

# Transport and Burbage

## Background to transport policy making in Burbage (the area)

Burbage can be considered, from a transport perspective, to have developed in a number of phases:

- Pre 1920s, there were very few cars and roads were built predominately narrow with no need for consideration of current parking and traffic movements.
- In the 1920 to 1950s more cars were appearing but still needed little planning consideration as to traffic flow and parking.
- By the 1950 to mid 60s, which was a major housing build period, the roads built were more suitable for the car but few houses had off street parking provision. However, more grass verges were provided
- Since the mid 1960s the provision of integrated parking with housing has become more common. Also during this time the motorway network around Burbage (M1 in late 1950's/60's; M6 early 1970's and particularly M69 mid 1970's) was developed. This had a major impact on traffic routes into, out of, and through the village.

The majority of working people living in Burbage now commute often using the very narrow roads which were built before the current traffic flows occurred to access the M69 or A5 trunk road.

It follows that for both historical and geographical reasons, exacerbated by an inability to make major improvements to the roads between Hinckley and Burbage due to village lay out and rail bridges on both routes, and increased traffic flows both to and from the M69 and A5, congestion problems occur, both within the Burbage village road system and on nearby major road links.

Leicestershire County Council has for some time now recognised that Hinckley is one of a number of districts having traffic problems. Hence in 2014 it held a public consultation, the results of which are reported at.

[http://www.leics.gov.uk/hinckley\\_area\\_project](http://www.leics.gov.uk/hinckley_area_project)

This report is a subsidiary document to the main plan: [http://www.leics.gov.uk/index/highways/transport\\_plans\\_policies/ltp/current\\_transport\\_plans.htm](http://www.leics.gov.uk/index/highways/transport_plans_policies/ltp/current_transport_plans.htm)

Along with this plan sits the:

[http://www.leics.gov.uk/m0997\\_ltp\\_network\\_management\\_plan\\_14-26b-3.pdf](http://www.leics.gov.uk/m0997_ltp_network_management_plan_14-26b-3.pdf)

The network management plan is seen as a key element for the delivery of the third Leicestershire local transport plan.

Over the last few years two major projects have been implemented in order to improve traffic flow on the major road network of the area. Both are remote from the parish.

The A47 through Earl Shilton was bypassed (Clickers Way). This was only made possible due to developer contributions. This bypass provided site access to housing built adjacent to it, but none of the site of it opens directly on to it.

The A47 in its own right between the A5 and Earl Shilton is also known as the Hinckley North Relief Road. With the completion of the Earl Shilton bypass this gave a clear road with only junctions or roundabouts from the A5 to the outskirts of Leicester.

The A5/A47 junction at Dodwells Bridge roundabout has been significantly improved and equipped with traffic lights to aid traffic flow and give traffic from all four roads entering the roundabout an opportunity to do so.

### Need for Transport Planning in Burbage

Government's changes to planning law have simplified the planning process and allowed more local involvement in the planning process with the creation neighbourhood planning within the National Planning Policy Framework guide lines.

<http://www.planningportal.gov.uk/planning/nppf>

Key Neighbourhood Planning guidelines on transport seek to promote sustainable transport. Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development. All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment.

For larger scale residential developments in particular, planning policies seek to promote a mix of land uses, housing, shops, and schools & work sites, in order to provide a complete sustainable social centre, and within walking distance of most properties, the aim being to reduce car usage and an increase in the use of public transport, walking or cycling.

Initial consultation within the Burbage Community identified considerable concern about the current status of the transport infrastructure in Burbage (Question No 62 in questionnaire). These concerns have been one of the key drivers for initiating a Transport Plan as part of the Neighbourhood Plan in Burbage.

### Burbage Community Transport Concerns

Written feedback from the questionnaire highlighted the following issues:

- Road transport and congestion, mainly pertaining to the major road links
- Travel and congestion within the village
- Parking and speeding
- Cycling around the village.
- Foot movements and difficulties for the disabled
- Possible impacts of growth (e.g. arising from new sites for housing and business development in the parish and in neighbouring settlements) where developments would impact on traffic issues in Burbage.

Therefore the main focus of transport policy development was based on these issues ensuring that the main results of the public consultation have been addressed.

## Vehicle Ownership & Usage with in Burbage

### Ownership

**Table 1** shows vehicle ownership in Burbage using data from 2001 and 2011 censuses.

|  | 2001                 |                       |                    | 2011                 |                       |                    |
|--|----------------------|-----------------------|--------------------|----------------------|-----------------------|--------------------|
|  | Number of households | % of total households | Number of vehicles | Number of households | % of total households | Number of vehicles |
| Total households                       | 6,059                | 100.0                 | 8,306              | 6,393                | 100.0                 | 9,265              |
| Zero cars or vans in household         | 992                  | 16.4                  | 0                  | 920                  | 14.4                  | 0                  |
| 1 car or van in household              | 2,577                | 42.5                  | 2,577              | 2,579                | 40.3                  | 2,579              |
| 2 cars or vans in household            | 1,937                | 32.0                  | 3,874              | 2,209                | 34.6                  | 4,418              |
| 3 cars or vans in household            | 412                  | 6.8                   | 1,236              | 526                  | 8.2                   | 1,578              |
| 4 or more cars or vans in Household    | 141                  | 2.3                   | 564                | 159                  | 2.5                   | 636                |
| Number of cars/vans in excess of 4 **  |                      |                       | 55                 |                      |                       | 54                 |
| All cars or vans registered in Burbage |                      |                       | 8,306              |                      |                       | 9,265              |

\*The census data does not show the actual number of vehicles for each line. These numbers have been calculated to aid clarity.

