

Leicester
City Council

**WARDS AFFECTED
AYLESTONE**

FORWARD TIMETABLE OF CONSULTATION AND MEETINGS:

Cabinet

11th March 2002

Advance Direction Sign, Lutterworth Road

Report of the Director of Environment, Development & Commercial Services

1. Purpose of Report

This report is a result of the report considered by Scrutiny Committee on 9th January 2002 regarding a petition on the siting of a proposed traffic sign on the A426 Lutterworth Road adjacent to Monsell Drive. The petition was sent to the Traffic Group by a member of the public, Mr Nigel Porter of 17 Monsell Drive, Leicester LE2 8PP.

2. Summary

- 2.1 In order to reduce occurrences of high vehicles striking the low bridge over the A426 at Blaby, Railtrack have requested that a sign be provided on the southbound approach to the Lutterworth Road/Soar Valley Way junction in order to warn drivers of its proximity and advise them of an alternative route. In addition, there are outstanding requests from the late Cllr Bryant, Cllrs Chambers and Holden, and local residents to relocate the existing southbound advance direction sign at the junction further north of its existing location.
- 2.2 It is proposed to remove the existing advance direction sign from outside no. 62 Lutterworth Road and replace it with a sign warning of the low bridge. In addition, a new southbound advance direction sign would be provided at the junction of Lutterworth Road and Monsell Drive.
- 2.3 Local residents have raised a petition asking for an immediate halt to the erection of the sign at the junction of Lutterworth Road and Monsell Drive and measures to improve the safety of pedestrians crossing Lutterworth Road.
- 2.4 Officers have considered the concerns of the local residents as raised in the petition. It is deemed that the proposed position of the sign at the junction of Monsell Drive and Lutterworth Road is the optimum location. Consideration has also been made of the petitioners request to install traffic management that would improve pedestrian safety on Lutterworth Road. Officers believe that the installation of a refuge will be of benefit to pedestrians wishing to cross the A426 at this point.

- 2.5 The Director of Environment, Development and Commercial Services on the 6th December 2001 approved a report outlining the actions of officers taken in consideration of this petition. The action proposed in the report is that the sign is sited on the A426 Lutterworth Road at the junction with Monsell Drive. Scrutiny Committee, at its meeting on 9th January 2002 asked that a further site meeting between officers and the two local Members take place to discuss the matter, and subsequently a report be taken to Cabinet.

3. Recommendations

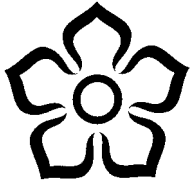
- 3.1 That the petitioners' concerns are noted.
- 3.2 It is recommended that Cabinet approves the proposed actions of the Director to site an advance direction sign on the A426 Lutterworth Road adjacent to the junction with Monsell Drive.
- 3.3 That the proposed refuge will be prioritised in accordance with the approved procedure and implemented when funds are available.
- 3.4 That the petitioners be informed accordingly.

4. Financial and Legal Implications

- 4.1 The advance direction sign will be funded from the supplementary credit approval for integrated transport. Railtrack have funded all signs relating to warning of the low bridge and its alternative route.

5. Report Author/Officer to contact:

Steve Warrington, Traffic Client Officer (Direction Signs), Traffic Operations, Ext 6549



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SUPPORTING INFORMATION

1. Report

- 1.1 In August 1998, a letter from a resident of Whetstone was received who requested that the advance direction sign be moved further away from the junction. It was suggested that the sign be relocated to the Baptist Church on Lutterworth Road.
- 1.2 Cllr Chambers requested in March 1999 that the existing advance direction sign on Lutterworth Road be moved further away from the junction to enable lorries adequate time to see it.
- 1.3 In February 2000, the late Cllr Bryant acting on complaints from constituents asked that the existing advance direction sign be moved to Plantation Avenue to enable drivers to move into the correct lane.
- 1.4 In November 1999, Railtrack wrote to Leicester City Council asking that signs indicating the low bridge on the A426 at Blaby and alternative route signing be located at the junction of the A426 and A563. At that time, the position of Direction Signing Officer was vacant, so it was not until December 2000 that an officer was able to meet with Railtrack to discuss their requirements.
- 1.5 It was agreed at that meeting that Leicester City Council would undertake to design a signing scheme for Railtrack. In order to take account of local concerns and improve traffic management, it was considered appropriate that the advance direction signing on Lutterworth Road be amended as part of the low bridge scheme. Once details were agreed, Railtrack were provided with an estimate of the cost of the work.
- 1.6 The signing proposals on Lutterworth Road are:-
 - to remove the existing advance direction sign from outside No. 62 Lutterworth Road (a point some 90m north of Soar Valley Way) and replace it with a new sign to indicate the low bridge and the alternative route.
 - to provide a new advance direction sign and lane dedication sign at the junction of Monsell Drive and Lutterworth Road, 150m from the junction.

