

CROSSROADS MEETING at SHEARSBY VILLAGE HALL

Thursday 1st November at 7pm

PRESENT

Ann O Connell & Jo Quick Joint campaign leaders

Martin Reynolds Shearsby Parish Council chairman & David Durran Vice chairman

Adrian Timms & Ralf Dahm Shearsby P Councillor

Ros Ousey & John Thorpe Mowsley Parish Council

Julie xxx Knaptoft Parish Meeting

Ian Skelton & Fiona Blockley LCC Highways

Blake Pain DC and LCC Neville Hall DC and Knaptoft

Will Bateman aide to MP Alberto Costa

David Walton & Paul Atkin Bruntingthorpe Proving Ground

Chris Carter Saddington Parish Meeting

Julian Kenny Gilmorton Parish Council

Elaine Carter & Bruce xxx Arnesby Parish Council

PRESS: Alex Dawson Harborough Mail

APOLOGIES: Alberto Costa MP, Christine Alam Shearsby PC#

PUBLIC: 17 present + Parish Clerk Phillip Baildon=39 total.

M REYNOLDS Introduced proceedings with the usual fire/toilets etc and welcome to those attending. The main speakers will present, then public will be able to ask questions.

Since the Parish Meeting upgraded to a full Council in 2013 the overall wish has been to “protect” the village whether by Neighbourhood plan (which is nearly there after 2 years) by Neighbourhood Watch (which is about to re-invigorate) or general well-being.

“Protection” includes the effects of multiple crashes at the cross-roads which often diverts traffic through the village. Many residents avoid the cross-roads if possible and it is of note that most injuries are to strangers.

A lot of village feelings arose after the past 2 years of the attendance of the air ambulance and burning cars in 2 separate crashes with the bluelight services attending. These do not include the unrecorded lesser crashes.

A sub-committee of Shearsby residents was formed led by Ann O Connell and Jo Quick to gather historical information.

ANN O'CONNELL thanked Neville and Blake for their listening and acting to get the comprehensive 22-page REPORT from LCC Highways... which will be on the village website.

A petition began including presence at a Proving Ground event day and now has 6-700 signatures to request a scheme to reduce the crashes.

Local HFM and Leicester Radio have carried interviews and the Harborough Mail and Mercury have both printed articles.

BLAKE PAIN Said speed appeared to be a main factor and by co-incidence a recent SpeedWatch was followed by Officers in Fleckney with a large number of prosecutions ...up to 87mph in the 30 zone.

Earlier in 2017 the air ambulance attended 2 crashes at the cross-roads and 10 people in 3 weeks supplied crash history. From this he required LCC to produce a REPORT with explanation of the technical details.

FIONA BLOCKLEY first said only police-notified crashes are used and over a 5 year check there were 7.

4 in 2013 they considered a "spike" and from this they reduced the trigger speeds on the VAS (vehicle activated sign), added some blue rumble strips, altered the Saddington road GIVE WAY sign, added a painted SLOW and requested their verge cutters to do more.

The conclusion was TURNING out was the majority of crashes with poor visibility from and to Saddington Road. Therefore they consider enough has been done and nothing further is required immediately. The VAS is due for renewal in 2018/19.

ANN O'CONNELL said there have been 7 crashes over a slightly different period with 5 serious in 5 years with various opinions as to causes.

She asked when were speeding checks last carried out-the answer was 18th July then 25th-1st August when school holidays had started in neighbouring counties not just Leics.

FIONA pointed to only 4% over 60mph 85% figures using the police formula of 10% +2

ANN said does 43% "modelling" (vehicle numbers) use suggest there is more capacity.

BLAKE asked is the "Modelling" LCC or National, FIONA National.

ANN The Turning crashes, are equal sided from Saddington Road, FIONA right turns are the most dangerous due to crossing two lanes of traffic.

ANN villagers use the cross-roads every day and know the problems. Could speed cameras be installed.