\*\*The census data does not show this line but includes these extra vehicles in the '4 or more cars or vans in household' line. It has been shown separately here to aid clarity.

Unfortunately there is no data available showing the numbers of vehicles per household in 2016. However, Council records used for council tax purposes show that at the beginning of the 2016 financial year there were 6925 households in Burbage and if we assume that the average number of vehicles per household is the same as in 2011 (1.45) the total number of vehicles would now be in the region of 10,041.

The next chart (Table 2) shows the difference between above figures and is included to show changes more readily, the interesting figure is no vehicle households.

**Table 2** shows changes in the number of households and vehicles per household from 2001 to 2011

| Household type                         | 2001  | 2011  | Change No. | Change % |
|--|-------|-------|------------|----------|
| All Households                         | 6,059 | 6,393 | 334        | 5.5      |
| Households with no cars or vans        | 992   | 920   | -72        | -7.3     |
| Households with 1 car or van           | 2,577 | 2,579 | 2          | 0.1      |
| Households with 2 cars or vans         | 1,937 | 2,209 | 272        | 14.0     |
| Households with 3 cars or vans         | 412   | 526   | 114        | 27.7     |
| Households with 4 or more cars or vans | 141   | 159   | 18         | 12.8     |
| All cars or vans in Burbage            | 8,306 | 9,265 | 959        | 11.5     |

## Usage

The following 2 tables (Tables 3 and 4) are taken from the 2001 and 2011 censuses and shows the changes over a ten year period in our travelling to work habits. The third table in the sequence shows the actual number and percentage difference between the 2001 and 2011 tables

**Table 3: Method of travel to work 2001**

| Method of travel to work 2001             | Burbage |       | Hinckley and Bosworth |       | East Midlands |       |
|---|---------|-------|-----------------------|-------|---------------|-------|
|   | No.     | %     | No.                   | %     | No.           | %     |
| All residents aged 16 - 74 in employment  | 7,269   | 100.0 | 51,317                | 100.0 | 1,917,728     | 100.0 |
| Work mainly at of from home               | 712     | 9.8   | 4,982                 | 9.7   | 173,308       | 9.0   |
| Underground, Metro, Light railway or Tram | -       | -     | 14                    | <0.1  | 1,287         | 0.1   |
| Train                                     | 62      | 0.9   | 278                   | 0.5   | 18,849        | 1.0   |
| Bus, Minibus or Coach                     | 146     | 2.0   | 1,819                 | 3.5   | 133,858       | 1.0   |
| Motocycle, Scooter or Moped               | 57      | 0.8   | 553                   | 1.1   | 20,018        | 1.0   |
| Driving a Car or Van                      | 4,967   | 68.3  | 33,879                | 66.0  | 1,157,931     | 60.4  |
| Passenger in Car or Van                   | 474     | 6.5   | 3,256                 | 6.3   | 133,260       | 6.9   |
| Taxi or Minicab                           | 27      | 0.4   | 144                   | 0.3   | 7,926         | 0.4   |
| Bicycle                                   | 273     | 3.8   | 1,538                 | 3.0   | 62,644        | 3.3   |
| Travel to work on foot                    | 535     | 7.4   | 4,699                 | 9.2   | 201,247       | 10.5  |
| Travel to work by other means             | 16      | 0.2   | 155                   | 0.3   | 7,400         | 0.4   |
| Average distance (km) travelled to work   |         |       | 12.54                 |       | 13.21         |       |

Source: 2001 census

**Table 4: method of travel to work 2011**

| Method of travel to work 2011              | Burbage |       | Hinckley and Bosworth |       | East Midlands |       |
|--|---------|-------|-----------------------|-------|---------------|-------|
|  | No.     | %     | No.                   | %     | No.           | %     |
| All residents aged 16 – 74 in employment   | 7,123   | 100.0 | 53,774                | 100.0 | 2,146,541     | 100.0 |
| Work mainly at or from home                | 411     | 5.8   | 2,918                 | 5.4   | 108,977       | 5.1   |
| Underground, Metro, Light railway or Tram  | 8       | <0.1  | 36                    | <0.1  | 6,537         | 0.3   |
| Train                                      | 81      | 1.1   | 432                   | 0.8   | 28,777        | 1.3   |
| Bus, Minibus or Coach                      | 112     | 1.6   | 1,606                 | 3.0   | 132,073       | 6.2   |
| Motorcycle, Scooter or Moped               | 42      | 0.6   | 426                   | 0.8   | 15,557        | 0.7   |
| Driving a Car or Van                       | 5,398   | 75.8  | 39,401                | 73.3  | 1,409,030     | 65.6  |
| Passenger in Car or Van                    | 348     | 4.9   | 2,853                 | 5.3   | 129,471       | 6.0   |
| Taxi or Minicab                            | 18      | 0.3   | 119                   | 0.2   | 8,823         | 0.4   |
| Bicycle                                    | 170     | 2.4   | 1,239                 | 2.3   | 58,995        | 2.7   |
| Travel to work on foot                     | 512     | 7.2   | 4,506                 | 8.4   | 236,719       | 11.0  |
| Travel to work by other means              | 23      | 0.3   | 238                   | 0.4   | 11,582        | 0.5   |
| Average distance to (km) travelled to work |         |       |                       |       | 15.4          |       |

Source: 2011 census

Just looking at the Burbage results it can be seen the available work force has dropped, but the number of drivers has increased. The number of home workers dropped along with this

The table also shows that the average distance travelled to place of work within the East Midlands have increased from 13.2km in 2001 to 15.4 km in 2011.

