



11/15/2017

Proposal to Reduce Threats to Langham's Community Posed by the A606



Langham Parish Council
TRAFFIC GROUP

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SUMMARY

Langham is a village that is cut in two by the increasingly busy and dangerous Oakham bypass (A606).

This causes two major problems

- 1) Danger in crossing or entering the road
 - a) to pedestrians, especially the elderly, the young and the infirm, who have insufficient time to cross the road (as is required by in Objective 2 of RCC's Traffic Calming Policy)
 - b) to resident car drivers, who cannot see far enough to pull out safely with the traffic travelling at 30mph++
- 2) Segregation and isolation within the village where
 - a) 32% of residents cannot safely access the village amenities on the opposite side of the A606, including school, places of worship and community activities (as described in Objective 3 of RCC's Traffic Calming Policy)
 - b) 22% cannot safely visit friends on the same side of the A606 as they need to cross twice, due to lack of pavement

The solution is to calm the traffic and to allow for safe access along and across the A606.

We recommend three interventions:

1. A speed limit of 20mph is imposed on the A606 through Langham with
 - a. improved signage to slow traffic before entering this area and
 - b. speed cameras to ensure adherence
2. A controlled crossing – possibly near the A606/Burley Road junction but we would take advice from Highways Department
3. Additional pavement along the A606 to
 - a. enable access to controlled crossing for 24% of residents (mostly elderly) living in the NW of the village
 - b. mitigate need to cross A606 for those living, and visiting others, on the west of the A606.

BACKGROUND

Population profile (see Appendix 1 Population and Housing 2011 Census)

Langham is a small community of some 645 homes and 1400 residents (2015 data) – over half of whom are over 55 or under 9 years of age:-

- In the 2011 census, 43% of Langham's population was over 55, an increase of 6% since 2001.
- This suggests that, of a population of 1400 today, 602 are over the age of 55.
- The census further predicts that Langham's population of 65-84 year olds will increase by 49.3% by 2037

- In the same census the percentage of dependent children (18 years old and under) remained stable at around 20%, and, of that number, 54% were under the age of 9.
- This suggests that today, of a population of 1400, 151 are under the age of 9.
- So more than one in every two (53%) of Langham's population is either elderly or very young.

Housing disposition (See Electoral Register 2017 and calculations [Appendix 1b](#))

The village comprises 6 distinct settlement areas, the oldest of which is Area 1, with the other Areas being later additions:

Area 1. Westons Lane, Well Street and Church Street were the first housing areas, with the village centre now on Church Street. About 40% of the village residents live in Area 1- total homes = 259

Area 2. This area runs south and east of Burley Road and accommodates around 21% of the village population – total homes = 137

Area 3. This area consists of the A606 and Cold Overton Road with a mix of pre-1914 houses, post-1945 bungalows and executive houses accommodating around 10% of the population– total homes = 68



Figure 1: Residential areas of Langham and the A606 divide

Area 4. This area contains a mix of detached houses and bungalows on the A606, Ranksborough Drive and The Range and accommodates around 5% of the population– total homes = 31

Area 5. Extending to the west is the privately owned Ranksborough Hall Park comprising privately owned park homes specifically for those aged over 50. This area accommodates around 185 people (17%)– total homes = 112

Area 6: There are additional isolated farms throughout Langham Parish, and a settlement of some 44 homes at Kimble Close on Ashwell Road which house around 8% of the population - total homes = 50

Amenity availability

Historically Langham has a strong sense of community which, when the village comprised only Area 1, was supported by the easy and safe access, by the entire community, to all village amenities:

<ul style="list-style-type: none"> • Village Hall and Community Centre 	<ul style="list-style-type: none"> • Allotments
<ul style="list-style-type: none"> • Shop (no longer) 	<ul style="list-style-type: none"> • Play areas for children
<ul style="list-style-type: none"> • Post Office 	<ul style="list-style-type: none"> • Burial Ground
<ul style="list-style-type: none"> • 2 Places of worship 	<ul style="list-style-type: none"> • 4 pubs (now only 2)

All these amenities are located to the east of the main A606 road. Today, with 1 in every 3 homes in Langham being to the **west** of the A606, these amenities are no longer accessible to all:

