

### Traffic management issues in Husbands Bosworth

Husbands Bosworth sits at the junction of two busy A Class roads, the A4304 Theddingworth Road and the A5199 Welford Road. There are no existing roads in the Parish subject to 7.5tonne weight limit, which means that HGV traffic runs through the centre of the village. However, located as it is, between Magna Park, the M1 and Market Harborough in one direction and Leicester and Northampton in the other, the Parish is often used as a 'cut through' for traffic including HGV traffic. Additionally, just beyond the Parish Boundary at Theddingworth is a major recycling centre which creates a large amount of agricultural, industrial and HGV traffic through the village.

Much of the village was developed before cars and, therefore, without off street parking. There is now a significant commuter population (55% of those employed travel to work by car), which has led to a number of parking issues.

There is limited public transport provision, with the single bus service being from Lutterworth to Market Harborough via the village centre during the day. There is no public transport that would allow people to attend work in any of the nearby commuter destinations. For most people living in the Parish, the car has therefore become the principal mode of transport, even for some of the shortest journeys.

There is considerable potential for traffic flow to increase, as housing and commercial developments continue in the village itself and the surrounding area. There are major road development plans within Leicestershire to support increasing traffic in the area, however the links via the village are not currently being considered for major improvement work, meaning increasing traffic in the Parish without mitigating measures.

The National Planning Policy Framework encourages a reduction in congestion and greenhouse gas emissions through the introduction of measures to reduce the number of journeys made by car. There are a number of actions that can be taken by individuals and by the public and private sectors to support this objective.

Since the village is highly dependent on car use this Plan focuses on those areas where it can have an influence on the need to travel by car, highway safety and parking provision. In particular, it includes measures to improve provision of off-street parking and ensure that, where necessary, traffic management measures are provided in connection with new development.

There was significant feedback from residents about a number of transport issues in the Neighbourhood Plan questionnaire.

## Speeding

The Parish Council monitors traffic speeds with its own Speed Indicator Device' (SID), data from which is published in the Bugle, Community Newsletter, building awareness of speeds at 10 designated SID 'stations' around the village. The high speed of traffic is highlighted as a problem generally in the Parish but particularly, approaching and leaving the village on the main A4304, past the school, around Husbands Bosworth playing field, and entering the village along the A5199 toward Welford where there have been a number of incidents involving vehicles crashing through fences. There are limited traffic calming measures/entry treatments into the village along the A4304 only. The entry treatments in Husbands Bosworth are less obvious than those for other villages in the area and have no discernable impact as they do not successfully physically or visually narrow the road.

The County Council had a speed camera on the A4304 in the village boundary for some years. No data or reports have been provided by the County to support the removal of the camera although this information has been requested.

The Welford Road developer Davidsons was required under planning conditions to introduce a 40mph zone on the A5199 entering the village from Welford. Temporary signs were installed but are no longer in place. The residents and Parish Council would like to see properly installed signage at this location.

Speeding issues were highlighted as a major concern by residents in the community questionnaire. Over 90% of questionnaire respondents were significantly concerned about speeding traffic.

The Parish Council and local residents would like to see Section 106 funds used for the following:

- Improved and new village entry treatments along the A4304 and the A5199 in order to slow traffic as it enters the village.
- The temporary extension of the 30MPH zone on the A5199 toward Welford should be made permanent. Entry treatments would make this self-enforcing.
- Entry treatments should look at visual and physical road narrowing and signage.

## Road Layout

There is a staggered crossroad in the centre of the village with one arm being one way. Traffic on the A5199 frustrated by the flow often takes risks crossing to the one-way arm of the road causing near miss incidents. As development is largely taking place on the Welford side of this junction these incidents are likely to increase. Additionally, there is abuse of the one-way system with drivers entering the junction from the wrong direction at times and drivers travelling the wrong way along both Bell Lane and Berridges Lane. There is also a play area entrance close to the village exit on the A4304 in an area that includes an entrance to the pub car park and is close to the crossroads. As the village grows this entrance may need to be better marked or altered to avoid injury. There is no crossing point at this end of the village to slow vehicles.

Exit from Butt Lane has poor visibility and a mirror is provided to assist drivers in exiting onto the main road A4304. High speeds through the village and high traffic volumes along the A4304 make this a difficult manoeuvre. Increases in traffic will also increase risk at this junction.

The village has one pedestrian crossing on the A4304 close to the shop, school and takeaway. This assists in reducing speeds within the village when in use, but at the entry points speeds remain high.

The Parish and residents would like developer section funds to be used for the following:

- Addressing the junction of Butt Lane and the A4304.
- Addressing the junction of the A4304 and A5199

- Reviewing and improving signing and white-lining of the one-way system.

