

## Traffic Calming – Recent Correspondence with Rutland County Council

**From:** Jim Atack <[jim.atack@gmail.com](mailto:jim.atack@gmail.com)>  
**Sent:** 24 June 2021 17:57  
**To:** 'Robyn Green' <[RGreen@rutland.gov.uk](mailto:RGreen@rutland.gov.uk)>

**Subject:** RE: Branston Traffic monitoring

Dear Robyn,

Thank you for your response.

First, thank you for attaching the plans of works which are now programmed for installation next month at the Oakham Road end of the village; this is much appreciated after the long history of accidents that have occurred there. We are, however, very concerned that a 40mph buffer zone is not included in the works, and that no explanation has been provided to explain its exclusion from the scheme. We had understood that the police representative of the Highways and Traffic Committee was to be consulted and give a view, especially in the light of other recent 40mph buffer zone implementations in Rutland. This also applies to the proposed 40mph buffer at the Knossington Road end of the village.

Second, we very much agree with your conclusion that the 'open' nature of most of Knossington Road encourages drivers to speed, since it doesn't have the enclosed environment often associated with a built up area; this contributes to our problem.

Third, we also agree that the installation of the Knossington Road chicane has had an effect on traffic speeds entering the village; sadly, this has not been significant and does not apply to vehicles leaving the village. These conclusions are clearly demonstrated by the data set and analysis that we provided to RCC. It is unfortunate that RCC will not accept this analysis, since it clearly shows that the Knossington Road is unsafe for our residents. Would you please clarify whether this rejection of our study is guided by an RCC policy (like the three year moratorium on further RCC conducted surveys) or an executive decision? Since Braunston is prepared to pay for such data logging, would you confirm the conditions under which our studies will be accepted by RCC. Given the universal use of Houston Data logging devices, their ease of use, and accepted accuracy, we are concerned that RCC has deviated from other local authorities in not accepting the results of such studies. I am advised that Cambridgeshire has no problems in accepting such studies and indeed welcomes their delivery.

Clearly if RCC will not undertake traffic surveys, and will not accept third party studies, identified dangerous conditions will not be accepted and acted upon by RCC. We would again challenge the only survey results giving 'acceptable' figures, carried out by RCC in November 2019 during a wintry period when much of Rutland was inundated by floods. All previous surveys, including June 2019, indicate that the Knossington Road is unsafe for our residents. I note that you have not responded to this point.

We have not heard from the Police on these issues and would be obliged if you would let us know what consultancy has occurred, what data has been taken, and what conclusions have been reached. Simply stating that the police are in favour of an SID doesn't really cover the ground.

Given our reasonable and considered challenges to your position, we would respectfully request that a meeting is held between the Braunston Parish Council representatives, our Ward Councillors, the executive of the Traffic and Highways department, and the Chair of the Highways and Traffic Committee, so that we can properly understand how RCC policies should be applied to our situation and how we can help RCC to make our village safer.

Thank you for your consideration and best regards,

Jim Atack

Braunston Parish Councillor

**From:** Robyn Green <[RGreen@rutland.gov.uk](mailto:RGreen@rutland.gov.uk)>

**Sent:** 21 June 2021 12:35

**To:** Jim Atack <[jim.atack@gmail.com](mailto:jim.atack@gmail.com)>

**Cc:** 'Chris Bichard' <[cbichard@hotmail.co.uk](mailto:cbichard@hotmail.co.uk)>

**Subject:** Branston Traffic monitoring

Dear Mr Atack and Mr Bichard,

Sorry for the late reply - Thank you for your emails regarding Braunston Traffic Monitoring and the ongoing concern regarding speeding through this area.

Unfortunately we are unable to take your speed survey data into account as it has not been carried out by the Council or by a subcontractor appointed by the Council. The Council remains impartial on speeding matters throughout the County and looks at each site in their own merit.

RCC have carried out a number of speed surveys along this section of road and carried out a review earlier than required due to a request from the Parish Council. The latest speed survey was carried out by RCC between 4/11/2019 and 11/11/2019. This survey was carried out Pre Covid-19 and is therefore a true representation of the speeds in normal conditions. The device RCC use is a radar positioned on a column and records vehicle speeds in both directions. The police and RCC management support the speed surveys results carried out by RCC officers and the Police have therefore used RCC data when assessing the site.

To provide some further information into this area and results from the feasibility studies and reviews:

Knossington Road is a very straight section of carriageway. Travelling from Tilton On The Hill towards Braunston there is a sharp right hand bend 225m from the 30mph limit. This section of road is classed as open countryside. When drivers near the 30mph limit there are a series of traffic calming measures appropriate for this road, these include dragon teeth, improve gateway signs, red HFS with 30mph roundel and 2 chicanes on either side of the road. All of these measures together help to reduce vehicle speed.