The next table shows the changes that have occurred in methods of travelling to work from 2001 – 2011

**Table 5**

| Changes in method of travelling to work 2001 - 2011 | Burbage |       | Hinckley and Bosworth |        | East Midlands |        |
|---|---------|-------|-----------------------|--------|---------------|--------|
|   | No.     | %     | No.                   | %      | No.           | %      |
| Working mainly at or from home                      | -301    | -42.3 | -2,064                | -41.1  | -64,331       | -37.1  |
| Underground, Metro, Light railway or tram           | +8      | -     | +22                   | +157.1 | +5,250        | +407.5 |
| Train   | 19      | +30.6 | +154                  | +55.4  | +9,928        | +52.7  |
| Bus, Minibus or Coach                               | -34     | -23.3 | -213                  | -11.7  | -1,785        | -1.3   |
| Motorcycle, Scooter or Moped                        | -15     | -26.3 | -127                  | -23.0  | -4,461        | -22.3  |
| Driving a Car or Van                                | +431    | +8.7  | +5,522                | +16.3  | +251,099      | +22.3  |
| Passenger in Car or Van                             | -126    | -26.6 | -403                  | -12.4  | -3,789        | -2.8   |
| Taxi or Minicab                                     | -9      | -33.3 | -25                   | -17.4  | -897          | -11.3  |
| Bicycle   | -103    | -37.7 | -299                  | -19.4  | -3,649        | -5.8   |
| Travel to work on foot                              | -23     | -4.3  | -193                  | -4.1   | +35,472       | +17.6  |
| Travel to work by other means                       | +7      | +43.8 | +83                   | +53.5  | +4,182        | +56.5  |

The final chart in this sequence is where we travel, it unfortunately can not be got down any further than the whole borough but it shows that more leave the area to work than travel in.

It is available on line at:

<http://www.neighbourhood.statistics.gov.uk/HTMLDocs/dvc193/index.html#sty=true&flow=flow0&period=0&fix=E07000132&view=200,-40,630,635&tr=0,0&sc=1>

## The Current Burbage situation

The parish of Burbage sits to the south of Hinckley and is separated at its northern border by the Leicester to Nuneaton section of the cross country rail line. In terms of national considerations it is on the western edge of the East Midlands area

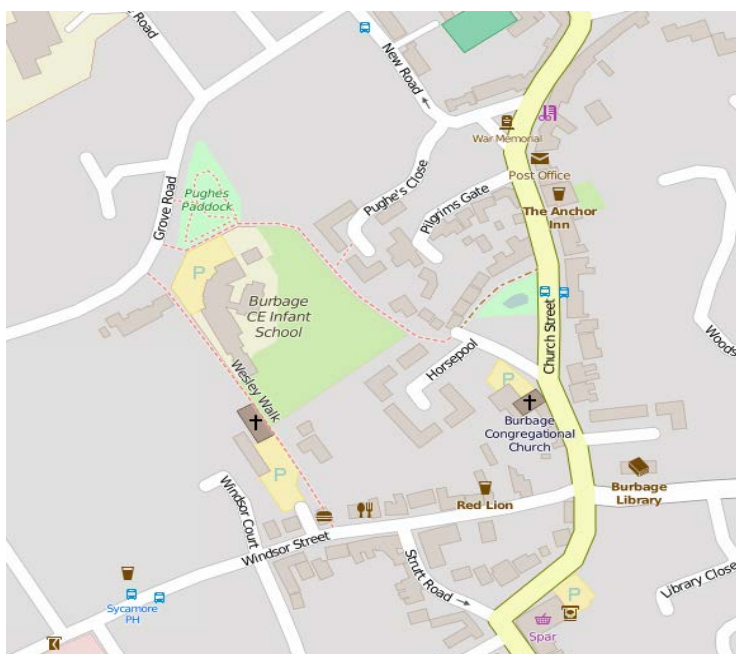
Burbage basically has a triangular shape with the western border being the line of the A5, the eastern border comprises open country leaving the railway line at the foot bridge by the common. These come together near Smockington hollow. (See Map 1)

## Car parking

One of the primary complaints from data received from the Plan4Burbage Questionnaire was the lack of car parking spaces, one reason being that the earlier large areas of the village were built prior to the advent of the car. Another concern raised is the congestion caused by on-road parking, especially along the roads that form part of the olde village of Burbage.

Within Burbage we only have 3 official car parks, one on Hinckley Road, Featherstone Drive and the other at the Millennium hall/ Britannia Field along Britannia Road. These are all adjacent to sports fields, which it is assumed was the original reason for their location. All of these car parks are in the ownership of the parish council.

## Shopping



Within the village core parking is at a premium. The main shopping area of Church Street (B 587) and Windsor Street, as shown on Map 1 opposite, have to put up with resident as well as shoppers looking for a space. Even with some of the road having a 1 hour parking limit, which does not help the retailers within the location, congestion still occurs, especially at rush hour and school opening and closing times.

Of the other shopping areas within the village, the Tilton Road/Boyslade Road area also suffers with parking problems due to the Coop Local moved there, drawing in more shoppers and thus traffic. Although the Coop does provide parking spaces, the

spaces are often full resulting in traffic parking on the grass verges.

Nearby, the local doctor's surgery has limited parking so traffic frequently uses the Coop car park or parking spaces along Tilton Road/Boyslade Road. Traffic also uses the pavement for parking, which can be dangerous as it is situated on a blind bend.

