

**Proposal for traffic calming on Bosworth Road**

**1. Background**

1.1 The road from Market Bosworth to Carlton is straight with good visibility, and although it is subject to the national speed limit of 60mph, many vehicles exceed this speed and enter the residential area of Carlton village at high speed.

1.2 Carlton Parish Council has operated a Mobile Vehicle Activated Sign (MVAS) since 2018. Data from street lighting column 6 on Bosworth Road, within the 30mph speed limit, are summarised below in Table 1. These consistently show 85<sup>th</sup> percentile speeds above 40mph, and fastest speeds of 70mph and above.

**Table 1. Summary of MVAS data, Bosworth Road Carlton, Northbound vehicles, Street lighting column 18**

Date	85 <sup>th</sup> percentile speed	Average speed	Fastest speed	Total no vehicles	Average no of vehicles	
					Mon-Fri	7-day
Oct 2018	45.1	35.4	85	31,976	1,003	889
July 2019	44.2	33.8	85	35,261	1,014	944
Sept 2019	44.6	35.2	70	2,067	689	689
Sept 2020	44.0	34.3	70	16,690	843	794
July 2021	43.7	33.5	75	22,617	758	726
Aug 2022	43.2	32.7	80	23,879	820	770
Dec 2022	41.4	29.3	75	22,626	812	807
June 2023	43.8	34.7	75	22,850	923	848
May 2024	43.6	34.8	80	19,990	788	741
Mar 2026	43.2	34.6	85	28,343	840	765

The data above has been extracted from detailed reports, all of which can be found on the Carlton Parish Council website – [www.carltonpc.co.uk/traffic](http://www.carltonpc.co.uk/traffic)

1.3 I am aware of one serious injury accident outside The Gate Hangs Well, but this was not speed related and involved a cyclist and a southbound trailer. I recall the road signs on the western side of Barton Road, and the garden wall of Mill House on Nailstone Road each being demolished by out of control vehicles.