BLAKE an LCC £1/2M pilot scheme for AVERAGE SPEED cameras is soon to arrive including some at Walcote. Presently fines go to CENTRAL govt not District. Overall funding was discussed that morning at MIDLANDS CONNECT and Govt has NO money unless the economy grows. 2020-25 there might be £800M for local improvements.

SAFETY funding is more important.

IAN said LCC use “serious” as well as fatal statistics, better than some councils.

ANN invited FIONA to outline options even though LCC considered they had no priority.

1. Signs £8-12K for renewals
2. Widening splays, not much benefit £100-150K
3. A figure of £124K per crash was unclear

DAVID A left slip road would be good both ways. 40 limit on the Cold Ashby/Naseby area has reduced crashes. A 50 limit on the Bowden-Billesdon road has reduced crashes.

FIONA LCC are looking at more 50 limits in all parts of the county.

ROS which are the worst turns? FIONA 6 emerging from Saddington, 2 into Saddington, 2 emerging Bruntingthorpe. Widening splays alone is not enough as vertical changes are now required by DoT to reduce blind brows, particularly to Leicester.

CHRIS The problem is always delays due to money, the process must “start now”

FIONA There are higher fatals scenes that need dealing with first.

BLAKE There are other options

FIONA LCC has no capacity to do more work (ie no more money)

IAN Numbers and analysis are essential before solutions. Raising awareness should be first.

JOHN said try changing the 4 corners from hedges to fencing with clear horizontal vision slats. Very common in Worcesterstershire, good clear photos passed round.

ADRIAN the emerging housing increase should contribute \$106 monies to safety improvements on the roads feeding them not just the immediate site entrance.

BLAKE A6 consultancy has done a traffic exercise. 15m mobile phones could be tracked giving a very clear traffic pattern.

NEVILLE LCC is getting negative, should be “can do”ie Improve the grasscut, remove the Severn-Trent spoil heap, cut back the hedges, renew the VAS sign a year early.

FIONA No funding with 78% budget cuts.

NEVILLE how much is a 50 limit FIONA £20K

BLAKE Why no consultation between Planning and Highways

FIONA could not confirm why not

PHILLIP Construction traffic MUST be taken into account for the CROFT quarry supplies most of the stone for the main developers straight across these roads to Kibworth etc.

NEVILLE LCC please you must action something. Do nothing is not an option.

ANNE open now to the floor....

JOHN LOCKYER Agree with Neville, don't wait. Good example do the corner fences, grasscut, cut back the hedge Leicester side. REMOVE illegal signs such as KIMCOTE scarecrows which is not even local and still there a month after the event.

FIONA we will look at the hedge.

DAN LABRAM keeps his hedge cut.

MARTIN PRICE has seen "5 crashes in a year" signs on Fosse Way etc.

FIONA LCC don't do these signs.

RACHEL TIMMS Reduce to 40 not 50, asked if BPG would help costs

DAVID WALTON said they would contribute

RICHEAD KEW why are blue rumble strips both sides SHELTON to cover overtakers

ANN We need a further meeting

NEVILLE Could it be sooner

ANN 1 or 2 maybe 2 times a year villages should meet

NEVILLE has been involved with 20-30 years planning decisions and has found it difficult to come to DECISIONS within Govt guidelines. The policy of each on its own merit has been flawed and CUMULATIVE and CONSECUTIVE Approvals have not been seen properly.

MRS LOCKET Traffic Lights helped when Severn-Trent were repairing mains. FIONA these cause their own problems with unexpected appearance. DAVID Shearsby then gets rat-runners missing the lights.

ADRIAN Traffic necks and humps are a waste of time and money as for example in Kibworth where double parking slows the traffic regardless. White Lines very quickly rub out with multi-axle transporters, 5 years is not being achieved.

BLAKE 1990s legacy of humps and necks has created the above. (Some environment groups are getting them removed as they add pollution, increase noise for residents and cause broken springs)

PHILLIP LCC REPORT will be on the SPC website.

Meeting closed at 9.15pm.