

Lubbesthorpe Progress Group Presentation - Highways



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Kirby Muxloe Parish Council

Serving the people of Enderby

OVERVIEW

- Reasons for formation of the group
- Lubbesthorpe Parish Council
- Local surgeries
- Highways

CONCERNS OF BRAUNSTONE TOWN/THORPE ASTLEY

- **Parishes surrounded by major roads**
- **No clear route for local traffic**
- **Increase in local traffic due to Lubbesthorpe development**
- **Infrequent and indirect Bus Service**
- **Traffic using Tay Road as 'rat run'**
- **Local Traffic plan required**

CONCERNS OF ENDERBY

- **Increase in traffic especially on Blaby Road/
Leicester Road Junction**
- **Building of Enderby bypass**
- **Re-introduction of 7.5 tonne weight limit to
Leicester Lane**

CONCERNS OF KIRBY MUXLOE

- **Maytree drive/ Barry Drive Estate - Rat Run**
- **Public Transport on A47**
- **Park and ride**
- **Cycle lanes**
- **Bus Lane**
- **Ratby Lane A47 junction**



SPECIFIC CONCERN OF KIRBY MUXLOE

- **Desford Road/Station Road/Main Street**
- **Time restrictions – speed indicators**
- **Calming Measures**
- **Zebra Crossing**
- **Impact of new traffic lights**
- **Ratby Lane –Parking**
- **Optimus Point Foot path**

SPECIFIC CONCERN OF LOCAL PARISHES

- **Public Transport**
- **Infrequent bus service**
- **Travelling to work Leicester**
- **Implications for accessing Medical Facilities**

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How the group was formed?

This group was formed after the former working party led by Blaby District Council was disbanded. Councillors from the neighbouring parishes of Braunstone Town (which includes Thorpe Astley), Leicester Forest East, Enderby and Kirby Muxloe have been meeting on a regular basis to discuss issues arising from the New Lubbesthorpe Development and its impact on transport issues in and around these parishes, together with infrastructure problems due to the increase in population numbers.

How the group was formed?(cont.)

New Lubbethorpe Parish Council were asked to join the group and two members of this group gave a presentation on zoom to a New Lubbethorpe Council Meeting but the Council decided not to nominate members to this group. However, the New Lubbethorpe Community Development Worker, Sue Steer, spoke to the Group about her work which seeks to develop a sense of community as the Estate develops. She is involved in giving help and advice to new and established residents and works with the school and assists with seasonal events. The role is funded by Drummonds the landowners, Churches Together and Blaby District Council.

New surgery plans and impact on the community (1)

A pressing issue has been the tendering for a contract for a new medical centre in New Lubbethorpe. The demands on Kingsway Surgery, Forest House Medical Centre and Warren Lane are increasing as occupancy on the Estate takes place. These surgeries are now at full capacity. It is understood a contract has been issued to the practice of Forest House Medical Centre/Warren Lane with the possible closure of Forest House surgery as the New Lubbethorpe Surgery goes 'live'. The consequences of the closure of Forest House surgery will be felt most keenly in the area around Braunstone Crossroads leading back towards Braunstone Town itself, as there are no transport links to Warren Lane or New Lubbethorpe.

New surgery plans and impact on the community (cont.)

Patients who live in Kirby Muxloe will also be disadvantaged if Forest House Medical Centre closes as they can presently catch public transport from the village to the surgery. The lack of any public transport to get from Kirby Muxloe to the L F E (Warren Lane medical facilities) is by far the biggest issue raised by residents.

Specific issues for all 3 areas

1. Braunstone Town/Thorpe Astley
2. Enderby
3. Kirby Muxloe

Braunstone Town – Thorpe Astley (1)

- Main issue is that Braunstone Town and Thorpe Astley are surrounded by major roads network: M1/M69 (junction 21), A5460/Narborough Road South, A563 – Lubbethorpe/Braunstone Way, A47 Hinckley Road all of which impacts on the local traffic due to the volume of vehicles either leaving or entering Leicester as a whole.
- Local traffic do not have a clear route to get across from Braunstone Town to Thorpe Astley and other local Parishes so the residents have to use the major roads which lengthen our journey and add to the number of vehicles, particularly at 'rush hour' (which increasingly stretches from just after lunch time to late evening)
- With the increase of local traffic as a result of planned housing occupancy of Lubbethorpe development this will only add to the flow and volume of traffic
- Braunstone Crossroads – management of the Junction/traffic build up onto Braunstone Lane/Main Street.

Braunstone Town/ Thorpe Astley (2)

- Although there is a public transport service: 104 bus route it is infrequent and takes you round the houses so doesn't encourage residents to use the service. There is also bus routes 50 city via Narborough Road south to Narborough and 51 Braunstone Lane to Holmfield Avenue both on the peripheral of the Braunstone town and does not go into the estate. 104 to Thorpe Astley is 36 minutes journey from city to Owen Close own and no service on Sunday. Arriva click is available but not without its own issues.
- There is an impact on Thorpe Astley (Meridian Way),of traffic cutting through from the A47 to Lubbethorpe Way via Tay Road. This creates risk for all, but particularly pedestrians.
- A longer term traffic management plan needs to be in place which enable more local routes to be available and a localised public bus service that meets the need of residents across the town. (traffic mitigation measure Go Travel Solutions)
- 2 Junctions on Narborough Road raised by County councillors (accident data features in top 10 hot spots in the County

Enderby

- Main impact is the increase in traffic caused by New Lubbesthorpe especially the impact on Blaby Road/Leicester Lane junction
- This would be largely relieved by the building of the so called Enderby bypass especially if the 7.5 tonne weight limit is introduced to Leicester Lane.