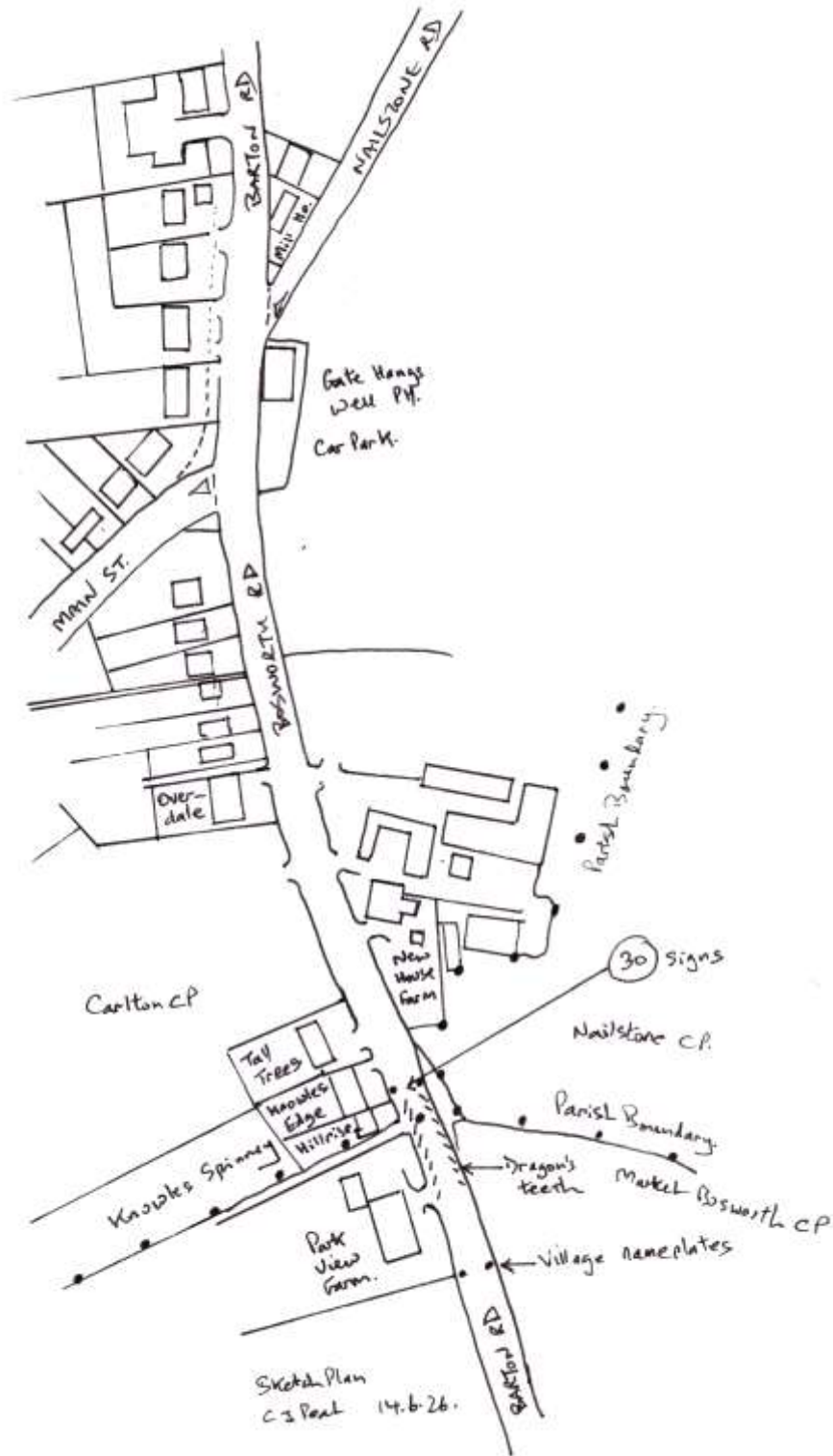
1.4 The Parish Council (the PC) has noted eye-witness reports that a car travelling north along Bosworth Rd at high speed had attempted to turn into Main St, failed to make the corner, mounted the kerbs on the north side of Main St, narrowly missing pedestrians on the footway, then driven along the grass verge and footway and back onto the road. The pedestrians had been too shocked to take the number of the vehicle (p.1848/3f).

1.5 The Gate Hangs Well public house is situated at the junction of Main Street with Bosworth Road, Barton Road and Nailstone Road. The pub was extended in 2019 and has now become very popular, with vehicles parked along all nearby roads at busy times. Regrettably, it is common for vehicles to be parked on and close to the road junctions in contravention of the Highway Code.

1.6 Parish Councillors regularly receive verbal reports and complaints of inconsiderate parking, near misses and dangerous driving from the area around The Gate Hangs Well.

1.7 A major concern is that that southbound vehicles on Barton Road and turning out of Nailstone Road have poor visibility to the south, and may be faced by a speeding vehicle heading north from Bosworth Road.

2. Existing road layout



2.1 When approaching the residential area, northbound drivers currently encounter village nameplates at the southern curtilage of Park View Farm, followed by dragon’s teeth road markings and 30mph roundels at Knowles Edge.

### 3. Recent proposals and investigations

3.1 In 2018 it had been suggested that gateway features might be installed on roads leading into the village. Report 2018-19 Highway approaches to the settlement of Carlton had revealed significant differences between the location and relative position of the village nameplates and 30 mph signage on each road, and had identified a limited number of sites where gateways might be installed.

3.2 The installation of false gateways had been considered in 2012 (p.1436/18; 1439-40/6) when an Officer from Leicestershire County Council (LCC) Traffic Management had advised that 30 mph signs associated with *dragons teeth* road markings and *30 roundels* should be enough to notify drivers that they needed to slow down. False gateways were expensive, four would be required, they would require maintenance, and they had been shown to have only a limited impact on vehicle speed in certain locations. It had been decided not to install gateway features, but instead to extend the 30mph speed limit to the southern curtilage of Park View Farm. The associated dragons teeth markings would also be moved to this location (p.1732/5).

