day classified traffic counts and a midweek single day parking bay occupancy survey.
6. The survey was carried out by video at a cost of £1390 to the council.

**Occupancy Survey**

7. The Occupancy Survey was carried out in 15 minute intervals and recorded over the length of time a particular vehicle was parked within the parking bays. The two parking bays were monitored separately and classed as Bay C which can accommodate 4 vehicles parked correctly and Bay D which can accommodate 10 vehicles parked correctly (see plan overleaf).



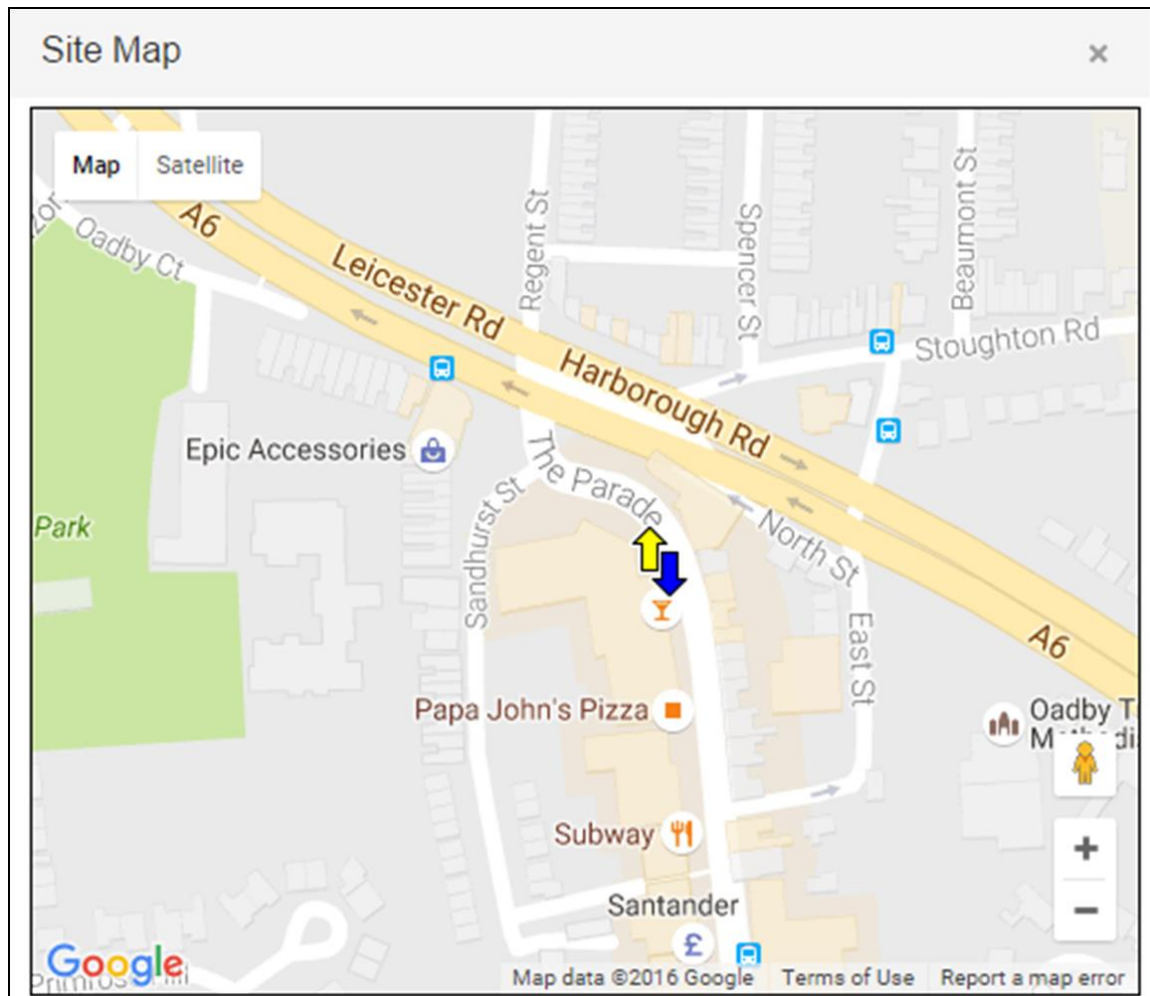
8. The occupancy survey showed that during the hours of 0700 to 1830 Bay C was occupied by a total of 134 vehicles, of which 23 stayed more than the 30 minutes allowed.
9. Bay D was occupied by a total of 138 vehicles, of which 17 stayed more than the 30 minutes allowed.
10. It should be noted that the vehicles staying for more than 30 minutes could have been displaying a disabled parking permit and they are entitled to stay for a maximum of 3 hours. There is no directive that states that disabled badge holders can only park in the disabled bays allocated.
11. In the same period, 2 tickets were issued by the Civil Enforcement Officers for the contravention of parking longer than permitted in the parking bays.
12. The 40 vehicles parking for greater than 30 minutes represents a percentage of 14%, with 86% percent using the bay for 30 minutes or less. This represents good compliance.
13. The survey did note that 2 taxis utilised the parking bays to either pick up or drop off passengers.
14. The parking enforcement in this area is generally completed in a 30 minute circuit and depending upon staff availability is generally regarded as robust.
15. Enforcement takes place Monday to Saturday as resourcing levels permit. On the week of the surveys the overall time the 2 Civil Enforcement Officers (CEOs) spent on the Parade was 14 hours, in which 462 Observations were taken with 27 PCNs issued (only 2 in the bay). Two CEOs were covering this location.