Kirby Muxloe

The Maytree Drive/Barry Drive Estate has become, and is increasingly, a 'Rat Run',

- 'The Masters Estate', a very pleasant, originally quiet, estate built 1960's, triangular shape, between the A47 Hinckley Road and Kirby Lane, with narrow, 'estate' roads,
- **East-bound Hinckley Road traffic/Beggars Lane peripheral traffic**, uses Maytree/Barry Drives as a 'Rat-Run' to avoid serious congestion on A47 Hinckley to access A50/M1 and A46,
- **The Lubbesthorpe Plan** envisaged remedial measures to contain effects of additional traffic on surrounding areas, with the **Maytree Drive/Barry Drive** identified as one such area,
- **LCC designed traffic control – extensive humps, bumps and tables, rejected by residents,**
- KMPC proposed restricted turn system at Maytree/Hinckley Rd. junction, many examples in Leicester/Leicestershire, but immediately rubbished by LCC Highways – 'not invented here'?



Kirby Muxloe

The Lubbesthorpe Plan pointed to the good provision of public transport along the A47 Hinckley Road.

- But because of continual reductions in public transport, directly along the A47 and through Kirby Muxloe to Leicester, it is increasingly difficult for people to get to work in Leicester. Rush hour services are reduced, the 'Fox Cub' service was withdrawn. There few late services and Sunday services were withdrawn a few years ago. One early morning service was withdrawn, e.g., greatly affecting the time LRI staff need to leave home to reach work. This increases car use.
- The 'Park'n' Ride schemes are greatly appreciated, but more useful if extended to cover the Inner Ring Road, such as the Train and Bus stations. They stop early evening so people cannot get to, and from, events, and Train/Bus stations. ***Shift workers are unable to use the service, all increasing car use.***



Kirby Muxloe

- ***A47 Cycle lanes from Braunstone X Roads to Beggars Lane are marked out*** but the promised, associated, 30mph signs have not been implemented,
- ***Lubbesthorpe Plan Proposed Bus Lane at A47 Braunstone X Roads facing Leicester,*** leaves one forward lane. Will exacerbate existing congestion, demonstrated by car transporters regularly delivering vehicles to the Braunstone X Roads car sales site. These park in the near side lane at the traffic lights, outside the car sales site. This Lubbesthorpe proposal reduces forward lanes down to one. The car transporter problem shows what will happen, as it causes >1 mile congestion backwards on busy A47 in morning rush hours, see picture in following slide.



Kirby Muxloe

- **Ratby Lane/A47 junction at Braunstone X Roads** with regard to lorries turning right onto A47, when approaching the traffic lights beside the 'Park'n'Ride',
 - Ratby Lane carriageway narrows to one lane at pedestrian refuge before dividing into 3 lanes at the A47 junction. Large articulated container vehicles in the right hand lane take time to turn right onto the A47, ->, and the lights change before they complete their turn. This creates long traffic tail backs to Wembley Road on the industrial estate as vehicles can't access the straight ahead, (I), or left turn lanes, <-, just beyond the single lane part when these large vehicles wait to turn right. They cannot access the two other lanes.
 - Consequently, the queue grows and several traffic light sequence changes have no effect on the flow of traffic.

Desford Road/Station Road/Main Street

- Signs indicating Time Restrictions for lorries using Desford Road Kirby Muxloe to and From Poundstretcher to conform with Order from Planning Inspectorate held in January 2021 needs commissioning. Highways have been approached by KMPC but nothing has happened
- It is also thought that flashing speed indicators along Desford Road after its junction with Hedgerow Lane would slow traffic.
- Also additional calming measures on Station Road from the junction with Desford Road as far as the pelican crossing and almost colliding with pedestrians on the crossing. It seems from residents' comments that drivers don't slow up on any of the Station Road speed tables so maybe they all need raising or chicanes putting in their place.

Desford Road/Station Road/Main Street

- Station Road Zebra crossing adjacent to Barwell Road needs repainting; drivers are ignoring it even when pedestrians are on the crossing. Perhaps a sign saying crossing ahead in advance of crossing
- LCC Highways have been informed that the repainting of the stripes across the pelican crossing is needed and also that two trees are blocking the lights of the Belisha beacon and of near misses on the crossing.
- Cars (as many as 6) are regularly parking on the left hand side of the road approaching the pelican crossing, which are causing a major obstructions to the flow of traffic.

Desford Road/Station Road/Main Street

- The impact of the new traffic lights at Ratby Lane and Desford Road could mean that drivers will turn into Hedgerow Lane and then onto Main Street to avoid the lights. Main Street could become a 'rat run' and would therefore need improvement: chicanes, 20 mph, one way, speed tables. A solution is several 20mph signs along each of the following road: Station Road, Main Street, Hedgerow Lane and Desford Road but how effective this would be is questionable. Alternatively Desford Road, Station Road and Main Street could benefit from two or three camera warning signs stating speeds which may deter drivers. Some will adhere to these restrictions causing those behind to slow up.

Ratby Lane and Optimus Point

- There continues to be a problem with parking on the road alongside Kirby Muxloe Sports Ground and in front of the houses on Ratby Lane. LCC Highways notified KMPC in November 2021 about the revised siting of double yellow lines, but they have heard nothing further regarding this. Street Lighting is also an issue along Ratby Lane from the junction with Desford Road and by the Sport Club.
- The grass verge of Optimus point to the roundabout into Kirby Muxloe is well Trodden (left hand side) and it would appear a footpath is needed along side the Optimus Industrial site for cyclists and pedestrians.