Of the 3 other shopping areas:

The Three Pots, Brookside and Atkins Way have some off road parking and as they sit within residential areas tend to have low traffic flow. None of these sites have disabled parking.

The Three Pots area is known to cause parking issues for those who wish to use the Post Office and other retail outlets within the area, as many of the car parking spaces are used as a "park and ride" for those wishing to travel to Leicester or Coventry on the X6 bus service.

## Problems within the Current Burbage Road Infrastructure

### Major Congestion Problems on the B roads through Burbage

#### Local traffic

As seen from the census figures presented earlier, the number of vehicles in Burbage shows no resemblance to the traffic flows.

This causes traffic problems for the village due to the high levels of traffic from and through it using the B4109. This is due to vehicles wishing to access the M69/A5 junction and traffic that uses the B4109 to avoid traffic hold ups on the A5 and to access it at a different point.

At least twice a day, during the peak traffic periods, it can be difficult or time consuming to leave the village minor roads onto the B class roads due to traffic volume. Road traffic accidents on the M1, M6, M69 and A5, when traffic is diverted via Hinckley, only exacerbates the situation



Hinckley Bound

Out bound

The B4669/M69 junction only allows access towards Leicester. This must have some influence on traffic levels

Hinckley outbound traffic on the B4669, once it has passed the Brookside junction, can flow away freely. The problem can be joining it at any other point than Brookside.



The flow of incoming traffic using the B4109 is a different issue. As it flows into Hinckley it is controlled by a series of traffic lights and pedestrian crossing lights. At peak times this can cause of long queues as far back as the M69. This problem is only expected to get worse since most of the major building developments are on the far side of Hinckley.

**Table 6: Traffic congestion problem in Burbage and possible solutions**

| Location   | Problem Issue  | Evidence  | Possible Traffic Management Improvement  |
|--|--|---|--|
| On the B4109 northbound to Hinckley at the B590 junction   | Congestion: Excessive traffic flows and road obstructions cause vehicle queue lengths of circa 2.3km for 5 hours on each week day  | Sub Group's Congestion studies<br><br>Photographic Evidence<br><br>Queuing & Road Capacity analysis<br><br>Ongoing deliberations of local government highways authorities | Modify flows at hub junction traffic lights<br><br>Improvement/extension to the RH Filter into Brookside<br><br>Modify traffic Island flows<br><br>Pursue with other bodies a link from Clickers Way to the M69                                    |
| At the Junction of the B4109 & M69/A5  | Congestion: Excessive traffic flows and road obstructions cause vehicle queue lengths of circa 1.5 km for 3 hours on each week day | Sub Group's Congestion studies<br><br>Photographic Evidence<br><br>Queuing & Road Capacity analysis<br><br>Ongoing deliberations of local government highways authorities | Link the operation of the Hinckley hub traffic lights to the redesigned traffic light flows at Brookside & (e.g. via SCOOT)<br><br>Pursue with other bodies a link from Clickers Way to the M69  |
| Northbound flows at the B4669/B590 Junction. Also at the B4669 Junction with Brookside                     | Congestion: Excessive traffic flows and road obstructions cause vehicle queue lengths of circa 0.7 km for 6 hours on each week day | Sub Group's Congestion studies<br><br>Photographic Evidence<br><br>Queuing & Road Capacity analysis   | Modify the operation of the Brookside traffic lights -to improve the filtering of flows turning onto the B4669   |
| As the B578 passes through the village; mainly along the length of the B578 between Foresters Road the M69 | Congestion: Excessive traffic flows and road obstructions cause vehicle queues lengths of circa 0.3km for 6 hours on each week day | Sub Group's Congestion studies<br><br>Photographic Evidence<br><br>Queuing & Road Capacity analysis   | Introduce 20 mph speed limit on the B578 through the village<br><br>Install new Traffic Lights at the B578/B4669 Junction (with RH filter) -- synchronise with the Brookside traffic light system<br><br>Permit verge parking (such as Grasscrete) |

### Congestion Study on the main B roads though Burbage to Hinckley

As outlined in Table 6, major congestion problems occur on week days on all B roads. Over the early months of 2016 the transport sub group observed regular vehicle queue lengths and the durations over which queuing occurred on the B4109 at its junction with the B590; on the B4109 at its junction with the M69/A5 junction and on the B4669. These major link roads do not currently have problems with on-street parking, the congestion is simply a product of the volume of traffic and its inability to



disperse effectively due to problems with junctions and congestion on the internal roads of Burbage and Hinckley.

In addition, the sub group used National Standards data used by Highways England to calculate the maximum capacity for which the B4109 and B4669 were designed.

The capacity analysis followed current highways authority recommendations published at: <http://www.standardsforhighways.co.uk/dmrb/vol5/section1/ta7999.pdf> .

In respect of Rugby Road (B4109) analysis was as follows:

The B4109 (Rugby) road is judged to be a 'Type 3 Urban All Purpose Road' because over significant sections of this feeder road a two way single carriageway is provided via one or two lanes that have an effective width of 6.75 m (because of permitted on-road parking). However, as HGV traffic is permitted to use this feeder road it suffers a flow reduction when compared to the UAP3 standard. Consequently, according to National standards, the maximum capacity of the Rugby Road (under good conditions), as it passes through Burbage, will be 960 vehicles per hour.