3.3 All 14 households between Springfield and Park View Farm had been consulted about the proposal to extend the 30mph speed limit: 12 households had supported the proposal; 2 had refused to respond. A request to extend the 30mph limit had been submitted to the Highway Authority (p.1745/5).

3.4 In response, LCC Highways Department was prepared to consider a scheme but requested a non-refundable payment of £500 for design and investigation work and estimated the cost of amending the TRO to be £7,500. LCC considered that the existing 30 mph signs were not appropriately placed in relation to built development and suggested moving the 30 mph limit further into the village, preceded by a new 40 mph buffer zone. LCC Highways had also suggested consideration of a permanent vehicle activated sign (VAS) at an estimated cost of £12k, and constructed traffic calming measures at an estimated cost of £60k. LCC would not fund the scheme because there had not been any serious accidents on this road in the previous 5 years (p.1749/4).

3.5 In view of the costs outlined above, other options had been investigated, and following a site meeting it had been agreed that the village nameplates would be moved to the southern curtilage of Park View Farm, and that 5,4,3,2,1 transverse bar markings would be laid on the approach to the 30 mph zone. These works would be carried out free of charge and maintained by the Highway Authority.

3.6 The transverse bar markings had been laid on 13<sup>th</sup> September 2019 and had immediately given rise to complaints of excessive noise from local residents, even inside houses with double-glazed windows. The markings had been removed by hydroblasting on 22<sup>nd</sup> October at a cost of £2,750 shared 50:50 with the Highway Authority (p.1781/5, 1785/3e).

3.7 In 2019 the Highway Authority was asked to replace the *Give Way* signs at the southern end of Nailstone Road with *Stop* signs, following complaints and reports of near-misses involving parked and overtaking vehicles near The Gate Hangs Well (p.1775/3a). The landlord had offered to ask customers to move any vehicle which was causing a problem. Attempts to extend the existing car park had failed (p,1780/3f).

3.8 The request for a *STOP* sign at the southern end of Nailstone Rd had been refused by the Highway Authority on the grounds that visibility was not severely restricted in both directions (p.1785/3e).

3.9 The 2021 Carlton Parish Plan had recommended the introduction of a 20mph speed limit in the village. This proposal had been supported by 62% of respondents, and a request had submitted to the Highway Authority in 2022.

3.10 The above proposal had been rejected. In response, LCC Highways Department had advised that 20mph speed signage would not be effective if the average speed in the area was more than 24mph (DfT guidance). Speed surveys using two wires across the road had been carried out for 1 week in September near the eastern and western ends of Main Street:

**Site A - East of Congerstone Lane**

	Mean speed	85 <sup>th</sup> percentile speed
All traffic (both directions)	27.2 mph	32.8 mph
Northeastbound traffic	25.8 mph	31.1 mph
Southwestbound traffic	28.5 mph	34.1 mph

**Site B – West of Barton Road**

All traffic (both directions)	26.1 mph	31.5 mph
Northeastbound traffic	25.4 mph	31.3 mph
Westbound traffic	26.8 mph	31.9 mph

These surveys showed that the majority of drivers were complying with the 30 mph speed limit. There had been no reported physical injury accidents in the previous 5 years along the full length of Main St. These facts were a good indication that motorists were aware of the prevailing environment and were driving accordingly. In this situation a blanket 20 mph zone would be unlikely to result in any reduction in speed, unless associated with physical traffic calming measures (p.1878/10a).