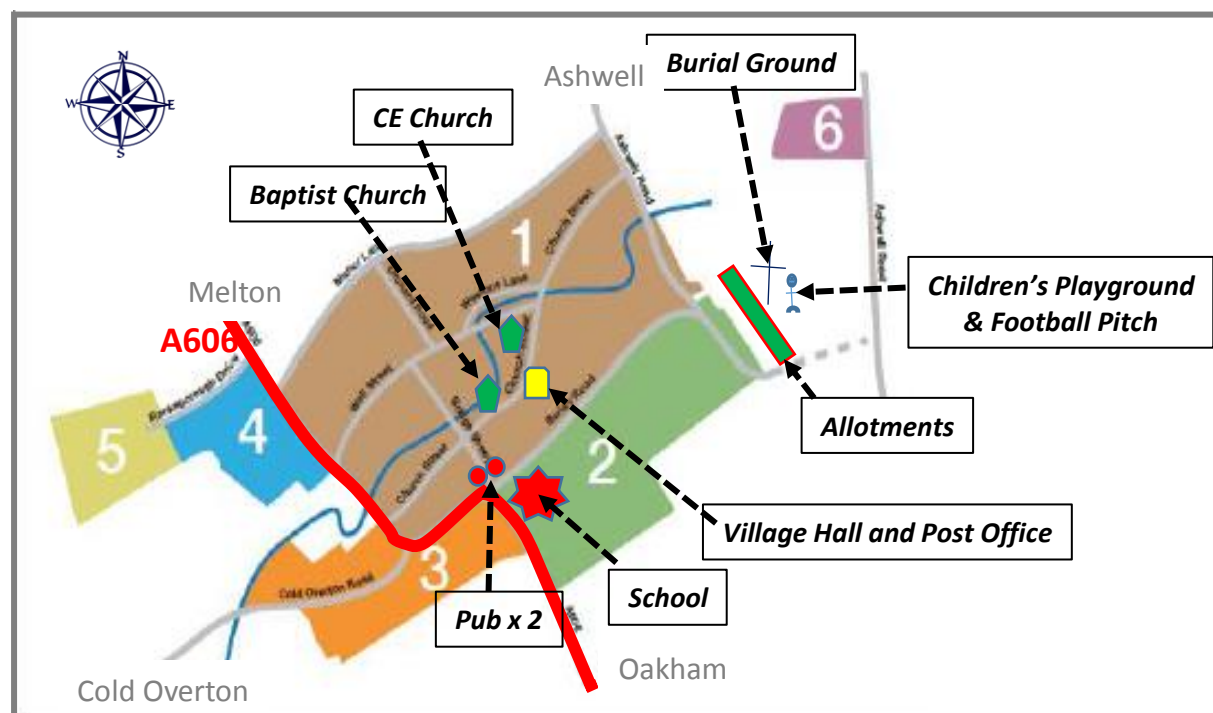


Figure 2: Location of village amenities in Langham

THE ISSUE

Summary

Today's Langham is cut in two by the main A606 which bisects the village from NW to SE and comprises two very sharp 90⁰ bends.

With the growth of the village on both sides of the A606, and the upgrading of the A606 to a bypass for Oakham, the village has become dislocated – with 32% of the population, who live on the western side, unable safely to negotiate the increasingly busy A606.

This means more than 200 elderly folk (including 185 from Ranksborough park homes), many of whom walk slowly or are unsteady on their feet, fear crossing the road to access these amenities. As a result they cannot be, or feel, part of the community – leaving them lonely and vulnerable.

The school accommodates 218 pupils between the ages of 4 and 11, around 110 from Langham itself. School children need to cross the road twice a day, 180 days per year for 7 years (that's 2,520 crossings per child – just for school).

Furthermore, many drivers ignore the existing speed limit, exacerbating further the threat to life and limb.

So we face a triple threat of

- an accident waiting to happen where someone is killed trying to cross the A606
- many of the most vulnerable people in our village being isolated and cut off
- a community that cannot function as one and will slowly die.

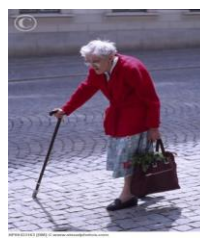
These people **cannot** safely cross or access the A606 in Langham:



The Disabled



Children -accompanied or not



The old or infirm



Mothers with pushchairs.



Wheelchair users.



Parents with prams.



Those with old dogs.



Mobility scooter users.

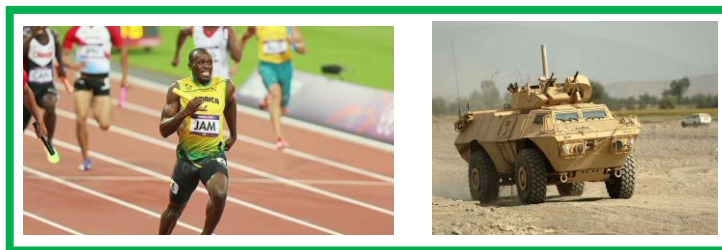


The visually impaired

Drivers entering the A606

Cyclists of any age

These **can**:



The agile and the fleet of foot

The indestructible

Figure 2: Those who can and cannot safely cross the A606

Community View

The depth of concern on this matter was captured in a survey carried out in November 2014¹ where every resident had a chance to comment on what they liked and disliked about living in Langham ([see Langham Neighbourhood Plan, Support Document 2](#))

There were 329 comments relating to speed, volume and noise of traffic on the A606

- Are there any changes needed – 110 comments
- What I dislike about Langham – 128 comments
- Key things to be improved – 84 comments
- Any additional comments – 7 comments

That's 43% of all comments in a survey covering 6 separate issues – not just roads.

