



CABINET – 15 SEPTEMBER 2023

VERTICAL TRAFFIC CALMING PROPOSAL, WALTON WAY, MOUNTSORREL

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

PART A

Purpose of the Report

1. The purpose of this report is to seek approval for the implementation of proposed vertical traffic calming measures (seven pairs of speed cushions and a single speed table at the junction with West Cross Lane) along Walton Way, Mountsorrel.

Recommendations

2. It is recommended that the Cabinet approves implementation of the vertical traffic calming measures as shown on drawing number ES0023/H2/40/1, attached as Appendix A to this report.

Reasons for Recommendation

3. The proposed scheme satisfies a Section 106 (planning) obligation attached to a development at Mountsorrel Lane, Rothley to implement traffic calming on Walton Way, Mountsorrel and would be in the interest of road safety by reducing vehicle speeds.
4. The Local Member, Mr. L. Hadji-Nikolaou CC, does not support the proposals and therefore the Cabinet's determination is required.

Timetable for Decisions (including Scrutiny)

5. Subject to the Cabinet's approval, the Department would commence detailed design and mobilisation for construction of the proposals. The Section 106 funding is to be spent by 14 December 2023.

Policy Framework and Previous Decisions

6. The scheme contributes to the 'Safe and Well' outcome of the Council's Strategic Plan and Local Transport Plan 3 (LTP3) goal of 'Improving Road Safety'.

7. Approval of minor transport schemes such as this is delegated to the Director of Environment and Transport (subject to a financial limit of £1m in any single case), following consultation with the Cabinet Lead Member, and subject to the support of relevant Local Members.
8. The Local Member for Rothley and Mountsorrel, Mr. L. Hadji-Nikolaou CC, has indicated he cannot support the proposals and therefore the matter has been referred to the Cabinet for determination.

Resource Implications

9. The estimated cost of the proposed scheme is £140,000, which will be covered by the £103,000 Section 106 contribution and the Council's road safety capital budget.
10. The Director of Corporate Resources and the Director of Law and Governance have been consulted on this report.

Circulation under the Local Issues Alert Procedure

Mr L. Hadji-Nikolaou CC

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PART B

Background

11. During the planning consultation for the Mountsorrel Lane, Rothley development under planning references P/12/2005/2 and P/12/2456/2, residents raised concerns regarding speeding along Walton Way. A Section 106 agreement was subsequently formulated and signed in December 2013 and included a contribution “towards traffic calming along Walton Way, Mountsorrel”. The contribution of £103,000 was received by the Council on 14 December 2018, with the condition that it be spent within five years.
12. The proposals are for seven pairs of speed cushions along Walton Way and a single speed table at the junction with West Cross Lane including the removal of a pedestrian refuge at that junction. Dropped kerbs and tactile pavements are to be provided at the speed table creating a level crossing plateau for pedestrians.
13. Walton Way functions as a local distributor road, with less than 20 frontages along its 1.25 km length and diverts vehicular traffic around the centre of Mountsorrel. It is subject to a 30mph speed limit.
14. Speed surveys were conducted in November 2021 at three locations along Walton Way. The surveys determined 85th percentile speeds, at the peak AM and PM hours, to be an average of 36mph.

Location	85 th percentile	Mean
1 – North of Carisbrooke Road junction AM Peak	36.5	29.9
1 – North of Carisbrooke Road junction PM Peak	36.1	29.7
2 – North of West Cross Lane junction AM Peak	34.4	28.8
2 – North of West Cross Lane junction PM Peak	33.9	29.3
3 – East of Renning End junction AM Peak	37.9	32.5
3 – East of Renning End junction PM Peak	36.9	31.8

15. The aim of the proposals is to mitigate the impact of the Mountsorrel Lane development by reducing vehicle speeds and improving road safety for pedestrians, cyclists and other vulnerable road users who also use Walton Way.