- 1.7 On 22nd June 2001, a letter was received from Nigel Porter of Monsell Drive enclosing a petition signed by 42 residents of Monsell Drive and Magnolia Close requesting that Cllrs Chambers and Middleton call an immediate halt to the erection of a new traffic sign at the corner of Monsell Drive. The residents consider that the proposals will have a detrimental impact on the entrance to Monsell Drive and that they will have little or no impact on traffic management as the sign is sited in the wrong place. They think that the City Council should install traffic management that would make it possible to safely cross Lutterworth Road to the bus stop.
- 1.8 On 25th June 2001 a site meeting was held with Cllrs Chambers and Middleton, and a number of residents of Monsell Drive and Magnolia Close. They are strongly of the opinion that the signs should be located nearer to Aylestone and suggested that somewhere in the vicinity of Plantation Avenue would be suitable.
- 1.9 The Traffic Signs Regulations and General Directions 1994 and the Traffic Signs Manual provide the rules and guidance concerning the design, size and positioning of all types of traffic signs. The size and siting distances of direction signs relates to the traffic speeds and the nature of road. For this section of Lutterworth Road, 60-150m is the recommended distance of an advance direction sign from the intersection with a minimum clear visibility distance of 105m. These distances allow drivers adequate time to safely comply with the messages conveyed in the sign. Because signs are designed for the legends to be recognisable and legible from distances depending on their type and road speed, it is essential that the signs are visible from these distances and not obscured by intervening obstructions. As the distance from Monsell Drive to Soar Valley Way is 150m, the proposed location is at the highest end of the range of siting distances recommended. This location also ensures that the minimum clear visibility distance can be achieved.
- 1.10 It is been suggested that the sign be located in the vicinity of the junction of Lutterworth Road and Plantation Avenue or the Baptist Church. Both of these locations are over 500m away from the junction and are far in excess of the distances recommended in the Traffic Signs Manual. It is considered that an advance direction sign positioned in this vicinity would give rise to a great deal of confusion for motorists, which could compromise road safety.
- 1.11 Road safety is an important factor in proposing to locate the advance direction sign on the southern side on Monsell Drive. The proposed location would ensure that visibility for and of vehicles exiting Monsell Drive or any private access is not compromised.
- 1.12 At no other junction between a major radial route and the ring road in the city is the advance direction sign more than 150m from the junction (the maximum recommended in the Traffic Signs Manual for a road of this type). All sites lie within the range of distances recommended in national guidance.
- 1.13 The petitioners request the installation of traffic management to aid pedestrians crossing Lutterworth Road. On the length of the road that concerns the petitioners, there have been two recorded personal injury accidents since the 1st January 1998. Given the low number of accidents, it would not be possible to justify funding for a scheme from the

Local Safety Scheme budget. However, as with all sites, accidents will continue to be monitored and, if appropriate, measures will be introduced in the future.

- 1.14 With regard to pedestrian crossing facilities, following a request from a member of the public, a traffic survey was carried out on Lutterworth Road in the vicinity of Monsell Drive. (Survey date Tuesday 13 February 2001) City Consultants subsequently completed a Standard Pedestrian Assessment. The key results are summarised below:

Pedestrian Flows: Total 12 hr flow = 45 pedestrians.
Average peak hour ped. flow = 6.25 / hour.

Vehicle Flows: Total 12 hr flow = 15024 vehicles
Average Peak Hour Flow = 1322 veh / hr.

$$PV^2 = 0.111 \times 10^8.$$

PV² is a numerical criteria used for the justification of pedestrian crossing facilities. Under the current assessment criteria, a PV² value of 0.7×10^8 is required to justify a controlled crossing facility. On this basis, a pelican crossing cannot be justified at the Lutterworth Road / Monsell Drive site. However, a pedestrian refuge is recommended subject to a satisfactory detailed design. This will provide assistance for pedestrians crossing to and from the nearby bus stops and, in addition, will provide some protection to vehicles turning entering or exiting Monsell Drive. The proposed refuge will be prioritised in accordance with the approved procedure and implemented when funds are available.

- 1.15 Attached are Drawing Nos. CD/TF/SRW/09431/S0007/001, which shows the extent of the proposals and CD/TF/SRW/09544/001. This shows the location of the low bridge on the A426 at Blaby. The bridge is signed at a height of 4.4m/14'9". Also shown is the alternative route for high vehicles along A563 Soar Valley Way, B4114 St John's and B582 Blaby Road and vice versa
- 1.16 On 5th February 2002, a site meeting was held with Cllrs Chambers and Middleton to discuss the proposed location of the sign. Whilst both Members were in agreement over the principle of the direction sign, they considered that the proposed location of the sign at the junction of Monsell Drive and Lutterworth Road was too close to Soar Valley Way and asked that a site further away from the junction be found.
- 1.17 In view of all the available information, officers consider that the proposed location lies within the range of distances recommended by Government guidance, and that the site is optimal in terms of traffic management and environmental concerns. The photograph on the next page shows the existing advance direction sign at the junction as well as the proposed location of the new sign.

2. Details of Research and Consultation

- 2.1 Correspondence with Ward Councillors, Railtrack and members of the public, file CD/TF/SRW/09431/S0007.

- 2.2 Meeting between Council Officer, Councillors Chambers and Middleton, and residents of Monsell Drive and Magnolia Close held on 25th June 2001.
- 2.3 Meeting between Council Officer and Councillors Chambers and Middleton held on 5th February 2002.

3. Implications

Other Implications	Yes/No	Paragraph References Within Supporting Information
Equal opportunities	No	
Policy	No	
Sustainable and Environmental	No	
Crime and Disorder	No	
Human Rights Act	No	
Elderly / People on Low Income	No	

- 3.1 No Implications are seen to arise from the recommendation contained in this report.

4. Background Papers

- 4.1 The Traffic Signs Regulations and General Directions 1994.
- 4.2 Traffic Signs Manual.

Report Author/Officer to contact:

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