Yet during local government surveying between 1<sup>st</sup> September 2015 and 30<sup>th</sup> September 2015, actual flow rate peaks of 1450 vehicles per hour were measured. Therefore, the capacity of this trunk road is being exceeded. As a consequence extensive queuing results and where possible traffic will seek other routes around Burbage. This problem will be exacerbated by further housing development within Burbage.

The B4669 Sapcote Road is classed as a Type 2 Urban All-purpose Road with theoretical capacity of 1260 vehicles per hour in each direction. It is a good standard single carriageway road with frontage access and more than two side roads per km. It is subject to a 30 mph speed limit where the width is reduced by markings to 6.10m, but is 40 mph where the carriageway width is 8.20m with central hatched area.

Measured traffic flows were measured at 582 and 583 vehicles for 2 peak hours is only 53% of the theoretical capacity for peak hour traffic.

Burbage Road from its continuation from Sapcote Road is classed as a Type 3 Urban All-Purpose Road with a capacity of 900 vehicles per hour. It has a speed limit of 30 mph.

It is a variable standard road carrying mixed traffic with frontage access, side roads, bus stops and pedestrian crossings. It has more than 2 side road accesses per km. The width of the road is 8.00m. Measured traffic flows were 410 and 449 vehicles for two peak hours [i.e. -54% and -50% of maximum capacity when compared to theoretical maximum capacity].

However, if we measure traffic flows at its junction with Brookside a different set of figures emerge with recordings of 870 and 937 vehicles per hour for 2 peak hours which equates to -3% and +4% of theoretical maximum capacity respectively.

However, a recent residents' traffic survey relating to a planning application for Elm Tree Drive showed the following figures:

11/4/2013 (07.50 till 09.00) showed 847 outgoing vehicles with 1034 incoming vehicles, with 427 vehicles exiting Brookside and 306 vehicles turning into Brookside.

12/4/2013 (15.00 to 18.00) (note 3 hour period) showed 2237 outgoing vehicles and 2277 incoming vehicles with 1017 vehicles exiting Brookside and 742 turning into Brookside.

The B578 that forms Hinckley Road, Church Street, Lutterworth Road in Burbage is classed as a Type 4 Urban All-purpose Road with a theoretical capacity of 750 vehicles per hour in each direction. It is the equivalent to a busy high street carrying predominately local traffic with frontage activity, including loading and unloading. It is subject to a 30mph speed limit, with a 20 mph speed limit in Church Street/High Street.

It has more than 2 side road accesses per km and unlimited access to houses shops and businesses. Parking and loading is mainly unrestricted, with pedestrian crossings and kerbside bus stops. Whilst its width does vary from 6.80m at School Close down to 5.0m on Church Street, it has a mean width of 6.1m.

Measured traffic flows were 503 and 504 vehicles per hour over a two hour period at peak traffic times, which is 33% of the theoretical maximum traffic capacity.



Of importance here is that the parish of Burbage is frequently subjected to major congestion problems, primarily as a consequence of its close proximity to the national motorway infrastructure (M69, M1 and M6) and the A5 Trunk road. Any restriction, disruption or closure on these routes inevitably moves more traffic onto the roads through the Parish, adding to the congestion of local feeder traffic attempting to access the national network.

The road capacity analysis carried out on Burbage link roads showed why queues of very significant length occur on a daily basis.

Sub group observation was focussed on queues that regularly formed at four main road junctions where over the period November 2015 to February 2016 the average queue lengths were found to be:

- 1.5 km for circa 3 hours each week day at the Junction of the B4109 and M69/A5
- 2.3km for circa 5 hours each week day at the B4109/B590 Junction
- 0.7km for circa 6 hours on each week day at the B4669 and B590 Junction
- 0.3km for circa 6 hours on each week day as the B578 passes through older sections of the village and meets the B4669

## The B578

***The B578 does not pass through Burbage to Hinckley but links the B4669 to the A5 and carries a significant amount of traffic through the village centre and its conservation area on roads that were never designed to carry such volumes of traffic. It has on street parking problems from the junction with Foresters Road through the centre of the village and through to the point where Lutterworth Road crosses the M69.***

There are several sections of this road that are almost permanently reduced to single file traffic. These include the area along Church Street between the Horsepool and the pedestrian crossing by the village library and the section of road passing either side of the Chequers public house. In the case of the Horsepool, the situation could be improved by allowing parking on the side of the road opposite the Horsepool only and having double yellow lines on the other side from the pedestrian crossing to its junction with New Road. The section of road in the vicinity of the Chequers public house is more difficult to deal with as even if cars are parked on one side only the road width is inadequate for two way traffic.

As outlined in Table 6 the road becomes heavily congested at peak periods partly because of the on street parking, but predominately due to traffic travelling towards the B4669 being unable to join that heavily congested road. At peak periods vehicles often queue back to the centre of the village from this junction which has the knock on effect of blocking traffic from the side roads from joining the B578. Some of this congestion could be avoided by widening the road to provide a right turn lane from just after The Fairway and providing traffic lights at the junction with a right turn filter light.

The B578 joins the A5 at a point where due to a restricted line of sight to the right (see photo below) and traffic travelling at speed in both directions on the A5 there is a significant risk of collision. The B578 is designated as an emergency route and is already carrying a volume of traffic greater than it was designed to do. This situation is unlikely to improve and traffic planners are urged to consider the provision of a roundabout at this point and/or options for slowing the A5 traffic at this point, especially south bound traffic.



B587 with its junction at the A5 trunk road looking right and northwards.



B587 with its junction with the A5 looking left/ and southward.