RCC are very limited in what traffic calming measures can be proposed along Knossington Road. Whilst this is not an A or B road, it does form part of the strategic network and routes regularly used by emergency services. The traffic calming measures already installed have been approved by the police and do not reduce emergency service response times.

The main issue with Knossington Road is the street scene. Between Ratts Lane and the 30mph limit the road could be classed as open countryside. Each property is set well back from the edge of the carriageway and in front of the property boundaries there are large hedges. This type of road layout can make drivers feel there are no more hazards and that 30mph is not an appropriate speed limit for this section of road and therefore increase their speed.

When entering Braunston drivers are faced with a series of traffic calming measures but the road then turns to open country side with houses set back from the edge of the carriageway until Ratts Lane.



The Department for Transport Circular 01/2013 setting local speed limits states: Speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance. It also states that a 30mph limit should apply in built up areas with development on both sides of the road. And whilst there is development on both sides of Knossington Road the properties are set back from the carriageway and cannot be easily seen when driving along the road. Therefore making the road not look like a 30mph limit

### **Traffic calming measures**

In your email you have suggested that the police recommended no further action, however this is incorrect. Please refer to my email dated 18/5/2021 where I have detailed the police's recommendation. The police have recommended that RCC do not look to pursue a lower limit but introduce a working SID/VAS on the inbound carriageway in a more noticeable location. SID/VAS are well known for aiding with speed reduction. I have also stated in the email dated 18/05 that RCC are undertaking a review of the SID/VAS around Rutland and Braunston will be included in the first-year review.

In July 2021, RCC will be implementing the approved highway improvements under ITCP-2019-40 Braunston. Please see the attached drawing titled Braunston Scheme A3.

You have suggested that Braunston have raised their own funds to install traffic calming measures through the village. If the PC wanted to spend this money on an additional SID/VAS in a different location, RCC can help the PC with the installation and suppliers. In this instance, please let me know should you wish to proceed with this.

Thank you

**Robyn Green | Highways Engineer (Development Control)**

**From:** Jim Atack <[jim.atack@gmail.com](mailto:jim.atack@gmail.com)>

**Sent:** 18 May 2021 12:45

**To:** Robyn Green <[RGreen@rutland.gov.uk](mailto:RGreen@rutland.gov.uk)>

**Cc:** 'Chris Bichard' <[cbichard@hotmail.co.uk](mailto:cbichard@hotmail.co.uk)>; Heather Caldicott <[HCaldicott@rutland.gov.uk](mailto:HCaldicott@rutland.gov.uk)>

**Subject:** FW: Braunston Traffic Monitoring - update

Dear Robyn,

Thank you for your email; I think we need to join up some missing communications.

Please find below a summary from the Parish Council's recent (March/April) four week data-logging of traffic speed and volume through Braunston.

When you have had a look at our data, perhaps we could arrange a meeting to discuss potential traffic calming options? I should re-iterate that the Braunston community has raised funds to contribute to any traffic calming actions.

We are, of course, interested in what data the police collected in support of their 'no further action' recommendation, and would welcome a copy of any data gathered so that we can compare with our own data sets.

I am sure that Braunston would welcome use of a modern SID device that records data as well as simply flashing a warning.

Look forward to meeting.

Best regards,

Jim

**From:** Jim Atack <[jim.atack@gmail.com](mailto:jim.atack@gmail.com)>

**Sent:** 13 May 2021 18:29

**To;** Braunston Traffic Calming Group

**Subject:** Braunston Traffic Monitoring - update

Dear All,

During March and April the **Braunston Traffic Calming Group** logged the speed and volume of traffic passing through the village; we used a radar logging device similar to those used by police and the Rutland County Council.

The device recorded an extensive set of data that we will use to demonstrate that we still have a **significant speeding problem**.

During the month there were several changes to the traffic flow:

1. **3 days** of 'normal' traffic flow along Knossington Road.
2. **5 days** of roadworks, with traffic lights at the chicane.
3. **9 days** of 'normal' traffic flow.
4. **12 days** of increased traffic flow during the Manton Rail Bridge closure