Example comments:

- 'Dangerous corner for traffic turning right from A606 into Burley Road
- 'Main road is dangerous'
- 'Take charge of A606 though village'
- 'Traffic calming on A606 (3 comments)'
- 'Access to Melton Road from Manor Lane is 'hair-raising'
- 'Something needs to be done about the speed, volume and noise of traffic on the A606'

¹ 1169 adult questionnaires were delivered and 26% were returned (300)

Q1: Are there any changes needed with regards access to and around the Parish?

Speed controls and the regulation of HGVs have the highest number of votes for needing much change:

- Regulation of HGVs through village – (113/300) 38% of respondents said much change, (181/200) 60% of respondents said much/some change
- Speed control - (40% of respondents said much change (120/300), 65% of respondents said much/some change (193/300)

So there is a sense that it is dangerous and, on occasion, impossible safely to cross the A606 in Langham.

Research for the Langham Neighbourhood Plan in 2017 showed that since the opening of the Oakham bypass the average daily number of vehicles passing through the Village has increased to well over 8000 per day in 2014, which includes, 669 HGVs, 25 buses, 1487 light goods vehicles and 5940 cars/taxis. (See Appendix 2.)

The evidence - measured

1. Excess Speed of traffic threaten pedestrians [Appendix 2](#).
 - It is recommended that an official speed assessment is made along this stretch of road to support the anecdotal evidence. On standing beside the road for just a few minutes, there are often more vehicles exceeding the speed limit than sticking to it. (see also Letters below)
2. Physical danger for pedestrians of large and speeding vehicles [Appendix 3](#)
 - Appendix 3 gives photographic examples of large vehicles that encroach on the pavement when passing each other,
 - There is one crossing point for the A606 – at the junction with Burley Road – where there is an island in the middle of the road. This is supposed to increase safety as it allows pedestrians to get half way across the road and wait. Quite the reverse is true as shown below.-



Figure 3: The threat to those crossing using existing 'safe' island.

When there are people on that island, the wind from the lorry knocks them into oncoming traffic. If there is another lorry coming from the opposite direction, the danger is horrendous.

The ineffectiveness is further illustrated in [Appendix 2](#) where the bollard has been hit so hard by a speeding vehicle that it has landed clear on the other side of the road.....what would have happened if there had been children, or elderly people standing there.

3. Weight of traffic at key times [Appendix 4](#) [photos and traffic record needed](#)
 - The residents have carried out a survey of traffic volume on two consecutive days, between 8-10am and between 3-5pm. This shows that.....
4. 30mph speed limit is demonstrably too high as people have insufficient time to cross safely. This is empirically measured and described in [Appendix 5](#)

The evidence – reported

Below are four typical examples, received in the past two days, of what is regularly reported, informally, to the Parish Council. Whilst Langham Parish Council have encouraged people to make a formal complaint to RCC highways, many feel that, having tried this avenue for so many years without any action being taken, there 'is no point.' [Appendix 6](#)

LETTER 1: 'Pat, Last night I witnessed a car driving from Melton into the village overtaking two vehicles in the 30mph limit - it registered 64mph on the speed sign. The lack of fixed speed cameras in Rutland, which is in complete contrast to almost every other county in the UK, is frankly reckless and I believe RCC should be held to account over this. Dr Ben Lashbrooke'

LETTER 2: 'Dear [Fellow Councillors], There should be a letter coming in to Helen [Clerk], concerning the real danger and near loss of life to a resident from the Range crossing the A606, opposite her road walking her dog.

The incident happened just over a week ago and I was informed the following day.

The driver was said not to have slowed at the entry to the village near Whissendine turn, and was doing "near 60mph". She said she was very lucky.

Further discussion identified that she frequently (as others living there and at Ranksborough also) cannot exit The Range due to fast moving traffic over long periods of time. She identified herself as a First Responder and this situation mattered for the well-being and urgent care of patients in the locality. Dr. J Higgins (LPC)'

LETTER 3: [Dear Councillor Lee] I am writing to you in the hope that something can be done sooner rather than later, to make crossing the main A606 through route safer in the village.