3.11 In 2022 the PC had received many complaints of excessive speed and dangerous driving through the Main Street/Barton Road junction. Many drivers heading into Main Street from the north routinely cut the corner at high speed, leading to higher speeds in Main St. The junction was wide, and a refuge would make it safer for pedestrians to cross. A junction assessment had been requested from the Highway Authority, with the suggestion that a pedestrian refuge be constructed in the middle of Main St (p.1871/6b).

3.12 The proposal to construct a pedestrian refuge had been rejected. LCC Highways Department had advised that pedestrian refuge islands were not for traffic calming, and a refuge could not be considered because of the low level of footfall in the village. Even if justified by a crossing survey, the construction of a refuge would require a complete re-design of the junction and would be very expensive (p.1878/10b).

3.13 In November 2022 the Police had carried out a speed check on Bosworth Road for one hour and had issued two speeding tickets for vehicles travelling at 42 and 43 mph (p.1847/3d).

3.14 In view of the level of public concern about speeding traffic, an invitation for volunteers to form a Community Speedwatch Group had been published in the November 2022 issue of Carlton News. No volunteers had come forward (p.1881/3e).

3.15 In 2024 Barton/Bosworth Rds had been nominated as a site of community concern over speeding with the Leicester, Leicestershire & Rutland Road Safety Partnership (p.1956/3e).

3.16 The Road Safety Unit had reported that surveys had been carried out in October and November. On Barton Rd 33% of vehicles were found to be exceeding the National Police Chief Council enforcement threshold of 10% + 2 mph, but on Bosworth Rd the figure was over 80%. Given this poor compliance the results had been highlighted to the Police Traffic Management Dept and the Highway Authority (p.1961/3e).

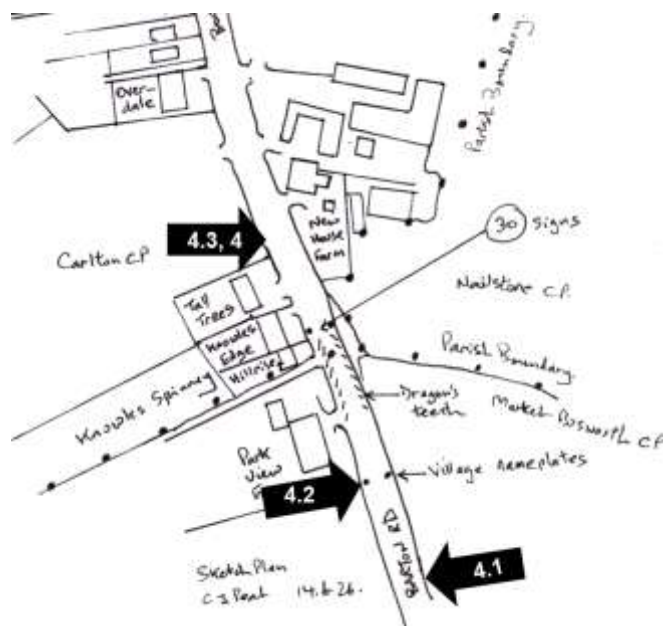
**4 New proposals**

4.1 That the Highway Authority be asked to consider imposing a speed limit of 50mph on Barton Road, Market Bosworth.

4.2 That a 40mph speed limit be imposed on Barton Road, Market Bosworth at the village nameplates.

4.3 That a chicane and associated signage and road markings be introduced on Bosworth Road to the north of the curtilage of Tall Trees, so that northbound vehicles be obliged to slow down or stop to give way to southbound vehicles.

4.4 That the 30mph speed limit be moved back to the location of the chicane.



4.5 I believe these proposals conform with current Highways regulations (see 3.4 above), will provide a graduated approach to the 30mph zone, will minimise the impact on local residents, and will not affect access to properties, fields or New House Farm.

Knowles Edge and Tall Trees will be in a 40mph zone instead of 30mph as at present, but as the current 30mph is widely ignored and the chicane can be expected to result in a reduction of vehicle speeds their situation should improve.

C J Peat  
Parish Clerk  
28.6.2026