**The results show:**

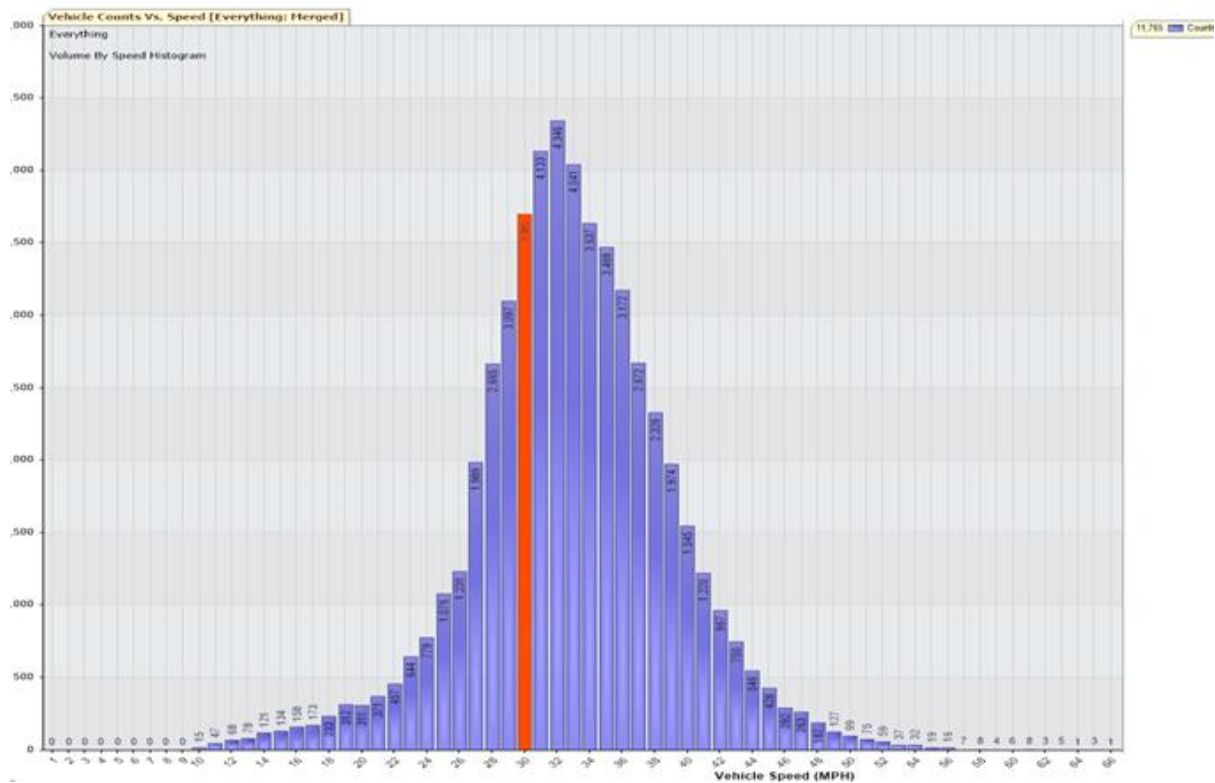
**Knossington Road, inside the village, 200m from the 30mph limit sign:**

- **70%** of vehicles **entering** the village were speeding
- **78%** of vehicles **leaving** the village were speeding.
- Speeds of **66mph** were seen entering the village and **69mph** leaving the village.
- The **85th percentile** of vehicles entering the village, is **39mph**, which means that **15%** of vehicles were travelling at **40mph or higher**.
- The **85th percentile** of vehicles leaving the village, is **40mph**, which means that **15%** of vehicles were travelling at **41mph or higher**.
- One Sunday morning, between 7am and 8am, **15 cars** coming into the village resulted in an **85th percentile** of **51mph**.
- In the **28 days** the radar was in place, there were a total of 59,455 vehicles, an **average** of 2,123 per day, **passing through** the radar at 10mph or above.

The **'85th percentile speed'** into and out of the village is an important measure; it is the speed at which, or below, **85%** of traffic was travelling, and is used by the Police and other authorities to determine whether action to reduce speed levels is needed. Typically, action will be taken if it is greater than 35mph in a 30 zone. This summary data includes the period when traffic lights were in operation on Knossington Road; the detailed analysis shows significantly higher speeds when this period is removed in the detailed version of the analysis.

The summary chart below shows the number of vehicles travelling through the village at the speeds indicated. The number of vehicles is on the left axis, and the speed is on the bottom axis; the red line marks 30mph. The data covers everything in the four weeks that monitoring took place, and merges the results for vehicles entering and leaving the village.

These results show that **there is clearly a significant speeding issue in the village** and the **existing traffic calming measures simply just do not work.**



**Bar chart showing the number of vehicles travelling in and out of the village (vertical) against their speed (horizontal).**

A detailed report and analysis of the data collected can be seen on the Parish Council website at :

[www.braunstoninrutlandpc.org.uk/uploads/2021-05-traffic-analysis.pdf](http://www.braunstoninrutlandpc.org.uk/uploads/2021-05-traffic-analysis.pdf)

Jim Atack  
Braunston Traffic Calming Group  
May 2021