I live on the Range and quite frankly, the road is getting more and more dangerous by the week.

Myself have had at least 3 very scary misses whilst crossing the road with my dog whom I walk on a daily basis and have no choice but to cross this treacherous stretch of road. There is NO safe place to cross. I have had to run out of the way with my dog to avoid being hit and one of these occasions was only 2 weeks ago. The driver was way in excess of 30mph.

There are too many blind bends. Drivers speed up coming down the straight bit past Ranksborough into the village, and they speed up when they are round the sharp 90d bend heading out of the village past The Range. It makes no difference if we walk further up the road to get a clearer picture as judging the speed of a vehicle that you cannot see is impossible.

Our neighbour across the road got hit by a car a year or so ago whilst crossing and sustained injuries. We have families with small children going to school also. Sue Williamson 3 The Range.'

LETTER 4:

[Dear Councillor Lee] I've attached photos– this was 12th December 2016, the second time that the crossing island has been hit in a few years – splaying the bollards and the sand contents everywhere – could easily have been a person.

I have had countless incidents crossing the A606 by school – [a recent one being] 11th July 2017 when 2 adults, 5 children on the island - a lorry load of pallets broke suddenly (was going too fast to make the corner safely) right in front of us – only just stayed in control but could easily have hit the island. Carolyn Nevitte, Cold Overton Rd. (Children at Langham School). See Appendices 3 & 6

Below is a typical response to letter 1 above. Whilst we believe there is a desire to help us, it always seems the responses to our letters of concern are limited to what is available right now – which is clearly insufficient (like offering a sticking plaster to help a life-threatening disease). *'Dear Dr Lashbrooke, I note your email regarding the speeding cars, Rutland do have a Safety Partnership with Leicestershire and that includes a Safety Camera Van which is mobile and can be used where needed. There is also Community Speed watch that enables the public to become actively involved which may be of interest. Please feel free to send me your concerns as your County Councillor I am more than happy to help.'*

We need the speed of traffic to be reduced, permanently and at all times of the day – a mobile camera will work only whilst it is there!

A Community Speed Watch is merely a way of adding more evidence to the case that traffic is speeding. Again, traffic will slow whilst it is being carried out – but we need it 24/7/365.

THE PROPOSALS***Summary***

Reduce the risk to life, and encourage better integration of vulnerable groups into the community by implementing three interventions:

1. A speed limit of 20mph is imposed on the A606 though Langham with
 - a. improved signage to slow traffic before entering this area and
 - b. speed cameras to ensure adherence
2. A controlled crossing – possibly near the A606/Burley Road junction but we would take advice from Highways Department
3. Additional pavement along the A606 to
 - a. enable access to controlled crossing for 24% of residents (mostly elderly) living in the NW of the village
 - b. mitigate need to cross A606 for those living, and visiting others, on the west of the A606.

These proposals are strictly in line with:-

1) RCC's Traffic Calming Policy RCC which states as two of its three objectives:-

- 'Improving perceived road safety at sites where residents believe that the speed, volume or proximity of traffic is a threat'
- 'Improving the quality of life where residents believe that traffic is causing unacceptable....severance.'

2) DfT Guidance on setting speed limits:²

- The aim of speed management actions is to deliver a balance between safety objectives for all road users and mobility objectives to ensure efficient travel
- Introduce 20mph on "Major streets where there are – or could be - significant numbers of journeys on foot... and this outweighs the disadvantage of longer journey times for motorised traffic:-para 84.
- Speed limit should consider vulnerable road users (children including, disabled children, elderly, disabled elderly); speeds; and road environment & correct speed limit for "outside schools, residential areas or village..."
- It is government policy that a 30 mph speed limit should be the norm in villages. It may also be appropriate to consider 20 mph zones and limits in built-up village streets.

3) ROSPA produced a Road Safety Factsheet on 20mph speed limits

- This states quite clearly that such a reduced speed limit does reduce speed of traffic and so prevents danger to pedestrians.
- The report goes on to say 'As well as road safety benefits, it is important to highlight the contribution that 20mph zones can have in improving air quality, reducing noise pollution and encouraging more physical activity, such as walking and cycling, by contributing towards a safer environment. The money spent on the schemes can also greatly improve the residential area'. They summarise thus:
- *20 mph Limits - RoSPA supports and encourages the wider use of 20mph limits. They have been shown to reduce traffic speed, although not as much as 20mph zones with traffic calming. However, they are considerably less expensive to implement, which means that wider areas can be covered. They also provide additional benefits, such as encouraging more physical activity, such as walking and cycling. They can also greatly improve the character of a residential area and quality of life of the residents. (see Appendix 7.)*