### Double Yellow Lines

- Due to the high level of infringements in the past by taxis drivers the County Council and Oadby & Wigston District Council now operate a no grace period for taxis drivers picking up or dropping off on double yellow lines. This means that taxis do not get the 10 minutes grace period for dropping off as other motorists do.

### Traffic Volume

- The Parade is a single carriageway and classed as 'Urban' use for data analysis. It is 7.2 metres wide and using the Design Manual for Roads and Bridges has a free flow capacity for 1200 vehicles in a single hour in each direction.
- The weekly average hourly flow in both directions for the AM peak is 372 vehicles and the PM peak is 387. The capacity for this road is 2400 vehicles per hour.
- The location of the survey carried out for the week commencing 23<sup>rd</sup> October 2016 is shown below.



### **Pedestrian Volumes**

20. A pedestrian survey was undertaken at the same time as the traffic survey and showed that the peak time for pedestrian activity was between 1700-1800hrs. This coincides with the peak two-way traffic flow.
21. It has long been accepted national practice to assess the justification for a pedestrian crossing using a calculation involving both pedestrian and vehicle flows. This is known as 'PV<sup>2</sup>' and effectively evaluates the potential for conflict between vehicles and pedestrians. In 1995, the introduction of Local Transport Note (LTN) 1/95 – "Assessment of Pedestrian Crossings" ([https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/330269/ltn-1-95\\_Assessment-Crossings.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/330269/ltn-1-95_Assessment-Crossings.pdf)) replaced the previous Advice Note TA10/80 "Design Considerations for Pelican and Zebra Crossings. However, most Local Authorities continued to use a modified version of PV<sup>2</sup> formula including additional enhanced criteria taking into consideration the types of pedestrians, the different types of vehicles, the vulnerability of pedestrians plus community links etc. as detailed in LTN 1/95.
22. The PV<sup>2</sup> assessment for The Parade at this location is  $0.101 \times 10^8$  and would not justify any additional pedestrian facilities at this location.

### **Speed Data**

23. The 2012 speed survey shows that the 85%tile speeds are 24.3mph in the northerly direction and 22.6mph in the southerly direction which is considered a very good compliance of the 30 mph speed limit.

### **Accident Data**

24. In the preceding five years there have been 7 accidents on The Parade from the junction of Harborough Road/Leicester Road to Chapel Street. There were 5 that involved pedestrians and two that involved motorised vehicles only.
25. The accidents are spread throughout the length of The Parade, there are no obvious cluster sites or similar causation factors.

### **Buses**

26. The bus operator has also been contacted to ascertain if they are experiencing any difficulties and we have been advised that they do not have any issues servicing The Parade.

### **Conclusion**

27. The Parade like all other roads in Leicestershire and across England will always suffer from a small minority of motorists who will flout the parking restrictions.

28. The majority of vehicles drive appropriately, speeds are low, there is a good turnover in the limited weighting bays, and there is not an accident level that is of concern.
29. Parking compliance is measured by the number of tickets issued daily and with the high level of enforcement realised on The Parade, it is in the main well adhered to.

### **Recommendation**

30. Members are asked to note the content of this report.

### **Officer to Contact**

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### **Background Papers**

None.

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