Only an integrated traffic light system could help with traffic flow problems. Phase 4 of the current local transport plan involves a review of current and future traffic conditions along key corridors which, subject to funding, is hoped to resolve some of the traffic problems currently experienced in and around Burbage.

## Traffic problems on village roads

Table 7 summarises the safety, speeding and parking issues considered by the transport sub-group and potential traffic improvement schemes that might ameliorate the situation.

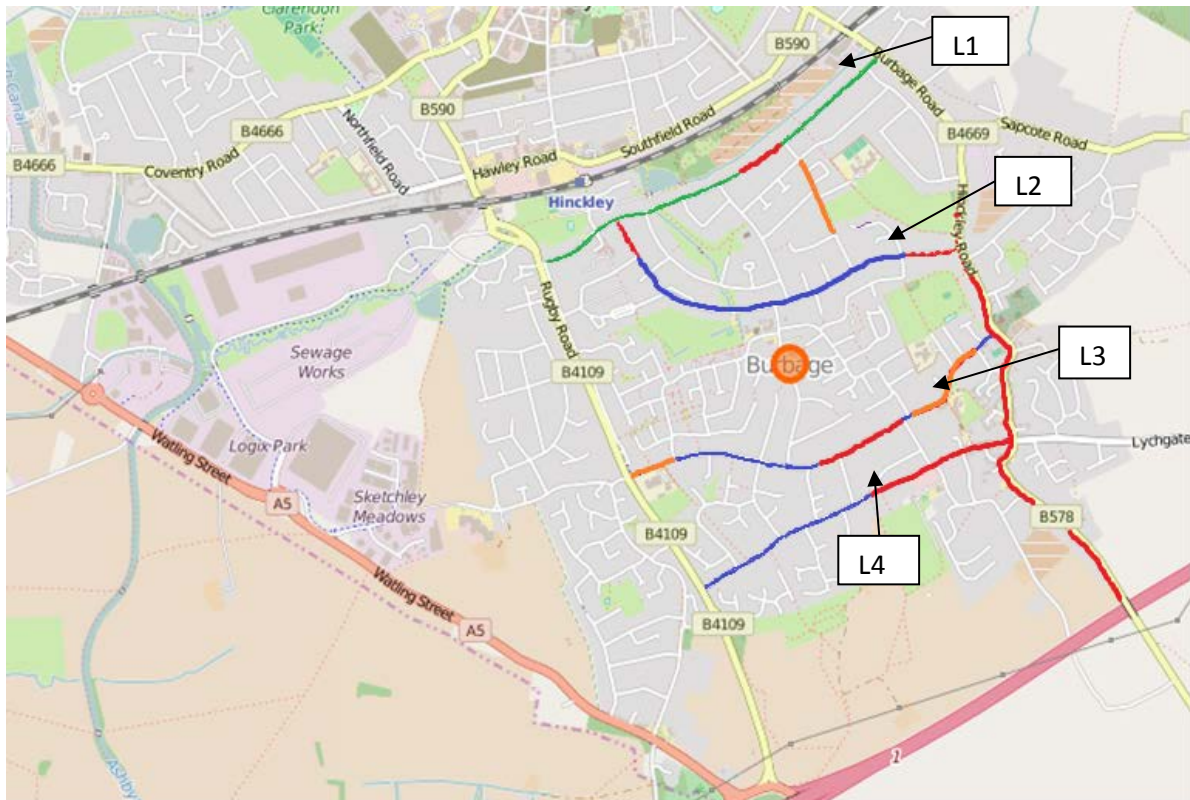
Table 7:: Congestion Problems and Suggested Improvements

| Location  | Problem Issue  | Evidence  | Possible Traffic Management Improvement  |
|---|--|---|--|
| Infant and Primary Schools located on Grove Road and Sketchley Hill | Safety Issue- significant danger to school children crossing road because of speeding traffic and parked vehicles<br><br>Issue exacerbated by drop off and pick up parking             | Sub Group's safety audit<br><br>Sub-Group's speed & parking studies (including on Grove Road and Sketchley Hill)<br><br>Photographic Evidence                 | Introduce a new one way system – to include sections of: Sketchley Road, Grove Road, Coventry Road and Windsor Street<br><br>Input into 'route to school planning'; such as 'walk to school bus'                         |
| At locations along the B4109 and B4669                              | Speeding and other safety issues arise from traffic travelling in excess of 50% above speed limits- this primarily occurs at times when the road congestion clears                     | Speeding complaints to the council for a number of years<br><br>Speed studies & data recorded by the Council<br><br>Serious accidents recorded on Smithy Lane | Extend the 30 mph speed limit restrictions up to the A5/B4109 Junction   |
| Throughout older sections of the village                            | Minimal off street parking for older properties is a prime source of major parking issues. This and poor parking behaviours reflects into major congestion problems and safety hazards | Sub-group's parking studies<br><br>Sub group's safety audit<br><br>Sub group's congestion studies<br><br>Photographic Evidence                                | Parking benefits will arise from the new one way road section (as recommended above)<br><br>Introduce double yellow lines on critical road sections<br><br>Ensure integral parking for new housing/business developments |



## Congestion in the Burbage Village

**Map 2: Regular areas of congestion along key link roads within Burbage.**



### Key:

Areas marked in **red** - vehicle flows are restricted significantly by parked vehicles.

Areas marked in **orange** – are school drop off and pick up areas subject to congestion at the start and end of the school day.

Areas marked in **blue** – no significant congestion problems.

### Brookside (Map 2 L1)

Brookside suffers from peak period congestion at both ends due to a combination of:

- junction design
- traffic light sequencing
- motorists blocking yellow box zones.