4) Rutland's Community Safety Strategy 2017 -2022 quotes Priority 4 as follows

- *'Road Safety -Road accidents can have tragic consequences for the individuals involved and for their families. The Safer Rutland Partnership recognises this and is committed to helping ensure that the County's roads remain as safe as possible for all road users. The Partnership will continue to work on reducing the number of road casualties.*
- *The Safer Rutland Partnership welcomes Rutland County Council's commitment to reducing injuries on Rutland's roads and will support the target and actions that will be set out within the Council's Road Safety Strategy (which is currently being developed as part of local transport plan 4).'*
- The authors of this document highlight speed as one of the four major contributors to injury and death, and further defines the three major arteries in Rutland's road network as the A1, A47 and A606. (See Appendix 8.)

² DfT Guidance on Setting Local Speed Limits 01/2013

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/63975/circular-01-2013.pdf

The analysis

This analysis has been carried out in line with the government guidance issued in Local Transport Note 1/95 and is detailed in **Appendix 5** of this document.

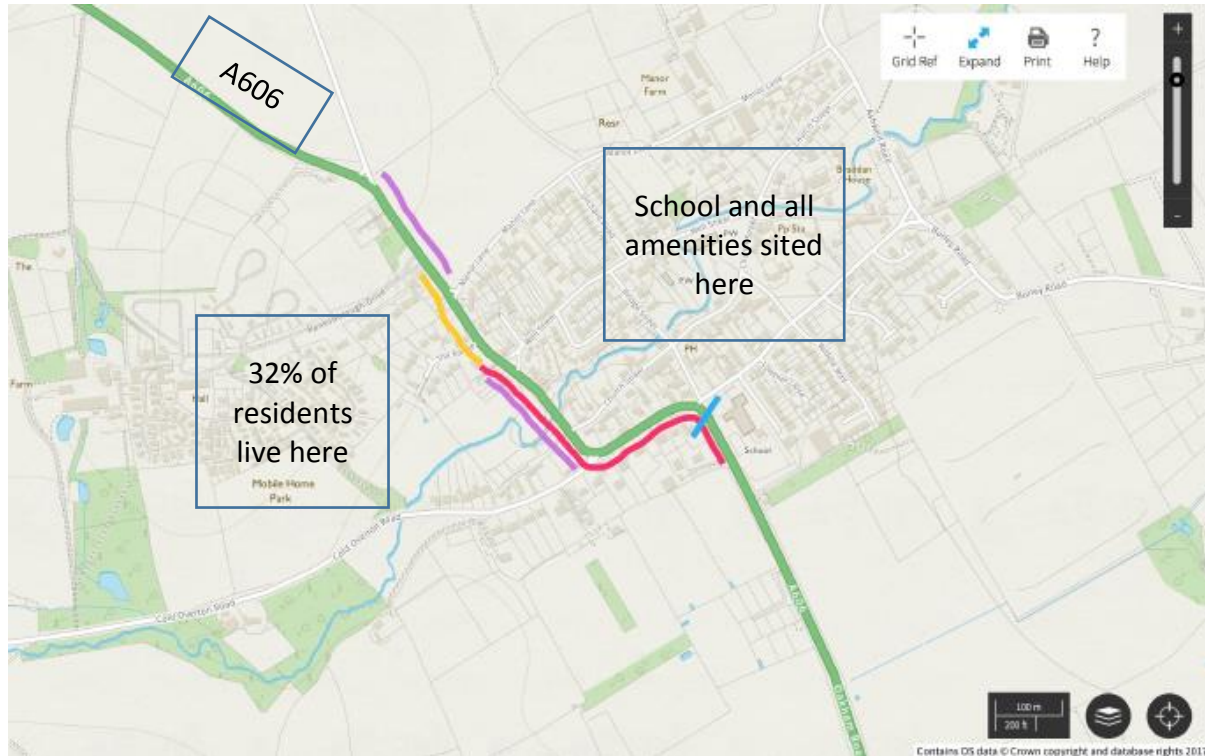


Figure 4: Areas of danger along A606 in Langham.

KEY:

Red – insufficient time for adult to cross road at average walking speed if vehicle appears at end of line of sight at 30mph.

Yellow – insufficient time for older adult / physically impaired to cross road at lower than average walking speed if vehicle appears at end of line of sight at 30mph.

Purple – no pavement.

Blue – existing pedestrian crossing.