Consultation

16. A public consultation on the proposals was undertaken for three weeks from 8 February 2023 to 1 March 2023.
17. The proposals were advertised in the local press and on the Council's website. Statutory notices were posted on site for the consultation period.
18. The following responses were received:

Consultee	Response		
	General agreement with the proposals	No comments received	Do not support the proposals
Formal consultation with a letter and drawing sent to:			
Mr. L. Hadji-Nikolaou CC			1
Mountsorrel Parish Council			1
Rothley Parish Council		1	
Charnwood Borough Council		1	
Leicestershire Police		1	
Ambulance Service		1	
Leics. Fire and Rescue Service		1	
Road Haulage Association		1	
Freight Transport Association		1	
Local residents (745 letters sent)	8	702	35
TOTAL	8	709	37

19. All responses received have been reviewed and are summarised in Appendix B to this report along with an officer response.
20. The main concerns and objections raised centred around the matters in the table below. An officer response to each issue has been provided.

Issue	Officer Response
Damage caused to vehicles by vertical traffic calming features	Features are to standard national design. The Department for Transport has conducted research that concluded vertical traffic calming measures do not damage vehicles when negotiated at appropriate speeds.
No speeding/accident issue to address	Speed surveys undertaken indicate average 85 percentile speeds (the speed at which 85% of vehicles are travelling at or below) are at 36mph.

Issue	Officer Response
The proposals will generate noise pollution and vibrations	The speed cushions should encourage motorists that drive at excessive speeds to travel at a lower speed which will mitigate any increase in noise and vibration levels.
Expressed a preference for vehicle activated signs	Vertical traffic calming measures are considered by the Local Highway Authority to be the most effective solution at controlling traffic speeds.
Displacement of vehicles to other routes to avoid the traffic calming	Due to Walton Way serving as a distributor road, the expected displacement of vehicles is expected to be negligible.

21. Concerns and objections were also received about the removal of the pedestrian refuge at the Walton Way junction with West Cross Lane. In response to those concerns it is now intended to retain the pedestrian refuge, which is now shown on drawing number ES0023/H2/40/1 (Appendix A).
22. The Police, Freight Transport Association, Road Haulage Association, and other statutory consultees have raised no objections to the proposals.
23. All comments received about the proposals are reproduced in full in Appendix C attached to this report.

Local Member and Moundsorrel Parish Council Objection

24. Mr. L. Hadji-Nikolaou CC and the Moundsorrel Parish Council have objected to the proposals and have expressed a preference for the funding to be re-allocated towards an improved pedestrian crossing outside Christ Church and St. Peters C of E Primary School on Rothley Road, Moundsorrel. The crossing is a priority of Moundsorrel Parish Council for improving safety in the area.
25. The introduction of a crossing in this location would be subject to the successful outcome of a full crossing assessment including the collation and review of pedestrian and vehicle volume data, speed and accident data along with other frontage development factors.
26. Furthermore, the reallocation of the Section 106 funding towards the implementation of a crossing would require a deed of variation to the Section 106 Agreement, which would be subject to the agreement of the developer. Neither a deed of variation, the costs of which would have to be borne by the Council, nor the crossing assessment and subsequent measures could be consulted upon and constructed ahead of the expiry of the contribution in December 2023.
27. Due to these reasons officers are unable to support the reallocation request.

Conclusion

28. It is the duty of the Council in its Local Highway Authority role to maintain the safe movement of traffic. These proposals address road safety issues identified during the planning process.
29. The Council consulted on traffic calming measures along Walton Way, Mountsorrel in alignment with the obligation as set out in the Section 106 agreement associated with the Mountsorrel Lane, Rothley development. On consideration of the comments and objections received, including those by Mr. L. Hadji-Nikolaou CC and Mountsorrel Parish Council that expressed a preference for reallocation of funds towards a pedestrian crossing, it is recommended to implement the scheme as proposed at consultation with the amendment of retaining the pedestrian crossing refuge at the West Cross Lane junction.

Equality Implications

30. There are no adverse equality implications arising from the recommendations in this report. The reduction of vehicle speeds from the proposals are likely to benefit, by increasing road safety, disabled people and young pedestrians who have a protected characteristics within the Equality Act 2010. This will assist the Council in meeting its Public Sector Equality Duty to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.

Human Rights Implications

31. There are no human rights implications arising from the recommendations in this report.

Background Papers

Local Transport Planning in Leicestershire 2011-2026: Leicestershire
Local Transport Plan 3 - <https://shorturl.at/cfoY4>

National Planning Policy Framework - <https://shorturl.at/dAYZ3>

Appendices

- Appendix A – Drawing Number ES0023/H2/40/1
- Appendix B – Consultation results summarised by issues raised
- Appendix C – Consultation results