On-street parking is not a problem on the half of the road closest to the B4669. However the houses on the half of the road closest to the B4109 were built without off street parking and as part of the improvements already made many of these have been provided with parking by converting stretches of the grass verge into laybys. There are still a number houses without this layby facility resulting in on-street parking and some congestion, which could be resolved by providing more layby parking. The problem is already mitigated in part by residents parking on the grass verge where parking laybys have not been provided.

There are traffic lights at either end of Brookside, but both sets are inadequate to reduce congestion due to the volume of traffic they handle and the junction layouts. On the B4109 in bound to Hinckley there is a right turn lane but no right turn filter so traffic often has difficulty making the right turn into Brookside. There is only a single lane leaving Brookside with the result that vehicles leaving Brookside and turning left are often blocked because vehicles turning right are prevented from doing so by the congested traffic heading into Hinckley. The situation for vehicles wanting to turn left onto Rugby Road could be improved if separate lanes could be provided for left and right turning vehicles. The solution for right turning vehicles is dependent upon a resolution of the congestion caused by the traffic lights at the Hinckley Hub, which is outside Burbage.

At the B4669/Brookside junction leaving Hinckley and wanting to turn right is controlled by a right turn filter but the filter light does not operate at all times and even when it does operate vehicles travelling towards Hinckley along the B4109 often block to yellow boxed junction preventing the vehicles wanting to turn right out of Brookside, and the traffic travelling from Hinckley from entering Brookside. When the Hinckley bound traffic does eventually stop, the vehicles turning right into Brookside tend to jump the red traffic light so that vehicles attempting to turn right out of Brookside are prevented from doing so, often until the lights are about to change again. This problem could be reduced by realigning the traffic lights coming into Hinckley and extending the yellow box area.

#### **Featherstone Drive and Forrester's Road (Map 2 L2)**

Featherstone Drive and Forrester's Road both become congested at either end due to long areas of on-road parking. Between these points there is some on-street parking which in effect reduces the road to a single carriageway. Limiting parking to one side of the road would help reduce congestion. There are also grass verges that could be converted for parking use to help alleviate congestion.

#### **Grove Road and Sketchley Road (Map 2 L3)**

At the B578 end, the link road is entered via New Road, at the site of the war memorial, and exited by a short one-way section of road which brings traffic out opposite St. Catherine's Church. There are two schools about 100m from the point where New Road joins Grove Road and, as there is no parking provision for vehicles delivering or collecting children, congestion is caused at school start and finish times. The area where cars park to deliver/collect children is alongside a wide grass verge, which could be converted to parking space thus reducing congestion at this point (see photo below)





Above: Grass verge near Grove Road schools

Further along Grove Road, beyond the Salem Road junction, a large parking layby has been provided to service the older houses that were built without off-street parking. This has improved the traffic flow to some extent but the road is still too narrow to be used safely by two way traffic.

At the B4109 end of the link there is a school about 50m from the junction with no provision for cars delivering or collecting children to park. This results in single file traffic along this stretch of road, at school start and finish times. The fact that the school is so close to the junction often results in traffic entering the link road from the B4109 being faced with oncoming traffic on the wrong side of the road with nowhere to pull in due to the line of parked cars.

### **Coventry Road and Windsor Street (Map 2 L4)**

At the Windsor Street end, the Junction with the B578 is difficult to enter and exit as the road is very narrow with a stone wall right up to the road on the left hand side. Leaving this junction to join the B578 is also dangerous due to a blind bend to the right obscuring the view of oncoming traffic.

Travelling along Windsor Street and into Coventry Road the route is often congested again due to parked cars, often on both sides of the road, until traffic is past the Victoria Road junction (see photograph above)

After the Coventry Road/ Pyeharps Road junction the road is reasonably free of obstruction but the junction of Coventry Road and the B4109 is considered to be unsafe as the speed and volume of traffic at peak times, especially the traffic heading towards the M69/A5 roundabout, can make it difficult to exit Coventry Road. Traffic lights or a mini roundabout would improve the situation.

## Parking on both sides of Windsor Street/Coventry Road reducing the road to single file traffic



### Congestion in the rest of Burbage

Congestion on other roads in Burbage is mainly due to a large amount of on-street parking resulting from the fact that much of the housing was built with inadequate off-street parking for the level of vehicle ownership that now exists. The on-street parking reduces many of the roads in the residential areas to a single carriageway. Whilst there is very little that can be done to avoid this and residents have become accustomed to taking care on these roads, other road users are increasingly using these roads as 'rat runs' to avoid congestion on the surrounding B roads and link roads.

The only solution to the 'rat run' problem is to solve the congestion problems on the B and link roads using the suggestions already made or any more radical solutions that transport planners can devise. Only when the B-class and link roads are quicker and safer than the 'rat runs' will these residential roads be made safer for residents.



## Parking

### **Generally**

Parking obstruction is driven by no initial provision being made for vehicle parking in the early expansion of the village resulting in high levels of on-street parking, and with the increase in car ownership the situation would have become worse if house frontages had not been altered to provide parking spaces.

The lack of parking spaces cannot be readily resolved; it needs land to become available and this could only be achieved by buying and demolish property, not a cost effective solution.

A simple situation that could be considered is the conversion of grass verges into parking bays. This would help to improve traffic flow.