These measurement are in line with The Environment Strategic Panel in its 2005 Review of Guidance for Pedestrian Crossings which states 'When assessing a request for a crossing then, if the PV^2 is above 0.2×10^8 , then a more in-depth framework should be carried out in line with the advice on Local Transport Note 1/95'. (**Appendix 9**)

On the basis of recorded traffic volume through Langham in 2014 of >8000 vehicles per day (**Appendix 2**) and subsequent increase through Barleythorpe and Hawkesmeade Developments, plus application of adjustment factors to produce a modified PV^2 formula result (**Appendix 6**), a result of $>0.2 \times 10^8$ is expected.

It should be noted, however, that the PV^2 formula may hold only limited applicability to Langham because:-

- The unusual serpentine layout of the A606 poses a particular hazard to pedestrians attempting to cross
- Anecdotal evidence that parents do not allow children to walk to school unaccompanied due to risk from traffic (thereby altering a multiplication factor for the PV^2 formula)
- Anecdotal evidence that parents elect to drive to school rather than walking to reduce risks from the road, and thus falsely reducing the PV^2 value.

The proposals in detail

Detailed calculations and pedestrian road safety map led to the following proposals (see Appendix 5):

- A reduced traffic speed to 20mph with signage and speed cameras because
 - Crossing A606 from pavement to pavement poses risk to pedestrians from traffic travelling at 30mph – reduced speed would give them more time to cross.
 - Crossing A606 poses risk to adults walking at average walking speed for majority of length through village.
 - Towards northern exit from village, crossing A606 poses risk to older adults > 65 years and physically impaired persons with slower than average walking speed. Anecdotal evidence suggests traffic speeds higher in this area and so impact likely to affect adults walking at average walking speed.
 - All the above issues are magnified N-fold by the fact that so many drivers ignore the existing speed limit
- A controlled crossing point, perhaps near the Burley Road junction (but we would look to advice from Highways on the ideal location) because
 - Additionally, it is recognised that pedestrian island crossing (blue line) is inherently unsafe from vehicles travelling in either direction due to positioning on serpentine bend – see evidence pictures in Appendix 3
 - Crossing A606 either side of the serpentine bend at Cold Overton Road poses significant hazard due to very rapid closure of vehicles from end of line of sight.
 - Footpath across road from Church Street effectively inaccessible due to unsafe time to cross road (<4 seconds from vehicle appearing at end of line of sight at 30mph).

- Additional pavement along A606 because:
 - Pedestrian island crossing at Burley Road – even though inherently NOT a safe crossing point (see Appendix 3) - cannot be used by any resident living on west side of A606 north of Cold Overton Road due to lack of pavement on this side of village from south of the Range to Cold Overton Road.

Suggestions for where the 20mph speed limit zone might be placed, and where signage could be installed are shown below:

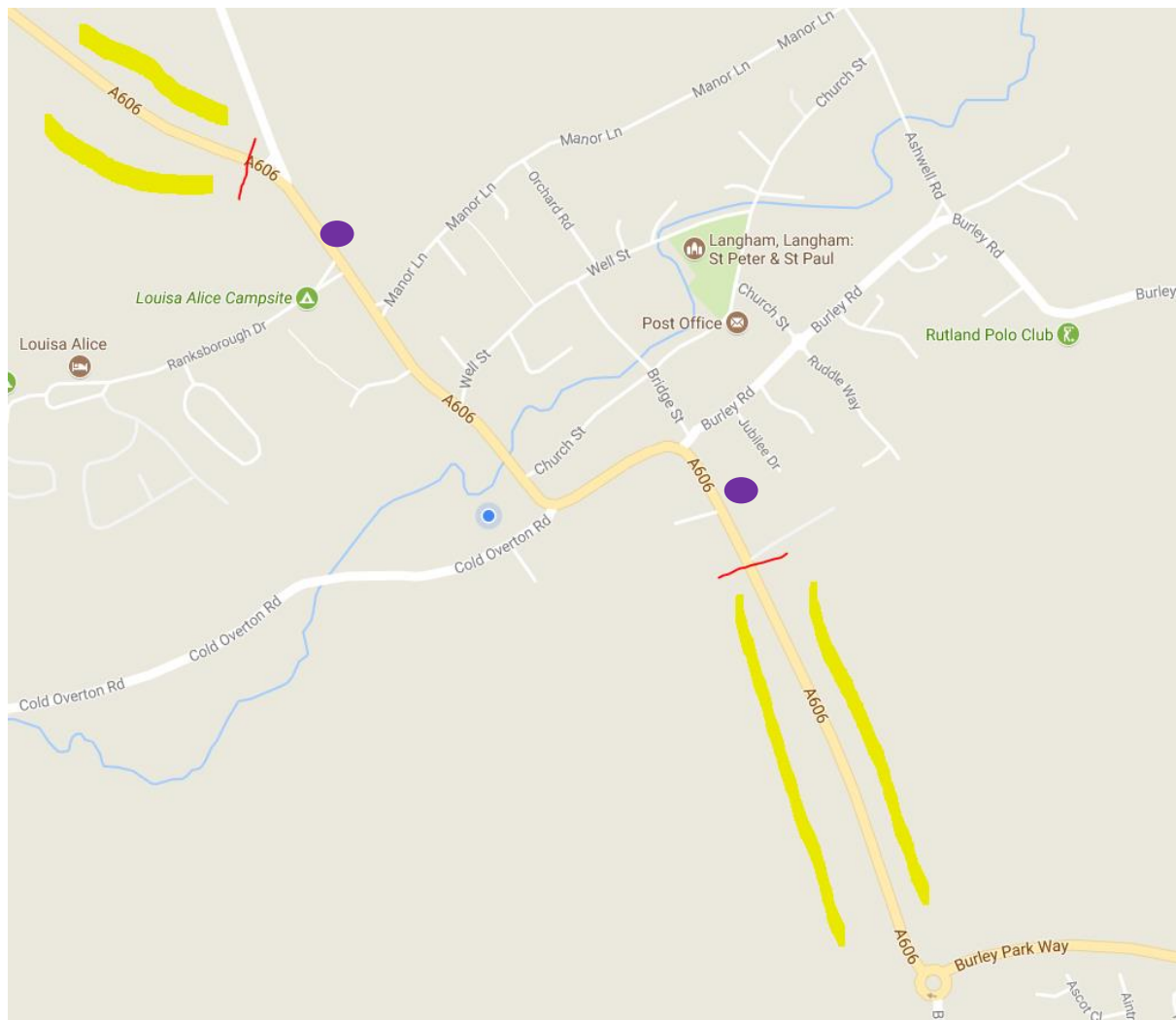


Figure 5: Proposed 20mph speed limit and signage

KEY:

Red – potential 20mph zone

Yellow highlight – potential for high visibility signs just outside the village to encourage motorists to slow down

Purple circles - location of speed cameras?

Precedents and justification

There are numerous examples, within and without Rutland, where such proposals have been implemented – some even on the A606 itself;-

Proposal 1a. 20mph speed limit

- In Rutland (*see Appendix 10*)
 - B668 Greetham (for ducks?)
 - Burley Road Langham (minor road outside school)
 - Cold Overton Road Oakham (outside Scallywags / Oakham hospital & surgery)
 - Burley Road Oakham (part time advisory 20 mph speed limit outside Oakham C of E Primary School approved with operating times of 08.15 to 09.15 and 15.15 to 17.15)
 - Ashwell Road south of Burley Parkway
 - A606 Stamford (restricted hours, outside Malcolm Sergeant school)
- Many A roads outside the county:
 - 20mph A roads are found in Edinburgh, Thirsk A61, Belfast, Portsmouth A3, Oxford A420, Dunbar A1087, London (Southwark A215, Petersham A307) to name a very few <https://www.google.co.uk/maps/@55.9800848,-3.6868427,8z/data=!4m2!6m1!1s1oAn2QXaplt3l9djLmmnWUTDh78s>
- Already more than half of the largest 40 urban authorities in the UK have a policy of setting 20mph as the default for all their streets including Leicester. http://www.20splenty.org/20mph_places
- Nottinghamshire CC have issued a policy of 20mph outside all schools across the county: <http://www.nottinghamshire.gov.uk/transport/speed-limits-traffic-calming/20mph-speed-limits-outside-schools>
- The Institute of Advanced Motorists in a survey of 1001 motorists found that both males and females unequivocally (94%) suggested all 30mph zones near schools should be made 20mph zones.
- A report for BBC News by Angela Harrison 30/8/13 reported that 1,000 children a month are being injured within a few hundred yards of school. Insurers report that 37% of local school areas had at least one child injury each year between 2006 and 2011.
- Road Safety Minister Stephen Hammond is reported as saying ‘..we are making it easier for councils to put in place 20mph zones on their roads.’

Proposal 1b. In conjunction with 20mph and crossings, improved signage upon entering Langham from both ends of A606

- At Caldecott Junction Gt Easton Road, the following scheme has been approved by RCC: Refresh/improve exiting road markings, addition of SLOW markings and rumble strips on the northbound approach. Improve signage: install new advance direction signs <https://www.rutland.gov.uk/my-community/roads-and-highways/approved-road-and-parking-schemes/>

Proposal 1c. Speed cameras to enforce the speed limit

- In Rockingham the speed camera on the hill down into the village on the A6003 has reduced traffic speed to the imposed limit (this from a long time resident of Rockingham).
- Leicester, Leicestershire and **Rutland** Safety Camera Scheme supports the use of Speed cameras – both fixed and mobile – to enforce speed limits.