## Traffic Volume / Type /Noise

The feedback from the questionnaire indicated that noise from large agricultural vehicles and HGV's was a priority concern for residents. Nearly 90% of respondents were significantly concerned about HGV movements and the volume of traffic. There are high levels of large vehicles travelling along the A5199 that might also be served by the M1 for their particular journeys. Especially given that large vehicles turning into and out of Bell and Berridges Lane can significantly delay the flow of traffic along the A4304

## Parking Issues

There were many parking issues raised, 75% of questionnaire respondents were concerned about the amount of nuisance parking, and more than half the respondents wanted to see more public/off road parking. These are summarised by location:

- **In the village generally** – Vehicles obstruct the often-narrow pavements making it difficult for prams and the disabled. There is insufficient off-road parking, causing roadside parking, which obstructs larger farm vehicles and HGV's. There are too many cars parking outside houses preventing residents from getting access and parking.
- **Parking** fully on the road given the layout of the village often causes obstructions to other vehicles. Previous developments within the village have not provided adequate off-street parking for the commuter nature of buyers.
- **Church** – Extra parking is needed for the church.
- **The School** – Parking outside schools is always an issue in any area. At present the parents often use the village hall car park. There is no parking outside the school for parents' vehicles so if the village hall car park is in use for other reasons, parking outside the school does become hazardous. An increase in family size homes, with commuting parents is going to cause an increase in vehicle movements outside the school at key times and greatly increase the risk of accidents.

- **Alternative Fuels** – There is no provision at all in the village for residents or visitors with electric vehicles.
- **The Shop** – Parking at the front of the shop is very limited and the car park is tight for manoeuvring, causing larger vehicles to park illegally in the bus stop which causes dangerous line of sight issues along the main road.

As the village becomes more popular as a commuter residence, the demand for parking will increase. Developments need to consider the amount of parking provided on and off street. Standard provision may not be adequate for the nature of the village. Footways and carriageways need to be adequate and in good repair. It is not possible to commute from Husbands Bosworth via public transport and the limited bus route available is under threat.

## Electric vehicles

Electric vehicles are gaining in popularity. Standard household sockets are not the correct voltage for charging electric vehicles and there have been incidents of charging cables melting or catching fire as a result. New developments need to consider supplying proper electric charging points for garages and drives as well as a small number of 'Pay as you go' on street charging points for residents of older properties who wish to make the change, or visitors who need to charge electric vehicles.

As the demand for electric vehicles increases, along with the number of residences, it will be necessary to review the provision to the village and the number of substations available to manage peak time demand.

The Parish Council and residents would like to see the following:

- Developers required to provide adequate parking for all, including those commuting.
- Review and provision of on street parking, particularly for the school and churches.
- Developers required to provide proper, purpose built electrical charging points both for homes and in communal parking bays.
- Additional substation in the village to manage power demands.

## Public Transport

There were many issues raised about public transport and these are summarised as follows:

- It is evident that parishioners think that public transport and school transport systems do not currently meet the needs of the village. This will be exacerbated by the removal of the only bus service in the village.
- It is not currently possible to use the bus service for commuting and due to the limited running times there is no evening access to either Market Harborough or Lutterworth.
- The village has a significant number of older persons and children who are restricted to the village outside of service operation hours.

60% of questionnaire respondents would like an improved bus service.

The Parish would like to see developer funds secured towards a local solution in whatever form it takes. For example, the cost of purchasing, housing and running a mini bus service for social inclusion purposes between the village and Market Harborough and Lutterworth or use of the Faxi or similar system to organise lift sharing within the community.

## Transport implications from additional new housing within the Parish

The anticipated transport related issues resulting from increased housing are summarised below.

Increasing traffic flows create increased noise and air pollution, more accident risk at junctions and greater parking and speeding issues. Other concerns were that it would increase the number of cars dropping off and picking up at the school, that pathways into the village from development sites would need improvement, that access to the new housing could be problematic on the busy road. There were concerns over traffic and safety of pedestrians and there was concern over the impact new development will have on the transport network in a picturesque village.

## Road and Footway Condition

Feedback from the questionnaire indicated concern over highway maintenance, on both carriageway and footways. Nearly 80% of respondents were significantly concerned about the condition of the roads and 69% over the condition of footways, bridleways and footpaths. The village population includes a significant number of elderly people and people using push chairs as well as wheel chairs and mobility scooters. Better pedestrian facilities are required to enable safe movement around the village, and verges/hedges where they have encroached on pavements, must be chopped back.