### **At schools**

Parking problems are most acute along Grove Road, due to the close proximity of two schools, and Sketchley Road near to Sketchley Hill School. Sketchley Hill School, because of its location, has minimal parking available outside the school premises. Consequently, on-street parking has tendency to reduce the road to a point that two- way traffic flow can be difficult. Along with the fact it sits on the corner of Rugby Road and Sketchley Road makes parking issues more difficult to solve. Hastings High School had similar on-street parking problems but these have been more or less resolved by Leicestershire county Council Highways Department adding double yellow lines along a length of Far Lash.

## Traffic relief schemes

### To the East

It was suggested by some residents in the Plan4Burbageconsultation that consideration be given to opening up the M69 both ways at junction 2. Interestingly, Sapcote , which is part of the Fosse Villages Neighbourhood Development Plan area , also suggested such a scheme as they too suffer from high levels of through traffic. It notion has also been discussed before and the current financial situation would not see this happening during the life of this Plan.

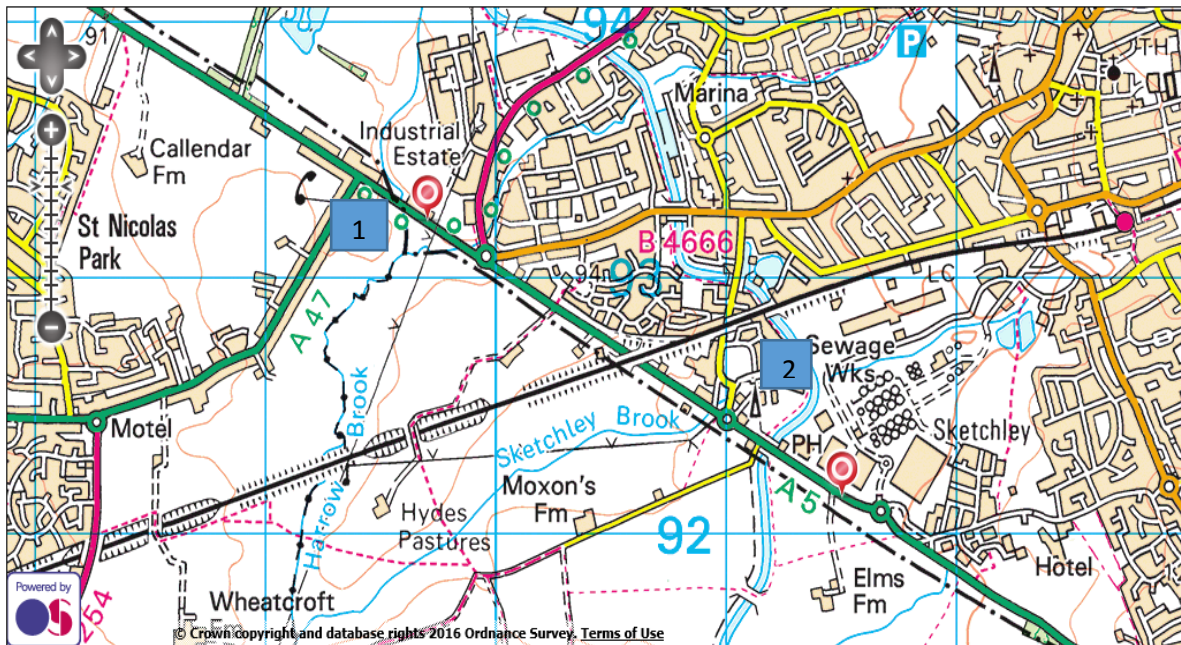
It is the consideration of the Transport sub-group that the only real option would be a new access closer towards Leicester linking to the A47 Clickers Way northwards and the B4114 to the south.

### To the West.

The A5 is already a viable route around the parish, especially for those needing to get to the north of Hinckley, but it is already heavily loaded with traffic and the situation over the next few years will only worsen. The low railway bridge has long been a problem and looks to continue. Plans to change the A5 to a dual carriageway along its border with the village of Burbage would help to improve traffic flow.

Traffic counts on the A5 is available at <http://www.dft.gov.uk/traffic-counts/cp.php> The map over shows traffic census points along the A5 and corresponding traffic figures for the period 2010 – 2015.





### Leicestershire 2015 count points

Shown above (Map 3) are the two local count points on the A5, below are the traffic figure over recent years. It is important to notice the difference between the two counts which must relate to traffic accessing the A47/B4666 route into Hinckley at the Dodwell Bridge roundabout.

|         | 2010  | 2011  | 2012  | 2013  | 2014  | 2015  |
|---------|-------|-------|-------|-------|-------|-------|
| Point 1 | 33181 | 33147 | 32636 | 32728 | 33216 | 33011 |
| Point 2 | 19895 | 21982 | 21955 | 22001 | 22560 | 23614 |

Table 8: The figures above give the average annual daily flow of traffic.

Internet links for further reading are available at:

<https://www.gov.uk/government/news/public-drop-in-for-a5-dodwells-to-longshoot-widening>

<http://www.highwaysindustry.com/highways-bosses-to-outline-25m-plan-to-dual-congested-a5-near-hinckley/>

[http://www.hinckley-bosworth.gov.uk/download/downloads/id/3939/ex\\_05b\\_aecom\\_technical\\_note\\_-\\_strategic\\_transport\\_assessment.pdf](http://www.hinckley-bosworth.gov.uk/download/downloads/id/3939/ex_05b_aecom_technical_note_-_strategic_transport_assessment.pdf)

Observations of the A5 at 17.00 for a one week period found that south bound traffic was observed tailing back from the Dodwell Bridge roundabout to the M69/A5 roundabout. In the opposite direction traffic was tailing back half way along this length.