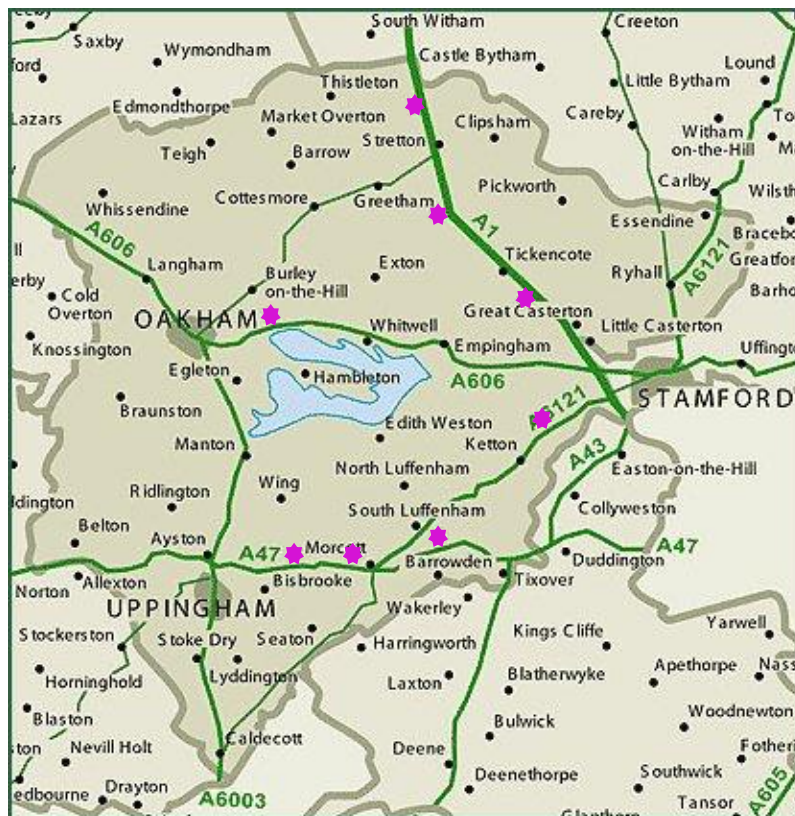


Figure 6: Approximate location of speed cameras (purple star) Source: speedorsafety.com

Proposal 2. Pelican (or similar) crossings

- In Rutland
 - Oakham Road outside the new assisted living homes – a new set of traffic lights for the elderly
 - Oakham bypass after roundabout with Ashwell Road – for Oakham School children
 - On the B668 in Oakham, outside the school
 - Oakham high street
- Outside Rutland
 - On the A606 in Melton Mowbray there are several such crossings in operation over the southern approach to the town centre.

- Potential crossing at Ranksborough & improved crossing at Burley road junction
 - When Highways were consulted as the village plan was put together, they said that Puffin crossings³ would need 'channelling through the usual scheme request process??'
 - The following scheme has been approved by RCC thus the need for safe crossings to school is acknowledged: Main Street, Barleythorpe - installation of a zebra crossing in this location to tie into existing tactile; for school children to safely cross the road to access schools in Oakham
<https://www.rutland.gov.uk/my-community/roads-and-highways/approved-road-and-parking-schemes/>

Proposal 3: Pavements

- A pavement was constructed to access Oakham Enterprise Park. Very few pedestrians use it as access to this site is almost exclusively by car.
- A pavement was built to allow college children at Barleythorpe to walk to college – within two years the college was closed and the pavement no longer required.
- The policy of having a pavement on at least one side of a road (and pedestrians need to cross the road) does not work within Langham as the main road cannot be safely crossed.

THE COSTINGS (estimate taken from figure from other Counties/Burroughs):

<i>A Pelican Crossing</i>	<i>£35k- £40k</i>
<i>20mph signs</i>	<i>4 @ £500 each</i>
<i>Warning signs</i>	<i>4 @ £500</i>
<i>Pavement</i>	<i>bituminous surface 100m @ £150/m</i>
	<i>Kerbing @ 100m £70/m</i>
<i>Speed camera</i>	<i>2 @ £12.5k</i>

Total estimated cost £76-81k

We recognise this is a large amount of money, but it is a very small amount when measured against

- *The cost of a life*
- *The health and well- being of many of the vulnerable of a community*
- *The integration of a village of 1400 people*
- *The £2.1billion that councils receive from the government every year for road improvement*
- *The £75million for which councils can bid, to improve the safety of rural roads.*

³ https://en.wikipedia.org/wiki/Puffin_crossing